PUBLISHERS of LAW BOOKS
PRINTERS and BOOKBINDERS
The Carswell Company
145-149 ADELAIDE STREET West
TORONTO

# THE CANADA LUMBERMAN

WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XVIII. NUMBER 1. | TORONTO, ONT., JANUARY, 1897 | TERMS, $1.00 PER YEAR Single Copies, 10 Cents.

## MAGNOLIA METAL

In Use by Eight Leading Governments.

BEST ANTI-FRICTION METAL

For All Machinery Bearings

## MAGNOLIA METAL CO.

OWNERS AND SOLE MANUFACTURERS

74 Cortland Street, NEW YORK

Chicago Office: TRADERS BUILDING.

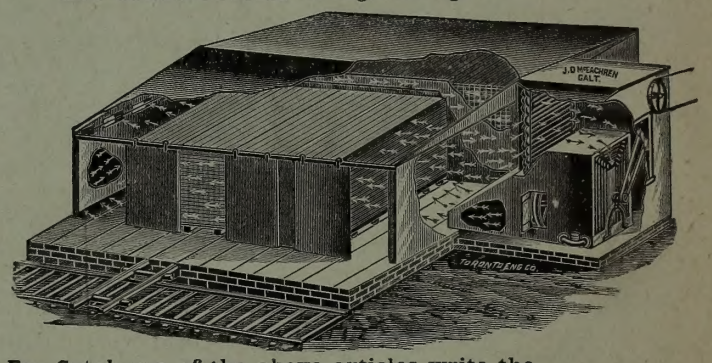
Montreal Office: Messrs. Caverhill, Learmont & Co., Agents.

London Office: No. 49 QUEEN VICTORIA STREET, LONDON, E. C.

## DRY KILNS AND HEATERS

HOT BLAST SYSTEM for large buildings.

VENTILATING FANS, SHAVING FAN BLOWERS, ETC.



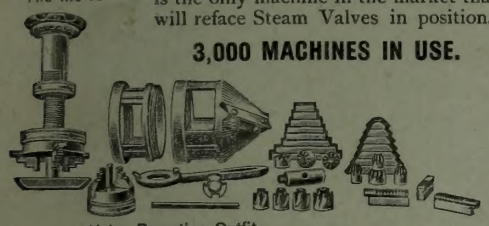

For Catalogue of the above articles write the

McEachren Heating & Ventilating Co. - Galt, Ont.

THE "MORSE" VALVE MACHINE

"The Morse" is the only machine in the market that will reface Steam Valves in position.

3,000 MACHINES IN USE.

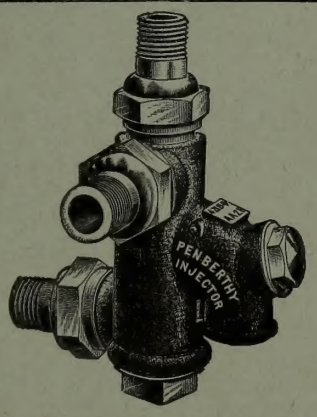


Valve Reseating Outfit.

DARLING BROTHERS

... SOLE MANUFACTURERS ...

"Reliance Works," - MONTREAL.




## ECONOMY

Is a Most Important Consideration in a Boiler Feeder ....

The ... World-Renowned PENBERTHY Automatic INJECTOR

Is the Most Economical and Durable Device for Feeding the Boiler ever placed on the Market. . . . Sales of 125,000 in ten years in the United States and Canada attest its merit.

Branch Factory: WINDSOR, ONT.

Largest Injector Manufacturers in the World.

PENBERTHY INJECTOR CO.

226 Abbott St., DETROIT, MICH.

John Bertram & Sons

CANADA TOOL WORKS

DUNDAS - ONTARIO.

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

CORRESPONDENCE SOLICITED.

C. C. CLEVELAND G. F. CLEVELAND

J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING .... AND LACE LEATHER

Danville, Que.

Silver Solder

For Repairing BAND SAWS.

Price $1.00 per ounce, in 10 ounce lots.

P. W. ELLIS & CO.,

31 Wellington St. East, TORONTO, ONT.

MANUFACTURING JEWELERS.

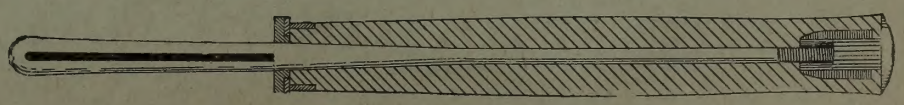
All Grades of

## CROSS-CUT SAWS

at Lowest Prices

... SOLE MANUFACTURERS OF ...

## The "Burns" Patent Handle



PATENTED JUNE 26th, 1893

**Positively the Strongest Handle Made.**

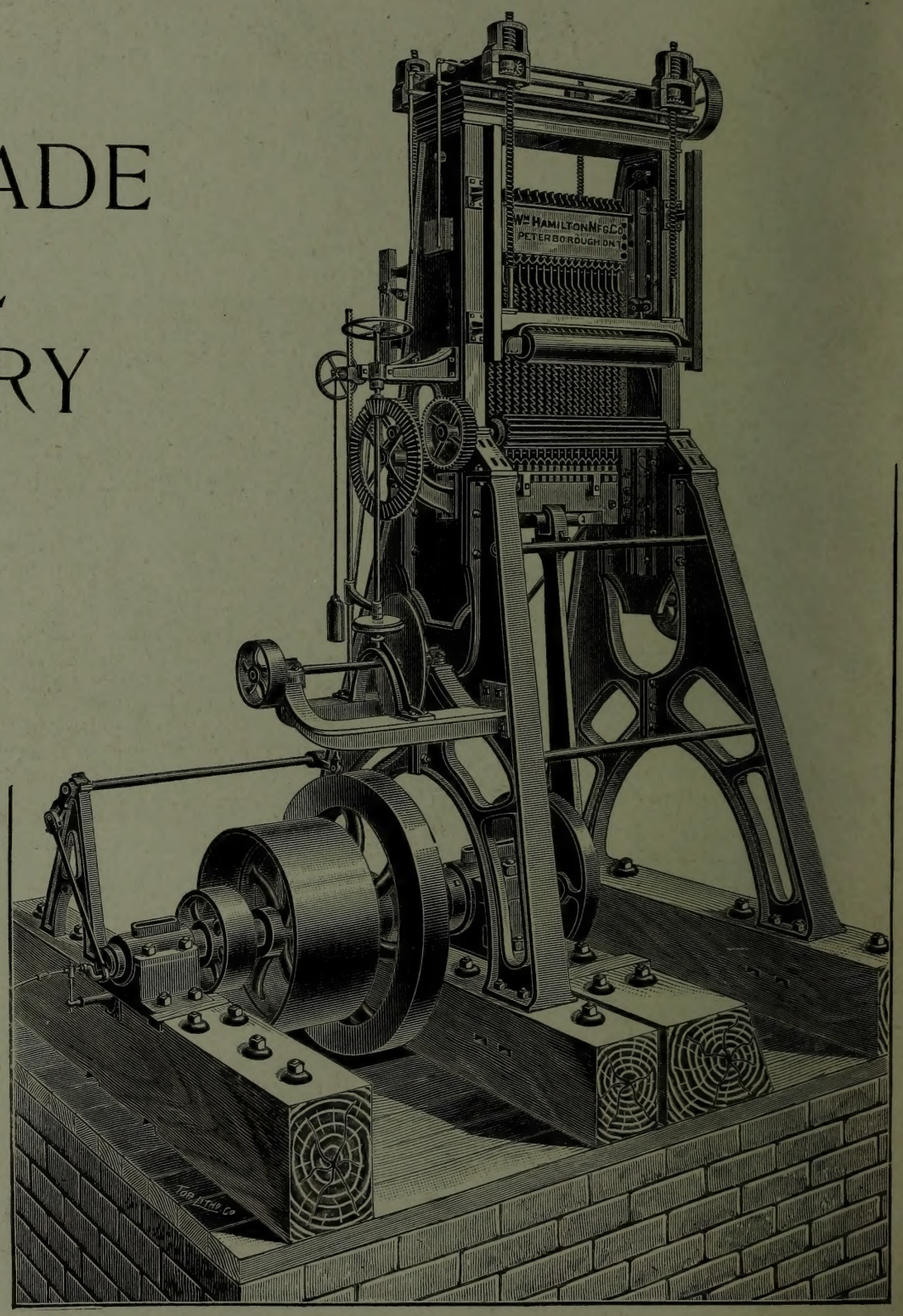
Ask your Hardware Merchant for our Goods. -:- Special Quotations on Large Quantities.

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a Complete Line of

HIGH GRADE SAW-MILL MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

WE are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

## The Wm. Hamilton Mfg. Co., Ltd.

**Branch Office: VANCOUVER, B. C.** **PETERBOROUGH, ONT.**

# THE CANADA LUMBERMAN

VOLUME XVIII. NUMBER 1. | TORONTO, ONT., JANUARY, 1897 | TERMS, $1.00 PER YEAR Single Copies, 10 Cents.

## THE LATE HON. LOUIS TOURVILLE.

EARLY in November, after a somewhat protracted illness, Hon. Louis Tourville, member of the Legislative Council of Quebec, and president of The Tourville Lumber Mills Co., died in the city of Montreal. Ever since his severe illness of last year he had been feeling unwell, but was not compelled to withdraw from business until a few days previous to his death. Deceased was prominently connected with many commercial enterprises of the province, and was recognized as an eminently successful business man.

Hon. Mr. Tourville was born on February 13th, 1831, in the city of Montreal, and was therefore 65 years of age. After receiving a sound commercial education, he was employed as dry goods salesman, and in the year 1854 embarked in that business on his own account, and afterwards conducted a grain and provision store. In 1880 he established the lumber firm of Tourville & Co., his partner being the late Mr. Joel Leduc. In this venture he was remarkably successful, and some years afterwards the name of the firm was changed to The Tourville Lumber Mills Company. The headquarters of the company were in Montreal, and the saw mills located at Louiseville, Nicolet and Pierreville. In 1891 incorporation was granted, the capitalization being $250,000. In the vicinity of thirty-five million feet of lumber are handled each year, large cargo shipments being made to foreign markets.

Not alone to the lumber business did the deceased direct his attention. In 1873 he founded the Hochelaga Bank, of which he was president until the year 1878. He had also been president of the Montreal Exposition Company, the South Shore Railway Company, and the Imperial Electric Light Co., an honorary director of the Equitable Life Assurance Company of New York, and a member of the Council of the Board of Trade.

Mr. Tourville was appointed to the Legislative Council by the late Mr. Mercier in 1888 in recognition of the signal service he rendered to the Liberal cause in the province, and had ever accorded a hearty support to a policy of international development of her own resources. By his death the Liberal party are placed in a minority of two in the Legislative Council.

In the year 1856 he married Miss C. St. Jean, who died three years ago. A family of six children survive him.

---

A subscriber to the Wood Worker writes that he has found the best way to pile lumber which is to go into the dry kiln is to place it edgewise, properly supported beneath, and with strips between to allow air circulation and close enough together to prevent any sagging sidewise of the lumber to be dried. A little more moisture on one edge is not nearly so bad as too much on one side.

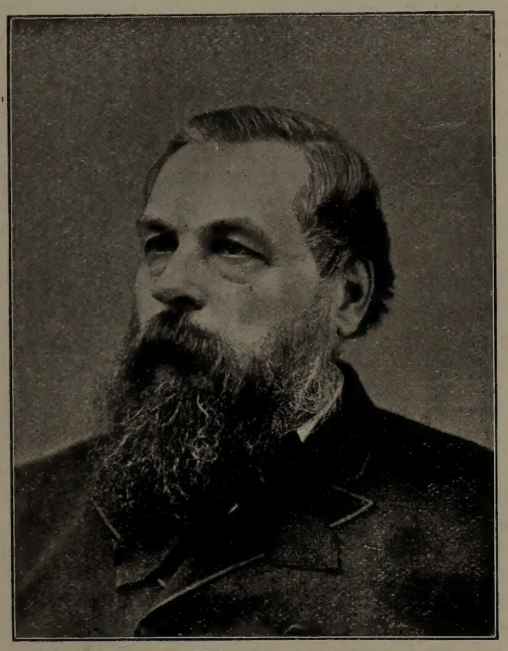
## BRITISH COLUMBIA SHINGLE MILLS.

OUR representative in British Columbia furnishes the following particulars of some British Columbia shingle mills :

### H. H. SPICER & CO.

Among the largest manufacturers of shingles in the western province are Messrs. H. H. Spicer & Co., of Vancouver. This business was established on False Creek, at the end of Cambie street, in 1888, and has continued to grow ever since. The output is shipped to all parts of the Dominion, as well as to the United States, some going east of the Mississippi river.

The premises have a frontage on False Creek of 187 feet. The Canadian Pacific Railway track



THE LATE HON. LOUIS TOURVILLE.

runs through the yards. The principal output of this establishment is shingles, which have a far-reaching reputation. The various buildings are thoroughly well equipped with the most improved machinery, including a Perkins ten block machine, manufactured by the William Hamilton Mfg. Co., and two Challoner double block machines. Three large boilers and two engines, 18 x 36 and 14 x 20, supply the power. Self-feeders are used for conveying the saw-dust to the furnaces. The new dry-kiln consists of a 7,000-foot heater and a 110-inch fan, driven by a 7 x 10 inch engine. The capacity of this kiln is two and a quarter million shingles. The total capacity of the mill is one hundred million shingles per annum. From 55 to 65 men are employed at the mills, and from 25 to 35 in the woods. As will be noted, the shipping facilities, both by water and rail, are excellent.

### HASTINGS SHINGLE MANUFACTURING COMPANY.

Messrs. James A. and Robert McNair established the business at Hastings known as the Hastings Shingle Manufacturing Co. three years ago. The shipments from this firm are also extensive, and extend throughout Canada and the United States, some having been made to Boston and other Atlantic sea ports.

The main mill is 60 x 35 feet, equipped with the most modern machinery. The dry-kiln is 100 x 35 feet. Various other buildings complete the establishment. A staff of 25 men are employed in the mill, which, when running day and night, has a capacity of forty million shingles annually.

A second mill owned by this firm was destroyed by fire about March last, and in six weeks another one was built and running. This, like the former, is equipped with the most modern machinery, and affords employment for 50 men. It has a yearly capacity of forty million shingles.

This firm control the output of the Buse shingle mill, the capacity of which is twenty million shingles per annum, thus making a total capacity for this firm of one hundred million shingles annually.

They have several thousand acres of very fine cedar limits on Burrard Inlet, from which their cedar blocks are supplied.

### ARCHIE MCNAIR.

Another shingle establishment at Hastings is owned by Archie McNair, and was established three years ago.

The concern has a well-equipped plant, operated by steam power, and using the latest appliances. A specialty is made of red cedar shingles, and the output averages ten millions per annum. A ready sale for these is found in all parts of Ontario, the Northwest, and in the Eastern United States markets.

---

## WOOD PULP BICYCLE FRAMES.

WOOD pulp is the latest material for the making of frames for bicycles. The use of wood after it has been ground up and reduced to a pulp is not so new as many people suppose. As far back as 1719 a Frenchman named Reamur published an essay upon the subject, taking his hint from the wasps, whose paper-like nests are literally made from wood pulp manufactured by those insects. But it was only 30 or 40 years ago that any practical trial of the matter was made, and it is almost wholly within the last quarter of a century that the industry has begun to attract attention and assume importance. For some time past railroad car wheels have been made from wood pulp, and also many other things which are exposed to great strain in use, and now the attention of bicycle makers has been attracted to this useful article. — Cincinnati Tribune.

---

Resolutions have been passed by the Board of Trade at Thorold and Owen Sound requesting that the Government impose an export duty on pulp wood.

The total cut of the Minneapolis saw mills in 1895 was 479,000,000 feet. In 1896 a reduction of 37 per cent. was made, the production being 300,000,000 feet.

## AGAINST FREE LUMBER.

UNITED STATES LUMBERMEN REQUEST THE RESTORATION OF AN IMPORT DUTY.—PERMANENT ORGANIZATION EFFECTED TO CONSIDER TARIFF LEGISLATION.

IN response to a call issued by the publishers of the Timberman and Northwestern Lumberman, of Chicago, acting under instructions from the Southern Lumber Manufacturers' Association, about 150 delegates convened in the city of Cincinnati, Ohio, on the 16th of December, to discuss the tariff question and to take action to secure the restoration of an import duty on lumber. Delegates are said to have been present from every lumber state in the union, and the representation included wholesale and retail dealers and manufacturers.

Upon opening the convention, Mr. Judson, of the Northwestern Lumberman, was called upon. He dwelt upon the injurious effect of Canadian competition in lumber, and stated that over $500,000,000 were invested in mill plants in the United States, giving employment to more than half a million persons, to whom $141,000,000 in round numbers was paid in wages annually.

Mr. Defebaugh, of The Timberman, followed, delivering an eloquent and carefully prepared address, and submitting the following figures for the consideration of the delegates :

IMPORTATION OF CANADIAN BOARDS, DEALS AND PLANKS TO THE UNITED STATES.

| Year. | Thousand Feet. | Value. |
|---|---|---|
| 1888 | 608,326 | $7,497,078 |
| 1889 | 747,842 | 7,804,163 |
| 1890 | 659,703 | 7,744,954 |
| 1891 | 757,149 | 8,498,046 |
| 1892 | 663,134 | 7,539,766 |
| 1893 | 742,351 | 8,217,331 |
| 1894 | 514,461 | 6,134,204 |
| 1895 | 600,809 | 6,859,532 |
| Six months ending March 1, '96 | 262,002 | 3,662,041 |
| Year ending June 30, 1896 | 786,209 | 8,505,634 |
| Three months ending Sept. 30, '96 | 225,396 | 2,360,896 |
| Nine months ending Sept. 30, '96 | 549,522 | 5,790,028 |

IMPORTATIONS OF CANADIAN SHINGLES.

| From | Year | Thous'd. | Value. |
|---|---|---|---|
| Nova Scotia, New Br'nsw'k, etc. | 1890-1 | 58,687 | $122,934 |
| Quebec, Ontario, etc | 1890-1 | 201,961 | 430,335 |
| Total | | 260,648 | $553,269 |
| Nova Scotia, New Br'nsw'k, etc. | 1891-2 | 77,963 | $162,794 |
| Quebec, Ontario, etc | 1891-2 | 285,035 | 569,266 |
| Total | | 362,998 | $732,060 |
| Nova Scotia, New Br'nsw'k, etc. | 1892-3 | 78,739 | $169,124 |
| Quebec, Ontario, etc | 1892-3 | 379,970 | 746,358 |
| Total | | 458,709 | $915,482 |
| Nova Scotia, New Br'nsw'k, etc. | 1893-4 | 58,057 | $115,623 |
| Quebec, Ontario, etc | 1893-4 | 320,415 | 616,101 |
| Total | | 378,472 | $731,724 |
| Nova Scotia, New Br'nsw'k, etc. | 1894-5 | 9,640 | $20,174 |
| Quebec, Ontario, etc | 1894-5 | 41,873 | 79,616 |
| Total | | 51,513 | $99,790 |
| All sources | 1895-6 | 578,870 | $1,100,223 |

IMPORTATION OF CANADIAN TIMBER (NOT ROUND.)

| Year. | Value. | Average Yearly Value. |
|---|---|---|
| 1888 | $ 5,748 | $ 3,334 |
| 1889 | 3,108 | 3,334 |
| 1890 | 1,147 | 3,334 |
| 1891 | 37,652 | 37,652 |
| 1892 | 56,777 | 56,811 |
| 1893 | 65,792 | 56,811 |
| 1894 | 47,865 | 56,811 |
| 1895 | 56,783 | 56,783 |
| Six months ending March 1, 1896 | 26,093 | |
| Year ending June 30, 1896 | 87,603 | 87,603 |
| Three months ending Sept. 30, 1896 | 24,763 | |
| Nine months ending Sept. 30, 1896 | 46,654 | |

IMPORTATION OF LOGS FROM CANADA.

| Year. | Yearly Average M. Feet. | Yearly Average Value. |
|---|---|---|
| 1882-85 | 1,084 | $ 9,483 |
| 1886-89 | 5,132 | 52,964 |
| 1890-93 | 67,467 | 570,700 |
| 1894 | 277,947 | 2,359,951 |
| 1895 | 212,231 | 1,860,725 |
| Year ending June 30, 1896 | 315,464 | 2,584,438 |
| Three months ending Sept. 30, '96. | 187,077 | 1,508,600 |
| Nine months ending Sept. 30, '96.. | 303,716 | 2,432,076 |

Lumber product of Ottawa District, Can., in 1896 ..... 552,500,000 ft.
Total United States imports of boards, deals and planks for the nine months ending September 30, 1896 ..... 549,522,000 ft.

A portion of Mr. Defebaugh's remarks were as follows :

The true influence of the tariff is only seen when we compare the statistics of particular years with our commercial condition at those times. It will be noted that the year 1891 showed an increase in imports over the preceding year of nearly 100,000,000 feet to a total of 757,149,000 feet. During this year the McKinley bill was in effect. The reduction of the duty had let in a large amount of low grade Canadian stock that the higher duty previously in force had kept out. Many of you will recall the immediate developments at the gateways leading from Canada into this country, at Niagara, Lake Ontario ports, and on the northern boundaries of New York and New England.

The next year, 1892, imports dropped off materially, owing, it is believed by many of our lumbermen, to the assumed fact that Canada during the previous year had to a certain extent disposed of her surplus and was merely getting in readiness for the larger business which she did later on. The year 1893 showed another increase, bringing the imports almost up to the largest previous year.

But during 1893 came the panic and the period of dull trade that succeeded it. Canadian lumbermen at once felt the effect of that financial convulsion. Its exportations to this country of boards, deals and planks, which are the classes of product that I am in this connection considering, dropped down to the lowest point known for years, and it might have been supposed that Canadian competition was to be a thing of the past. But, given fresh courage by the removal of the one dollar a thousand duty provided by the McKinley bill, an increase began to be seen.

Notwithstanding the fact that the consumption was tremendously curtailed throughout this country, that the United States has not in any twelve months since June 30, 1893, consumed to exceed 75 per cent. of its annnal consumption for several years preceding the panic, the Canadians have continued to gain. Mills have been erected on Canadian soil, and during the year ending June 30, 1896, importations of boards, deals, planks, etc., from Canada amounted to 786,209,000 feet, valued at $8,505,634. The first three months of the present government fiscal year showed importations of 225,396,000 feet, which, if maintained for the year, would bring the aggregate to much the highest point ever known.

It would be instructive to know the precise magnitude of the American demand for lumber, but let us estimate the requirement for lumber with which the Canadian product comes directly in competition—such as white pine, yellow pine, hemlock and spruce—at sixteen billion feet in 1892, and twelve billion feet in 1895-96 ; and we find that Canada in the former year furnished about four per cent. of our supplies, and in the latter about six and one-half per cent.—a comparative increase of five-eighths.

Messrs. Judson and Defebaugh were appointed secretaries of the convention, and upon motion a permanent committee on organization was appointed. It was stated that those present represented 7,805,000,000 feet of the annual production of lumber. Communications were then read from a large number of manufacturers and lumber associations expressing their sympathy with the movement for the re-imposition of the duty, which was in most cases placed at $2.00 per thousand.

Mr. Silas W. Gardner, who is interested in both yellow and white pine, spoke at some length, advocating that a duty of $1.00 per thousand feet be imposed on rough lumber and timber, and $2.00 upon all dressed or re-manufactured lumber. Such a duty would realize a revenue for the government of one million dollars, while it would not be sufficient to shut out much of the Canadian product, but would protect the market from becoming demoralized.

Mr. H. E. Foster, of Washington, referred to the competition from British Columbia. The manufacturers there had quite an advantage in being able to ship their lumber in foreign ships to American ports, by means of which they were often enabled to get very cheap rates. Canadians had also an advantage with respect to stumpage, as they had no taxes to pay, the land reverting back to the government when cleared.

Several other delegates expressed their views, advocating a duty of not less than $2.00 per thousand feet, and the Committee on Permanent Organization reported, recommending the appointment of a ways and means committee to establish such legislation as is considered in the best interests of the lumber trade, also the appointment of a committee on resolutions, to be composed of five members. Mr. C. W. Goodlander, of Pennsylvania, was elected president of the ways and means committee. Other speeches followed, and Mr. W. B. Mershon, of Saginaw, made the the following report for the committee on resolutions :

Whereas, The placing of lumber on the free list by the existing tariff law not only promotes ruinous competition on lumber from Canadian mills, but discriminates against lumber as compared with other manufactures. Therefore, be it

Resolved, That this convention representing the entire lumber industry of the United States in all lines, respectfully petition congress to place lumber on the dutiable list. And be it further

Resolved, That each lumber dealer in the United States be urged to furnish to the senators of his state, and to the member of congress from his district, full information in relation to the needs and condition of the lumber industry, to the end that they can consistently assist in the passage of this measure. Finally

Resolved, That this convention recognizes the fact that unjust discrimination prevails in some countries in South America and elsewhere, as against American lumber, and that we are entirely opposed to such unjust discrimination, and we invoke the aid of the United States congress for the purpose of removing the same, either by reciprocity or otherwise.

Mr. G. W. Hotchkiss, of Chicago, gave an animated talk on the value of lumber and the effect of importations. He had commenced his lumber business in Canada, buying common lumber for $3.00, fourths for $7.00, and the three uppers for $14.00. This was about forty years ago.

The chairman made a few remarks and adjournment was announced, after which a meeting of the Ways and Means Committee was held. In the evening a banquet was tendered the visiting delegates.

### WELL PLEASED.

MR. D. P. Sicklesteel, McGregor, Ont., having recently sold out his business, requests that THE LUMBERMAN be discontinued, and adds : "Am very well pleased with THE LUMBERMAN, and would continue to take it had I not sold out."

### THE LUMBERMAN FILLS THE BILL.

The Napanee Pulp and Paper Co., Ltd., of Fenelon Falls, Ont., write : "It is with pleasure that we hand you settlement for our 'ad' in THE CANADA LUMBERMAN, as the results have been very satisfactory indeed."

# CORRESPONDENCE

Letters are invited from our readers on matters of practical and timely interest to the lumber trades. To secure insertion all communications must be accompanied with name and address of writer, not necessarily for publication. The publisher will not hold himself responsible for opinions of correspondents.

## "ONE LEADER."

BARRIE, ONT., Nov. 25th, 1896.

To the Editor of the CANADA LUMBERMAN:

DEAR SIR,—Now that McKinley has been elected, and gold declared to be the leading metal, from every nation and point of compass is heralded the news of general satisfaction and restoration of confidence; resulting already in furnishing employment to over one hundred and fifty thousand of idle artisans. The election has developed that the people only require one metal as a leader—and that is gold. This decision is, I believe, in accordance with the original Designer from the creation up to the end of time—that there should be only one leader in anything, whether of nations or societies, mineral, agricultural, forest, or any other product—only one leader of its class can successfully exist. And the moment two leaders are given equal power, the seed of discontent is planted, the growth of which will in time be destroyed by its superior. White pine, like gold, is the leader.

With gold as a foundation for all obligations, coupled with a permanent advance in mineral lands, wheat and all other agricultural products, a reason is furnished to anticipate an increased demand for the goods supplied by the manufacturer which will set in motion the wheels of commerce, the effect of which cannot be otherwise than beneficial to the lumbering industry. But as to the general revival of trade advancing the price of lumber, say one dollar per M feet mill run, this will largely depend upon the lumbermen themselves and the banks that supply the funds. If the lumbermen produce an excessive quantity in the future, as they have in the past, and then force it upon the market (as many will) —two million feet when only one million is required—then I fail to see that the result in price will follow beyond a moderate advance over dull time prices. With the competition that exists from whitewood, pine timber, flooring, ceiling, box lumber and shingles from the Southern States, and cedar, redwood, Douglas fir and shingles from British Columbia and Washington territory, and the manufacturers of these exercising the same fault of forcing double the quantity upon the market that is required, the result will be in order—to find their gain. It would require a one stamp gold mill with latest improvements, also a lightning calculator with a powerful magnifying glass, to discover a small speck of profit—after paying interest, insurance, and depreciation of property and expense of manufacturing, which is the smallest, most economical and hardest earned of all.

The moment there is a permanent advance in lumber or grain the railroad companies claim they have a "title deed" to it from the Crown, and advance the rate accordingly—they claim it is fair to allow you to hold the "title deed" to the ground, and they a "deed" to the profits therefrom, as they do not want the earth, only results—for which they "draw" to secure.

There is no doubt but that the retail yards in the United States are all carrying small stocks, but the demand corresponds with the amount of small stock carried. Now, where is the lumber if not in the retail yard? You will find millions upon millions at Buffalo, Tonawanda, Chicago and other wholesale yards, and at the mills in Canada, Michigan, Wisconsin and other states, hundreds of millions of '94, '95 and '96 stock, all ready to ship, and millions more to be manufactured, with 1897 cut to follow. The effect of this will be to check the advance in price that should take place.

Canada owns billions of white pine standing timber, and for want of appreciation or realizing its value an annual destruction of millions is going on, resulting in a loss to all interested.

I know of only one way to advance the price of lumber to a paying basis, and that is to manufacture no more than the demand requires, but who can stop the "Niagara" or the whirlpool below?

The lumber manufacturers are "in it"—the loss; the railroad companies are "in it"—the profit; the government are "in it"—destruction of timber.

Yours truly,

C. H. CLARK.

[The above letter was written for our December number, but was received too late for insertion.—THE EDITOR.]

## THE DUTY QUESTION.

MONTREAL, 25th Nov., 1896.

To the Editor of the CANADA LUMBERMAN:

DEAR SIR,—In reply to yours of the 10th inst. would say, that although a protectionist president has been elected in the United States, I cannot believe that the duty on lumber going there will be re-imposed, for the following reasons: The great bulk of the people of the United States being consumers, their interests will be considered rather than that of a few lumbermen who represent but a small portion of the people and who have really a monopoly of the business, as the principal part of the timber lands are comparatively in the hands of a few operators who can control the output if they will; but the apparent disposition of most lumbermen is to get rid of, as fast as possible, what standing timber there is left and let the future take care of itself. Then the fact of so many Americans being so largely interested in our mills and timber lands, will naturally influence them to oppose any legislation that will debar them from getting our pulp wood, logs and lumber, which they see the necessity of having to keep their paper mills working, and the refuse of the logs to make their salt. The Titabawassy, the Cass and other rivers that once furnished this material are almost denuded of their pine, and it is doubtful if Michigan, which once made four thousand million feet of lumber in a single year, produces half that quantity at present, even though it is of a very inferior quality. There is still some good timber in Michigan, but it is in very few hands.

Last year there was taken across the Georgian Bay and Lake Huron to that state some three hundred million feet of pine logs to keep their pans and mills going. Saginaw, Alpena, Muskegon, Grand Haven, and other centres of the great lumber industry, will, if something else does not turn up, be places of the past. Then, again, if our American friends should revert to the import duty on our lumber, we would, of necessity, reimpose the export duty on logs and pulp wood going to the States, resulting in what I think would be contrary to the interests of both countries.

In reference to the outlook for the coming year's business, I think it is good. The American market during the past year has been very quiet, while the English trade has been good, most every kind of lumber being in demand, particularly waney board timber and spruce deals Had it not been for the high rates of freight prevailing in the fall, much more of the latter would have gone forward; in fact, had it not been for the British market the past season, many of our lumbermen would have run their mills on short time. The outlook for next year's business is promising, the cut of deals being all sold.

Yours truly,

J. K. WARD.

## INFORMATION WANTED.

SCOTSTOWN, P. Q., Dec. 16th, 1896.

To the Editor of the CANADA LUMBERMAN:

SIR,—I wish to transmit about eight horse power a distance of about 1,500 feet from a water wheel, which I can do by using an electric motor, but that is expensive.

I have been thinking that I could connect an air compressor directly to the water wheel and carry the air in steam pipes to the place where the power is required, and use an ordinary steam engine. There is only one difficulty I see in the way, that is, to keep the engine from heating. Perhaps some of your readers have had experience with this kind of power, and can give me some light on the subject through the columns of THE LUMBERMAN.

Yours truly,

C. H. PARKER.

[It is perfectly feasible to transmit the power by means of a compressor and a steam engine as you propose. There is no difficulty about the heating. The cylinder of course would need oiling, but the principal difficulty that has been found has not been the heating but the cooling, as the air expands when released from the engine and usually produces frost. The method of transmission by compressed air has a good deal to be said in its favor, but in this individual case we are of the opinion that the cost of the apparatus, namely, the compessor and the engine, would be considerably more than the cost of the electric outfit.—ED. LUMBERMAN.]

## KEEP ON ADVERTISING.

No business man not yet dead in the shell but can see even in dull times an opportunity to let the world know that he is alive. In advertising one's business it is perhaps three times out of four a blind and fatal mistake to leave the public in the dark as to whether the factory is still running and the owner thereof alive or dead. No industry that is not overdone or wrongly located can be effectually downed by a spell of depression. Consumers do not quit the world as some gentlemen did in the days of Noah, and if unable to purchase what they need to-day, the same need speaks for itself to-morrow. When the wind is low, mend your sails, and the man who is prepared for the breeze is the man most benefitted by the same.—Power and Transmission.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

C. H. MORTIMER
PUBLISHER

CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

### TO VISITING LUMBERMEN.

*Lumbermen visiting Toronto are invited to use the office of the CANADA LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way they may desire.*

## 1897.

STANDING on the threshold of a new year, the portals of which are about to swing open to us, we cordially extend to readers of THE LUMBERMAN the wish that 1897 may bring to them in satisfying measure happiness and prosperity. There's no denying the fact that business conditions have not been to our liking for several years past. In consequence most of us have thought that we had good cause to grumble, and have, perhaps, exercised our prerogative a little too freely. Our grumbling has not improved matters—on the contrary it has probably been a more or less potent influence in the other direction. On the principle that misery loves company, we have had the satisfaction of knowing that our neighbors across the border were being pinched harder than ourselves.

In spite of hard times, however, our exports of lumber and timber products of various kinds were considerably in excess of any previous year. So far as the United States market was concerned prices ruled very low, but European transactions brought satisfactory profits.

Speaking generally it can be said that the outlook for the new year is an encouraging one. A feeling of hopefulness, which has been lacking for several years past, now pervades the business community. This of itself must exert a powerful influence in setting the wheels of enterprise in swifter motion, creating a demand for lumber and other lines of material. The satisfactory price which has been reached and is being maintained for wheat is a mighty factor in bringing about good times in an agricultural country like Canada, and affords a solid basis upon which business men may build their hopes.

The CANADA LUMBERMAN would like to see every lumberman as well as business man in every line, put a cheerful courage on, get his shoulder against the wheel of the car of progress and assist to give it a momentum that shall continue throughout this and many future years.

The attention of our readers is called to two new features which appear for the first time in this number of THE LUMBERMAN, viz., a department for Retail Lumbermen, and a Wood Pulp Department.

The retail lumber trade of Canada is deemed to be sufficiently important to warrant us in giving it in future a greater amount of attention in these pages that it has heretofore received. We hope to have the encouragement and assistance of the retail lumber merchants throughout Canada in the effort we shall make to impart interest to this new feature of the paper.

The wood pulp department has been established owing to the close relationship existing between the lumbering and pulp manufacturing industries—many of our lumbermen being owners of pulp wood limits as well as investors in pulp mills. The relationship thus existing between these industries should render this department of interest to both lumbermen and pulp manufacturers.

## OUR RELATIONS WITH THE UNITED STATES.

FOLLOWING the election of Major McKinley to the Presidency, the lumber manufacturers of the United States, particularly those of the Southern States, are reviving the agitation for the re-imposition of a duty on Canadian lumber. We print elsewhere an account of a recent meeting held at Cincinnati to discuss this question. The enterprising publishers of the Chicago lumber journals and other gentlemen delivered eloquent speeches in which the woes of the American manufacturer were skilfully painted in becomingly sombre hues. It is not the usual custom of our American friends to attach much importance to Canada. They are accustomed to say, when Canada is mentioned, "Canaday—where is Canaday, anyhow?" It is rather amusing, therefore, to see the representatives of the greatest American industry appealing to their government to save them from destruction at the hands of the Canadians. Candidly, we think our American friends are acting on this occasion in a manner altogether inconsistent with their usual practice, and are making much ado about nothing.

Purposely, no doubt, they present to their government but one view of the situation, and that the one most favorable to themselves. They admit that the lumber imported from Canada constitutes only about one-sixth of the total amount placed each year on the American market—or in other words, about two-thirds of the total yearly receipts of lumber at the city of Chicago alone. It is a well-known fact that a considerable part of the lumber imported from Canada, is exported by the American buyer to his foreign customers and therefore does not come into competition in the home market with the product of American mills. We presume that should an import duty be imposed, there would be a rebate of duty on such lumber as could be shown to have been bought for and exported to foreign markets. There would also be a rebate granted to box manufacturers on all lumber brought in from Canada for use in their business. Deducting the total amount of such rebates, the revenue which the American government would derive from a moderate duty would be trifling indeed, and the benefit which would be likely to accrue to the American lumber manufacturer from shutting out say 25 per cent. of the Canadian exports, would be correspondingly small.

The American government should and doubtless will consider whether it is worth while to disturb the present trade relations of the two countries—the advantages of which are reciprocal—for the purpose of conferring a trifling advantage upon a particular class, largely at the inconvenience and expense of the consumers, who, in point of numbers, are as 100 is to 1. The advantages of the present arrangement are, as already stated, reciprocal—notwithstanding the efforts of the speakers at Cincinnati to make it appear that Canada gets all the benefits. In exchange for the free admission of our lumber to the American market the owners of the largest mills in Michigan and Wisconsin are permitted to export from Canada, free of duty, the timber necessary to keep their business in operation. Were this privilege to be withdrawn, these extensive mills would be obliged to close down, the capital invested in them would be to a large extent destroyed, thousands of workmen would be permanently deprived of employment, and cities like Saginaw and Bay City, which are dependent upon lumber manufacturing, would be ruined.

Again, under the present arrangement the owners of pulp mills in New England are allowed to carry immense quantities of pulp wood out of New Brunswick each year free of duty. The withdrawal of this privilege would certainly entail inconvenience and loss upon the owners of these mills, and in many instances, no doubt, would lead to the removal of American pulp mills to Canada. Our American friends should endeavor to take a broader view of this question, in which case they should be able to see that it has many bearings, and that the interests of both countries would probably be best conserved by leaving the tariff unchanged. Taking into consideration the fact that the principle at stake in the late Presidential election was that of a sound as against a debased currency, and that the President elect received substantial support from a strong section of the Democratic party, the probability of the protectionists being able to carry such a measure as the American lumber manufacturers desire is at least doubtful. In this connection we desire to express our satisfaction with the proposal that has recently been made that the Canadian government should arrange to have a permanent representative of the Dominion at Washington to facilitate negotiations and promote satisfactory relations between the United States and this country.

## EDITORIAL NOTES.

THE Board of General Appraisers at Washington have just rendered a decision in the important question of the valuation of wood pulp, by which is determined the amount of duty to be paid by Canadian manufacturers shipping to the United States. Heretofore the Government valuation has been $12 per ton, but at the suggestion of Treasury Agents Wood, of Detroit, and Stokes, of Plattsburg, N. Y., an appraisement was made, the decision being that the valuation should be placed at $11 at the point of manufacture.

The Mississippi Valley Lumberman's Association has announced an exposition of lumber grades to be held in Minneapolis this month. It is intended as a means by which manufacturers, wholesalers and retailers may inspect and become acquainted with the standard grades, and as such it should prove of great interest. There will be exhibited in a suitable building, provided for the purpose, from 75,000 to 100,000 feet of lumber. Canadian lumbermen will learn with surprise of the attention given to the question of grading by this association.

A STRONG argument in favor of holding firmly to prices is found in the published statement that the manufacturers of red cedar shingles have so reduced prices as to make their product unpopular in the eastern markets. Following the reduction in price, an attempt is said to have been made to produce the shingles at a less cost, and consequently the quality has deteriorated and the product become unpopular. Owing to the lack of anything like a standard grade or price, dealers also feel a delicacy about making purchases, lest their neighbors should undersell them. To retain the eastern trade the manufacturers of red cedar shingles must study the market more closely.

ONE of the essential features in the production of a first-class trade journal is that it should contain the views of those in whose interest it is published. When important questions are under consideration, readers naturally look for the opinion of others engaged in the same line of industry. During the past year the CANADA LUMBERMAN has received contributions from a number of its subscribers, to whom we are deeply grateful. In the year 1897 it is hoped that many more will assist in increasing the value of the LUMBERMAN by expressing their views on subjects relating to the lumber trade, as well as by seeking information through its columns. The publisher is always pleased to hear from subscribers. Let one of your New Year resolutions be that you will write more frequently to your trade paper.

MENTION was made in these columns a few months ago of the fact that the vessel in which Dr. Nansen attempted to discover the north pole was made of Douglas fir, and that it had been subjected to great pressure among the ice floes. Further corroboration of the strength of the vessel is given by Dr. Nansen, who states that when the pressure was at its height, her beams and timbers began to crack; she broke loose and was slowly lifted up out of the icy berth in which she had been fast frozen, but they were unable to find a single crack or a splinter displaced. This proves the immense strength and elasticity of the Douglas fir. In this connection we note that expert testimony before the Behring Sea Commission at Victoria, B. C., affirmed the fact that Douglas fir was far superior for purposes of shipbuilding to Oregon pine, the only article of lumber that is in any way to be compared to the product of British Columbia.

THE subject of business courtesy is one to which greater attention and study might profitably be given in this and other countries. The indifference and lack of courtesy shown to representatives of business houses by those holding responsible positions is often such as to cause astonishment, and the person who has sought an interview is made to feel that he is regarded as an intruder. An instance of this was recently brought to our notice. A representative of a European house called upon a prominent manufacturing firm in Ontario and was treated with such indifference as to be at a loss to understand the situation. He afterwards expressed the opinion, in which we entirely concur, that such an attitude was not only injurious to the particular industry with which the firm in question were identified, but to the country at large. Particularly in a young country such as Canada, the aim of every business man should be to establish our reputation as a courteous and hospitable people, always willing to extend the hand of friendship to visitors from abroad. Thus Canada will be looked upon as a desirable country in which to reside, and the increased population which is so necessary to our welfare will be attracted to us. It costs nothing to treat your fellow-beings civilly, and the results are invariably profitable.

## ENGLISH TERMS AND MEASUREMENTS.

BELOW will be found some particulars regarding English terms and measurements as furnished to us by one thoroughly acquainted with the English trade which will assist our readers to a better understanding of the English market. In the article which we reproduced last month from the Tradesman there are said to be several inaccuracies.

Lumber in Great Britain is spoken of as timber, the only exception to this rule being in the case of hardwood lumber imported from the United States, which is spoken of as States lumber.

The term yellow pine in England is synonymous with the white pine of Canada, while the yellow pine of the Southern States is designated pitch pine.

Round timber in England has formerly been measured to find the cubical contents by the quarter girth by what is called the "Hoppus' system," in which the devisor is 144, but of late years it has been discovered that this devisor gives 27 per cent. less than the actual contents when used for measuring round timber. The Customs Find Timber Measuring Department now measure round timber by the quarter girth and use the 113 devisor, but if the timber is measured by calliper, or by the diameter, the devisor used is 183, which gives the true content.

Sawn timber, such as deals, battens and boards, or "lumber," as it is called in Canada, is imported by the St. Petersburg standard hundred. The standard St. Petersburg deal is 12 feet in length by 1½ × 11 inches. The standard contains 120 pieces, or 6 score to the hundred, which is equal to 1,980 feet of 1 inch boards. To this measurement every size and dimension has to be reduced. In London and Ireland, however, there is another standard which is used principally for retail transactions, and which is 120 pieces 12 feet by 3×9 inches, equal to 3,240 feet board measure.

Planed or dressed wood, such as flooring and matched boards, are imported by the St. Petersburg standard, but are re-sold in England by the square of 100 superficial feet.

Another measurement in England is the fathom, which is 6 feet cube, or 216 cubic feet. Lath wood, deal and batten ends, or as it is called in England, "firewood," is bought and sold by this measurement. Mouldings are sold by the 100 running feet.

Square timber is sold in the English market by the load of 50 cubic feet, equal to 600 feet inch board measure. The railway companies carry 50 cubic feet of fir timber to the ton, and 40 cubic feet of hardwood timber. Mahogany, cedar and furniture and fancy woods are sold in the log or in plank at per superficial foot of one inch thick. Hardwood boards or States lumber is now sold in considerable quantities to English merchants by the car load.

## BAND VS. CIRCULAR.

A SHORT time ago I asked for a discussion on the difference between the saw kerf of a circular and that of the band saw, or the gain of the band over the circular in amount and profit, writes A. Blackmer in the Wood-Worker.

By allowing a difference of one-eighth of an inch between the circular and band—that is, calling the circular 1 5-16 inches for the board and kerf, and the band 1 3-16 inches for the same—I find that the band will make 21 boards out of the same timber that the circular will make 19 boards from, making a difference of 2-19 in favor of the band; 2-19 of a day's run of 60,000 feet makes 6,315 feet, which at a moderate estimate of $10 per thousand, is worth $63.15, so that if there were no other items to consider, the band would have paid for itself in a very short time.

However, there are several other points to consider. In the first place, when the band averages 50,000 a day it is doing well, and so the sawing of this extra 10,000 a day which would be necessary to make its day's work equal to the circular in amount, at $2.50 per thousand equals $25, which must be charged to the band, and when taken from the $63.15 that it now has credit for leaves a balance of $38.15.

As a further offset, when there is a change to be made from a circular to a band, is the expense of making this change, including the enlarging of the filing room and new outfit for the same, and interest on the investment.

To recapitulate: The difference in saw kerf on which these estimates are based is probably not far out of the way. It is probably in each case about a 32nd of an inch more than the majority carry, but that does not materially change the result. It costs much more to keep a supply of band saws on hand and keep them in order than circulars. Just how to estimate some of these things is a little difficult without a demonstration by an actual account being kept.

# THE RETAILER AND Wood-Worker

## A WORD TO THE RETAILER.

IN this country there are two classes of retail dealers, the one conducting a strictly retail yard, and the other having in connection with his retail business a wood-working factory, by means of which he supplies dressed stock, sash, doors, etc., to his customers. This fact has suggested the change which has been made in the heading of this department, and while in the future the same attention will be paid to the wood-worker as in the past, it is hoped to present, also, articles of interest to the dealer conducting exclusively a retail trade.

Many millions of feet of lumber are consumed annually in building operations in Canada, a large portion of which passes through the hands of retail dealers, to whom manufacturers and wholesalers look for much of their Canadian trade. A close affinity, therefore, should exist between the manufacturer, the wholesaler and the retail dealer, and each should strive to promote the interests of the trade in general, by according to each branch its rights. To make this department beneficial in advancing the interests of the retail dealer is one of the objects desired, and to attain this the assistance of every dealer throughout the country is solicited. Contributions on any subject of interest to the trade, whether local or general, and discussion on the methods of executing work in the planing mill, are invited. This is the Retailer's Department, and we trust the retailer will assist us to make it of the greatest possible service.

## SUGGESTIONS FOR IMPROVEMENT.

WHILE the lack of organization in the lumber trade of the Dominion is strikingly manifest by comparison with other countries, it is creditable to the retail trade that the only association which can fairly be said to be in active operation is the Western Retail Lumbermen's Association of Manitoba. Nearly every retail dealer of the Northwest has his name enrolled on the membership list, which also includes the manufacturers as honorary members, thus assisting in a better carrying out of the objects sought. Since the inception of the association dealers have been enabled to maintain fair prices. While cutting has been avoided, the consumers have not been called upon to pay exorbitant figures. There is certainly much to be said for and against the perpetuation of combines. There always has been, and perhaps always will be, strong opposition to their existence, but any arrangement that will secure to the manufacturer a reasonable return for money invested, and prevent him from sinking into bankruptcy, bringing loss to the community in which he resides, must, we think, be looked upon as serving a desirable purpose. This the Western Retail Lumbermen's Association are striving to do, and what can be done in one section of country can be done in another. It might not be perfectly feasible for the retail dealers of Eastern Canada to organize on their own account, but they might become a branch of a manufacturers' association if such existed, and work in harmony therewith. In the United States there are a number of retail associations, which have proven to be of great assistance in maintaining the trade on a profitable basis.

* * *

THE lot of the retail dealer in many parts of Canada has not been a happy one during the late period of depression. In British Columbia his condition has been improved by mining operations, and in the Northwest the advance in the price of wheat has had the effect of creating considerable trade, but in Ontario and Quebec less favorable conditions have prevailed. Upon the building trade largely depends the business of the retail lumber dealer, and unfortunately, the two largest cities, Toronto and Montreal, have just passed through a period of severe depression. Dropping into the office of a retail dealer in Toronto, the writer inquired how the past year's business had compared with 1895, and was told by the proprietor that he had adopted the policy of selling for cash only, and this, of course, had restricted his trade, but until the books were balanced for the year he could not say just how he would stand. He said, however, that the past few years had been a period of enduring expectation, and they were just hanging on awaiting the return of better times. The wisdom of conducting a cash business is not to be doubted, although it is sometimes very difficult to do. Bad debts are the bane of many an otherwise promising business, and liberal credit opens the door to the unscrupulous contractor to evade payment for his goods. The refusal of credit to builders would have a tendency to weed out the weak contractors, and thus place the retail lumber trade on a stronger footing.

## CONDITIONS NECESSARY TO SUCCESS.

FOR a long time the planing mill business has been one of very close competition, for which state of things mill owners have only themselves to thank. A great percentage of them are troubled to-day to know how to make ends meet on the last day of 1896.

The proprietor or manager who always comes in an hour or two late, sits down, puts his highly-polished boots up on the desk, there to remain until he has posted himself fully on horse racing and base ball matters, and smoked his cigar, leaving his correspondence and business—that should receive his first attention—till the cigar and sporting news are fully digested, is nearly always in trouble, as well as those who wait daily in their offices for the clouds to roll by, never making an effort to look up a job, and only getting what falls on their plates without any efforts on their part. If work is to be had you must hustle around and get it. If you don't get a car load get half a car load; hustle around and get your share of what is to be had.

The owner or manager should be at his place of business the first one in the morning and arrange business for the day. See that your foremen have everything properly arranged for the day's work, making necessary suggestions and having a good understanding about the work. Nothing pays better than this "entente cordiale." It makes things work smoothly—like riding along in a nicely-oiled carriage instead of one that squeaks and squeals all the day through. The proprietor should not only be there first, but should remain till the last and see what has been done and what left undone; often what has been left undone is of more importance than that which has been done.

Because you are proprietor or manager is just the reason why you should be right around among the men and machines, especially in close times like the present. It is necessary at all times to keep an eye on the material that comes into the mill. See what it is and how it is handled. It is wrong in principle to go along from year to year in an old beaten way that you have always been used to. You must from time to time look into new ways of doing things and see if there is not a better, cheaper and quicker way to do work.

It is not always machines that need improving. There is often as much saved in handling stock as the percentage of profit you hope to make on it. One concern may underbid another and make a good margin of profit just from a better and easier way of handling the stock. This stock handling is a stumbling block in the way of many an otherwise enterprising business concern.

You go to a mill and see men passing up one board at a time through a scuttle, that thing being repeated every day. It doesn't need a demonstration to show they are liable to have hard times there. They are slow coaches. Get some kind of a lift over that hatch, if it is only a simple hatch over a drum; hitch steam to it and instead of putting up one board send up a thousand feet. I see every day men carrying one board at a time from scows on to a wharf, and if the stuff is heavy, two, three and sometimes four men to a plank or stick of timber. Away up the wharf they go with it about as they would go to a funeral. Not that the men don't work hard enough. We all know it's hard enough to carry this stock up the wharf, and it's slow enough too. There needs to be some enterprise and some go-ahead; instead of one piece at a time going ashore, a steam crane should put a thousand feet ashore and a traveling crane or car carry it up the dock. Does any one wonder that this concern is in the hands of a receiver?

Numbers of owners and managers think it is beneath their dignity to get out and dig into their work, preferring to entrust it to some kind of a foreman. Business is business, and if you

are going to make anything out of it, you must get into it with your whole life and soul. No business ever succeeds if handled with the tips of one's fingers. Everything must be made to count on the profit side, even if it is only on a small margin.

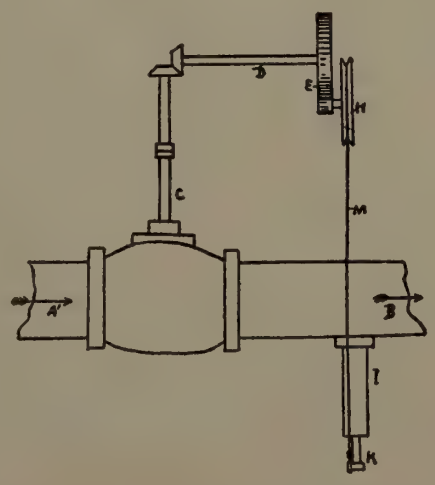
Not a great while ago our mill figured on a job of 200,000 feet of 3 × 12 planks, but lost it by fifty cents a thousand. The firm that got the work failed before the stock could be delivered and we got the job at our own price. This was the method of the concern that figured against us, and as it is always the last ounce that breaks the camel's back, this little job tipped them over. You can not figure too closely on work where you have a solid half dozen figuring against you, and when you get the work you must go in to win. Every available point must be taken advantage of; not the least item must be lost in handling. Keep it moving, so the machine need not wait for it one minute; keep the machines drawing it through. Here's another place where a great many lose money—taking away from the machines and loading. If the order is a local one, of course in most cases you expect to lay it down so teams can haul it away, but if it is to be loaded on cars or on board a vessel, there should be no waiting. Keep it moving along out of the way, by power if possible. Study up some plan by which you will be able to move it quickly and easily. Machine work counts, especially on heavy jobs. Where you want to load a car every three hours you must figure close on the minutes. Ten minutes lost here and ten minutes lost there, soon count up into hours; the hours and minutes lost can never be recovered.

To run things closely does not mean that it is advisable to rush. The rusher more often than otherwise loses his head and either has a break-down or makes a mistake and has to do part of his work over again, which hinders instead of hurrying the work on hand. It is a steady, strong, continuous pull that pushes work along; every man at his place and doing his earnest, honest best. There are times when we must carry sail to keep off a lee shore, and with the hundreds to-day who are carrying heavy sail, let me say, keep things close. One wrong move may tip you over. Every minute must count.

Recent political events lead us to hope for better times. Whether we get them or not the principle is the same. Our business is never boys' play and always needs constant care and close attention.—Jonathan Torrey, in the Wood-Worker.

## REDUCING VALVES FOR STEAM HEATING.

A GREAT deal of steam is lost by escaping through the valves, which conduct it to the various points in use in the mill, when not needed, due either to the valves being carelessly left partly open or to a disordered state of the valves, whereby they leak when closed. This occasions a waste of steam. The waste of steam in a heating system for the mill is almost proverbial. In steaming stock there is waste. Some of this waste comes about by the workmen leaving the steam on. If more steam is used than is necessary the excess simply passes off and escapes with the vapor. Steam at five or ten pounds pressure is for nearly every purpose as good for heating as steam having the full boiler pressure, provided in cases of heating liquids or boiling the supply pipes are made of sufficient area to transfer the low pressure steam; and provided in cases of heating by pipes and other surfaces the area employed is enough larger than it would be if high-pressure steam was used to provide for the reduced difference of temperature. We have frequently seen instances where the quantity of steam used for heating was largely reduced by simply closing down the main valve at the boiler which supplied the heating steam, so as to shut away from the heating apparatus the full boiler pressure, and this result is brought about by reducing the quantity of steam which before was used carelessly. Something can be done, however, in preventing unnecessary waste of steam generally by introducing between the boiler and the main supply pipe a reducing valve capable of easy adjustment, so that the pressure of the boilers can be held back from the system of pipes and valves in question. The main lines of supply pipe are naturally made of sufficient size to carry all the steam that may be needed. The reducing valve is an essential factor in this connection, but we present herewith a home-made contrivance which any man can make and adopt. It has saved us much steam, as it is self-governing and allows only a uniform quantity of steam to pass. The steam enters at A and goes out at B. Fasten an extra shaft C to the valve and arrange it to be turned by the gearing on shaft D, as shown in illustration. Then cut a hole in the pipe and insert the tube I. This tube is fitted with a plunger K, so that the higher the pressure of the steam the further down will it go, carrying the cord M with it, and as the cord goes over the groove in the pulley H, the latter is turned, and in turning of course revolves the gears E, thus closing the valve. When the steam pressure runs low, a spring on the plunger causes the latter to move upward, and a weight on the other end of the cord makes the latter act the

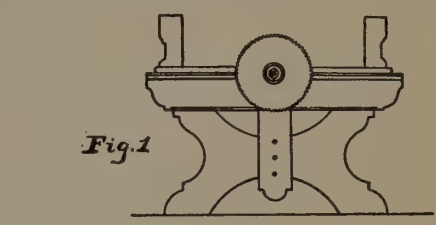


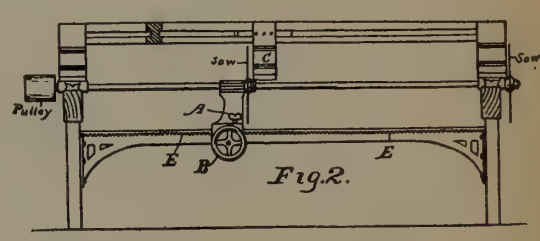

reverse upon the gearing and open the valve, thus admitting more steam. With such a device steam of much lower pressure will easily find its way to the point of use, and answer all purposes. So long as the pressure beyond the valves is high enough to do the work required of the steam, everything is obtained which could be wished. Variations in the adjustment of the valve will supply increased pressure, which, from time to time, may be called for. If the pressure is by this means kept down to the lowest point which will suffice to do the work, unnecessary use of steam through the carelessly-left-open or leaking valves will be avoided. The reduction of pressure in this way will often secure a noticeable economy in the use of steam in a mill or where live steam is employed for any work.—B. F. Fells, in Hardwood Record.

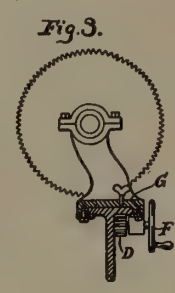
## CUT-OFF SAW.

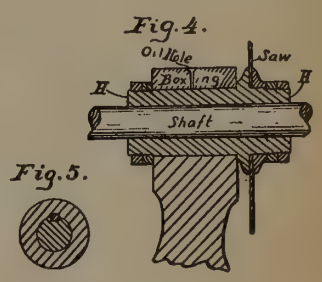
THE accompanying drawings show a double cut-off saw that is getting quite popular throughout Canada in small wood-working establishments. It is described by Mr. W. Welch as one that can be made cheaply by any machine shop. It is very easy to set for different lengths of stock, from a few inches to as many feet as the machine will take in. It is used mostly to take in stock 6½ x 2½ feet.

Fig. 1 shows end view. The carriage I, Fig.




1, is made of wood with V run-ways screwed on bottom. The legs and cross-piece are also made of wood. Fig. 2 shows front view. To set to different lengths of stock, loosen set-screw A, Fig. 2, and turn hand-wheel B, then move rest C, Fig. 2, up to saw.

Fig. 3 shows end view of attachment for moving saw back and forward. D, Fig. 3, is gear wheel to run in teeth as shown at E, Fig. 2. F, Fig. 3, is hand-wheel, and G is set-screw to hold attachment in place after the saw is set. H, Fig. 4, shows saw mandrel with double nuts at each end to fasten saw on and take up wear of boxing. Fig. 5 shows shaft with groove cut in for key in mandrel to slide in.

A patent has been granted to T. H. Madgett and William Crawford, of Burk's Falls, Ont., for a wood-working machine.

In the district of Semenovsk, where wooden spoons chiefly come from, about 7,000 men make a living at the trade. The spoons are generally made from birch wood, and a skilful workman can turn out several hundred a day. No fewer than 12,000,000 spoons are manufactured during the course of the year, which are sold at six to eight roubles per thousand.

# WOOD PULP DEPARTMENT

## THE MANUFACTURE OF PULP IN CANADA.

VIEWED from almost any standpoint, there appears to be a promising future for the pulp industry in Canada. The development during the past ten years, in the face of an import duty of ten per cent. imposed by the United States government on the manufactured article, has been such as to cause capitalists to look with favor upon that industry as a profitable field for investment, and the number of new mills now in course of erection, or contemplated, is evidence of its growing importance. An abundance of raw material, valuable water powers, efficient labor at an average cost—these advantages place Canada in a position to compete with any other country in the world in the supply and manufacture of pulp and paper.

At the present time there is a strong agitation in favor of imposing an export duty on spruce wood, which provides the main supply for the pulp mills. Such action on the part of the Canadian government would probably be followed by retaliatory measures by the United States government, and instead of the duty on pulp going to that country being ten per cent. of the value, as at present, it would likely be advanced to such a point as to practically close the United States market to Canadian pulp manufacturers. The effect of this would be, we believe, to stimulate the manufacture of paper in Canada, as well as cause manufacturers of pulp to seek new markets.

Our foreign exports of pulp already total up to a considerable sum annually, and information to hand proves that the industry is capable of much greater development. Denmark is now turning her attention to Canada for a supply of pulp wood, and if the raw material can be profitably exported to that country, there is no reason why the manufactured article should not find a market there, unless tariff duties should prevent. It is also learned that there has been a decided increase in the cost of logs in Norway and Sweden, which countries have hitherto furnished a large portion of the European supply, and as a result the price of pulp wood to English paper manufacturers has been increased. Thus a wide market would seem to be opening for the Canadian product, as no raw material suitable for the manufacture of paper is found in Great Britain.

The establishment of new mills will not, perhaps, meet with the approval of the proprietors of existing concerns, who may fear the effects of competition, but taking a broader view, and attaching due importance to the present outlook for an increased foreign trade, the demand would seem to warrant a considerable increase of production.

One drawback to the manufacture of pulp for export is said to be the excessive freight rates. On the highway of water communication through rates to the seaboard are equitable, but there is a lack of facilities for shipping cheaply from inland points. With the growth of the industry this will no doubt be remedied.

## PULP AND PAPER.

IT is estimated that 3,000 to 4,000 cords of pulp wood a day enters into the manufacture of paper in the United States. At the minimum, 3,000 cords, the total for a year would be the enormous amount of 900,000 cords. It is safe to call it 1,000,000. If this wood were piled in one continuous string, it would make a wall four feet wide and four feet high a little over 1,515 miles in length. It can be seen what a prodigious thing the wood pulp industry is, and at what a tremendous rate it is devouring trees, mainly spruce. Yet all this wood is converted into paper, which, after being used, vanishes from sight in a few days, and goes back to dust, out of which element the trees grow. The pulp business of this country is only a "patchin" to what the world can show. One mill in Paris annually imports about 50 ship loads of pulp wood from Norway and Sweden, and on the east coast of Great Britain and Scotland large quantities are imported every year. The mills of this country export a large portion of their output. During the week ending November 18, pulp and paper to the amount of $30,000 worth was shipped foreign from New York. Of the total $10,000 worth went to Melbourne, Australia, $4,725 to Mexican ports, $2,160 to London, $2,715 to Liverpool, $500 to Manchester, $3,578 to Wellington, $680 to Buenos Ayres, and about 600 to Hamburg. The exports of paper this year from this country have been greatly in excess of that of any previous year, amounting to $2,107,700 against $1,711,131 in 1895. For the month of September the comparative increase was 43 per cent. With this grand start in the business further increase may be looked for in the years to come. Verily the pulp and paper trade is a big thing, and spruce timber is strictly in it along that line.—Northwestern Lumberman.

## SISSIBOO FALLS PULP COMPANY.

THE manufacture of pulp in Nova Scotia has grown to be quite an important industry, and one of the largest establishments is that of the Sissiboo Falls Pulp Company, which is located on the Sissiboo, about eight miles above Weymouth Bridge. The company was organized in January, 1894, the capital being $30,000, held chiefly by American parties, Messrs. F. M. Steadman, the manager, and W. E. Palfrey, of Lawrencetown, being the only Nova Scotia shareholders.

The factory is built in the heart of the lumber country, which furnishes an abundance of raw material, which after being manufactured into pulp, is shipped chiefly by rail into Port Gilbert station. The works are operated by water power and lighted by electricity. The machinery is most improved.

The company owns two hundred acres of wood land of its own, but this is far from sufficient for the capacity of the mill, and every lumberman around sells his cut. They buy between one and one-half and two million feet each year.

Less than one hour is required for the transformation of a log of spruce wood into pulp. The wood best adapted for the purpose is smooth rounds of six inches diameter. The log is sawn into two foot lengths and has the bark removed by revolving scrapers. These pieces are then placed in the grinders, which are immense stones revolving at great speed. The wood is ground against the fibre, hydraulic pressure of 100 pounds to the inch forcing the stick against the stone until the last bit is ground up. It is very essential that these stones, of which there are three, are strong, for the strain is immense. As it courses through the grinder the wood, which is now a pulp, is mixed with water, to counteract the heat of the friction and to act as a temporary glue between the particles. It is then pumped up thirty feet into a long trough from which it is taken to the three wet machines. These machines resemble rude printing presses. As the porridge-like pulp passes through these it goes over a sieve which drains out the bulk of the water. The sheets which come out at the other end are then cut up into smaller sheets, aud placed in a hydraulic press for a final drainage of water. After leaving here the pulp is bundled into a machine similar to a hay press, and is now ready for shipment in 100 lb. packages. In twenty-four hours 40,000 pounds are manufactured. The output of the mill is sent largely to the American market, the sales being made through a Boston agent.

## PULP NOTES.

It is stated that the construction of a pulp mill at St. George, N. B., is under consideration by capitalists.

It has been decided to erect a pulp mill at Chicoutimi, Que. The shareholders of the electric light company are the promoters.

Mr. B. Wickett, of Sundridge, Ont., has been engaged to build a pulp mill at Sturgeon Falls, Ont., for Messrs. Heath & Paget.

It is said to be the intention of Messrs. Hamilton & Ayers, who are building a new dam across the North river at Lachute, Que., to build a large pulp mill.

The South River Mercantile Company of Manitoba have made a contract to supply 2,000 cords of pulp wood to an Ontario mill.

The cut of pulp wood in Maine and New Hampshire this winter will be larger than ever before. It is estimated that more than half the cut of spruce will be consumed in the manufacture of pulp.

Twenty-one cars of lumber, paper and pulp were recently shipped in one week by the Royal Paper Mills Company, of East Angus, Que. The company have recently received twelve carloads of paper machinery from Scotland.

Mr. Thomas Allison is said to have commenced an action against the proprietors of the Masterman pulp mill at Chatham, N. B., to recover the sum of $5,000 alleged to be due him for services in connection with the construction of the mill and in perfecting the manufacture of pulp. The works are said to have cost $100,000.

The American idea of concentrating the manufacture of pulp and of paper in one establishment is making headway in Germany. The manufacturers of sulphite pulp in that country have not found their industry very profitable during the past year or two, and they have been gradually turning their attention to the manufacture of paper, finding it easier to sell paper than it is to sell pulp.

It is said that the Glens Falls Paper Mills on the Hudson River, New York, the largest pulp and paper concern in the world, will in 1897 make 275 tons of finished newspaper per day. This will require at least 475 cords of spruce wood each day, or 142,500 cords in a year, a quantity equivalent to 90,000,000 feet of spruce logs. More than 80 per cent. of this spruce is of Canadian production, while the balance is cut in the Adirondacks. At the average of spruce growth in the forests of Canada or Maine, these mills will consume each year the merchantable product of 22,500 acres of land. Should Canada impose an export duty on pulp wood of $2 per cord, it would cost nearly $300,000 per annum over present cost to supply these paper mills with the requisite spruce wood from the Dominion.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.*

VOL. II. TORONTO, ONT., DECEMBER 30, 1896 No. 52.



**CANADA LUMBERMAN**

PUBLISHED BY

**C. H. MORTIMER**

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING,
MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber producrs at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year. $1.00.

**Lumbermen visiting Toronto are invited to call at the office of the CANADA LUMBERMAN. We shall have pleasure in giving them any information desired.**


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.


FOR SALE.

SHINGLE MILL—IN DRAPER TOWNSHIP—and limits; good opportunity for live shingle man. Apply to Box 26, Gravenhurst.

WANTED.

ONE TO FIVE CARS OF 2½" COMMON AND No. 1 and 2 Soft Elm. Send list, with price delivered on cars at Buffalo. BUFFALO HARDWOOD LUMBER CO., 940 Elk St., Buffalo, N. Y.

FOR SALE.

A QUANTITY OF WHITE OAK, DRY, 1 AND 2 in. and Bill Stuff, also Black Birch, 1 in., dry. Prices quoted on application. Send reference. E. & S. MALKIN, Orrville P. O., Parry Sound.

**FOR SALE**

A FIRST-CLASS TIMBER AND BOARD SAW-Mill in Tonawanda, N. Y.; fully equipped with 7-block Stearns Carriage 70 ft. long and 160 ft. track, Gang Edgers, Butters, Slashers, Steam Feed, and all the requisites of a modern mill; Engine and Boilers 200 h. p. Machinery in complete running order. Will be sold for removal if desired. For price and terms enquire of

J. & T. CHARLTON,
North Tonawanda, N. Y.


**LUMBERMAN'S INSPECTION BOOK.**

Send four 3-cent Canadian postage stamps for a copy of the LUMBERMAN'S VEST-POCKET INSPECTION BOOK, containing rules for the inspection of Pine and Hardwood Lumber in the leading markets of Canada and the United States.


**TWO SAW MILLS FOR SALE**

WE HAVE DETERMINED upon going entirely out of the Saw Mill part of our business, and therefore offer both our Band and Gang Ship Plank Mills for sale cheap.

Correspondence Solicited.

**THE CHATHAM MFG. CO., LTD.**

Chatham, Dec. 21st, 1896.


## CURRENT TRADE CONDITIONS.

ONTARIO

More attention is now being paid to balancing the books for the year than to selling lumber. Salesmen have been withdrawn from the road during the holiday season, while the buying by American houses has been of little account, as is customary at this season of the year. The volume of trade has, therefore, been restricted, and such orders as have been placed were for mixed lots. Just what the annual statement will show at the close of the year in comparison with last season it is hard to say, although there are some dealers who believe that the year will prove to have been unprecedented in the matter of small profits. This, however, is not the general opinion, and we would not be surprised to find the balance sheet in favor of 1896.

In another column will be found a report of the condition of the cooperage market, which indicates a great scarcity of stock at the mills, while only exceptionally favorable weather will permit of a sufficient stock of logs being obtained to supply the demand next season. There is also only a moderate supply of first-class shingles, but as the requirements for some time to come are not likely to be great, a scarcity will hardly be experienced.

QUEBEC AND NEW BRUNSWICK.

Many of the mills in Quebec have closed contracts with shippers for their entire cut of deals next season, and buying has been fully up to the average; in fact, there would seem to be a disposition to secure goods early, lest the firm position of the British market should cause a rise in lumber on this side of the Atlantic. The figures at which contracts have been closed have not been made public, but it is understood that in some cases a slightly higher price has been paid than last year, and it is quite probable that spruce deals will realize an advance in the British market in the spring. The figures given in another column of the stocks wintering at Quebec are interesting, and show that the supply in most lines of goods are very light in comparison with other years. Of elm there is only 78,374 feet, and it is possible that, with the active demand for shipbuilding, the end of next season may witness an absolute scarcity. At the mills throughout the province light stocks of spruce are held, and before the new cut is placed upon the market this supply will be further reduced. This has resulted in extensive operations in the woods, and indications point to a large season's cut of logs. The regular lines of steamers from St. John have taken part cargoes of lumber, which will reduce the stock considerably before the spring, much of which was held over owing to the high freight rates ruling late in the autumn season. Local and United States trade has exhibited little activity, and for the next few weeks a quiet market is anticipated.

BRITISH COLUMBIA AND MANITOBA.

The condition of the lumber trade in British Columbia and Manitoba is satisfactory for the season of the year, and the mills are mostly busy. The closing up of the year's business is engaging the usual attention, and it is believed that the season's trade will prove to be larger and more remunerative than that of last year. The foreign trade has been good, and mining operations have also assisted local business. Of the prospects for next year, the general opinion is very hopeful. The shingle industry shows little improvement, although some dealers report a slightly increased demand.

UNITED STATES.

The recovery from business stagnation which it was believed would follow the election across the border has been less pronounced than was indicated in the early part of November. For a time there were rumors of many new projects, and industries were said to be resuming operations all over the country. These projected works have materialized only in a very few instances, while the benefit derived from the confidence restored to industrial establishments has not been as great as was predicted. The return to prosperity promises to be gradual, there being much caution pursued in business circles. The closing of the year's business has had an effect upon the volume of the lumber trade, which has been restricted during the past fortnight.. Mild weather has permitted of building operations being carried on in many of the principal cities, a condition which has created some unexpected trade. From white pine centres, however, comes the one general report of light demand, coupled with the fact that dealers are holding firmly to prices and anticipate a fairly prosperous spring trade. The orders now received are mainly for mixed cars. In Michigan trade is fair, and in Chicago stocks are said to be much lighter than is generally believed, there being many broken lots. A good car trade is looked for at Albany, lake ports are quiet, and the Eastern States exhibit little life. Among the hardwoods ash, oak, poplar, basswood and birch hold the strongest position. There is also a fair demand for rock elm for bicycle rims.

FOREIGN.

The yard trade in Great Britain has quieted down owing to the holiday season, and very little will be done before the middle of January, by which time business will have again resumed its normal course. In the past fortnight there have been no auction sales, and this has resulted in more private buying. The building trade is, nevertheless, in a healthy condition, and the prospects for next year are considered favorable, although the high price of materials may result in some projects being deferred for a time. Shipbuilding is also active, and so far as can be foreseen at the present time the spring trade will open up with higher values. The low stocks will keep the market firm, even if sales are not abundant. At West Hartlepool sawn deals, battens, etc., are eagerly inquired for, and there is every appearance of an advance. Liverpool stocks are light, and in some lines it is difficult to fill orders. A quieter trade at London is reported, although some sales of 3rd Quebec 12/13 x 3 x 9 spruce have been made at £7 10s.

## SHIPPING MATTERS.

Steamer Mantinea has been fixed at St. John, N. B., to load deals for England at 45s. and timber at 22s. 6d.

The ship Kingsport, at Barbados, has been chartered to load pitch pine at Pensacola for Buenos Ayres at $11.75 (clean charter.)

Spring business from Montreal to London has been closed at 42s. 6d., and a steamer has been chartered from Quebec to United Kingdom, May-June sailing, at 41s. 3d.

The London Timber Trades Journal says: Forward chartering has begun, and it is reported that already 10,000 standards Quebec to range of ports is arranged at 42s. 6d., which means about 40s. to London.

## STOCKS AND PRICES.

### CANADA.

H. W. Marsh, of Stanhope, Que., intends taking out 5,000 cords of pulp wood this winter.

John Carew, of Lindsay, Ont., has closed contracts with jobbers for taking out stocks of logs in the districts south of Rosedale and Minden.

The cut of the St. Anthony Lumber Co.'s mill at Whitney, Ont., during the past season was about 40,000,000 feet. Since September operations at night have been suspended.

Messrs. J. & W. Flatt, of Hamilton, have sold their entire production of Michigan waney board pine and Ohio and Virginia oak to Messrs. Dobell, Beckett & Co., of Quebec.

Mr. Wm. Mackey, of Ottawa, is taking out his usual quantity of square and waney Ottawa pine timber, operations for which are now going on. This raft is taken out of the Amable du Fond limit.

Gilmour & Hughson, of Ironsides, have sold their 1897 cut of 3-inch pine deals to the McArthur Bros. Co., Ltd. Gilmour & Co., of Trenton, also sold to the same firm their next year's cut of deals.

James McGivery, of Stewartown, N. B., has purchased the McMonagle timber lands and will get out one million feet of lumber. David McAllister has contracted for 500,000 feet for James Doherty.

The Hale & Booth production of square and waney pine manufactured in Canada, estimated at about 200,000 cubic feet, for 1897 Quebec delivery, has been purchased by Messrs. W. & J. Sharples, of Quebec.

The log input on the Upper St. John and Miramichi rivers, in New Brunswick, will probably be from ten to fifteen per cent. greater than last year. Messrs. Kilburn & McIntosh will cut about eight million feet.

Operations on the St. Croix river, in New Brunswick, this season will be about the same as last winter. H. F. Eaton & Sons will bank ten million feet, F. H. Todd's Sons two million feet, while James Murchie & Sons will probably take out a smaller quantity than last season, which was seven and a half million feet.

The steamers from St. John have taken quantities of lumber for Great Britain. The "Alcides," for Glasgow, carried 250 tons of birch timber and 350 standards of deals; the Bengore Head, 500 standards of deals, while the Halifax City and Lake Winnipeg also took part cargoes of lumber.

A report from Ottawa states that a large lumber deal was closed at Pembroke on Saturday last, by which Mr. Thomas Mackey, M. P., and Mr. MacLaughlin exchanged limits. The steamer Ottawa was on the same day sold to William Murray, of the firm of T. & W. Murray, of Pembroke.

Robert Carson, of Garnet's Creek, N. B., will get out one million feet of logs this winter; the O'Neill firm and J. & J. McLeod, of Black River, two million and one million feet respectively; Robert More, of Loch Lomond, one million feet, while another million will be cut for the Ball's Lake mill. All of this lumber will be shipped from St. John.

### FOREIGN.

The Saginaw river mills manufactured the past season 57,000,000 pieces of lath, as compared with 83,000,000 last year.

The imports of hewn wood from Canada to Great Britain for the eleven months ending November 1st last were valued at £727,539, and sawn wood at $3,258,260.

The Traverse City Lumber Co., of Traverse City, Mich., have sold their entire output of hemlock for last season to Colburn & Co., of Michigan City, Ind. The quantity is 7,000,000 feet.

A report is current that the Weyerhaeuser syndicate, of Ashland, Wis., have purchased large tracts of pine lands in Northern Wisconsin, the consideration being in the neighborhood of $700,000. The report, however, lacks confirmation.

Messrs. Singleton, Dunn & Co. held an auction sale of Quebec timber and deals and pitch pine at Greenock, Scotland, on the 17th. inst. 20 logs Quebec oak (1,490 ft.) sold at 1s. 11½d., and 216 logs sawn pitch pine were hammered at 1s. and 1s. 0½d. These were put up without reserve, and ranged from 600 to 1,100 ft. per page. Several lots of 4th pine deals and ends were sold at 9½d. and 11d., and 11x 9x3 3rd pine at 11½d.; also several lots St. John spruce deals 11x3 at 10¾d. and 11d., and 17x9x3 at 10½d.

A comparative statement of lumber operations in Michigan, on both sides of the Saginaw river for a distance of 17 miles, and known as the Saginaw river lumber manufacturing district, shows that the product of the mills during the past season was 316,797,879 feet, the smallest record for the past thirty years. In 1894 the output was 481,244,039 feet, and in 1895 it reached 433,683,083 feet. The quantity of lumber on hand by manufacturers, exclusive of retail yards, is 217,498,058 feet, against 271,531,851 feet at the close of last season. The cut of shingles was 38,180,750, and the wintering stock is 11,925,250.

## QUEBEC CORRESPONDENCE.

J. Burstall & Co. handle Joly's cut of spruce deals for 1897, as usual.

Sewell's Lake St. Joseph, Jacques Cartier, and Rivierre Noire 3-inch spruce deals for 1897 are reported to have been sold to Harold Kennedy, as also Ross' Riviere a Pierre spruce.

Breakey's 1897 cut Chaudiere 3-inch spruce deals and Turner's Lake Edward cut have been sold to Messrs. H. R. Goodday & Co., who are also reported to have purchased the Rousseau 1897 cut at St. Anne de la Parade.

Messrs. H. M. Price & Co.'s cut of spruce for 1897 has been sold to Dobell, Beckett & Co.

The annual circular of J. Bell Forsyth has been issued, and contains the usual amount of interesting statistics. It states that the past season has shown a marked improvement in business with the United Kingdom, both in volume and results. The stocks wintering at Quebec are much smaller than last season. There is a notable increase in birch timber and spruce, while pine deals show a slightly larger stock. The following is a comparative statement:

| | 1895. | 1896. | |
|---|---|---|---|
| Square white pine | 1,090,892 | 537,013 | Feet. |
| Waney " " | 2,254,717 | 1,474 168 | " |
| Red pine | 153,520 | 82,069 | " |
| Oak | 750,486 | 637,348 | " |
| Elm | 228,870 | 78,374 | " |
| Ash | 118,327 | 42,694 | " |
| Birch | 5,156 | 9,470 | " |
| Tamarac | 6,590 | 90 | " |
| Spruce | 1,845 | 22,500 | " |
| Hickory | 17,721 | 6,185 | " |
| Cherry | 547 | 11,425 | " |
| Maple | ..... | 41 | " |
| Pine deals, merchantable | 118,789 | 124,215 | Stds. |
| " " cull | 16,700 | 18,195 | " |
| Spruce deals, merchantable | 651,479 | 524,634 | " |
| " " cull | 84,737 | 48,779 | " |
| 1 to 2 in. pine and spruce plank | 6,806,626 | 7,520,942 | Feet. |
| Pine and spruce spars | 113 | 110 | " |
| Hardwood plank | 40,000 | 103,964 | " |
| Hemlock and tamarac deals | 5,073 | 19,516 | " |

The figures given above are said to be quite reliable, except, perhaps, in the case of spruce deals, which does not include the stock at a number of the mills along the Lake St. John road, such as Roberval, Lake Edward and Lac Bouchette.

The figures with regard to export are also interesting, and show a considerable increase in several classes of stock. A comparative statement to December 1st is as follows:

| | 1895. | 1896. | |
|---|---|---|---|
| Square and waney white pine | 2,838,080 | 4,251,800 | Feet. |
| Red pine timber | 326,080 | 139,160 | " |
| Oak " | 869,560 | 1,382,880 | " |
| Elm " | 537, 20 | 501,000 | " |
| Ash " | 146,360 | 113,680 | " |
| Birch " | 200,160 | 319,200 | " |
| Pine deals | 501,200 | 400,343 | Stds. |
| Spruce deals | 3,471,700 | 3,828,258 | " |

QUEBEC, Dec. 26, 1896.

## THE COOPERAGE MARKET.

Messrs. Sutherland, Innes & Co., of Chatham, Ont., write of cooperage conditions as follows:

With regard to the present conditions of the cooperage trade, all we ourselves have to do is to simply sit in our office here and sell everything we have in sight. The fact is, we cannot begin to fill the orders that are sent in to us, on account of everything being pretty well cleaned up around the mills.

We had our purchasing agent out all over the cooperage districts in Ohio, Michigan and Indiana, but he failed to make any purchases worth speaking of for prompt shipment, or shipment before the new stock would come in, which will be in March or April. Owing to the immense apple crop and the unusually heavy run on flour barrels this season, everything has been pretty well cleaned up around the mills, and no stocks will be carried over into next season.

As regards the prospects for next year's business, we have made very heavy sales ourselves at $1 per 1,000 advance on staves, and a corresponding advance on hoops and heading; the advance, of course, is over the prices at which we booked trade for this year about the same time as this last year. From all appearances trade is going to be very brisk next season, and prices will be firm. Up to the present there has not been any winter to put in logs for the mills, and unless things change very materially, none of the mills will be able to stock up fully.

A good many buyers are holding off, expecting lower prices later on, but it looks to us as if it was going to be a case of first come first served, and those people who purchase now will be sure of a regular supply, while those who leave things over expecting a drop in price will not only be disappointed in not being able to buy cheaper, but they will run the risk of not being able to get the stock at all.

## AUSTRALIAN TIMBER REPORT.

Fraser & Co., of Melbourne, Australia, in their last monthly report, say:

The demand has not shown much improvement since the issue of our last report, though a better enquiry has existed from the country districts than was experienced in the previous four weeks, but the actual business concluded has not been equal to anticipations formed a few months ago regarding the prospective demand during the spring season. Increased consumption is probable, however, in the coming summer months, and as stocks on hand are not excessive for this period of the year, or shipments "to arrive" of any great magnitude, we look forward to purchases being effected on a somewhat larger scale ere the end of December and January next, while the fact of increasing f.o.b. and freight rates ruling at many ports from whence supplies to here are shipped, and laid down costs of the principal lines imported barely covering as against existing prices locally, should lead eventually to a higher range of values being quoted at this end; and more especially as there are indications of values generally abroad advancing still further, both in respect to first costs and freight rates. Where the improvement is most pronounced is in the home markets for Baltic supplies. With the exception of Oregon lumber, which remains steady at late shipping rates, nearly every other description of timber, as just mentioned, has advanced at the markets of export, and we consider we are therefore justified in taking the views we do with regard to the early prospects of values at this side.

SPRUCE AND BALTIC WHITE DEALS.—Imports: 855,489 feet super. Arrivals: Armadale, from Fredrickstadt, and City of Agra, from Metis. The City of Agra, with a cargo of Canadian spruce, is being offered at 2¼d. per foot of 9 x 3, and a small portion has been placed. Baltic white deals have been in small enquiry at a similar figure.

## LUMBER FREIGHT RATES.

Lumber freight rates on the Canada Atlantic Railway are as follows Ottawa to Toronto, 10 cents per 100 lbs; Ottawa to Oswego, $1.90 per M ft., Ottawa to Syracuse, $2.20 per M ft, (3,000 lbs. and under per M ft.); Ottawa to Montreal, 5c. per 100 lbs.; Arnprior to Montreal, 7c. per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. Arnprior to New York, track delivery 17 cts. per 100 lbs., lightered 19 cts per 100 lbs. Ottawa to Boston, Portland and common points, local 15 cents; exports 13c. per 100 lbs.; Arnprior to Boston, Portland and common points, local 17 cents; export 15 cents per 100 lbs.; Ottawa to Burlington, 6 cents per 100 lbs.; Ottawa to Albany, 10 cents per 100 lbs.; Arnprior to Albany, 12 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22½ cents per 100 lbs Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

Lumber freight rates for pine on the Grand Trunk Railway have been made a fixture, as below. Of any intended change due notice will be given lumbermen.

General instructions in shipping by Grand Trunk are embodied in these words in the tariff schedule: On lumber in carloads, minimum weight, 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be charged, and must not be exceeded. Should it be impracticable to load certain descriptions of light lumber up to 30,000 lbs. to the car, then the actual weight only will be charged for, but not less than 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond, to the same destination. For instance, the rates from Tara or Hepworth to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Wiarton to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, but in no case are higher rates to be charged than as per mileage table published on page 9 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Brace, bridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale and Sundridge, to Toronto, 8c.; South River, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 11c. The rates on hardwoods average about from 1c. to 2c. per 100 lbs. higher than on softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

(Concluded on Page III.)

Telephone 5332 Established 1851

**JOHN B. SMITH & SONS,**

MANUFACTURERS OF

**LUMBER** Lath, Shingles, Doors, Sash, Blinds, Mouldings, Boxes, &c.

BILL LUMBER a Specialty

Cor. Strachan and Wellington Avenues, TORONTO.

**MILLS**

Having Brown Ash 12, 14 and 16 ft. firsts and seconds, inch Bass firsts and seconds 12 feet, or any other Hardwood Lumber, can sell same for cash by addressing

*H. D. WIGGIN*

No 89 State St., BOSTON, MASS.

Inspection at mill.

**We Want to Buy**

| | | | |
|---|---|---|---|
| *1 to 2 in.* | *1 and 2* | *Red Birch* | *6 in. and up.* |
| *1 to 4 in.* | *"* | *Brown Ash* | *"* |
| *1 to 2 in.* | *"* | *Plain Oak* | *"* |
| *1 to 3 in.* | *"* | *Soft Elm* | *"* |
| *1 to 4 in.* | *"* | *Hard Maple* | *"* |

Send lowest cash prices and full description of stock as to width, length and dryness.

**LAWRENCE & WIGGIN**

**Hardwoods and Mahogany** BOSTON, MASS.

**WANTED 1 in. No. 1 and No. 2 Basswood**

**BOSTON LUMBER CO.**

No. 27 Kilby St. - BOSTON, MASS.

**RONAN LINE**

CONNECTION—Canadian Pacific Railway; Rome, Watertown & Ogdensburgh; New York Central & H. R. Rd. Ronan Line.

HUDSON RIVER LUMBER TRANSPORTATION. Water Connection from Albany with lumber points in Canada via Canadian Pacific Railway to New York Harbor, Long Island Sound and inland waters of New Jersey. . . .

OFFICES—Lumber District, Albany, N. Y.; 20 South St., New York. Telephone 711 Broad.

PARKER C. RONAN, Manager.

On the Canadian Pacific the rates on pine and soft woods may be illustrated as follows: Cache Bay, North Bay, Sturgeon Falls and Warren, to Toronto, 9c.; Algoma, Cook's Mills, Massey, Spanish River and Whitefish to Toronto, 12c.; Ottawa to Toronto, 10c From Ottawa, Hull, Aylmer and Duchesne Mills to station on the Lake Erie and Detroit River, Erie and Huron, Toronto, Hamilton and Buffalo, and Michigan Central Railways, the rate is 14½c. per 100 lbs. Regulations apply as to minimum size of carload of 30,000 lbs., and an advanced rate is charged for hardwoods.

MODIFICATION OF HARDWOOD RATES.

THE Grand Trunk Railway and Canadian Pacific have made the rates on hardwoods from certain points to Toronto and Hamilton as follows. The regulations are over the signature of Mr. John Earls, W.D.F.A., of the G. T. R., and given in reply to a letter from Toronto hardwood men:

"After careful consideration we have come to the conclusion that, on and after Jan. 1st, 1895, a modification will be made in the present arrangements for hardwood lumber, to the effect that the rate will be 7½c. per 100 lbs from our Northern and Northwestern branches to Toronto and Hamilton. This rate, however, will not apply from main line points and the straight run between Toronto, Sarnia and Windsor; also that so far as rates on common lumber to points like Guelph, Galt London, Woodstock, Ingersoll, etc., from all lumber shipping stations the rate will be the same on hardwood as on pine." On the old principle, we suppose, that half the loaf is better than none, hardwood men have something, possibly, to be thankful for, though there is no good reason why the rates generally on hardwood should not be as low as on pine. It is understood that the C. P. R. rate will be made uniform at 7½c from same points.

## CANADIAN EXPORTERS AND WHOLESALERS


THOS. MEANEY & CO.
103 Bay Street - TORONTO
WANT WINTER CUT BASSWOOD AND DRY OAK
Send Particulars and Prices.

Huntsville Lumber Co., Ltd.
—: HUNTSVILLE, ONT. :—
MANUFACTURERS OF LUMBER LATH AND SHINGLES
WE are open to cut White Pine and Hemlock Bill Stuff. Have for Sale a Quantity of Dry Mill Stocks and Sidings, also 16 in. Pine Shingles and 4 ft. Lath 1½ in. wide.
CORRESPONDENCE SOLICITED

THE PEMBROKE LUMBER CO. LTD.
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT

WM. MASON & SONS . . . Manufacturers of..... and Dealers in
LUMBER and DIMENSION TIMBER LATH and SHINGLES
We have the largest and best equipped Dimension Saw Mill in Eastern Canada. All our machinery is of the latest and most improved pattern, and we are prepared to quote prices on and supply at the shortest notice any orders that may be submitted to us.
Address, P. O. Box 1020, OTTAWA, ONT.

JAS. G. CANE & CO.
WHOLESALE HARDWOOD • LUMBER •
35 Adelaide East, Toronto, Ont.
Send us full description and lowest price for any lumber you have for sale.

JAS. PLAYFAIR & CO.
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . .
MIDLAND, ONT.

WANTED AT ONCE
About 300 cords 2 foot Hardwood, 1-2 Beech and 1-2 Maple, last winter's cut; also 150 cords of 4 foot all No. 1 Wood.
State Lowest Price f. o. b. Cars or Delivered in Toronto for whole or part.
THE REID CO., OF TORONTO, Ltd. Office, Cor. King and Berkeley Sts. Dock, Foot of Berkeley St.

McAULIFFE and CAMERON
WHOLESALE
PINE and HARDWOOD LUMBER
OTTAWA - CANADA

Lumbermen's Inspection Book
Send four 3-cent Canadian postage stamps for a copy of the LUMBERMAN'S VEST-POCKET INSPECTION BOOK, containing Rules for the Inspection of Pine and Hardwood Lumber in the Leading Markets of the United States and Canada. Address:
The CANADA LUMBERMAN
TORONTO, ONTARIO

YES, Everything Sold but Mill Culls of all thicknesses; Shorts of all thicknesses; Shingles in four grades (Made from Live Timber) and Lath in two grades. We are also prepared to make close quotations on Box Shooks, delivered at all points in Canada.
J. W. HOWRY & SONS LUMBER FENELON FALLS, ONT.

KILN-DRIED BIRCH FLOORING SHEETING .. and .. CEILING $20.00 SAMPLES BY MAIL KNIGHT BROS. Burk's Falls, Ont.


## FOREIGN EXPORTERS AND IMPORTERS


James Smith & Bro.
AGENTS FOR WOOD GOODS
Market Reports Given and Advances Made Against Shipments.
14 Canada Dock, LIVERPOOL, ENGLAND
Cable Address—WALMER, LIVERPOOL

Write us if you have any . . . .
DRY SOFT ELM for immediate shipment.
SCATCHERD & SON - 1053 Seneca Street, BUFFALO, N. Y.

Is it your wish . .
To Purchase or Sell as quickly as possible
A PARTICULAR LOT OF LUMBER
A MILL PROPERTY
SECOND-HAND MACHINERY
An Advertisement in the "Wanted" and "For Sale" Department of the . . .
CANADA LUMBERMAN WEEKLY EDITION
Will secure for you a Buyer or Seller, as the case may be. Address,
The Canada Lumberman
Toronto, Canada.

WANTED 1", 1¼", 1½", 2", 3" and 4" 1sts and 2nds Grey Elm. Also 1⅛" Rock Elm, Log Run.
Please quote prices delivered Black Rock, Buffalo, N. Y
T. SULLIVAN & CO. ◎ Buffalo, N. Y.

BUFFALO HARDWOOD LUMBER COMPANY
940 Elk St., BUFFALO, N. Y.
50,000 ft. of 2½" No. 1 and 2 and common Soft Elm. } WANTED { 100,000 ft. of 1¼" No. 1 and 2 and common Red Oak.
Are also in the market as CASH BUYERS for other kinds of Hardwoods. CORRESPONDENCE SOLICITED.

CANADA ATLANTIC RAILWAY
Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
R. A. CARTER, Contracting Agent, 115 Board Trade Montreal
JOHN SMITH Ontario Agent Union Station, Toronto.
Shortest and Quickest Route from
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR and all points on Grand Trunk Ry. TO . . .
BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
CAPT. J. H. WILLIAMS, 16 Lumber Dist., Albany, N.Y.
C. J. SMITH General Freight Agent Ottawa, Ont.
◎ Ottawa & New York Lumber Line ◎
- - - BONDED LINE BETWEEN - - -
CANADIAN POINTS, NEW YORK CITY AND ALL POINTS REACHED BY WATER FROM ALBANY
CANADA ATLANTIC RAILWAY. DELAWARE & HUDSON CANAL CO. WILLIAMS' LINE. } J. H. Williams Agent { 15 Lumber District, ALBANY, N.Y. NEW YORK OFFICE, 93 Wall Street Telephone 531 Broad.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

## BELTING

Goodhue, J. L. & Co., Danville, Que.
McLaren, J. C., Belting Co., Montreal and Toronto.
The Waterous Co., Brantford.

## DRY KILNS

McEachrer Heating & Ventilating Co., Galt, Ont.
Parmenter, J. S., Flushing, N. Y.
The Emerson Co., Baltimore, Md.

## ELECTRICAL APPARATUS

Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

## INJECTORS

Penberthy Injector Co., Detroit, Mich.
Williams Machinery Co., A. R., Toronto.

## LUMBERMEN'S SUPPLIES

Eckardt, H. P. & Co., Toronto.
Rice Lewis & Son, Toronto.
Scully & Co., John, Toronto.

## MACHINERY

Bell, Robt., Jr., Hensall, Ont.
Bertram, John & Son, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston, Ont.
Dunbar, Alex., & Sons, Woodstock, N. B.
Darling Bros., Montreal.
Northey Mfg. Co., Toronto, Ont.
Payette, P. & Co., Penetanguishene, Ont.
Petrie, H. W., Toronto, Ont.,
Sawyer & Massey Co., Ltd., Hamilton, Ont.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Phelps Machine Co., Eastman, Que.
The Waterous Co., Brantford.
Williams Machinery Co., A. R., Toronto.

## RAILWAYS

Flint & Pere Marquette Railroad.
Illinois Central R.R.

## SAW MANUFACTURERS

Burns, E. R., Saw Co., Toronto, Ont.
Robertson & Co., James, Montreal, Toronto and St. John, N. B
Shurly & Dietrich, Galt, Ont.
The McMillan & Haynes Co., Ltd., St. Catharines, Ont.

## SPLIT PULLEYS

Dodge Wood Split Pulley Co., Toronto, Ont.

## WHOLESALE LUMBER DEALERS

Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

## MISCELLANEOUS

Axes, Campbell Bros., St. John, N. B.
Alligator Steam Warping Tugs, West & Peachey, Simcoe, Ont.
Contractors' Plant, John Scully & Co., Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Lumbermen's Clothing, W. Carss & Co., Orillia, Ont.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Magnolia Metal Co., New York.
Machine Knives, Peter Hay, Galt, Ont.
Metal Roofing, Pedlar Metal Roofing Co., Oshawa, Ont.
Patent Medicines, Ripan's Chemical Co., New York, N.Y.
Rails, John Gartshore, Toronto.
Shanks and Chisel Bits, A. McPherson, Oxford, N. S.
Scribner's Lumber and Log Book, S. E. Fisher, Rochester, N.Y.
Turbines, J. C. Wilson & Co., Glenora, Ont.
Veterinary Medicines, J. C. & W. R. McMurtry, Arnprior, Ont.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, December 30, 1896

CAR OR CARGO LOTS.

| | | |
|---|---|---|
| 1¾, 1½ and 2 inch cut up and better | 32 00 | 34 00 |
| 2 inch picks and uppers | 34 00 | 36 00 |
| 1x12 dressing and better, 60% 16 ft | 22 00 | 24 00 |
| 1x10 fine dressing and better | 21 00 | 23 00 |
| 1x10 and 12 Canadian dressing and better | 20 00 | 22 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 |
| 1x10 and 12 common | 12 00 | 14 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 |
| 1 inch clear and picks | 28 00 | 30 00 |
| 1 inch dressing and better | 20 00 | 22 00 |
| 1 inch siding mill run | 14 00 | 15 00 |
| 1 inch siding common | 11 00 | 12 00 |
| 1 inch siding ship culls | 10 50 | 11 50 |
| 1 inch siding mill culls | 8 50 | 9 00 |
| Cull scantling | 8 00 | 9 00 |
| 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1 inch strips, common | 11 00 | 12 00 |
| 1 1-4 inch flooring | | 16 00 |
| 1 1-2 inch flooring | | 16 00 |
| XXX pine shingles, 16 inch | | 2 25 |
| XX pine shingles 16inch | | 1 40 |
| Lath, No. 1 | | 1 60 |
| Lath No. 2 | | 1 30 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | |
|---|---|---|---|---|---|
| Ash, white, 1 to 2 in. | $26 00 | $28 00 | Cherry 1 to 1½ | $50 00 | $60 00 |
| " 2½ to 4.. | 30 00 | 32 00 | " 2 " 4.. | 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in.... | 17 00 | 19 00 | Elm, soft 1 " 1½ | 14 00 | 15 00 |
| | | | " " 2 " 3.. | 15 00 | 16 00 |
| Ash, black; 1sts and 2nds, 2 to 4 in..... | 19 00 | 21 00 | " rock 1 " 1¾ | 16 00 | 18 00 |
| | | | " " 1½ " 3.. | 20 00 | 22 00 |
| Ash, M. R., 1 " 2.. | 15 00 | 18 00 | Hickory 1½ " 2.. | 28 00 | 30 00 |
| Birch, 1 " .. | 18 00 | 20 00 | Maple 1 " 1½ | 16 00 | 17 00 |
| " 1½ " 2.. | 20 00 | 23 00 | " " 2 " 4.. | 17 00 | 18 00 |
| " sqrs. 4x4 " 8 x8 | 24 00 | 26 00 | Oak, red, p'n 1 " 1½ | 26 00 | 30 00 |
| Basswood 1 " 1¾ | 16 00 | 18 00 | " " 2 " 4.. | 29 00 | 32 00 |
| " 1½ " 2..19 | 00 | 20 00 | " white 1 " 1½ | 28 00 | 30 00 |
| " m. r. 1 " 1¾ | 14 00 | 16 00 | " " " 2 " 4.. | 30 00 | 35 00 |
| Butternut 1 " 1½ | 23 00 | 25 00 | " quart'd 1 " 2.. | 46 00 | 50 00 |
| " 2 " 3.. | 25 00 | 28 00 | Walnut 1 " 3.. | 85 00 | 100 00 |
| Chestnut 1 " 2.. | 24 00 | 26 00 | Whitewood 1 " 2.. | 32 00 | 36 00 |

## OTTAWA, ONT.

OTTAWA, December 30, 1896.

| | | |
|---|---|---|
| Pine, good sidings, per M feet, b.m. | $29 00 | 35 00 |
| Pine, good strips, " " " | 24 00 | 30 00 |
| Pine, good shorts, " " " | 18 00 | 25 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m. | 17 00 | 20 00 |
| Pine, " " strips, " " " | 15 00 | 18 00 |
| Pine, " " shorts, " " " | 13 00 | 14 00 |
| Pine, 10 s.c. and better stock, " " " | 13 00 | 15 00 |
| Pine, 8 s.c. " " " " " | 11 50 | 13 00 |
| Pine, " sidings " " " | 13 00 | 15 00 |
| Pine, " strips " " " | 9 00 | 12 00 |
| Pine, " shorts " " " | 6 50 | 9 00 |
| Pine, box culls " " " | 9 00 | 11 00 |
| Pine mill culls " " " | 6 50 | 10 00 |
| Lath per M No. 1 | 90 | 1 25 |
| Lath per M No. | 70 | 1 00 |
| 1x10 No. 1 barn | | 18 |
| 1x10 No. 2 " | 16 | 17 |
| 1x8 & 9 No. 1 " | 15 | 17 |
| 1x8 & 9 No. 2 " | 14 | 16 |

## QUEBEC, QUE.

QUEBEC, December 30, 1896.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Common and railroad, for interior and ordinary according to average, quality, etc., measured off | 20 @ | 22 |
| For 40 to 45 feet average, measured off | 24 | 26 |
| For good and good fair average, measured off | 28 | 32 |
| First class " " | 34 | 36 |
| In shipping order " " | 36 | 42 |
| First class Ottawa waney, 18 inch average | 38 | 40 |
| " " " 19 to 21 inch average | 41 | 43 |
| First class Michigan waney board, 18 inch average | 41 | 43 |
| " " " " 19 to 21 inch average | 43 | 46 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 26 |
| In shipping order, 35 to 45 feet " " | 38 | 40 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 47 | 50 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 28 | 32 |
| " " " " 30 to 35 feet | 26 | 29 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average an quality | 22 | 30 |
| To average 16 inch | 28 | 31 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 15 | 18 |
| 16 " " | 19 | 21 |
| 18 " " | 23 | 26 |

TAMARAC.

| | | |
|---|---|---|
| Square, according to size and quality | 17 | 19 |
| Flatted, " " " | 15 | 18 |

DEALS.

Bright spruce, according to mill specification, $42 to $44 for 1st, $28 to $30 for 2nd, $25 to $27 for 3rd, and $21 to $23 for 4th quality. F.O.B. batteau

## SAGINAW AND BAY CITY, MICH.

SAGINAW, Mich.. December 30, 1896.

UPPERS AND SELECTS.

| | | | |
|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $45 00 | Selects, 1 in., 8 in. and up wide | $40 00 |
| 1¼, 1½ and 2 in. | 45 00 | 1¼, 1½ and 2 in. | 41 00 |
| 2½ and 3 in. | 53 00 | 2½ and 3 in. | 47 00 |
| 4 in. | 56 00 | 4 in. | 50 00 |

FINE COMMON.

| | | | |
|---|---|---|---|
| 1 in., 8 in. and up wide | 33 50 | 2½ and 3 in., 8 in. and up wide | 42 00 |
| 1¼, 1½ and 2 in. | 35 00 | 4 in. | 45 00 |

B FINE COMMON OR NO. 1 CUTTING.

| | | | |
|---|---|---|---|
| 1 in., 7 in. and up wide | 23 50 | 2½ and 3 in., 7 in. and up wide | 37 00 |
| 1¼, 1½ and 2 in. | 31 00 | 4 in. | 40 00 |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 34 00 | 1 in., 4, 5 and 7 in. wide | 32 00 |
| 6 in. wide | 36 00 | 6 in. wide | 36 00 |

FINE COMMON OR C.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 30 00 | 1 in., 6 in. wide | 30 00 |
| 1 in., 4, 5 in. wide | 29 00 | | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 24 00 | 1 in., 4, 5, 6 in. wide | 22 00 |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 in | 16 00 | 1¼ in., 4, 5 and 7 in. | 15 00 |
| 1 in., 6 in | 17 00 | 1¼ in., 6 in. | 17 00 |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 | 1¼ in., 4 to 7 inch | 14 00 |
| 1 in., 6 inch | 14 00 | No. 3 Fencing, 1 in., 6 inch | 12 00 |

SHELVING.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 | No. 2, 1 in., 7 and 8 in. stocks | 19 00 |
| 1 in., 10 in. and up wide | 26 00 | 1 in., 10 in. stocks | 21 00 |
| 1 in., 12 in. stocks | 29 00 | 1 in., 12 in. stocks | 24 00 |
| 1 in., 12 in. and up wide | 30 00 | 1 in., 10 in. and up wide | 22 00 |
| 1¼ in. 1½ and 2 in., 8 in. and up wide | 29 00 | 1 in., 13 in. and up wide | 25 00 |

BARN BOARDS OR STOCKS.

| | | | |
|---|---|---|---|
| No. 1, 12 in. | 21 00 | No. 2, 9 in. | 13 50 |
| 10 in. | 16 50 | 8 and 7 in. | 13 50 |
| 9 in. | 16 00 | No. 3, 12 in. | 12 50 |
| 8 and 7 in. | 16 00 | 10 in. | 11 00 |
| No. 2, 12 in. | 16 00 | 9 in. | 11 00 |
| 10 in. | 14 00 | 8 in. | 11 00 |

SHIPPING CULLS OR BOX.

| | | | |
|---|---|---|---|
| 1 in., 4 and 5 in. wide | $8 50 | 1 in., 13 in. and up wide | $11 00 |
| 1 in., 6 in. wide | 9 50 | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 |
| 1 in., 7 in. wide and up | 9 50 | | |

SHAKY CLEAR.

| | | | |
|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9 in. wide | 19 00 | 1 in., 10 in. and up wide | 20 00 |
| 1 in., 6 in. wide | 20 00 | 1¼, 1½ and 2 in., 8 in. and up wide | 20 00 |

COFFIN BOARDS.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 13 in. and up | 20 00 | No. 1, mill culls | 8 00 |
| No. 2 | 17 00 | No. 2, or red horse | 6 50 |

BEVELED SIDING—DRESSED.

| | | | |
|---|---|---|---|
| Extra clear (perfect) | 23 00 | No. 2 | 18 00 |
| No. 1 (nearly clear) | 21 50 | No. 3 | 14 00 |

TIMBER, JOIST AND SCANTLING.

| | | | |
|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $8 50 | Hemlock, 2x4 to 10, 12 to 16 feet | 8 00 |
| 18 ft. | 10 50 | 2x12 | 8 50 |
| 20 ft. | 11 50 | Add $1 to each additional 2ft. in length. | |
| 22 and 24 ft. | 12 50 | | |

SHINGLES, 18-IN.

| | | | |
|---|---|---|---|
| Fancy brands, XXXX | 3 00 | Standard brands, river made, XXXX | 3 00 |
| Clear Butts | 1 90 | Clear Butts | 2 00 |

WHITE PINE LATH.

| | | | |
|---|---|---|---|
| No. 1 | 1 50 | No. 2 | 1 00 |
| | | Hemlock | 1 00 |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., December 30, 1896.

WHITE PINE.

| | | | |
|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in. | $46 00 | 50 00 | No. 3, 1¼ to 2 in... 17 00 19 00 |
| 2½ and 3 in. | 51 00 | 55 00 | Shelving, No. 1, 13 in and up, 1 in. 32 00@34 00 |
| 4 in. | 58 00 | 60 00 | Dressing 1¼ in. 27 00 29 00 |
| Selects, 1 in. | 41 00 | 42 00 | 1¼x10 and 12 28 00 |
| 1¼ to 2 in. | 42 00 | 43 00 | 1½ in. 28 00 30 00 |
| 2½ and 3 in. | 47 00 | 50 00 | 2 in 29 00 30 00 |
| 4 in. | | 52 00 | Mold st'ps, 1 to 2 in.. 33 00 34 00 |
| Fine common, 1 in. | 35 00 | 36 00 | Barn, No. 1, 10 and 12 in. 20 00 21 00 |
| 1¼ and 1½ in. | 35 00 | 37 00 | 6 and 8 in. 19 00 20 00 |
| 2 in | 36 00 | 38 00 | No. 2, 10 and 12 in. 15 50 17 00 |
| 3 in. | | 45 00 | No. 3, 10 and 12 in. 12 00 14 00 |
| 4 in. | | 47 00 | 6 and 8 in. 11 00 12 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | Common, 1 in. 15 00 16 00 |
| 1¼ to 2 in. | 32 00 | 34 00 | 1¼ and 1½ in. 18 00 20 00 |
| No. 2, 1 in. | | 16 00 | 2 in 18 00 20 00 |
| No. 2, 1¼ to 2 in. | 22 00 | 25 00 | |

WHITE ASH.

| | | | |
|---|---|---|---|
| 1st & 2nd, 1 inch, | 30 00 | 32 00 | 2½ to 4 in. 36 00 40 00 |
| 1¼ to 2 in. | 33 00 | 35 00 | Strips 17 00 18 00 |
| | | | Culls 11 00 14 00 |

BLACK AND BROWN ASH.

| | | | |
|---|---|---|---|
| 1st & 2nd, 6 inch up, | 24 00 | 27 00 | Com. & good culls... 9 00 10 00 |

BIRCH.

| | | | |
|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 28 00 | 30 00 | 1st & 2nd, white, 6" & up, 18 00 20 00 |
| | | | Com & good culls..... 10 00 12 00 |

ELM.

| | | | |
|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 20 00 | 25 00 | 1st & 2d, soft, 8 in. & up, 16 00 18 00 |

MAPLE.

| | | | |
|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 18 00 | 20 00 | 1st & 2d, soft, 6in. & up, 17 00 19 00 |

WHITE OAK.

| | | | |
|---|---|---|---|
| 1st & 2nd, plain, 8 in & up | 33 00 | 36 00 | Clear squares, 5x5 to 8x8 45 00 |
| Good common | 20 00 | 22 00 | 1st & 2nd quartered, 6 in. up.. 48 00 50 00 |
| Good culls | 12 00 | 14 00 | Common quartered... 30 00 32 00 |

RED OAK.

| | | | |
|---|---|---|---|
| 1st & 2nd | 31 00 | 32 00 | Quartered 1st & 2nd.. 44 00 47 00 |
| Common | 20 00 | 22 00 | Common 29 00 30 00 |
| Cull | 12 00 | 14 00 | |

## NEW YORK CITY.

NEW YORK, N. Y., December 30, 1896.

WHITE PINE LUMBER

Prices for white pine lumber are governed entirely by source of supply rendering it useless to give prices for local market.

WHITE PINE TIMBER.

| | | | |
|---|---|---|---|
| Bridge timber | $28 00 @ 42 00 | Building orders | $27 00 @ 37 00 |
| Decking | 44 00 50 00 | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in. | 14 00 | 14 50 | 10 to 12 in. | 16 25 | 17 00 |
| 6 to 12 in. | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 to 12 in. | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | |
|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, 10 to 16 | | 25 00 |
| 1¼ to 2 in. | " " " " | | 26 00 |
| 1 inch, | " Soft Elm, " | | 19 00 |
| 1¼ in and thicker, | " " " | | 21 00 |
| 4/4 | " " Hard Maple, " | | 21 00 |
| " | " " Basswood, " | | 20 00 |
| " | " " Birch, " | | 23 00 |
| " | " Black Ash, Com. and Shipping Cull, M.C.O. | | 14 00 |
| " | " Soft Elm, " " | | 12 00 |
| " | " Hard Maple, " " | | 14 00 |
| " | " Basswood, " " | | 12 00 |
| " | " Birch, " " | | 14 00 |

## ALBANY, N.Y.

ALBANY, N. Y., December 30, 1896.

PINE.

| | | | |
|---|---|---|---|
| Uppers, 3 in. up | $52 | $55 | Dressing boards, narrow.... $19 $21 |
| 2½ in. | 52 | 55 | West India shipping boards. 15 17 |
| 1 to 2 in. | 45 | 48 | Box boards 10 12 |
| 4 inch uppers | | 55 | 10-in. dressing and better... 26 34 |
| Selects, 2½ in. up | | 45 | 10-in. common 14 15 |
| 1 to 2 in. | | 40 | 12-in. dressing and better... 26 32 |
| Fine common, 2½ in. and up | 40 | 42 | Common, 1x12 14 16 |
| 1 to 2 in. | 36 | 40 | No. 1 barn, 1x12 20 |
| No. 1 cut, 1 to 2 inch | 25 | 35 | 1x10 18 21 |
| No. 2 | 18 | 25 | 1x8 16 18 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 16 17 |
| No. 1 molding, 1 to 2 in. | 33 | 36 | 1x10 15 16 |
| No. 2 molding, 1 to 2 in. | 25 | 28 | 1x8 13 15 |
| Stained saps | | 20 | Shaky or star clear, 1 to 2 in. 19 21 |
| Bracket plank | 30 | 35 | Dressing 16 18 |
| Shelving boards, 12-in. up | 30 | 32 | Common 11 15 |

LATH.

| | | | |
|---|---|---|---|
| Pine | $2 25 | Spruce | $2 00 |

SHINGLES.

| | | | |
|---|---|---|---|
| Sawed Pine, ex. XXXX | $4 25 | $4 30 | Bound butts, 6 x 18 $6 00 $6 15 |
| Clear butts | 3 25 | 3 35 | Hemlock 2 15 2 30 |
| Smooth, 6 x 18 | 5 40 | 5 50 | Spruce 2 20 2 30 |

## BOSTON, MASS.

BOSTON, December 30, 1896.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $11 50 | 12 00 | ¾ inch | $ 9 25 | 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 12-16 inch | 8 50 | 8 75 |
| Refuse | 13 00 | 13 25 | ⅝ inch | 8 00 | 8 25 |
| Outs | | 9 00 | Clapboards, sap ext.. | 45 00 | 48 00 |
| Boxboards, 1 inch | 10 00 | 10 50 | Sap clear | 41 00 | 43 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, 2nd clear | 32 00 | 35 00 |
| | | | No. 1 | 23 00 | 25 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in. | $50 00@52 00 | | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in. | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in. | 58 00 | 62 00 | 1¼, 1½ and 2 in. | 30 00 | 32 00 |
| Selects, 1 in. | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in. | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in. | 52 00 | 55 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in | 24 00 | 38 00 |
| Fine common, 1 in. | 40 00 | 41 00 | Coffin boards | 19 00 | 22 00 |
| 1¼, 1½ and 2 in. | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in. | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 75 | 1 90 |
| Cedar, extra | 2 65 | 2 90 | Extra No. 1 | 1 25 | 1 50 |
| Clear | 2 25 | 2 40 | | | |

HEMLOCK.

| | | | | | |
|---|---|---|---|---|---|
| Boards, rough | 11 00@11 50 | | No. 2 | 9 00@ | 10 50 |
| Planed | 11 75 | 12 00 | | | |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | | | By cargo | 1 30@ | 1 90 |
| By car | 1 80@ | 2 00 | | | |

## OBITUARY.

### HENRY HERRMANN.

WITH deep regret the lumber trade throughout the United States and Canada learned of the death of Mr. Henry Herrmann, of New York, which occurred at his residence in that city on November 30th, after a short illness. Deceased was 59 years of age, and on the 12th of October last celebrated his 28th business anniversary. He ranked among the largest lumber dealers in New York, and was head of one of the most extensive establishments in the world for the manufacture of special lines of household furniture, employing 2,000 hands. The following particulars of his life, taken from a souvenir recently issued, will be read with interest, serving, as they do, as an exemplification of what may be accomplished by indomitable perseverance and a thorough knowledge of a trade :

Born in East Prussia in 1837, he was apprenticed to the trade of cabinet-making at the age of fourteen years. He came to America in 1866, landing in New York, but immediately starting for the west. Returning to New York a year later, he entered into partnership with a fellow craftsman and rented a small shop on Mott street, manufacturing walnut wardrobes, the combined capital being $43, representing the wages of the partners for the preceding week. In two weeks they had doubled their cash capital, and in six weeks their business had so grown that they were compelled to secure larger quarters. Within six months their business necessitated a further change, and at the end of three years the aggressive young firm was employing 100 men. In April, 1872, Mr. Herrmann's partner died. He then branched out, establishing a lumber station, saw mill and factory at Indianapolis. Two years later he engaged extensively in the hardwood lumber trade, buying immense tracts of timber lands. Since that time he has met with unparalleled success, and at the time of his death was the active head of more than twenty manufacturing plants making or consuming hardwood lumber, located at various points in the eastern, central and southern portions of the United States, with agencies at London, Eng., Hamburg, Germany, and Sydney, Australia. Mr. Herrmann was the pioneer in the export hardwood lumber trade to England, which he first commenced in 1877, and since that time it has reached the enormous amount of $10,000,000 annually. Some idea of the extent of Mr. Herrmann's business operations may be gathered from the fact that in one year he handled 25,000,000 feet of black walnut alone. His ordinary stock of hardwoods at various distributing points aggregated more than 20,000,000 feet. Over one million dollars were annually paid to his employees as wages. The lumber business was exclusively owned by Mr. Herrmann, in whose hands rested the entire management. He was a man of extraordinary business qualifications, and notwithstanding his active career, he had many social friends, and his home life was most pleasant. He was twice married and leaves a widow and two children.

### RICHARD NAGLE.

Mr. Richard Nagle, a prominent citizen of Ottawa and one of the best-known lumbermen of Eastern Ontario, died at Peterboro', Ont., on November 30th, after an illness of about a month's duration. The late Mr. Nagle was of Irish descent, having been born in Mitchellstown, county of Cork, in 1831. He came to this country with his family when nine years of age, and settled in the township of Ramsay, county of Renfrew. When quite a young man he took to lumbering, and was for many years one of the trusted and expert foremen of the late firm of John Egan & Co., being afterwards appointed manager, a position which he occupied for many years. Then he severed his connection with the firm and branched out in the lumber business himself. His limits were principally situated in the Lake Nipissing region. His first limit was the rocky farm near Mattawa, which he disposed of to Klock Bros. He purchased many others, but sold the majority of them, and retired from active business twelve years ago. Mr. Nagle's headquarters were at Ottawa, and for several successive years he took out square timber and marketed it in Quebec, but it was not in this line that he made the greater portion of the considerable fortune he died possessed of, but in buying and selling limits, in which branch of business many fortunes have during the last twenty years been made. In politics deceased was a staunch Liberal, and occupied a foremost place in the ranks of this party. In 1875 he was the Liberal standard-bearer in Ottawa in the provincial elections, but was defeated, the contest being a three-cornered one. He was a man of great natural ability, and it was often remarked that he could talk as fluently in French and Gaelic as in English or Irish. Possessed of a vigorous mind and much perseverance, he gained a leading place among his fellow citizens. His estate will probably reach $250,000.

### WM. PARK.

The death of Mr. Wm. Park took place at Newcastle, N. B., on the 25th of November. The deceased came from Scotland to Newcastle when quite young, and for many years was engaged in the milling and lumber business, first as a partner in the firm of Park & Alexander, and on the death of Mr. Alexander, as a member of the firm of McLeggan & Park. Later he carried on the same business on his own account. A few years ago he gave up the lumber business and confined himself to general merchandise. As a business man his word was his bond ; few men stood as high in the estimation of the public. He was married to a danghter of the late Alexander McLaggan.

### HON. J. J. FRASER.

On the 24th of November a cable from Genoa announced the death of Hon. John James Fraser, Q. C., Lieutenant-Governor of New Brunswick. A few weeks previous he left for Europe in the hope that the climate of that country would prove beneficial to his health, which had been failing for some months past. Deceased was born in Nelson, Northumberland county, N. B., in the year 1829. His father was a native of Scotland, and settled on the Miramichi in 1812, commencing business as a lumber merchant and ship builder. Hon. Mr. Fraser was appointed Lieutenant-Governor in 1894.

### JOHN FRASER.

A fortnight ago the news was received of the death of Mr. John Fraser, the well-known lumberman of Westmeath, Ont. Mr. Fraser had been ill with cancer for a long time. He was at one time one of the most prominent lumbermen in the Ottawa district, having with his brother, Mr. Alex. Fraser, of Ottawa, engaged in extensive operations. He was highly esteemed by his competitors in the business and was always known for his upright dealings. He was 67 years of age.

## INSPECTION OF LUMBER CAMPS.

AT the request of Messrs. Gilmour & Co., of Trenton, Ont., Dr. A. Robertson made an inspection of the lumber camps of the company situated in the townships of Peck, Hunter and McLachlin, and has reported as follows :

At the mills I found a clean bill of health, no sickness whatever. The company have been building a number of commodious boarding-houses for the accommodation of its employees, into which they expect to move in a few days. The old camps, which they have occupied since coming here, they intend to tear down as soon as possible after vacating them.

After inspecting the mill and surroundings, I visited the camps under the jurisdiction of Mr. P. M. Gunter, and found all the men in a very good state of health, there being a few cases of la grippe in the camps, and cases being complicated with a little sore throat of a follicular tonsilitis character, there being some exudation of pus over the follicies of the tonsil, but nothing of a membranous character.

There had been, previous to my visit, several cases of sore throat among the men, the majority of which, however, recovered in from one to three or four days. The camps under Mr. Gunter's jurisdiction are well built, being high and well ventilated, while the interior of each is kept in a cleanly condition, a man being appointed for the express purpose of keeping the camps clean.

At a suitable distance from each shanty, water closets have been erected on the cesspit plan, and all men are ordered to use them. The waste from the cookery is carried to a suitable distance from the camp before being dumped.

Altogether, the general health was as good as could be expected where so many men from different parts of the country are congregated.

I next visited the camps under Mr. McCaw's jurisdiction, and found the camps, with probably one exception, in much the same condition as I had found the case of those first visited. There had been no cause for men to lay off work.

The camp in question is an old camp, having been used the season before, and was not so well ventilated as the others. I gave orders to have a couple of ventilators put in the roof over the men's sleeping apartment, and instructed the foreman to see that all waste was carried to a suitable distance from the camp before being dumped.

In this camp I found the men all in a good state of health, and was informed by the foreman that there had been no cases of sickness in the camp during the time they had heen there, but I gave these instructions as a precautionary step on account of there having been some cases of sore throat on the limit.

Whatever there may have been in the way of sore throat previous to my visit, I can report that now there is nothing whatever of an infectious or contagious character, and I am satisfied that the precautions taken by the men in charge are all that can be required to prevent an outbreak of anything of a contagious character. I might mention that in the boarding-house at the mills, as well as in the camps, I found the provision supply of the best, both as to quantity and quality, everything necessary to a healthy diet being supplied, as well as many of the luxuries.

## ADJUSTMENT OF TOLLS.

A settlement of the dispute between the East River Improvement Company and the Brennan Lumber Co., of Hamilton, and the Whaley Lumber Co., of Huntsville, has been arrived at by the arbitrators, Messrs. George Kennedy and Theo. C. Taylor, of the Ontario Crown Lands Department. The lumber companies held that the Improvement Company were charging excessive tolls, but the basis of settlement awarded a higher rate of toll than had hitherto been charged. The case was first argued before Messrs. Kennedy and Taylor, who submitted their findings in regard to the books, vouchers, etc., of the East River Company. The total expenditure of the company was calculated at some $9,100. It was determined to fix the rates of tolls so that the income thus realized would give a revenue of 10 per cent. on capital invested, would provide for the sinking fund which, calculated at 6 per cent. per annum, would repay the company's paid-up capital at the end of their 12 years' lease if invested now, would also pay for the repairs on each section for last year, and would meet as well the expenses of management.

To cover these, the arbitrators decided that the following rates of toll would be necessary, and at a private meeting between the representatives of the parties interested it was decided to accept a settlement on the basis involved : For section 1, consisting of Tasso Lake dams, 8½ cents, formerly 5 cents, per thousand feet ; section 2, consisting of the Tasso Creek, 27½ cents, formerly 25 cents ; section 3, West Branch dam improvements, 21½ cents, formerly 12 cents ; section 4, Tasso Creek to Sinclair town, 4 3/5 cents, formerly 8 cents ; section 5, Sinclair to Tonawanda Creek, 4 3/5 cents, formerly 5 cents ; section 6, Tonawanda to Rebeccah Creek, 3½ cents, formerly 3 cents ; section 7, Rebeccah Creek to the mouth of the river, 1½ cents, formerly 2 cents, and section 8, at the mouth of the river, 1⅛ cents, formerly 1½ cents.

## INTERESTING LUMBER SUIT.

LITIGATION over timber limits involving half a million dollars has been commenced in the Ontario courts. The plaintiffs are William H., Robert D., Charles G. and William Hurdman, of Ottawa, and the defendants are Walter G. Whyte, of Albany, N. Y.; Andrew G. Buell, of Burlington ; Frederick W. Avery, Ottawa ; Charles E. Reade, Ottawa, and the Hull Lumber Company.

Some years ago the plaintiffs sold their rights in certain timber limits in the province of Quebec to the defendants. According to the agreement the plaintiffs claim a one-fifth interest in the assets of the Hull Lumber Co., one of the terms of sale being that when certain liabilities assumed by the purchasing firm had been met the plaintiffs were to receive the interest now complained, and they contend that the liabilities have long since been wiped out. A writ has been issued asking for an injunction to prevent the defendants from selling or disposing of the property.

The Hull Lumber Company, Limited, is the name of the new company formed by the defendants, and their letters of incorporation give them power to purchase, take over or otherwise acquire by any legal and proper means all or any of the business now being carried on by the firm of Buell, Hurdman and Company, as well as that

formerly carried on by Buell, Orr, Hurdman and Company, at the city of Hull, in the province of Quebec, and elsewhere, and the whole or any part of the good-will, stock in trade, assets and property, real and personal, movable and immovable, of the said firms of Buell, Orr, Hurdman and Company, and Buell, Hurdman and Company, subject to the obligations, if any, affecting the same.

It will probably be some time before the case is finally brought to trial, as a large number of witnesses will be examined. Messrs. McCarthy, Osler, Hoskin & Creelman, of Toronto, are acting for the plaintiffs.

## PERSONAL.

We regret to learn of the recent serious illness of Mr. Martin Russell, the well known lumberman of Renfrew, Ont.

The friends of Mr. Thomas Bryce, retail lumber dealer of Toronto, have induced him to contest ward 2 for Alderman.

Mr. A. F. E. Phillips, of the Brunette Saw Mill Company, New Westminster, B. C., is at present paying a visit to friends in Ontario and Quebec.

Hon. J. B. Snowball, of Chatham, N. B., will leave for England about the end of January on his annual tour, and will be absent about two months.

Ex-Alderman Crannell, secretary of the Bronsons & Weston Lumber Company, of Ottawa, in response to a large petition presented by the citizens, has consented to offer himself as a candidate for the mayoralty.

Mr. Martin Power, who represented the large Liverpool lumber firm of Watson & Todd at Montreal, has gone to St. John, N. B., where he will look after the shipments of his firm from that port during the winter.

At a recent meeting of the shareholders of the Georgian Bay Lumber Co., Mr. W. J. Shepherd, who has been general manager of the company, was elected president, to fill the vacancy caused by the death of the late A. M. Dodge.

We are indebted to Mr. H. G. Ross, of Victoria, B. C., for the particulars and illustrations of British Columbia mills which appeared in our special November number, and which formed one of the most interesting features of the issue.

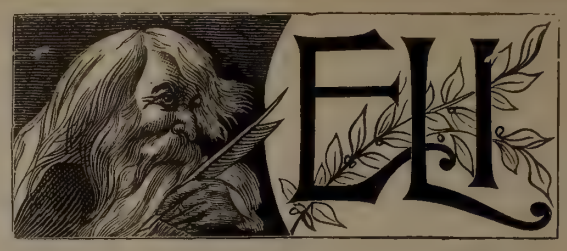
The news comes from across the Atlantic of the marriage of Mr. John F. Burstall, of the firm of J. Burstall & Company, Quebec and London. The bride was Miss Green, daughter of Sir William Henry Rhodes Green. Their honeymoon included a trip to Canada.

The success which Canadians attain in foreign countries has again been instanced in the case of Mr. James Connors, a native of Little Rideau, near Hawkesbury, Ont., who has recently been elected to represent Mackinac county in the Michigan legislature. Mr. Connors left his home about twenty years ago for California, moving a little later to St. Ignace, Mich., where he engaged in the lumbering business. A few years afterwards he had the honor of being elected mayor of St. Ignace.

## TRADE NOTES.

From the Wm. Hamilton Mfg. Co., of Peterboro', Ont., we have received catalogues describing and illustrating their already well-known makes of engines and boilers. The improved "Payne" Automatic Corliss Engine catalogue is neatly printed, and contains, besides the numerous illustrations, a number of valuable tables of calculations relating to the operation of steam engines, as well as testimonials from customers. The boiler catalogue likewise contains numerous tables, and views of the different varieties of boilers and their sections. A copy of each of the catalogues will be forwarded to any address upon application to the company.

The Dodge Wood Split Pulley Company, of 74 York street, Toronto, are now offering for immediate delivery high grade turned and polished steel shafting in any diameter and in any length up to 24 feet each; new designs in either compression, grim-death or flange couplings; hangers of all kinds, any drop, of latest style, adjustable in all directions, with either plain bearings or the Dodge Company's new patent capillary self-oiling bearings. This is positively claimed to be the most up-to-date line of power transmission appliances on the market, and manufacturers and others using shafting, hangers, pulleys, clutches, etc., will do well to get the company's prices when in want.



OFFICIAL business with the Crown Lands Department brings Mr. Wm. Margach to Toronto about twice a year. Mr. Margach is Crown Timber Agent for the Rainy River district, with headquarters at Rat Portage, and when in the city before the Christmas holidays he spoke very hopefully of the future of northwestern Ontario. "Lumbering is quite active," he said, "and more men have been sent to the woods than last year. The quantity of logs taken out this winter will be fully one-third greater than for any past season for many years, which is accounted for by the fact that Manitoba and the Northwest is our market, and the farmers there have obtained better prices for their wheat and have naturally more money to spend in improvements and new buildings. The farmers in the northwest are gradually becoming more prosperous and are pursuing more business-like methods." Mr. Margach tells me that the mining boom is creating quite a local demand for lumber, and as the attention of capitalists has now been directed to these fields, he anticipates that next season will be one of the most prosperous yet experienced. He expressed his regret that the country did not possess a greater population. Speaking of forest fires he said that during the past summer, owing to wet weather, no fires had occurred within his district, which embraces a territory 200 miles wide and over 150 miles from north to south. It was customary to employ fire rangers, but this year he had withdrawn his men, as the fires, if started, would speedily die out.

* * *

A LUMBER operator on the Restigouche, in New Brunswick, caused a survey to be made of certain crown lands held by himself and others, believing that another operator was lumbering on the property. A survey proved this to be the case. "Now," said the operator to a friend, "we told this man we believed he was over on our limits. We had this survey made and have shown our contention to be correct. Yet we must, under the law, pay the whole cost of running the line along our blocks. If we should allow him to take the logs the government can hold us for the stumpage. In order to get an already determined point to start from, we had to survey over six miles before coming to our own lands. Once I wanted to run a line for two miles. To do so I would have to start eight miles away. I let it go. They will perhaps tell you in the crown lands office in starting a line to begin at a certain tree on a certain spot on the line of an old survey. I was given as a starting point a cedar tree on a line run forty years ago. The cedar could not be found. The department should run out its block lines more rapidly, and it should insist that one man (as in my present case) should not have to pay the whole cost of a survey between his land and another's. Of course we can hold those logs, but if we do, after this man has gone to all the expense he has, we would be put down as the worst men in the country. I tell you the lumber operator has troubles that loom up sometimes as big as the Sugar Loaf yonder."

* * *

MANY Canadian lumbermen have during the past month made the acquaintance of Mr. Edwin Haynes, of the Timber Trades Journal, of London, England, who has been commissioned by the publishers of that well-known journal to write up the export lumber trade of Canada for a special number proposed to be published about the first of February. Mr. Haynes has been connected with the Timber Trades Journal for over twenty years, and is therefore an encyclopedia of information on matters pertaining to the lumber trade of Great Britain, while his knowledge of that industry in other countries is above the average. Before reaching Toronto he had spent some time in the principal eastern lumber centres of Canada, such as St. John, Quebec, Montreal and Ottawa, and expressed himself as being pleased with his visit to these cities, especially Quebec, owing to its historical associations. Mr. Haynes spent a week in Toronto, going from there to New York. He states that in England there is a growing feeling in favor of purchasing supplies from the colonies, providing as good value can be obtained. To my question regarding the probability of the further extension of the Canadian lumber trade with Europe, he replied that he was afraid the distance between the countries, and the consequent high carrying charges, would prevent the profitable shipment of low grade stock, but the quantity of better grades exported would certainly continue to increase. He was surprised that our manufactures of wood were not much greater, as he considered this to be one of the most remunerative ways of utilizing forest products, and instanced in this connection the extensive trade of the Rathbun Company, of Deseronto. "The Canadian manufacturers," added Mr. Haynes, "give little study to the requirements of the European markets, but content themselves with dealing with the shippers. This is in striking contrast to the Swedish and Russian manufacturers, who visit the markets each year in order to become thoroughly acquainted with their demands. Of course, here the lumber trade is conducted on a cash basis, and the manufacturer receives payment for his goods upon delivery to the shipper, while in Great Britain goods are always sold on time. This, probably, partially accounts for the fact that the whole export trade is handled by about a dozen shippers who are financially strong, and who relieve the manufacturer of all responsibility, and in the end this may be the most satisfactory method. These shippers have established a connection in England which means more than the average Canadian imagines, and by means of branch houses are enabled to handle goods to the best advantage. There are many points to be studied in catering for the English trade."

Mr. T. H. DeCew, the well-known mill owner and timber merchant, formerly of Essex, Ont., has been on a visit the past month to his old home. Mr. DeCew is now located in Washington Territory, between Tacoma and Portland. He owns 3,700 acres of timber land in Oregon, and his mill has a capacity of 90,000 feet per day. A great deal of the timber is exported to China and Japan. Mr. DeCew says that a peculiar feature of the Chinese duty is that it is a specific one, so much per stick, regardless of size.

## J. B. SMITH & SONS' SAW MILL.

LAST fall fire laid waste the saw mill of Messrs. J. B. Smith & Sons at Callendar, Ont., but upon its ashes has been erected a more pretentious and modern structure. In every particular the new mill is complete, being well lighted by large windows, while an electric plant furnishes illumination at night.

The mill is of frame, with heavy timbers, its dimensions being 132 × 42 feet. The roof is hipped with a cupalo running the full length, in which the windows are set. The lath mill annex is 30 × 55 feet, and the filing room annex 10 × 30 feet. On the ground floor is the motive power. Twin Cunningham steam feed engines drive the steam feed for the dimension carriage, and gunshot steam feed drive the lumber carriages. A Doty engine of 150 h. p. operates the circular saws, double edger and jack ladder chains, and a Doty engine of 50 h. p., slide valve, runs the balance of the machinery. A Reliance 35-light machine furnishes the light. Mr. Stephens is the electrician in charge. The pulleys used are made by the Dodge Wood Split Pulley Co., and the belting is of Scotch manufacture. In the engine-room are two steam pumps, which, with six hydrants and 500 feet of hose, furnish the fire protection. The manufacturing machinery consists of three carriages, one driven by steam feed, and the other two by rope drives operated by gunshot steam feeds. There are two circular saws, one made by the Jas. Robertson Co. and one by Shurly & Deitrich. The double edger and lath mill machinery, steam niggers, trimmers, and the two lath tables, besides the carriages, were mostly built by the Wm. Hamilton Mfg. Co.

In the filing room are two large automatic filing machines, with all accessories. At one side is the boiler room, built of brick, containing three Goldie & McCulloch boilers, two of 150 h. p. each and one of 100 h. p. Two iron smoke stacks have a brick base of 16 feet each. One is 90 inches in diameter by 45 feet above the roof, and the other is 75 inches in diameter by 80 feet high. Sawdust, etc., is used for fuel. The burner is circular, and built of stone, and is surmounted by an iron rim, but uncovered.

A well-equipped blacksmith shop, 64 × 20 feet, supplies all demands for repairs. There are two forges, a 22″ lathe swinging 40 inches, an iron shaper swinging two feet, and an iron drilling machine. An upright boiler supplies steam to a 20 h. p. engine which operates the machinery.

The yard is large, and an engine owned by the company does all the shunting, etc., of the cars. On the lake is their tug, the "Sparrow," which picks up the logs and does all the towing.

Mr. Jas. Smith, one of the members of the company, is in charge. The firm manufacture all grades of lumber, lath, shingles, and dimension timber.

## IMPORTANT PATENT DECISION.

BY recent decision of the United States Circuit Court at Cincinnati, O., the Dodge and Philion patent for separable wood pulleys, covering the compression fastening and interchangeable bushing system, is broadly sustained. Under the patent laws, the user, the seller and the manufacturer are all held to be infringers and liable as such to the owners of the patent. The Dodge Wood Split Pulley Company, of Toronto, is taking proceedings against infringers of their patent in Canada.

## NEW BRUNSWICK LETTER.

[Regular Correspondence of the CANADA LUMBERMAN.]

LUMBERMEN have been badly in need of snow in order to carry on operations in the woods successfully. The weather early in the month was most unfavorable, crews in some cases finding it impossible to do effective work. Of late there have been some light snow-falls, and it is probable that the extent of the cut will not be interfered with.

Messrs. Richard Turner, of Quebec, and W. H. Thorne, of this city, liquidators of the St. Lawrence Lumber Company, of Bathurst, have completed their duties and received their discharge from Judge Tuck. The St. Lawrence Lumber Company went into liquidation about two years ago. At the time it looked as if there would be serious legal difficulties, as there were conflicting interests in this province, Quebec and England. The liquidators were able to avoid trouble, and it is understood only about $1,400 of the estate was required to pay all the legal bills. Operations were carried on the first winter and then the property was sold. In all about $237,000 passed through the hands of the liquidators. The general creditors got fifteen cents on the dollar, a better settlement than was looked for at the time of the failure.

The construction of a line of railway from Bathurst to Tracadie, as contemplated, will prove of great benefit to the country. At Tracadie Senator Snowball has a large saw mill with an annual output of nine million feet. Adjacent thereto is a large area of timber, known as the Sweeney block, estimated to yield 100,000,000 feet of timber. It is owned by an American company, of which Mr. Hill, of Bangor, is the president, and it is said that it is proposed to erect on the property a large saw mill to cut lumber for the United States market. The rail shipments would go via the gulf shore and the Caraquet and I. C. R. lines through St. John.

At a meeting of the directors of the St. John River Log Driving Company held early in the month, matters in connection with the failure of F. M. Moore were discussed. An offer of $4,000 was made by Mr. Moore in settlement of the claim against him, but it was refused as altogether too small. The selection of L. C. Stearns, of Caribou, as arbitrator between the log owners and the company was ratified.

Mr. Miles Moore, a son of Mr. Fred. Moore, the well-known lumber operator of Woodstock, has purchased the property known as the Craig & Sawyer mill on the Meduxualsek, and will make repairs thereto.

### BITS OF LUMBER.

The revenue from New Brunswick crown lands will this year be ahead of last year's figures, which were $140,000.

Hon. J. B. Snowball, of Chatham, has commenced the construction of two steam tugs for service in connection with his lumber business.

Mr. Frederick Brown has sold his interest in the milling business at Cross Creek. The remaining partners, Messrs E. & W. Sanson, will continue the business.

Mr. William Cunningham left the city this week for New York, en route to Hamilton, Bermuda, where he has been engaged to fit up a saw mill. The work will require about two months.

ST. JOHN, December 23, 1896.

## BRITISH COLUMBIA LETTER.

[Regular Correspondence of the CANADA LUMBERMAN.]

AT the time of writing it is feared that the lumber trust formed last winter to control prices has gone to the wall, so far as coastwise shipments are concerned at least. The consensus of opinion is that the first of January will witness its termination. Since the first of the month prices have been reduced from $11 to $9.50 per thousand feet. This was brought about by the cutting of prices by retail dealers in California, which compelled the trust to take such action. The Central Lumber Company was formed a little over a year ago by the big mills of the Pacific coast, including most of those in this province. These controlled the large majority of the retail yards, and after months of hard work the mills of the coast and the dealers were united under the central combine. Prices were soon after raised, and the agreement entered into was dated January 1st, 1896. It was to terminate in a year, by which time the movers of the enterprise hoped to cement the organization so that it would last for years. The attempt has been futile, however, owing to the diversity of interests of the large number of mill men and dealers, who became identified with the Central Lumber Company. The large manufacturers hope, however, to hold together for another year to control the foreign trade, and their efforts are now being directed towards this end.

British Columbia lumber manufacturers are looking for an increased trade with China. The Chinese Foreign Office has issued a secret order giving permission for the construction of railways from Hankow to Canton, and from Hankow to Soochow. As China is largely denuded of her timber, the supply will be furnished largely by foreign countries, and British Columbia should certainly receive a fair share of the trade.

G. O. Buchanan is making extensive improvements to his saw mill plant at Kaslo. The shingle capacity has been increased from 20,000 to 70,000 per day by the addition of a new machine, and the capacity of the saw mill will be doubled, which has necessitated the enlarging of the buildings. In addition to this a complete wood-working plant has been ordered. Mr. Buchanan reports a busy season, and the consumption of logs has been much greater than was anticipated.

### COAST CHIPS.

The limits of new markets for Douglas fir have not yet been reached. The British Columbia Mills, Timber & Trading Co., of Vancouver, B. C., made a shipment last month to Gibraltar, Spain.

The local government have placed upon the market 10,314 acres of timber land on Queen Charlotte Island, the lease being for twenty-one years. Offers are invited until the 21st January.

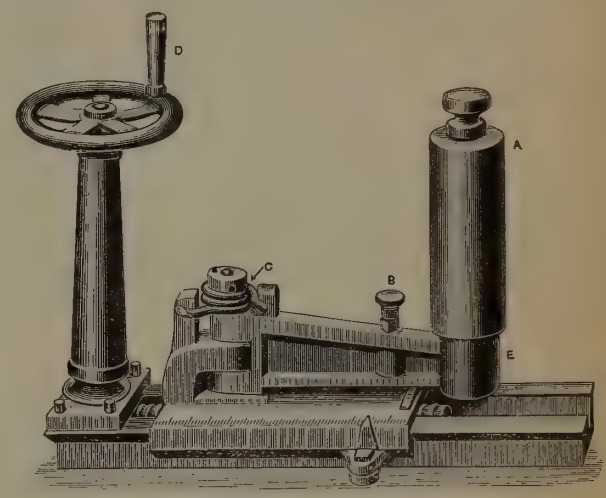
During the month of November twenty-two steamship charters were reported for foreign points. The season thus far has been more active than last year.

NEW WESTMINSTER, B. C., Dec. 18, 1896.

## LANCASTER MACHINE WORKS.

SITUATED on the bank of the beautiful Lake St. Francis, in the old Scotch county of Glengarry, is the pretty little town of Lancaster. Among the important business firms of the town is the Lancaster Machine Works. This enterprise was established in 1881 by the late William Stafford, a native of Hyde, Lancashire, England, who previously had carried on a similar business in Montreal. In 1884 the works were completely destroyed by fire, but were immediately replaced by a more modern and substantial building and plant.

A little over a year ago the head of the firm was accidentally killed on the G. T. R., and since that time the business has been carried on by his two sons, Messrs. A. & W. J. Stafford. They do an extensive trade in general saw mill plant and hold a number of patents on this and other machinery. The accompanying cut represents a




IMPROVED SET ROLLER MADE BY LANCASTER MACHINE WORKS.

set roller they manufacture which has many advantages in its favor, notably those of convenience, durability and neatness. It consists of a roller A carried on a radial arm E, which in turn is hinged to a traversing carriage sliding upon a planed bed or base, the whole of which is securely bolted to the saw frame or other favorable position in front of the saw. A spring C at the base of the radial arm keeps the roller in place, but when a knot or other uneven surface comes in contact with the roller this spring allows it to give way until the obstruction has passed. The roller is set by means of the hand wheel D, which controls the traversing motion of the carriage by means of a screw shaft beneath the same, and an indicating finger and guage assists the sawyer in setting the roller for the thickness of his cut. While slabbing, the retaining pin B is raised and the roller swung out of place. A large number of mill owners recognizing the merits of this inexpensive machine, have placed them in their mills and pronounce them very satisfactory.

In addition to the manufacture of saw mill appliances, this enterprising firm make a specialty of tannery and dairy machinery, and lately made several shipments of machinery to Europe. They are also working up a good trade in a special line of cotton mill machinery.

# THE NEWS.

—Gilmour & Company's new mill at Canoe Lake, Ont., has closed down for the season.

—Jacob Lawrence & Son, lumber merchants, of Sarnia, Ont., have opened a lumber yard at Bothwell.

—John McCormack, of Ottawa, is fitting up a small saw mill in Low township for the Asbestos Mining Co.

—Thomas McCamus has returned to his home at Bobcaygeon, Ont., from Lake Temiscamingue, where he has erected a saw and shingle mill.

—It is stated that the Emery Lumber Company are pulling down their saw mill in Michigan and intend removing to Byng Inlet, where in future all their logs will be manufactured.

—George Merritt, of Chatham, and J. H. Hamill, of Toronto, have purchased an extensive timber limit in Georgia, in the United States, and will conduct lumber operations there on a large scale.

—Charles Stewart has purchased W. L. Herriman & Son's mill at Honora, Ont., and is fitting it up for work this winter. Mr. Stewart is a practical mill man, and will certainly meet with success.

—The Rathbun Company are said to own two hundred million feet of hemlock, as well as a large quantity of cedar, in the townships of Grimsthorpe and Anglesea, North Hastings. At the present rate of cutting the timber will last sixteen years.

—A gift was recently made by Mr. E. Le Roi Nellis, of St. John, N. B., to Major Wm. McKinley, president-elect of the United States, of a large rocking chair weighing 175 pounds. It was made of Canadian white ash, and is said to have been much admired.

—William Robinson, lumber valuator, of Bobcaygeon, Ont., has lately returned from the Spanish river, where he spent six weeks estimating the quantity of standing timber on the different berths recently sold by the Ontario government.

—The Crown Lands Department of Ontario have sent a corps of rangers to examine into the value and extent of the pine forests existing north of Lake Wahnapitae, with a view to opening the land to miners. The land has never been opened to prospectors, but it is said that valuable mineral deposits are to be found on portions of the territory.

—Several new saw mills are being erected along the line of the Lake St. John Railway in Quebec. Mr. Burns' new steam mill at St. Gabriel has commenced sawing and will be kept in operation all winter. A new mill is being built at Lake Sergent and another at Kenogeni, near Chicoutimi. It is estimated that over one million logs will be taken out along the line of the railway during the present winter.

—Stehelin Bros., lumber operators, have arranged for the construction of a railway from their limits to Weymouth, N. S. The rails are to be of poles eight inches in diameter, and the wheels are to be concave to suit the rounding surface on which they will run. Probably the only other pole road in Canada is that operated by the Bass River Infusorial Company from their property at Economy to the refineries.

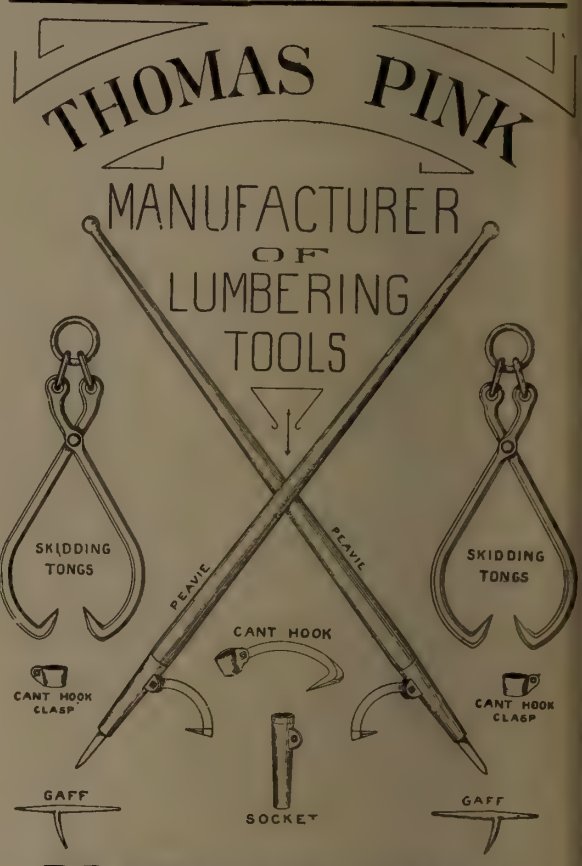
—The Rathbun Company have closed down their lumber and shingle mills at Lindsay, Ont., after a most successful season. During the seven months of operation, there were shipped fifty-one large cars of saw-dust, averaging twenty cords to the car, and making a total of 1,020 cords. Mr. G. H. M. Baker, the local manager, has gone to Manitoulin and the North Shore to arrange for getting out logs during the winter.

—In his budget's speech in the Quebec Legislature, Hon. Mr. Mantel referred to the increasing revenues derived by the province from crown lands. For the fiscal year ending 1886-87 the receipts were $692,000, and the expenditure in connection therewith $154,000, while for the fiscal year ending June 30th last the expenditure was only $185,000, while the receipts were $1,045,000. He further referred to the high prices realized for the timber berths at the public sale in May last.

—A report received at the Department of Trade and Commerce, Ottawa, from J. W. Down, Bath Bridge, Bristol, says: "During the present month I have received many letters from firms in Canada interested in the exportation of timber, and I have placed their communications before the principal Bristol timber merchants. Bristol is a large centre for timber from the Baltic, and from what I can gather there is room here for much larger shipments of Canadian timber, and I trust my efforts in this direction will lead to much larger business being done next season."

—The annual meeting of the Maine Lumbermen's and Land Owners' Association was held at Bangor on the 20th of November. Secretary and Treasurer Wilson Crosby read his reports, which were accepted. These officers were elected; B. F. Davis, Bangor, president; Turner Buswell, Skowhegan, W. W. Brown, Portland, Llewellyn Powers, Houlton, John K. Ames, Machias, M. G. Shaw, Bath, vice-presidents; J. Manchester Haynes, Augusta, S. P. Bass, Bangor, Geo. Murchie, Calais, Geo. B. Dunn, Houlton, Cornelius Murphy, Old Town, executive committee; Wilson Crosby, Bangor, clerk and treasurer; S. H. Boardman, F. H. Appleton and C. P. Webber, Bangor, auditing committee.

—Another dispute as to water rights came up before the Ontario Commissioner of Crown Lands recently. Messrs. McRae and Mackenzie are the owners of a sawmill on the Bonnechere river, a branch of the Ottawa. A little further down the river and on the opposite side are situated the electric works of the Bonfield estate. McRae and Mackenzie claim that certain works which the Bonfield people are building will deprive them of the proper use of the water, and they ask permission to lease a water lot on the same side of the river as the Bonfield works, in order that they may build a dam and secure water power. The Bonfield estate oppose the granting of such a lease, as they claim their works will be injured thereby.




LUMBERMEN'S CLOTHING

MANUFACTURERS OF THE

FAMOUS CARSS MACKINAW

In Jackets, Pants and Shirts

WOOL SOCKS and MITTS

VAN GOODS Specially for the Lumber Trade.

Write for Prices and Samples.

W. Carss & Co.

ORILLIA, ONT.

Remember

WHEN SELECTING YOUR TEA IN THE FUTURE THAT ....

LUDELLA CEYLON TEA

is growing more popular each day. It is first favorite with everyone who has tried it, and being the finest produced, should please you. Try It!

In Lead Packages only 25, 40, 50 and 60 cts.

H. P. ECKHARDT & CO.

Wholesale Agents - TORONTO

Galt Machine Knife Works

MACHINE KNIVES OF EVERY DESCRIPTION

FOR Woodworking Machines

...Send for Price List...

PETER HAY - - - - - Galt, Ont.

RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.

JOHN J. GARTSHORE,
49 Front St. West, Toronto.

Electrical Supplies...

TELEPHONE
TELEGRAPH
ELECTRIC LIGHT

Write for Illustrated Catalogue.

John Starr, Son & Co., Ltd.

Mnfrs. and Dealers in

ELECTRICAL SUPPLIES

Box 448 Halifax, N. S.

## CASUALITIES.

—A man named Levesque was killed by the falling of a tree while working in the lumber camp of Gillies' Bros. at Bear Creek.

—While working in one of the Huntsville Lumber Co.'s camps, George Hubbard was severely injured by a tree falling upon him.

—While working in the woods at Kleinburg, Ont., Duncan McAllister was struck by a falling tree and had his leg broken.

—Joseph Crosby, aged 70 years, was working in a saw mill at Lake Tuskett, N. S., when his clothes caught in the belting and he sustained fatal injuries.

—James Painter, a resident of Woodland, N. B., was killed in the woods on the Southwest Miramichi by the falling of a large limb. Deceased was 58 years of age.

—A resident of Notre Dame du Rosaire, Que., named Athanase Blanchet, while engaged in his mill, was precipitated on the circular saw in motion, by which he was terribly lacerated and died almost instantly.

—A lumberman named Joseph McPeak was brought to Toronto from Gravenhurst recently suffering from a broken leg. The injury was sustained by a falling tree while working in the lumber woods.

—While a gang of men were at work in the woods about six miles north of Alvinston, Ont., one of their number named Lester Smith, aged 21 years, was struck on the head by the splitting of a tree, resulting in his death a short time afterwards.

---

Frank Buchanan is erecting a new saw mill at Bass Lake, Ont.

In one of the St. Anthony Lumber Company's camps at Cache Bay, Ont., a pine tree was cut making seven logs 16 feet long, the smallest measuring 32 inches at the top end.

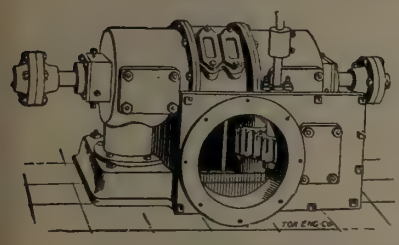
The act of incorporation of the Kemptville Lumber Manufacturing Company, of Kemptville, N. S., has been extended to include the manufacture of doors, sashes, etc., and the capital stock has been increased from $12,00 to $25,000.

The advertisers in this paper are the most progressive and reliable men in the machinery and supply business. You will find it to your interest to write them for particulars and prices of their goods. In doing so kindly mention that you saw their advertisement in THE LUMBERMAN.

Twenty-seven Poles recently arrived from Detroit on their way to Smith's lumbering camp at Ruscomb Station, bringing with them tools, clothing and provisions. The custom officers refused to allow them to pass without paying a duty ranging from 25 to 35 per cent. on the goods, which was finally agreed to. This is said to be the first instance in which a duty of this character has been collected.


"Little Giant" Turbine.....

Vertical and Horizontal Built in 44 Sizes



Complete in its own case.
No expensive flume required.
Highest percentage of power guaranteed at full and partial gate opening.
Machine Dressed Gearing, Shafting, Pulleys, Hangers, Etc.

WRITE FOR CATALOGUES AND GEAR LISTS

253 Little Giants sold to the Canadian Goverment.

J. C. WILSON & CO.
GLENORA, ONT.

THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office : TORONTO, ONT.
Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

Electrical Machinery and Apparatus

... FOR ...

LIGHT and POWER

SPECIAL ATTENTION GIVEN TO

LONG DISTANCE TRANSMISSION OF ELECTRICITY
FOR LIGHT AND POWER
ALSO FOR
ELECTRIC PLANTS FOR MILLS

Distant water powers utilized and Mills lighted and operated safely.
CORRESPONDENCE SOLICITED.

OAK TANNED BELTING

TORONTO
20 FRONT ST EAST
TELEPHONE 475

THE J.C.McLAREN BELTING Co MONTREAL

Pumps & HYDRAULIC MACHINERY

DUPLEX
AND SINGLE
STEAM
AND POWER

The Northey Mfg. Co. Ltd.
TORONTO

THE LAURIE ENGINE CO. - MONTREAL
SOLE AGENTS FOR PROVINCE OF QUEBEC.

LUMBERMAN'S

VEST-POCKET

# INSPECTION BOOK

Containing Rules for the Inspection and Measuring of Pine and Hardwood Lumber in the leading markets of Canada and the United States. Embracing also many useful tables and calculations of everyday service to lumbermen.

*Prepared by the Editor of the "Canada Lumberman."*

Toronto, Canada
C H. MORTIMER, Publisher
1895

THE above is a fac simile of the title page of the latest and most complete Lumber and Inspection Book published.

We shall be pleased to send you a copy on receipt of four 3 cent Canadian postage stamps

THE CANADA LUMBERMAN,
*Toronto, Canada*

# ARE YOU WANTING STANDING TIMBER ?

## I Can Supply You

35,600 acres in a block situated on water—can be delivered in salt water at $2.50 per M—containing :

40,000 feet 1st class Fir pac.
10,000 " 2nd " " "
and also 100 million feet of Hemlock,
and 50 " " Good Cedar.

43,672 acres, containing :

40,000 feet 1st class Fir pac.
5,000 " 2nd " " "
10,000 " Cedar (on a portion of the above), and also other Valuable Bill Timber, Spars, etc. —situated on water and can be delivered in salt water at $3.00 per M.

Computed by a competent Ontario ranger.

H. G. ROSS,
Victoria, B. C.

OUR EXTRA HAND-MADE

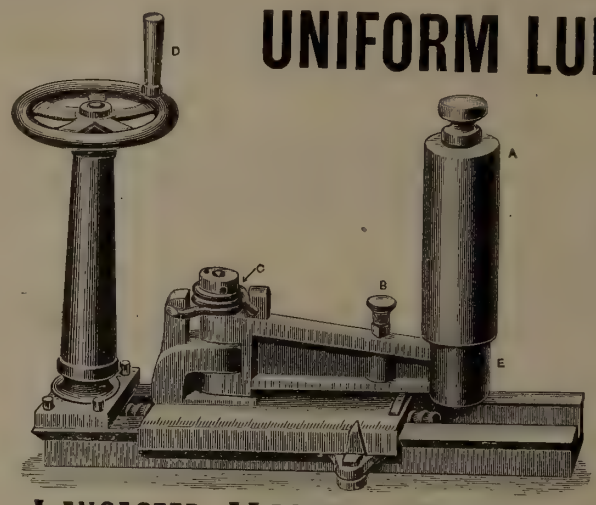
# AXE

This Axe stands better in frosty weather than any axe made . . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N. B.

Mention the LUMBERMAN when corresponding with advertisers.

# UNIFORM LUMBER



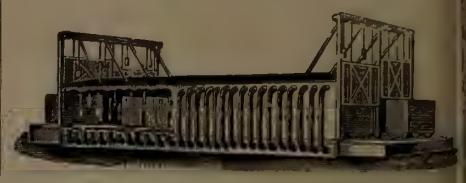

Can be obtained by using one of our . . . . .

## Improved Set Rollers

CHEAP
DURABLE
CONVENIENT

LANCASTER MACHINE WORKS - LANCASTER, ONT.

# THE PARMENTER PATENT DRY KILN



For Drying LUMBER

Staves, Heading, Shingles, &c.

**The Latest**
**The Cheapest**
**And Best**

CHATHAM, ONT., June 19th, 1896.

JAS. S. PARMENTER, Flushing, N. Y.

DEAR SIR: We take very great pleasure in being able to say from nearly one year's use of your Patent Dry Kiln, we find it away ahead of anything we ever yet tried for thoroughly drying lumber without injuring it in the least. So far we have found exhaust steam alone sufficient for our purpose, so that it absolutely costs us nothing to run it. We thoroughly dry white oak, rock elm, balm and other hardwood lumber in less time than we ever did with a blast kiln, and especially find it a splendid kiln for drying white oak hubs It does its work so naturally that neither hubs nor lumber are injured by it.

CHATHAM MFG. CO., LTD.
D R. VAN ALLEN, President.

## J. S. PARMENTER

PATENTEE

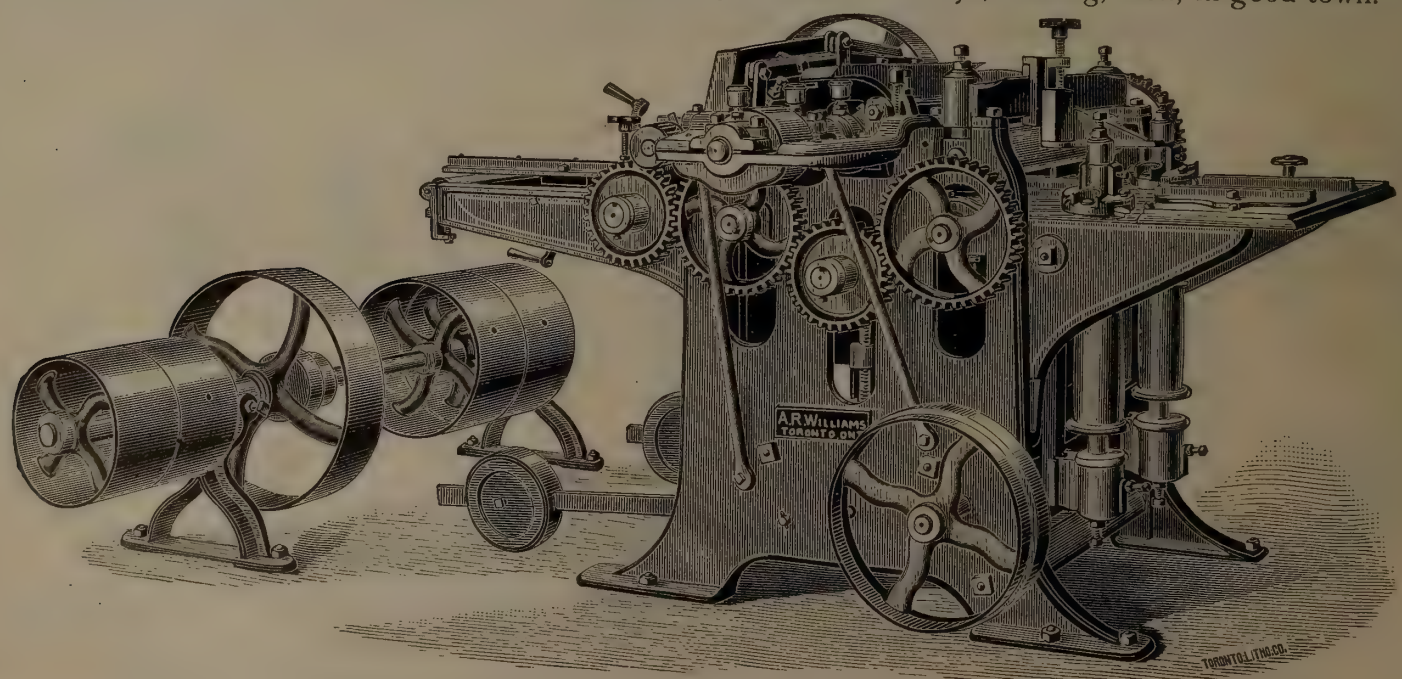
Canadian Office— WOODSTOCK, ONT.
Head Office— FLUSHING, N.Y.

# The A. R. WILLIAMS MACHINERY CO., Ltd.

***HAVE FOR SALE THE FOLLOWING :***

COMPLETE OUTFIT of Saw Mill, Shingle Mill, consisting of one Three Head Block Saw Mill, two Large Engines, one 65 h. p. Boiler, Shingle Machine, Jointer and Packer ; and Chopping Mill with Three Acres of Land, Wet and Dry Yard, with lots of Timber near.

PLANING MILL OUTFIT, consisting of Engine and Boiler, Planer, Matcher and Moulder Combined, with a Full Set of Sash and Door Machinery, Shafting, Pulleys, Belting, Etc., in good town.



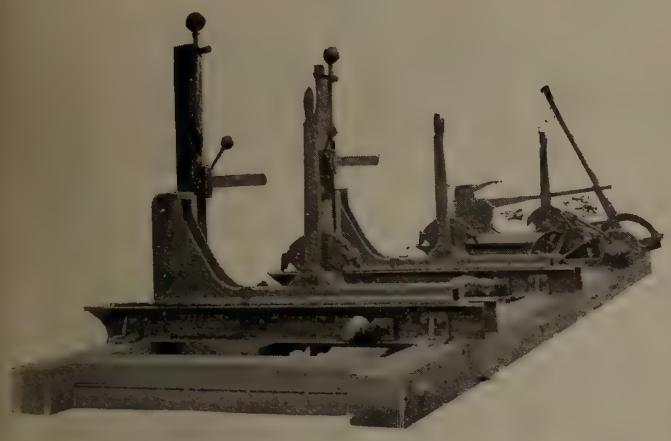

"ECLIPSE" PLANER, MATCHER AND MOULDER.—DOES GREAT VARIETY AND FINEST WORK.

Sole Canadian Agents for the Genuine Sturtevant Fans and Heaters for Dry Kilns, Shaving Fans, Blowers ; S. J. Shimer, Sons & Co.'s Celebrated Shimer Matcher Heads, Door and Sash Heads ; E. Harrington, Sons & Co.'s well-known Chain Hoists and Overhead Tramway.

We have a Large Assortment of Planer and Sticker Knives for Immediate Shipment.

**The A. R. Williams Machinery Co. Ltd.,** Front St. West (OPPOSITE QUEEN'S HOTEL) **Toronto**

# Saw Mill, Wood-Working and Pulp Mill Machinery



A Thoroughly Good but Cheap ....

## Saw Carriage: OUR NO. 3½

with 3 Unbreakable Steel Girder Fractional Head-Blocks, opening 50 inches from Saw.

1 Reliance Dog; 2 Large Style Pull Dogs; Reliance Set Works with Index, Spring Receder, 6 Axles and 12 fourteen-inch Wheels; 50 feet V and Flat-Rolled Steel Track in 10-foot lengths; Rope Feed Roller and Ratchet to take up Slack.

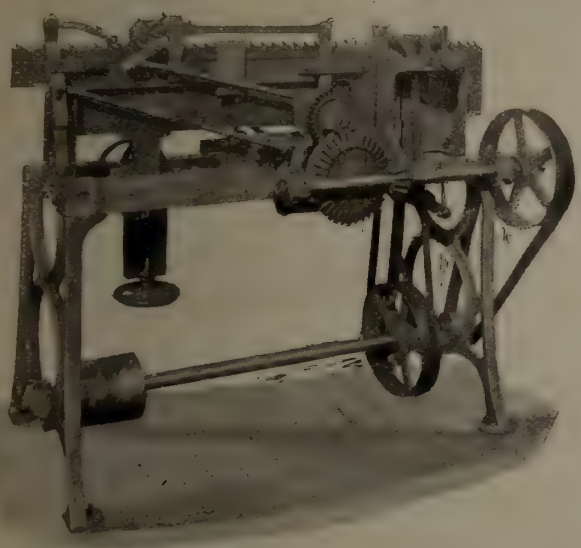
This Carriage could be slightly increased in cost by Cut Steel Segments and Pinions in Log Seats; Reliance Dog in each Knee and Cast Steel Truck Wheels.

We make 11 Different Sizes of Carriages from No. 0 to No. 6—for any size Logs up to 6 and 8 feet in diameter and any length.

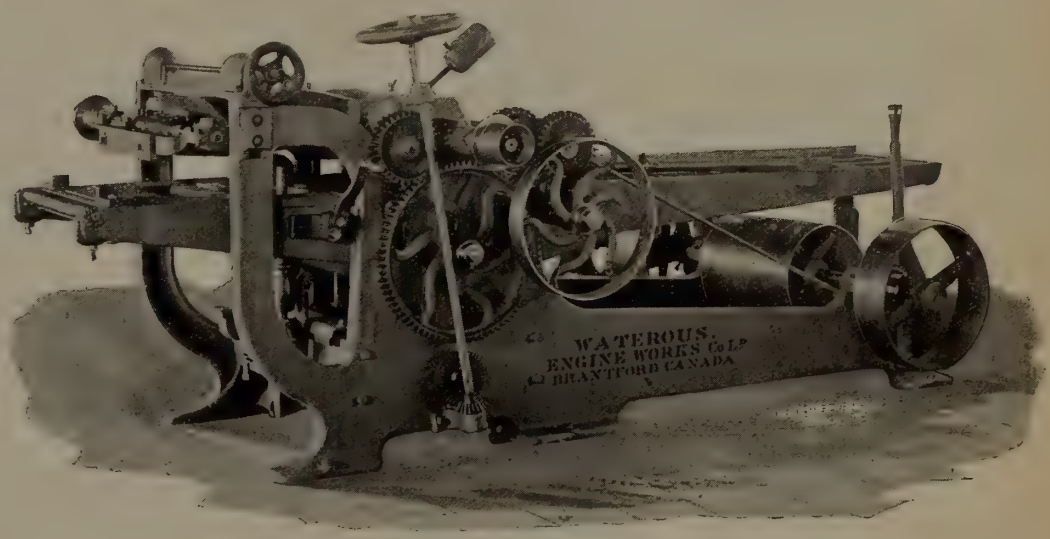
## The Holyoke Pulp Wood Barker

Patent Attachment to Barker not shown, turning wood continually while knives bark it; increases capacity 25 to 30%.

HEAVY CUTTING-OFF SAWS, WET GRINDERS, Etc.

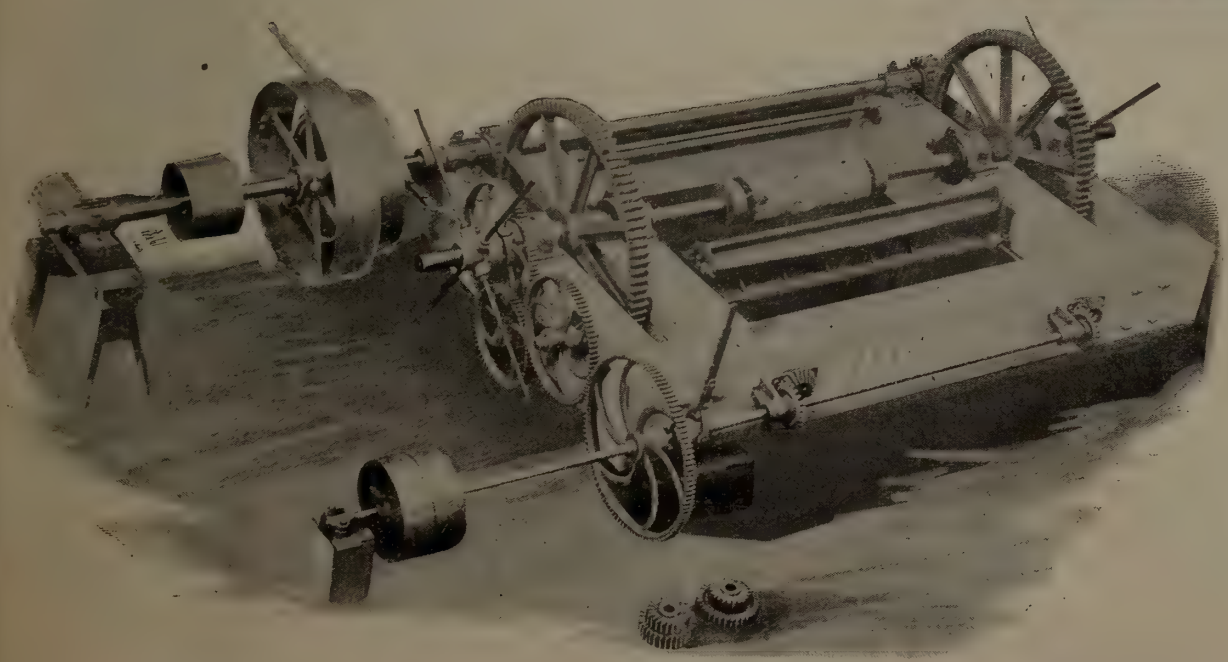


## Band Saws and .. Band Saw Tools




This is the Latest AUTOMATIC BAND SAW FITTING MACHINE (Patented). — It Swages, Joints and Side-Dresses 40 teeth per minute; doing the work perfectly; leaving the saw in much better condition than by hand.

**This and other Automatic Tools makes it as Easy to Keep Bands in order as the Circular.**



## The Champion PLANER, MATCHER AND MOULDER, with Extended Frame and Table.—Mandrel Double Belted—all Feed-Rolls Driven—a Heavy, Fast and Very Popular Machine.

| | |
|---|---|
| ESTABLISHED - - | 1844 |
| INCORPORATED - - | 1874 |
| NEW WORKS OCCUPIED | 1896 |

## Veneer or Peeling Machine

Shown peeling a very short log.—No. 1 takes a log 5 ft. × 48 in.; No. 2, 6 ft. × 48 in.—Makes any thickness of Veneers — Handles most of the Soft Woods Without Steaming—a Very Profitable Addition to any Saw Mill.

Everything for Saw Mills
Get Our Quotations

**Best Quality of Work**
**Low Prices . . . .**

# WATEROUS, Brantford, Canada

## JOHN SCULLY & CO.

ESTABLISHED 1878. TORONTO

TIMBER LIMITS BOUGHT AND SOLD

Contractors', Lumbermen's and Mining Co.'s Plant and Supplies.

Light Locomotives; Rails of all kinds.

Air Compressors, Pumps, Steam Drills, Blasting Batteries, Wire and Hemp Rope.

MINING MACHINERY—New and Second-Hand.

SCRIBNER'S LUMBER AND LOG BOOK

**Over One Million Sold.** Most complete book of its kivd ever published. Gives measurements of all kinds of Lumber, Logs, Planks, Timber; Hints to Lumber Dealers; Wood Measure; Speed of Circular Saws; Care of Saws; Cordwood Tables; Felling Trees; Growth of Trees; Land Measure; Wages, Rent, Board, Interest, Stave and Heading Bolts, etc.

Standard book throughout the United States and Canada. Illustrated edition of 1895. Ask your bookseller for it.

☞Sent postpaid for 35 cents.

**S. E. FISHER, Box 238, Rochester, N. Y.**

## J. D. SHIER

MANUFACTURER OF

**Lumber, Lath & Shingles**

BRACEBRIDGE, ONT.

## MICHIGAN

**Are you thinking of moving to better your condition?**

If so, come to Michigan, where you can get comfortable living, good markets, good neighborhood, reasonable transportation for your products. A PROSPEROUS STATE!

**The Flint & Pere Marquette R. R. Co.**

have good lands for sale, prices ranging from SEVEN TO FIFTEEN DOLLARS per acre, according to location and timber; easy terms.

You make no mistake locating in this territory.

ADDRESS:

A. Patriarche, Traffic Manager
Saginaw, Mich.

## Your Stomach Distresses You

after eating a hearty meal, and the result is a chronic case of Indigestion, Sour Stomach, Heartburn, Dyspepsia, or a bilious attack.

## RIPANS TABULES

**Promote Digestion, Regulate the Stomach, Liver and Bowels, Purify the Blood,** and are a **Positive Cure** for **Constipation, Sick Headache, Biliousness,** and all other Diseases arising from a disordered condition of the Liver and Stomach. They act gently yet promptly, and perfect digestion follows their use.

Ripans Tabules take the place of an **Entire Medicine Chest,** and should be kept for use in every family.

RIPANS TABULES

Price, **50 Cents** a box. At Druggists, or by mail.
RIPANS CHEMICAL CO.,
**10** SPRUCE ST., NEW YORK.

## ARE YOU LOOKING

**OR A CHANCE IN LOCATION?**

If you are not satisfied with your present site, or if you are not doing quite as well as you would like to, why not consider the advantages of a location on the Illinois Central R. R. or the Yazoo & Mississippi Valley R. R.? These roads run through South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Indiana, Kentucky, Tennessee, Mississippi and Louisiana, and possess

**FINE SITES FOR NEW MILLS**
**BEST OF FREIGHT FACILITIES**

CLOSE PROXIMITY TO

**COAL FIELDS AND DISTRIBUTING CENTERS**

AND

**INTELLIGENT HELP OF ALL KINDS**
**MANY KINDS OF RAW MATERIAL**

For full information write to the undersigned for a copy of the pamphlet entitled

**100 Cities and Towns WANTING INDUSTRIES**

This will give you the population, city and county debt, death rate, assessed valuation of property, tax rate, annual shipments raw materials, industries desired, etc.

To sound industries, which will bear investigation, substantial inducements will be given by many of the places on the lines of the Illinois Central R. R., which is the only road under one management running through from the North-Western States to the Gulf of Mexico. GEO. C. POWER, Industrial Commissioner I.C.R.R. Co., 506 Central Station, Chicago.

REGISTERED TRADE MARK
CANDY'S AMERICAN COTTON BELTING
CANDY'S PATENT BEST MAIN DRIVE. GUARANTEED.

Sole Canadian Agents :-: Prices Reduced.

WATEROUS, BRANTFORD, CANADA.

CORRUGATED IRON
ROOFING & SIDING.
FIREPROOF
WRITE FOR CATALOGUE
THE PEDLAR METAL ROOFING CO.
OSHAWA ONT.

SEND TO H.W. PETRIE FOR CATALOGUE OF NEW & 2ND MACHINERY
TORONTO, CANADA.

## IT COSTS YOU NOTHING

FOR OUR

**Automatic "Compression"**

**DRY KILN**

UNLESS OUR GUARANTEE IS FULFILLED

To convince you of the Superiority of our Process, write us for Catalogue "C" and Testimonials.

**Have you ever seen our Channel Steel . . ?**
**Roller Bearing Trucks and Lumber Buggies ?**

**THE EMERSON COMPANY** FIDELITY BUILDING **BALTIMORE, MD., U.S.A.**

## WHY BAND SAWS BREAK

SIXTEEN REASONS, AND HOW TO AVOID THEM

Being instructions to filers on the care of large band saw blades used in the manufacture of lumber.

A book filled with valuable information on the care of band saws. Giving the reasons for breaking; analyzing each reason; giving instructions to dispense with the causes as laid down in each reason; and full details on filing and brazing. The proper styles of hammers to use are illustrated and described, and views of blades showing the blows of the different styles of hammers form an important part of the illustrations. Improper and unequal tension are then treated, and the manner o properly setting irregular teeth is described. In connection with the treatise is a history of the invention, manufacture and use of the saw from its origin to the present time. The work in whole makes an accumulation of information such as has never before been published.

The book is printed on fine paper, good clear type, and is handsomely and substantially bound in cloth. It will be sent to any address on receipt of the price, **ONE DOLLAR.**

Address— CANADA LUMBERMAN, Toronto Ont.

## PULLEYS FOR SAW AND SHINGLE MILLS

We make a Special Strong and Heavy : : : : : : : : : : :

**WOOD SPLIT PULLEY**

for Saw and Shingle Mills.

Millmen, when Overhauling or Extending, write us for Prices. We can save you money and give you good satisfaction.

**DODGE WOOD-SPLIT PULLEY CO.**

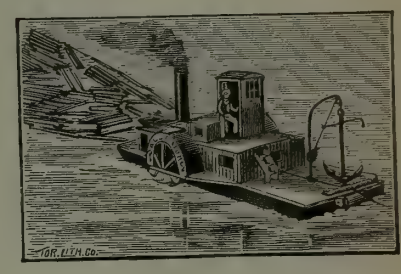
**Office: 74 York St. TORONTO**

# WEST & PEACHEY

SIMCOE, ONT.

MANUFACTURERS OF

**ALLIGATOR STEAM WARPING TUGS**



***STEAM ROAD MAKER***

**ENGINES AND BOILERS FOR STEAM YACHTS** **Saw Mill Machinery**

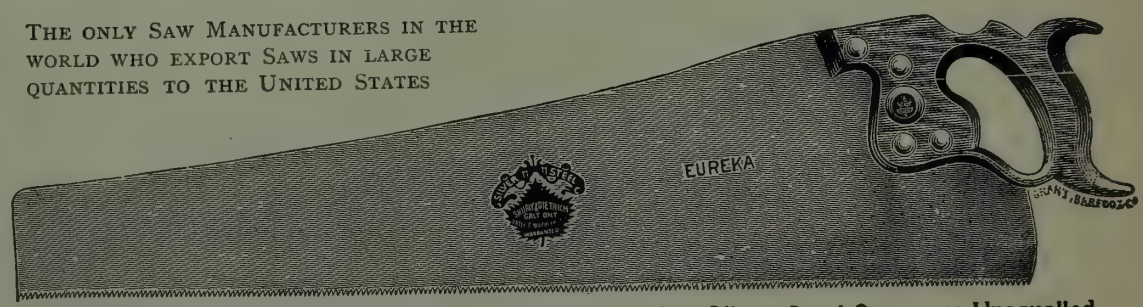
# SHURLY & DIETRICH

GALT, ONT.

MANUFACTURERS OF

SAWS

THE ONLY SAW MANUFACTURERS IN THE WORLD WHO EXPORT SAWS IN LARGE QUANTITIES TO THE UNITED STATES




SOLE PROPRIETORS OF THE SECRET CHEMICAL PROCESS OF TEMPERING : : Our Silver Steel Saws are Unequalled

# Dauntless Shingle and Heading Machine

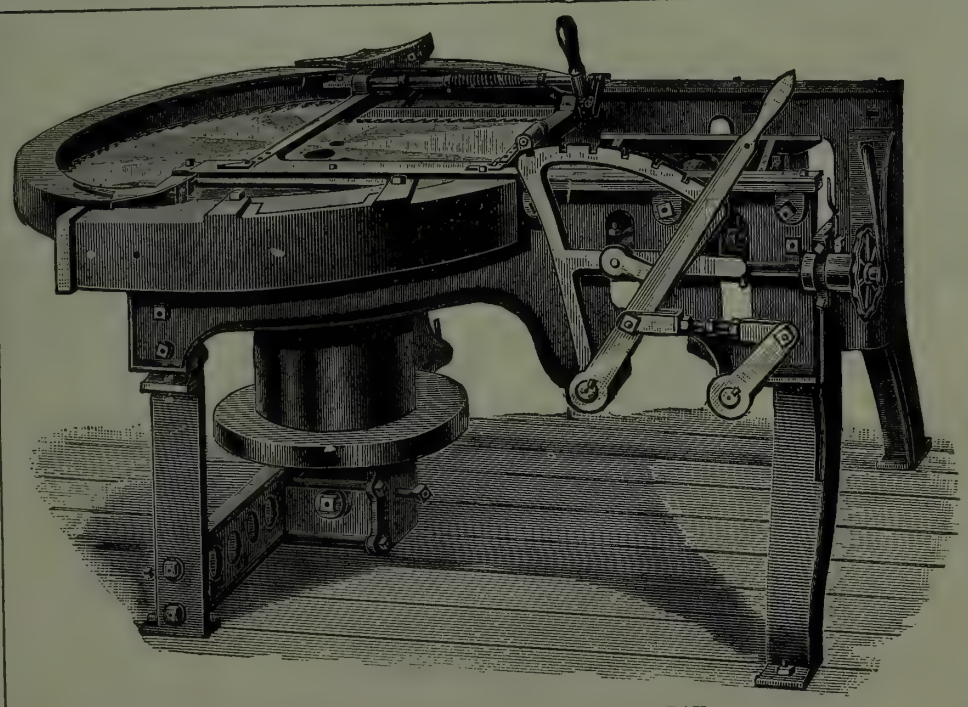
∴ WILL make more Shingles per day than any self-acting machine with vertical saw in existence, and more Shingles from the same quantity of timber.

**THE FRAME**

... Is of Iron throughout, very heavy and rigid, strongly bolted and braced.

**THE CARRIAGE**

... Is very light and strong, made of forged Cast Steel Plate, running on steel ways or tracks. Will take in a block 18 inches wide and 19 inches long, adjustable for 16-inch or 18-inch shingles.



CAPACITY FROM 25,000 TO 50,000 PER DAY

[COPY.]

HASTINGS, Dec. 3, 1894.

F. J. Drake, Esq., Belleville.

Dear Sir,—We have waited two years before giving you our idea of your machinery. This we do to thoroughly test it, and can now say we know what it can do.

Your Saw Mill is equal, or nearly eqval to any we have seen of much heavier make, and far in advance of any light rig in the market. The capacity per day is fully up to your guarantee, 40 M per day. We have tested with eight men.

The Shingle Mill cannot be beaten for any kind of timber. Ours being in a manner a custom mill, we have good, bad and indifferent timber, but for all it does the work sattsfactorily.

You may use this in any way you please, or refer to us at any time.

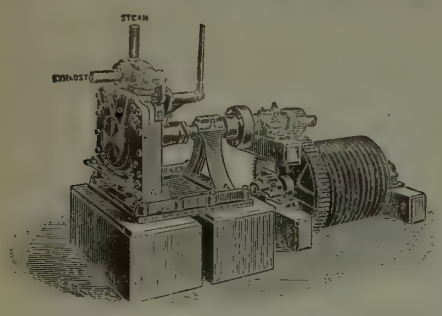
Yours truly,
(Sgd.) W. J. & H. W. FOWLDS.

# Canadian Locomotive & Engine Co., Limited. - - Kingston, Ont.

MANUFACTURERS, UNDER THE F. J. DRAKE PATENTS, OF

**SAW, SHINGLE and LATH MACHINERY**

# THE DAKE STEAM FEED



EMBODIES THE FOLLOWING ADVANTAGES:

**Simplicity of Construction,**
**Positive and Easy Management,**
**Economical Use of Steam,**
**Small Space Occupied,**
**Cheapness,**
**Easy Adaptation to either New Mills or those now in use.**

The movement of the engine in either direction is under the absolute control of the sawyer, thus accommodating the speed of the feed to the size of the logs.

Mill men who have used other makes of Steam Feeds, comment favorably on the economical use of steam of our feed over others.

Write for Catalogue and full particulars.

THE PHELPS MACHINE CO. EASTMAN, QUE.

# SUPPLIES
OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

# RICE LEWIS & SON
(LIMITED)

Cor. King and Victoria Sts. - TORONTO

## A. McPHERSON

Manufacturer of

## SHANKS AND CHISEL BITS

For Inserted Tooth Saws.

Warranted equal to any on the market.

Also Manufacturer of

**Locomotives and Trucks** for the Pole System of Tramways for handling logs and lumber in the woods.

Correspondence Solicited.

A. McPherson - OXFORD, NOVA SCOTIA

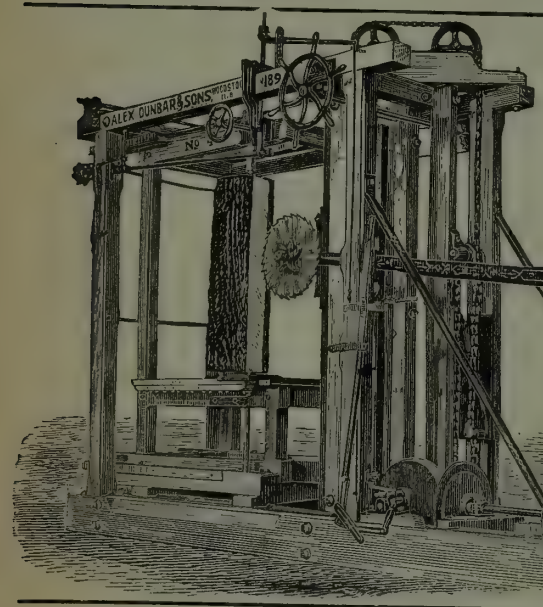
Every Lumberman wants it — **35** cents buys it

## Scribner's Lumber and Log Book

SAVES TIME SAVES MISTAKES SAVES MONEY

BRIMFUL OF EVERY-DAY, PRACTICAL INFORMATION

Address: THE CANADA LUMBERMAN, Toronto




DUNBAR'S CLAPBOARD MACHINE

## ALEX. DUNBAR & SONS
**Woodstock, N.B.**

Manufacturers of . . . . .

# Saw-Mill Machinery

OF ALL KINDS

Including ROTARY SAW MILLS (3 sizes), CLAPBOARD SAWING MACHINES, CLAPBOARD PLANING AND FINISHING MACHINERY, SHINGLE MACHINES, STEAM ENGINES, Etc.

WRITE FOR FURTHER PARTICULARS

ALEX. DUNBAR & SONS - Woodstock, N. B.

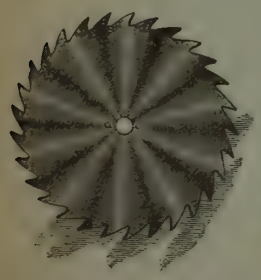
USE THE FAMOUS .. **PINK LUMBERING TOOLS**

Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks

Cant Hook Handles, Peavy Handles } By Car Load or Dozen

Pike Poles, Skidding Tongs, Boom Chains

**Lowest Prices** ◎ THOMAS PINK ◎ **PEMBROKE, ONT.**



# OTTAWA SAW WORKS Co.

MANUFACTURERS OF ALL DESCRIPTIONS OF **SAWS**

*Circular, Mill & Gang, Shingle, Butting, Concave, Band, Cross-cut, Billet Webs.*

OFFICE OF

MIDDLE ST. *Ottawa, Ont.*

OTTAWA SAW WORKS CO.
OTTAWA, ONT.

WRITE FOR QUOTATIONS

# THE CANADA LUMBERMAN

WOOD-WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XVIII. NUMBER 2. | TORONTO, ONT., FEBRUARY, 1897 | TERMS, $1.00 PER YEAR Single Copies, 10 Cents.

## MAGNOLIA METAL

In Use by Ten Leading Governments.

BEST ANTI-FRICTION METAL

For All Machinery Bearings

## MAGNOLIA METAL CO.

OWNERS AND SOLE MANUFACTURERS

74 Cortland Street, NEW YORK

Chicago Office: TRADERS BUILDING.

Montreal Office: Messrs. Caverhill, Learmont & Co., Agents.

London Office: No. 49 QUEEN VICTORIA STREET, LONDON, E. C.

## THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office: TORONTO, ONT.

Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

## Electrical Machinery and Apparatus

... FOR ...

LIGHT and POWER

SPECIAL ATTENTION GIVEN TO——

LONG DISTANCE TRANSMISSION OF ELECTRICITY

FOR LIGHT AND POWER

ALSO FOR

ELECTRIC PLANTS FOR MILLS

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

THE "MORSE" VALVE MACHINE

"The Morse" is the only machine in the market that will reface Steam Valves in position.

3,000 MACHINES IN USE.

Valve Reseating Outfit.

DARLING BROTHERS

... SOLE MANUFACTURERS ...

"Reliance Works," - MONTREAL.

It will throw more water with less steam than any other Jet Pump.

The.. PENBERTHY

## XL-96 IMPROVED EJECTOR JET PUMP OR SYPHON

Will Lift 20 feet with 25 lbs. Steam, and 25 feet with 40 lbs. Steam or over; will Elevate 50 feet with 60 lbs. Steam, and 65 to 75 feet with 80 to 100 lbs.....Descriptive Circular on Application.

Branch Factory: WINDSOR, ONT. Largest Injector Manufacturers in the World.

PENBERTHY INJECTOR CO., 226 Abbott St., DETROIT, MICH.

John Bertram & Sons

CANADA TOOL WORKS

DUNDAS - ONTARIO.

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

CORRESPONDENCE SOLICITED.

C. C. CLEVELAND G. F. CLEVELAND

J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING AND LACE LEATHER

Danville, Que.

Silver Solder

For Repairing

BAND SAWS.

Price $1.00 per ounce, in 10 ounce lots.

P. W. ELLIS & CO.,

31 Wellington St. East, TORONTO, ONT.

MANUFACTURING JEWELERS.

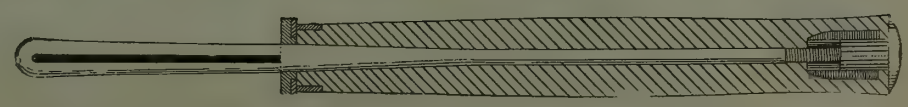
All Grades of

## CROSS-CUT SAWS

at Lowest Prices

.... SOLE MANUFACTURERS OF ...

## The "Burns" Patent Handle



PATENTED JUNE 26th, 1893

**Positively the Strongest Handle Made**

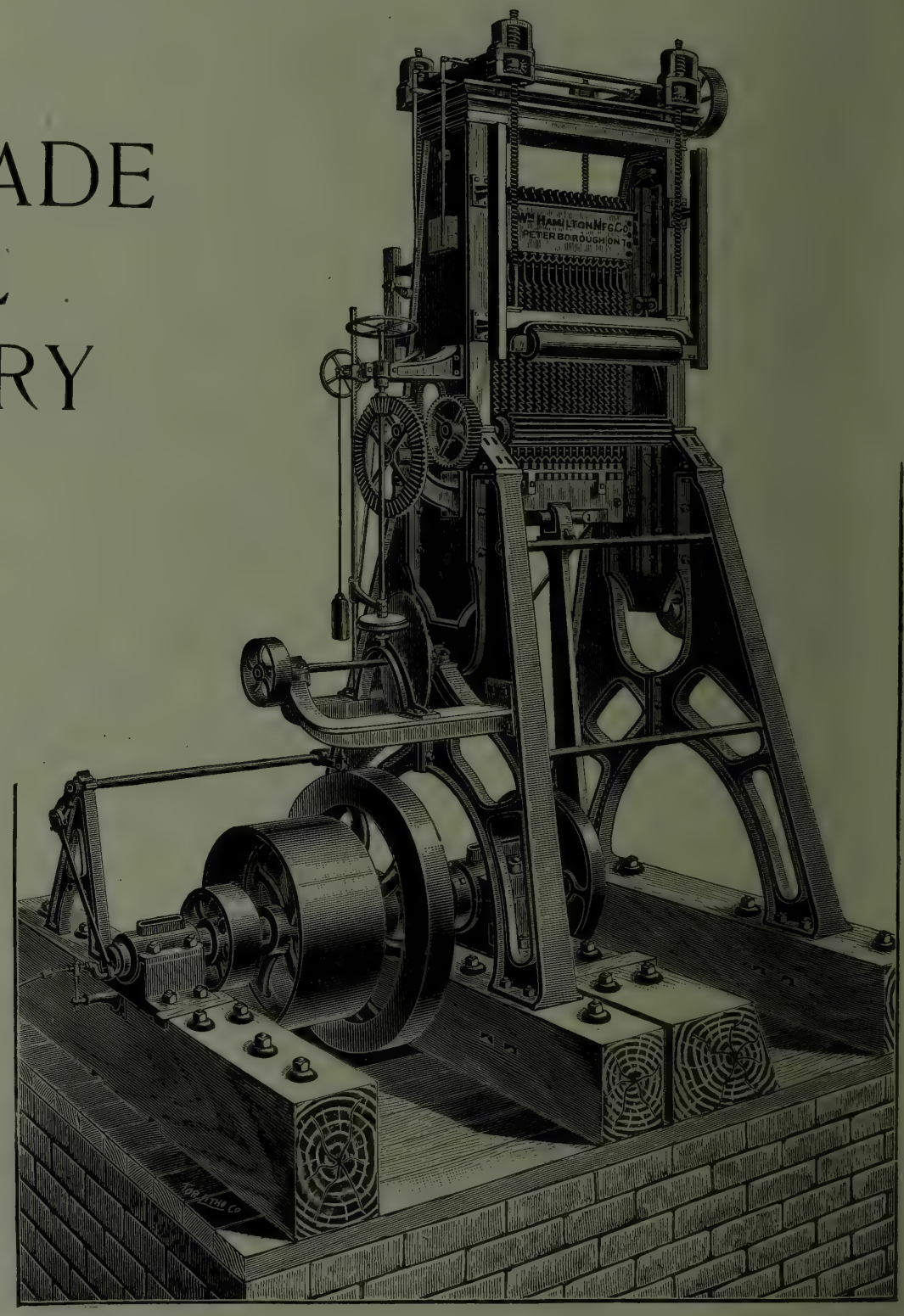
Ask your Hardware Merchant for our Goods. -:- Special Quotations on Large Quantities.

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a Complete Line of

## HIGH GRADE SAW-MILL MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

We are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Ltd.

**Branch Office: VANCOUVER, B. C.** **PETERBOROUGH, ONT.**

# THE CANADA LUMBERMAN

VOLUME XVIII. NUMBER 2. | TORONTO, ONT., FEBRUARY, 1897 | TERMS, $1.00 PER YEAR Single Copies, 10 Cents.

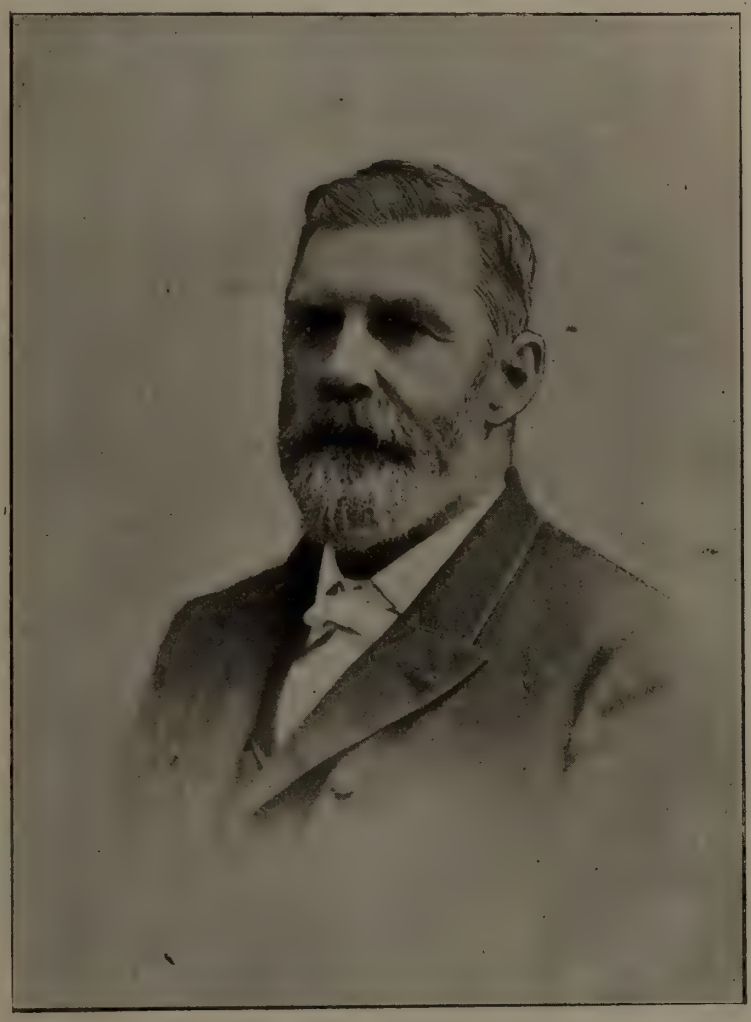
## MR. JOHN CHARLTON, M. P.

As a lumberman and statesman, we take pleasure in placing before our readers a portrait and biographical sketch of Mr. John Charlton, M. P., of Lynedoch, Ont., the worthy representative for North Norfolk in the House of Commons. Born in humble circumstances, but with abundant persevering qualities, he has gradually risen to a high position of honor and commercial status.

The subject of our sketch was born near Caledonia, Livingstone County, New York, on February 3rd, 1829. His father, Adam Charlton, came from Newcastle-on-Tyne to New York in 1824. The Charltons are one of the oldest families in England, and their geographical records in Northumberland date back to the eleventh century. After receiving his education at the Grammar School at Caledonia and Springville Academy, N. Y., Mr. Charlton worked for several years on the farm with his father. At Ellicottville, N. Y., he learned to set type, and spent a portion of his time reading law. In 1846 he made a trip on a lumber raft down the Allegheny and Ohio rivers to Cincinnati, and his later years he has always retained vivid recollections of this five weeks' experience with the rough but warm-hearted raftsmen.

When his father removed to Canada in 1849, Mr. Charlton was 20 years of age. They settled near Ayr, Waterloo County, and four years later, in partnership with Mr. George Gray, he launched out into mercantile life, starting a country store at Wilson Mills, under the style of Gray & Charlton. Their combined capital was about $1,800, including the cost of the building which they erected. The country being yet sparsely settled, pine timber was abundant, and the firm shortly after starting business engaged in the timber trade in connection with Smith, Westover & Company, of Tonawanda, and by dint of economy and industry were eminently successful. In the year 1859 Mr. Charlton sold his interest in the store at Wilson Mills and took entire charge of the extensive Canadian timber business of Smith & Westover. Two years later, in conjunction with Mr. James Ramsdell, he bought out the Canadian interest of the above firm, and for four years the firm of Ramsdell & Charlton carried on a successful business. He purchased the interest of his partner in 1865, and conducted business on his own account for several years. Since that time he has been associated with Mr. Alonzo Chesbrough, of Toledo, Ohio, and was at one time manager of the lumber firm of Chesbrough & Charlton. Lately he has been associated with his brother Thomas, the firm name being J. & T. Charlton. They have extensive interests at Tonawanda and in Michigan, a sash and door factory being a portion of the Tonawanda business. In 1854 he married Miss Ella Gray, of Lynedoch, where he now resides.

His first connection with politics was in 1872, when he accepted the nomination for the House of Commons in North Norfolk and defeated Aquilla Walsh, after a bitter fight. Ever since he has continued to represent that constituency, being returned at every election. He is a staunch Liberal, and has always taken an active and laborious interest in the House of Commons. In early life he was somewhat of a Protectionist, but now favors a revenue tariff policy, and is a strong advocate of closer relations between Canada and the United States. A fortnight ago he visited Washington, for the purpose, it is said, of negotiating a new reciprocity treaty with that country.



MR. JOHN CHARLTON, M.P.

In religion Mr. Charlton is a Presbyterian. He is of a genial and kindly temperament, but possesses firmness of character and tenacity of purpose. He has a wide knowledge of the resources of Canada, and is recognized as one of the ablest public speakers in the Dominion.

## LUMBERMEN BEFORE THE TARIFF COMMISSIONERS.

THREE prominent lumbermen, Mr. J. R. Booth, Hon. E. H. Bronson and Mr. Robert Reford, gave an expression of opinion on tariff matters before the Commissioners at Ottawa. Mr. Bronson said he was not disposed to demand any changes, but thought the removal of the duty on corn would stimulate the production of pork and thus help the lumber trade. To Mr. Davies' reply as to what proportion of home fed pork was used among lumbermen, Mr. Bronson replied that he used American pork almost exclusively, as a heavier pork was required in their business than was generally raised in Canada. Canadian pork he thought just as sweet and good as any other, but the heavier American pork did not waste so much in cooking. He referred to the agitation to impose an export duty on Canadian logs and pulp wood, and said he would bespeak for the lumbermen a hearing before such action was taken.

Mr. Fielding stated that it had been represented to him that Canadian fed pork had greater success in England than American owing to the fact that corn was not used for feeding purposes.

Mr. J. R. Booth also favored the removal of the duty on corn and pork. He thought it in the interest of the great working class that the duty on pork should be reduced and made as cheap as possible. There was no doubt, he said, that the duty had been placed on pork to benefit the farmer, but he was inclined to think that the duty was a greater hindrance to the working classes than a benefit to the farmers. The present duty is $2 per barrel, and he did not know that Canadian pork was consumed to any greater extent than formerly. He used American pork almost exclusively in his lumber camps for the reason that he could not generally get Canadian pork in sufficiently large quantities when he required it, and also for the reason that Canadian pork did not keep so well. Mr. Booth stated that it would be only fair if pork were made cheaper for our lumbermen. No trade has ever had more reverses to struggle against than the lumbermen, he said, "and very few men have spent their life time in it and not died poor."

Mr. Robert Reford, of Montreal, asked an imposition of a duty on saw logs. He contended that at present the Americans were getting Canadian timber for practically nothing, while the Canadian forests were being rapidly depleted, with nothing to show in return. He had reason to believe that Canadian lumber was sold in Ottawa to Americans at $4 per thousand, or less

than the cost of production. Forests did not replace themselves for years, and some active measures should be taken to prevent depletion. He did not think that the law restricting the size of trees to be cut was enforced. With respect to pork, Mr. Reford said that he considered Canadian pork much superior to that from the States. He had found it a most profitable business, and as for corn, there was much grown around Montreal, and the farmers were increasing the acreage under corn, finding that it could be raised profitably.

## ANDRE CUSHING & COMPANY.

IN a recent issue of THE LUMBERMAN we gave some particulars of the construction and equipment of the large

MR. GEO. S. CUSHING.

saw mill of Andre Cushing & Company at St. John, N. B. In this number we are pleased to present a more detailed description, together with a photograph of the mill and portraits of Messrs. George S. Cushing, Theophilus Cushing, G. L. Purdy and F. H. Jobson.

The mill deserves special notice as being the largest and most modern saw mill in the maritime provinces. The situation is unique in that it is within a stone's throw of the only "Reversible Falls"—very aptly termed by the inimitable Burdette on the occasion of his first visit to St. John—of any magnitude in the world. It is situated on what is called Union Point, on the western bank of the St. John river, just above the railway cantilever and the suspension bridges that span the St. John river where it empties into the St. John harbor, and is a natural mill site, as just behind the point on the upper side is a larger bay, in which any quantity of logs can be held and floated to the mill at any time of the year. Admirable piling grounds and wharves line the upper side of the point, from which vessels take in their cargoes for any port.

Before steam became the recognized power for sawing lumber, some Americans took advantage of the location, and on account of water power to be had during a part of the time—owing to the ebb and flow of the tide giving a difference of twenty-five to thirty feet between high and low water—spent some £80,000 in cutting a channel through the neck of land forming the point, and erected a saw mill with a number of single saws that were operated when the tide suited in sawing the large pine that was common on the St. John river at that time. This mill, however, was not a success, and was abandoned. All that remains of the enterprise is the channel, which is through solid rock, and looks as if it would last as long as water runs.

About the year 1852 the first steam mill was built on the extreme point, about in line with the break of the falls, the firm being Andre Cushing & Co. They had the misfortune to be burned out several times, but each time rebuilt on a larger scale. The last fire occurred in the spring of 1895, and for a time the impression was general that the mill would not be rebuilt, consequently the outlook for the large number of employees was not reassuring. However, as it afterwards transpired, Mr. George S. Cushing, the master mind of the firm for the past few years (the original members of the firm having died some years ago), while not saying much, had kept on thinking and planning, with the result that he purchased the interests of the heirs in the estate—retaining the old firm name—and in the fall of 1895 operations were begun to rebuild on a more extensive scale than ever before.

During the year after the fire Mr. Cushing was not idle; he had large lumber contracts in hand at the time of the fire which had to be filled, in which he succeeded, and, besides, he visited the large saw-milling centres to acquaint himself with all the latest saw mill equipments, and, having decided to rebuild, selected those that seemed best suited to his requirements. Owing to the improved machinery he selected, the old site was not deemed suitable, so he began on new ground altogether, but only a short distance from the old site.

Mr. Cushing's judgment was that the first and most important feature in the new enterprise was the power, the order for which he placed with Mr. James Fleming, proprietor of the Phoenix Foundry, St. John. The power plant consists of two horizontal engines of 250 H. P. each, right and left hand on same shaft, with belt fly wheel 12 ft. x 4 ft., six tubular boilers (three of which are sufficient to furnish steam), set with patent sawdust furnaces. These are all placed in a brick fireproof building, with a brick wall dividing the engine room from the boilers, and the whole separated from the mill proper. In the engine room there is a steam pump for fire protection, and a very complete electric light plant which supplies light to the mill, wharves, pond, yard and offices. The city laid water pipes to the mill and several hydrants are conveniently placed, which, with plenty of hose, would seem to make the fire risk a safe one.

The mill proper is 226x60 feet, three stories high, built on a stone and brick foundation. The power is taken by a double leather belt four feet wide through the side of main mill to a line of shafting running lengthwise of the mill, from which leads belts and gears to drive all the machines which are placed on the floor above. On the same floor as the shafting are the saw-dust, refuse and slab conveyors, the saw-dust going to the boilers and the refuse to a large and long conveyor leading to the fire dump.

The sawing equipment consists of the following: Two band mills made by The Filer & Stowell Co., of Milwaukee, one on either side of mill; one Wilkin's compensating direct action steam gang placed in the centre of mill; two patent parallel gang edgers; patent slab slasher made by the Stearns Mfg. Co., Erie, Penn., which carries eight 42" saws; automatic trimmer, Waterous make, also carrying eight saws. These machines are so placed that with the live rolls and transfers used the lumber and slabs are carried to their respective destinations with very little attention and without a hitch. A planer is placed conveniently near the automatic trimmer so that lumber requiring it can be dressed before going to the yard.

The lath and box mill is in an addition at the side of the main mill, the material for which is delivered from the slab slasher very convenient to the operators, while the refuse is carried back to the main conveyor and delivered at the different points required.

MR. THEOPHILUS CUSHING, Superintendent.

The logs are taken from pond to bed of mill on an endless chain and rolled off on either side by large iron discs eccentrically placed on a shaft under the floor. This shaft is so arranged that it can be turned either way, thus throwing the log to either side as desired.

There are steam canters or "niggers" for both band mills, as well as "kickers" for throwing the log onto the log carriages. All these appliances are of the latest and most approved patterns for their respective requirements.

ANDRE CUSHING & COMPANY'S SAW MILL, UNION POINT, ST. JOHN, N. B.

Underneath the floor, conveniently placed in the centre of log bed, is a steam jump-up saw 60" diameter for cutting the logs to any desired length, and for trimming the ends of logs that are gravelled or "rocked" in driving, thus saving the band saw many a bad tooth.

The filing room is nicely situated one story above the mill floor and equipped with an engine to drive the necessary grinders, toothers, rolls, etc., for keeping the saws in order. The location, arrangement and equipment is very convenient and complete in all its parts.

The building of this mill has put a large amount of money in circulation in St. John, and was a boon to the men employed in its construction as well as to the local founders and machine shop owners who supplied their part of the outfit, some $20,000 being spent in the city of

St. John. The superintendent in charge of construction was Mr. Frank H. Jobson, of Portsmouth, Virginia, who has had a large experience in such work in the United States, and he has admirably succeeded in reaching Mr. Cushing's ideal as to what an up-to-date saw mill should be.

The mill has been running night and day most of the time since early in the summer, and has been a success from the start, which speaks well for the management, to whom this style of mill was comparatively new. The capacity is in the vicinity of 40,000,000 superficial feet per year. Mr. Theophilus Cushing is the general superintend-

MR. G. L. PURDY, Book-Keeper.

ent, Mr. Gilbert L. Purdy the book-keeper, and James S. Gregory chief clerk. The firm are in a position to manufacture spruce lumber for any market, and being wide-awake, shrewd and business-like naturally sell where they get the best returns. Personally Mr. George S. Cushing, the chief member of the firm, is a whole-souled man, whom it is a pleasure to meet. In business affairs his boldness is nicely blended with caution. Of keen reasoning powers, good judgment and decision of character, he easily and quickly arrives at correct conclusions.

## INTERESTING INSURANCE CASE.

Judgment has been given in the long-pending suit of the Katrine Lumber Co. against the different insurance companies to recover the amount of insurance on a saw mill at Katrine, Ont., destroyed by fire last summer.

MR. FRANK H. JOBSON, Millwright and Builder.

The decision is in favor of the Katrine Lumber Co., and is as follows :

Katrine Lumber Company v. The Union Assurance Society, $5,346 25 ; Phoenix Insurance Company of Hartford, $2,775 ; Liverpool, London & Globe Insurance Company, $17,860 65 ; Insurance Company of North America, $5,000 ; Lancashire Insurance Company, $8,285 ; total, $39,266 90. These cases came up for trial at the Assizes at Hamilton, before the Hon. Judge Rose. Mr. Wallace Nesbitt, of Toronto, and Mr. S. F. Washington, of Hamilton, appeared for the plaintiffs ; Mr. D'Alton McCarthy, Q.C., and Mr. H. S. Osler, of Toronto, appeared for the insurance companies. The claims arose out of a fire or fires at Katrine, near Parry Sound, on the 7th and 8th of May last, when the mill and a large quantity of lumber and other property were destroyed, and some cars belonging to the Grand Trunk Railway Co. Mr. J. J. C. Thompson was the manager of the lumber company, and made a statutory declaration as to the loss, that the fire on the 8th of May was caused by embers from the fire of the previous day ; also that the fires were not caused by any wilful act or neglect of his or by his procurement, means or contrivance, or by any officer of the Katrine Lumber Company. The defendant companies claimed that these statements of Manager Thompson were untrue, and that the statements about the fire, loss, etc., were fraudulently made. They claimed that if the fires were not caused directly by Manager Thompson they were the result of his negligence in not having his property properly watched, and they further alleged that his claims for damages were largely in excess of the actual losses. There being a disposition for settlement his Lordship gave counsel time to consult their respective clients, and the outcome was a settlement reached about 5 o'clock, when Mr. Osler stated :—The parties have arrived at an agreement which will involve, in the first place on the part of your Lordship, an order consolidating all the cases into one and treating them as one. In the event of the sum of $38,000, the amount agreed upon to be paid by the defendants to the plaintiffs as the amount of the loss, not being paid within ten days from this date, judgment may be entered against all the companies in the consolidated actions for such amounts as each should bear proportionate to the amounts under the different policies as the sum of $38,000 bears to the losses computed at something over $39,000. And in making this statement of the agreement arrived at to your Lordship, I think it is right I should say something in regard to the circumstances leading up to the payment of the losses at this stage of the case. Shortly after the fire, in May last, a letter, which can only be characterized as a blackmailing letter—I need not specify it more particularly—was sent to the plaintiffs by a man who had occupied the position of yard foreman and general superintendent outside at the mill, making statements and insinuations, and indicating that he had such knowledge as if divulged would implicate the plaintiffs, and particularly the manager of the plaintiffs, Mr. J. J. C. Thompson, as having practically committed the crime of arson, and burning the buildings with the object of collecting the insurance. I do not think I am putting that too strongly as the charge in the letter referred to. It is only fair to Mr. Thompson to say that immediately on receiving that letter he forwarded it to the companies ; that letter was received by the companies from Mr. Thompson, who sent it on with a letter stating as it was but a black-mailing scheme he would take no notice of it, but he thought it right to place it before the companies, so that they might have an investigation if they so desired. The companies did not make the investigation, but other parties who had lost by the same fire undertook an independent investigation subsequent to that. The result of that was the obtaining of statements from a considerable number of witnesses ; these statements were prepared to be signed by these parties, these being witnessed by independent persons, and without passing through the hands of the persons who got them placed in the hands of the insurance companies. These statements professed to carry further the statements implicating the plaintiffs contained in the letter referred to. Further investigation resulted in further similar statements. Upon these statements the defences were placed upon the record and particulars ordered from time to time. The defence and particulars were entirely based on these statements. Since the case has been upon the list, and more particularly yesterday and to-day, I myself personally have examined and cross-examined these witnesses on their statements, and it is only fair to say that in so far as these statements profess to implicate Mr. Thompson in any way the witnesses have contradicted them; they have stated that they were not correctly taken down; in other words, they failed to bear out the statements signed by them and sent to the companies. That having been the case counsel can only say they think the evidence as it now appears to them, and as it would appear if brought before your Lordship and the jury, would show these statements were entirely without foundation in fact, and we are very glad to say that is the case, and that that would be the result of the verdict of the jury there is not the slightest doubt. Upon communication with the companies advising them of that fact the companies have instructed counsel to agree to the payment of the losses, and in saying so I may say the question of the difference of amount between the sum to be paid and the sum claimed is not to be regarded in any way as a compromise. The companies having ascertained the position in that way are paying the amount of the claim, and the amount of $38,000 is agreed upon as the amount of the loss which the companies ought to pay here. I need scarcely add that all charges or allegations of any kind implicating Mr. Thompson in the pleadings and particulars are of course withdrawn, or charges or allegations made in connection with anyone connected with the company.

His Lordship expressed himself as satisfied and directed that an order be drawn up embodying the terms of the judgment and issued.

## EFFECTS OF THE PROPOSED TARIFF.

THE following communication on the proposed lumber tariff appears in the Detroit Tribune :

DEAR SIR,—I notice that an attempt is being made by a large number of lumbermen in the Western and Southern States to have a duty of at least $2 per M placed on lumber entering the United States for consumption. The lumber business is not a new industry, and should certainly now be able to stand on its merits; and I do not think class legislation of this kind can be of any possible benefit to any country. It is a general well-known fact that the lumber trade is in a very depressed condition. There are several causes for it. First, in my opinion it is the very low market price of cereals that has prevailed for several years, which would greatly lower the purchasing power of the country at large. Second, expensive habits have been gradually fostering themselves on the community until they began to exceed legitimate income, and a time for retrenchment has forced itself on the country. Lumber entering largely into any improvements at once feels heavily any retrenchment of the general expenditure. Third, manufacturers of lumber have not fully realized the contraction of the purchasing power of the country at large, and have continued the practice of getting out full stocks, causing a surplus of lumber far beyond the requirements of the market. Being mostly manufactured for home markets, it is not suitable for export, consequently large stocks have been thrown on the market at a figure below the actual cost of production. Under these conditions your lumbermen are looking to their good mothers, the tariff commissioners, to come to their rescue, and hope to enlist their sympathy by saying it is cheap labor and cheap lumber from Canada which is causing all the trouble. What are the facts? I will state a little of my own experience. I have been in the lumber business upwards of 30 years in Canada, and purchased all my stock in our home markets until 1894, when the duties on lumber were removed by both the Canadian and the United States governments. I made a tour through some of the principal lumber districts of your country and purchased a portion of my stock, and have continued to do so ever since. During 1896 I purchased nearly all my stock in Michigan, Minnesota and the Southern States, at lower prices and better suited to our requirements than any we could secure in our own country. A large quantity of lumber is shipped from our country to the United States, but it is principally from our lower provinces to the eastern markets, where the delivery is materially affected by freights. It must be to the advantage of the consumer to be able to purchase what he may require in the nearest market. Should the proposed duty be placed on Canadian lumber, certainly its equivalent will be placed on the export of Canadian logs, which will have the effect of closing a number of your large mills on the border states and stimulate its manufacture in this country. Your manufacturers again would have to meet our lumber in competition in foreign countries. We do not think the difficulties of your lumbermen would be improved by the course of legislation proposed, and verily believe that they might as well endeavor to lift themselves up by their own boot straps as to endeavor to improve their condition by the course proposed.

Yours truly,

CHATHAM, Jan., 9th, 1897. JOHN PIGGOTT.

Mr. E. W. Bennett, of Detroit, states that the Canadians are taking kindly to yellow pine. Last season he executed a Montreal order for eight car loads of 22 × 26 × 36 ft., and also sold 2,000,000 ft. in another Canadian city.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

C. H. MORTIMER
PUBLISHER

CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

**One Copy, Weekly and Monthly, One Year, in advance..... $1.00**
**One Copy, Weekly and Monthly, Six Months, in advance..... .50**
**Foreign Subscriptions, $2.00 a Year.**

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. it ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

### *TO VISITING LUMBERMEN.*

***Lumbermen visiting Toronto are invited to use the office of the CANADA LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way they may desire.***

## OUR FOREIGN TRADE.

CANADIAN lumbermen have in the past year succeeded in extending their trade with many foreign countries, which, in the face of the depression in the United States, is particularly encouraging. The eastern provinces have catered largely to Great Britain, South America and the West Indies, while the statistics which appear in our Annual Review show that British Columbia is reaching out with success for foreign trade. The largest shipments were made to South America, South Africa, Australia, Great Britain and China. Unfortunately, Ontario has made little apparent advancement in the direction mentioned, apart from Great Britain, although it is quite possible that a larger percentage of our lumber was shipped to the United States for reshipment to foreign countries than heretofore.

Canada is, however, apparently slowly awakening to the necessity of controlling her own export trade, instead of allowing it to be conducted by the United States without any credit whatever being given to Canada. In this connection we note with pleasure the published statement that next season vessels will probably sail between Montreal and Australian points, as recommended by Mr. J. S. Larke, Canadian Commissioner for Australia. At Cape Town, in South Africa, a bureau for the representation of Canadian goods has been established, where every facility is afforded the Canadian exporter.

Until direct steamship lines are established between Canada and foreign countries the development of our foreign trade is likely to be somewhat slow. The difficulty in this direction has been in obtaining profitable cargoes both ways.

As a means of extending the Canadian lumber trade, we commend for consideration the suggestion made by Mr. Haynes, of the Timber Trades Journal, that we should increase our manufactures of wood. The high carrying charges practically prohibit the exportation of low grade lumber, but were this lumber manufactured into furniture, etc., it could be placed upon the foreign market at a profit.

## EFFECTS OF OVER-PRODUCTION.

IN the past the tendency of lumber manufacturers has been to almost entirely disregard the law of supply and demand, and produce a large output without giving consideration to the condition and requirements of the market. In his desire to annually increase the returns from his business, stimulated by the surmise that his neighbor will curtail operations, the average manufacturer has, year after year, continued to operate on a large scale. The natural effect of this has been to depreciate values and to depress trade in general. Owing to the lower prices obtained, the manufacturer finds at the close of the year that, while he may have succeeded in disposing of his entire output, the profits accruing therefrom were so small as to reduce the net receipts to a lower figure than the preceding year, when the volume of business was considerably less. This, in a measure, accounts for the depression which has prevailed in the lumber trade of the United States and Canada during the last few years, although it must be admitted there have been other influential agencies at work. Over-production must of necessity be followed by a weakening of the market. Manufacturers find themselves unable to hold their stock, and consequently, to secure capital, are obliged to dispose of it at a low figure.

A striking illustration of the effect of over-production is shown in the case of birch timber. During the winter of 1895-96, as the result of a firm market for birch in Great Britain, there was manufactured a very large quantity of this class of timber, several small operators entering the field who had not previously taken out sqaare timber. Quebec houses contracted for 18-inch average at 27 cents per cubic foot, for delivery in the summer of 1896. The result was the overstocking of the British market and a sharp decrease in prices towards the close of the season, the effect of which is manifesting itself in the transactions for next year. While 27 cents was freely paid last winter for birch of 18-inch average, the same class of timber has been offered at Quebec within the past two weeks at 22 cents, and refused by buyers. It will require some time for the birch timber market to regain its position, in spite of the fact that consumption is active.

Notwithstanding the above facts, it is encouraging to observe that lumbermen are gradually becoming convinced of the necessity of curtailing operations to a point in keeping with the demand, as is shown by reports which have reached this office from over fifty manufacturers in Ontario. Referring to the extent of operations in the woods, these reports state that the output of logs will be fully fifty per cent. less than last winter. Some manufacturers are not operating at all, while others are putting in a very light stock. These remarks do not apply to the Ottawa valley, where the production will probably be equal to last season, or to the north-western section of Ontario, which supplies the Manitoba market.

This decreased output must have an appreciable effect upon the market, and should the trade of 1897 develop satisfactorily, the over-production of lumber now upon the market will become a thing of the past.

## EDITORIAL NOTES.

THE Dominion Rifle Association have selected plans for the proposed Canadian headquarters at Bisley, to be erected the coming spring. The building, estimated to cost $7,500, is to be constructed entirely of Canadian woods, and should serve to show the adaptability of our lumber for building purposes. Canadian lumbermen should not allow this opportunity to pass without taking steps to secure the erection of a building such as will be a credit to Canada. This may be accomplished by having the finest of woods utilized in its construction.

THE necessity of obtaining as much first-class lumber as possible out of a stock of logs was never more apparent than at the present time. While coarse lumber has been a drug on the market and has depreciated in value during the period of inactivity, the better grades have been in good demand at firm prices. In the case of white pine this has been particularly noticeable. To meet the extreme competition, it is not only necessary to reduce the cost of manufacture in every possible manner, but also to thoroughly study the demands of the market, and endeavo to supply such stock as will meet with a ready sale at remunerative prices. Had more attention been given to this matter in the past, it is possible that the large stocks of coarse lumber now on the market might have been turned to more profitable account.

A COMPARISON for the past fifteen years of the number of sailing vessels leaving Quebec shows how rapid has been the decline of the business of that port. According to J. Bell Forsyth's circular, 459 vessels, with a capacity of 380,186 tons, cleared from Quebec in 1881. In 1886 the number was reduced to 325, in 1891 to 205, and in 1895 to 86 vessels. The season of 1896 is credited with an increase, the total sailings being 103 and the aggregate tonnage 82,622. The number of steamers was also larger, the figures being 90, against 58 in the previous year. While Montreal is likely to maintain its present position as a shipping port, it is quite probable that some of the old-time vigor will be restored to Quebec as a result of the extension of the pulp industry, much of the raw material for which is found in the adjacent districts. Direct rail connection with the west and the improvement of the shipping facilities at the harbor would also assist in this direction.

# THE LUMBER TRADE IN 1896.

REVIEW OF THE BUSINESS OF THE YEAR.—STATISTICS OF THE VARIOUS PROVINCES.—A MARKED INCREASE IN THE VOLUME OF FOREIGN TRADE.

## GENERAL SURVEY.

THE year 1896 was one of unusual uncertainty in business circles. It was a year of political disturbances both in Canada and the United States, and in the latter country the depression to the commercial interests was aggravated by the fact that the adoption of a national monetary standard was made the basis of the election. The lumber trade suffered as a consequence of these conditions. The closing down of industries followed the Presidential nominations across the border, and this in turn caused a falling off in demand for lumber. Large stocks were held at the mills in the white pine districts, and as a result prices gradually weakened, until before the close of the year they had reached the lowest point known for many years. Wholesale dealers were not disposed to purchase on a declining market unless good prospects were presented of placing their stock, and the only lumber which met with ready sale was the better grades. Large failures in Michigan induced still greater caution on the part of purchasers.

The foregoing presents the conditions of the trade so far as the United States market is concerned. The year did not pass, however, without its encouraging features. The depression in the United States was counteracted to a large extent by an increased foreign demand, as will be observed by the statistics of the various provinces published below.

The British market was particularly active, and large quantities of spruce and pine deals and boards from Ontario and Quebec and the Maritime provinces were placed at good prices. A larger amount of thin lumber was shipped than heretofore. The trade is fast declining from the port of Quebec, although the sailings in 1896 show a slight gain over the previous year. The annual report of the Harbor Master at Montreal shows that there were shipped from that port during the year, to the United Kingdom and Continental ports, 219,032,178 feet b. m. of lumber, showing an increase of 50,360,150 feet, and to River Plate, 7,790,166 feet, a decrease of 683,834 feet from the previous year.

The foreign trade of British Columbia was of wide distribution and considerably greater in volume than in 1895. The formation of the Central Lumber Company enabled manufacturers to obtain better prices, but unfortunately the combine has been broken and the market is now in a state of uncertainty. The Manitoba market was firm throughout the year.

Speaking generally, the lumber trade of the year was not characterized by the severe depression which is generally believed. All things considered, it must be admitted that the volume of business was satisfactory. What conditions will prevail in 1897 it is difficult to predict, although indications point to an improvement unless tariff regulations should disturb the market.

## ONTARIO.

The unsettled financial conditions which prevailed in the United States account in a large measure for the depression which characterized the lumber trade of Ontario in 1896. Taking the province as a whole, lumbermen look back upon the year as one of unsatisfactory results and disturbing features. Although the output of logs in the winter of 1895-96 was less than the previous season, and notwithstanding the fact that many mills were not operated, the quantity of lumber placed at the disposal of purchasers was too great for the limited demand, and prices suffered in consequence. The volume of trade compares favorably with that of the previous year, but profits have shown a wide diversity.

Manufacturers in the Ottawa valley catered largely to the British trade, and succeeded in closing contracts in the fall of 1895 for a large portion of their output of the following season at satisfactory figures. In the west, particularly in the Georgian Bay district, where large stocks were held by both Canadian and American pine manufacturers, sales necessarily depended largely upon the United States market. Late in the spring season the demand increased somewhat and continued fair until early in the summer, when the effects of the then approaching Presidential election across the border simply demoralized trade in general. This condition continued until after the election early in November, during which time prices were reduced to almost the cost of production. This was particularly the case in the lower grades of white pine, of which there were very large stocks at the mills. After the election a better feeling prevailed, and sales increased as a result of a desire to obtain stock before the close of navigation, but the improvement proved to be only temporary, and the closing month of the year exhibited little activity.

Our enquiries from manufacturers regarding the season's trade met with a hearty response. From these it is learned that the total output of lumber was slightly less than the previous year. Sales also show a falling off, while 75 per cent. of the replies tell the one story of small profits. Pine stocks carried over at the mills are large, and consist principally of box and common lumber.

In hardwoods a noticeable feature was the enquiry for mixed lots, indicative of the hand-to-mouth policy which purchasers had pursued throughout the year. Maple and elm sold quite freely early in the season, the latter for bicycle purposes.

The shingle trade was not active early in the year, but during the fall there sprung up a demand which pretty well cleared out stocks and placed the industry on a stronger footing.

The absence of transactions in timber limits was a feature of the year. No sales of any importance were negotiated. The sale in Toronto in July of 110 square miles, to close up the partnership existing between Messrs. Beck, McSherry and Spohn, proved almost a total failure. The Ontario government placed upon the market 60,000,000 feet of burnt timber in the Nipissing district, and received satisfactory returns.

The cut of the mills in the Ottawa valley compares favorably with the previous season, being, perhaps, a few million feet less. The production in 1895 was 627,000 feet, while the estimate given below for 1896, although not including one or two of the smaller mills taken into account in the 1895 calculation, places the cut at 614,250,000 feet.

PRODUCTION OF THE OTTAWA VALLEY IN 1896.

| | Feet. |
|---|---|
| J. R. Booth, Ottawa | 115,000,000 |
| Hull Lumber Co. | 55,000,000 |
| McLachlin Bros., Arnprior | 54,000,000 |
| Bronsons & Weston Co., Ottawa | 52,000,000 |
| Hawkesbury Lumber Co. | 52,000,000 |
| W. C. Edwards & Co., Rockland | 43,000,000 |
| St. Anthony Lumber Co., Whitney | 40,000,000 |
| Gillies Bros., Braeside | 35,000,000 |
| Gilmour & Hughson, Hull | 30,000,000 |
| Shepherd & Morse Co., New Edinburgh | 25,000,000 |
| Canada Lumber Co., Carleton Place | 20,000,000 |
| R. & W. Conroy, Deschenes Mills | 16,000,000 |
| Wm. Mason & Son, Ottawa | 15,000,000 |
| Pembroke Lumber Co. | 12,000,000 |
| Ottawa Lumber Co., Calumet | 12,000,000 |
| Ross Bros., Buckingham | 11,000,000 |
| McLaren Estate, Buckingham | 10,000,000 |
| R. H. Klock & Co., Aylmer | 8,000,000 |
| J. R. & J. Gillies, Arnprior | 3,500,000 |
| A. Hagar & Co., Plantaganet | 3,250,000 |
| A. & P. White, Pembroke | 2,500,000 |
| Total | 614,250,000 |

The export of forest products from the consular district of Ottawa to the United States, as furnished by the United States Consulate General, shows a difference in favor of 1895 of $289,361.53. The detailed figures are as follows:

EXPORTS FROM OTTAWA CONSULAR DISTRICT FOR YEAR ENDING DECEMBER 31, 1895.

| ARTICLE. | Qr ending March 31. | Qr ending June 30. | Qr ending Sept. 30. | Qr ending Dec. 31. |
|---|---|---|---|---|
| Bark | $ | $ | $ 6,528.00 | $ 4,215.00 |
| Lath and Shingles | 6,477.70 | 28,102 29 | 24,908.55 | 23,027 84 |
| Logs and Timber | | 159.95 | 1,587.26 | 1,717.25 |
| Lumber | 351,751 30 | 586,114.47 | 625,746.15 | 597,903 64 |
| " in bond for exp't | 3,585.69 | 17,232.95 | 35,341 07 | 47,046.93 |
| Match Blocks | 1,420 20 | | | |
| Pulp, Sulphite | 17,570.57 | 18,239.39 | 14,478.94 | 19,309.10 |
| Pickets | | 3,690.73 | 3,406.72 | 6,254 64 |
| Railroad Ties | 450 00 | 5,950.10 | 3,307.30 | 4,838.40 |
| Total | $381,245 46 | $659,489 88 | $715 303.99 | $704,312.80 |

EXPORTS FROM OTTAWA CONSULAR DISTRICT FOR YEAR ENDING DECEMBER 31, 1896.

| ARTICLE. | Qr ending March 31. | Qr ending June 30. | Qr ending Sept. 30. | Qr ending Dec. 31. |
|---|---|---|---|---|
| Bark | $ 1,704.00 | $ | $ | $ |
| Lath | 3,572.20 | 27,497.94 | 27,415.38 | 22,283,65 |
| Lumber | 297,265 15 | 658,803 82 | 514,979.02 | 505,229.43 |
| Pulp, Sulphite | 16,078 95 | 12,332.28 | 8,039.53 | 3,763.12 |
| Cordwood | 30.00 | | | 14 75 |
| Shingles | 2,160.05 | 6,651.19 | 6,957 48 | 15,178.25 |
| Railroad Ties | 6,591.82 | 5,469.84 | 888.20 | 6,6 00 |
| Logs | 129.00 | | | |
| Timber | 425 89 | 1,960.50 | 5,245.82 | 154.32 |
| Pickets | 5,391.96 | 749.90 | 964.74 | |
| Curtain Sticks | | 3,583.73 | 3,704.92 | |
| Match Blocks | | 2,729.25 | 731.25 | 900.00 |
| Posts and Poles | | 93.00 | | 30.00 |
| Pulpwood | | 357.50 | 297.00 | |
| Total | $333,349.02 | $720,228.95 | $569,223 34 | $548,401.52 |

Total, 1895 ..... $2,460,352.23
Total, 1896 ..... $2,170,990.80

The total output of saw logs in the Ottawa valley during the season of 1895-96 was 480,000,000 feet, b. m., and the estimated cut this winter is 375,000,000 feet, or 22 per cent. less than last year. In other sections of the province the production is being curtailed to a greater extent, and probably not more than half the usual quantity of logs will be taken out. With a fair demand a more prosperous season is therefore looked for, although tariff changes may affect the market to some extent.

## QUEBEC.

The trade of the province of Quebec has depended almost entirely upon the markets of the United Kingdom, which have remained firm for nearly every class of Canadian goods. The shipments of pine and spruce deals have been made largely from the port of Montreal, and were slightly less than in the previous year, but prices advanced early in the season, and business was conducted on a more remunerative basis than in 1895. From the United States the principal demand was for spruce wood for the manufacture of pulp.

The following table will show the quantity of

lumber in St. Petersburg standards shipped by several firms from Montreal to the United Kingdom:

| | Ptg. stds. |
|---|---|
| Dobell, Beckett & Co. | 27,490 |
| W. & J. Sharples | 22,134 |
| Robt. Cox & Co. | 13,123 |
| Watson & Todd | 12,821 |
| J. Burstall & Co. | 12,260 |
| McArthur Bros. & Co. | 9,551 |
| A. Lemay | 4,716 |
| Total | 102,095 |

The square timber trade, which must naturally be considered in a review of Quebec operations, has been characterized by a healthy demand, and light stocks are held at British ports in nearly every class except birch. The production of this wood last winter was too great for the demand, and consequently prices have dropped about 3 cents per cubic foot. Contracts for a large portion of the 1896-97 production of square and waney timber have been closed, and the opinion is quite general that no abatement in consumption in Great Britain will take place until after the first six months of the year at least.

A comparative statement for three years of the timber measured and culled by the Supervisor of Cullers at Quebec is as follows:

| | 1894. Cubic Ft. | 1895. Cubic Ft. | 1896 Cubic Ft. |
|---|---|---|---|
| Waney white pine | 2,267,749 | 3,086,469 | 2,870,879 |
| White pine | 838,168 | 273,771 | 316,093 |
| Red pine | 59,053 | 108,601 | 50,609 |
| Oak | 1,256,890 | 1,006,139 | 1,139,155 |
| Elm | 528,761 | 596,137 | 416,625 |
| Ash | 183,626 | 149,077 | 83,749 |
| Basswood | ..... | 659 | 728 |
| Butternut | 276 | 642 | 327 |
| Tamarac | 393 | 554 | 138 |
| Birch and maple | 133,658 | 240,818 | 252,424 |

We are indebted to the annual circular of J. Bell Forsyth, of Quebec, for the following data bearing on the Quebec trade:

The past season has shown a marked improvement in business with the United Kingdom, both in volume and satisfactory results, fully justifying our last year's prediction of brighter times ahead with a probability of some good years of business prosperity. In the United States, the uncertainty that preceded the Presidential election delayed for a time the business improvement, which has since set in with marked benefit to the sawn lumber trade.

Shipbuilding in the United Kingdom is in a flourishing condition, all the yards being very busy with orders for home and foreign account.

Instead of a fast line of twenty knot steamers with Quebec as a summer terminus, there seems some possibility of slower boats being subsidized for Montreal business with Quebec as a port of call only, unless a more active interest is taken by Quebec citizens in this important matter.

Delegates from the shiplaborers met representative shipping merchants, early in the spring, and conceded the use of steam in loading and discharging steamer cargoes, with distinctly beneficial results to the business of the port.

Low water in the St. Lawrence during part of the season has again occasioned inconvenience to Montreal shipping, as large steamers for a time were unable to complete cargo at that port, and had to finish loading here.

WHITE PINE.—Without any great change in the supply as compared with last year, the increased shipments of past season have reduced the stock to much the lowest quantity on record. The estimated production, though probably sufficient for present reduced business, is by no means excessive for anticipated market requirements. The wintering stock, with trifling exceptions, is in the hands of the shipping merchants, who have also bought on contract a considerable portion of the present winter's manufacture.

| | | Supply. | Export. | Stock. |
|---|---|---|---|---|
| 1896 | Square | 316,093 | 4,251,800 | 537,013 Square. |
| | Waney | 2,870,879 | | 1,474,168 Waney. |
| 1895 | Square | 273,771 | 2,838,080 | 1,090,892 Square. |
| | Waney | 3,086,469 | | 2,254,717 Waney. |

RED PINE.—The stock is very small and manufacture has almost ceased. The price obtainable for this wood in markets of the United Kingdom has of late years been quite inadequate.

| | Supply. | Export | Stock. |
|---|---|---|---|
| 1896.... | 50,609 | 139,160 | 82,069 |
| 1895.... | 108,661 | 326,080 | 154,120 |

OAK.—An active demand in the United Kingdom has stimulated the export, and reduced stock under last year. The quantity wintering above Quebec is unusually small, being only 25,000 feet, as against 300,000 feet at Garden Island and Collin's Bay last winter.

| | Supply. | Export. | Stock. |
|---|---|---|---|
| 1896.... | 1,145,564 | 1,382,880 | 637,348 |
| 1895.... | 1,006,139 | 869,560 | 790,486 |

ELM.—The present strong demand, with active shipbuilding, will no doubt continue. The wintering stock is very small; the production will be moderate, as suitable standing timber is difficult to secure, and the end of next season may see an absolute scarcity.

| | Supply. | Export. | Stock. |
|---|---|---|---|
| 1896.... | 416,625 | 501,000 | 78,374 |
| 1895.... | 596,137 | 537,120 | 218,871 |

ASH.—The stock is much reduced, but ordinary wood is not in demand unless at very low prices. Large average ash of fine quality and color will, no doubt, be required as usual to a limited extent.

| | Supply. | Export. | Stock. |
|---|---|---|---|
| 1896.... | 83,749 | 113,680 | 42,694 |
| 1895.... | 149,077 | 146,360 | 118,127 |

BIRCH.—The markets of the United Kingdom have been oversupplied with cheap wood, sawn and in the log, from the Maritime Provinces, and by heavy shipments of western birch from Montreal. As consumption is good, price is only kept down by excessive production being forced on the markets.

| | Supply. | Export. | Stock. |
|---|---|---|---|
| 1896.... | 251,430 | 319,200 | 9,470 |
| 1895.... | 240,818 | 200,160 | 5,156 |

STAVES.—Quebec has lost the stave trade, which is now done through United States ports.

PINE DEALS.—Though the business remains largely in the hands of Quebec houses, who control it, shipments are principally made from Montreal, and to some extent from Three Rivers and other shipping points above Quebec. This will continue until Quebec people take the necessary steps to complete the contemplated rail connection with the west, through the Canada Atlantic and Parry Sound roads. If something is not promptly done in this connection, any action will soon be too late. The cuttings for next season are now all placed at last year's prices, or in some cases at an advance.

| | Supply. | Export. | Stock. |
|---|---|---|---|
| 1896.... | 657,264 | 400,343 | 142,410 |
| 1895.... | 823,665 | 501,200 | 135,489 |

SPRUCE DEALS.—The marked advance in prices here, which last year we spoke of as certain to come, has taken place. From the strong tone of markets at chief centres of consumption, and from figures obtained for Baltic goods for next year's delivery, still higher figures at no distant date seem almost certain.

The steadily increasing demand for spruce for pulp wood, for which it is unquestionably specially suitable, continues to advance the value of spruce limits.

| | Supply. | Export. | Stock. |
|---|---|---|---|
| 1896.... | 3,915,455 | 3,828,258 | 573,413 |
| 1895.... | 3,878,142 | 3,471,700 | 736,216 |

SAWN LUMBER.—South American spruce lumber has continued in fairly good demand and business has been active in that wood. Shipments have amounted to about the same as last year, principally from the Maritime Provinces, the Saguenay and the Lower St. Lawrence ports. No appreciable advance over last year's prices has taken place up to the present, but a considerable improvement is looked for next season.

FREIGHTS.—Sail opened at Clyde seventeen shillings, Liverpool nineteen shillings, for timber cargoes, and showed no improvement as season advanced. By steam season opened at forty shillings to forty-two shillings and six pence, Montreal to leading ports in United Kingdom, and advanced towards close of season to fifty shilllngs, and even higher figures paid for small quantities. For timber carrying steamers sixty-five shillings were paid early in season for Quebec loading. Rate for Clyde fell to sixty shillings in summer, but advanced again in fall to seventy shillings and even higher rates.

STATEMENT SHOWING THE QUANTITY AND VALUE OF WOOD EXPORTED FROM THE PORTS OF MONTREAL, THREE RIVERS, BATISCAN AND SOREL, FROM MAY 1ST TO NOVEMBER 30TH, 1896.

| PORTS. | ARTICLES. | QUANTITY. | VALUE. |
|---|---|---|---|
| Montreal | Pine Deals | 57,638 Std. H. | $2,669,557 |
| | Spruce Deals | 6,668 " | 204,789 |
| | Deal Ends | 5,701 " | 345,633 |
| | Planks, Boards, Etc. | 32,681 M. ft. | 703,190 |
| | Other Headings | ..... | 53,637 |
| | Square Timber | 12,033 Tons. | 150,776 |
| | | Total value | $4,127,082 |
| Three River and Batiscan | Pine Deals | 5,859 Std. H. | $ 230,660 |
| | Spruce Deals | 6,189 " | 166,297 |
| | Deal Ends | 369 " | 11,870 |
| | Planks, Boards, Etc. | 21,097 M. ft. | 208,017 |
| | Spruce Pulp-Wood | ..... | 175,184 |
| | | Total value | $ 792,028 |
| Sorel | Pine Deals | 1,774 Std. H. | $ 70,770 |
| | Spruce Deals | 3,636 " | 25,488 |
| | Planks, Boards, Etc. | 4,134 M. ft. | 36,760 |
| | | Total value | $ 133,018 |

For the year ending November 30th, 1896, there were brought to the port of Quebec by the Quebec and Lake St. John Railway, 2,925 cars of deals and lumber, 301 cars of pulp, 402 cars of ties, and 2,214 cars of cordwood.

## MARITIME PROVINCES.

The European and South American markets were the salvation of the lumber trade of the maritime provinces in 1896, the depression in the United States causing shipments to that country to decrease materially. To South America the shipments totalled over twelve million feet. Eleven ports in New Brunswick ship lumber across the Atlantic, and the statistics for the year show that the total exports were 366,039,977 superficial feet, an increase of about 95,000,000 feet over the exports of the previous year. St. John shows an increase of 40,000,000 feet, and Miramichi of 24,000,000 feet. Only Bathurst and Shediac are responsible for a falling off in shipments, while some of the ports have doubled their record. Manufacturers of spruce deals report a satisfactory season's trade, better prices being realized throughout the season. Such hardwood as was taken out also met with ready sale. The condition of the shingle trade was less encouraging, depending, as it does, upon the local and United States markets. Prices ruled low, and it was difficult to dispose of stock. The shipments of deals from Nova Scotia also show an increase of 13,791,976 feet over the previous year.

The annual circular of Hon. J. B. Snowball, of Chatham, N. B., furnishes the following interesting statistics of exports from the various ports:

The present winter has been so far favourable, and the prospects are that the output of logs will be an average one for the force employed, which is not larger than last year.

There are two pulp mills in operation here that use about fifteen million superficial feet of spruce logs annually in the manufacture of sulphite pulp.

The goverment of New Brunswick now have 4,536,320 acres of timber lands under license, against 2,780,800 acres in 1892. In the Miramichi section nearly everything available has been taken up, and lands so poorly wooded that they would not be looked at a few years since are now eagerly sought for. Fifteen years ago logs brought to market were not considered of fair quality if it took over eight pieces to make a thousand superficial feet of deals, etc.—now sixteen pieces to the thousand superficial feet is considered fair stock. This, taken with the reduction in our export referred to elsewhere of 27 per cent., looks as if our forests were overworked. I consider the above remarks applicable to all of New Brunswick and Nova Scotia, and that present prices do not bring an adequate return for the forests depleted.

The stock of merchantable spruce deals wintering here is 6,000 St. Petersburg standards against

6,630 standards last year. The stock at present at St. John is estimated to be 20,000 standards.

The export of wood goods to France under the new tariff has hardly come up to expectations. There was shipped from this province this year to France and French Algerian ports 15 cargoes, containing 12,398,000 superficial feet, against 16 corgoes last year, containing 10,240,000 sup. ft.

The general depression in business in the United States last year about stopped shipments to that country, and put a large extra quantity on the British market. As there are signs of business confidence being restored there, we may expect a renewal of shipments, particularly from St. John and Nova Scotia ports, to the relief of other markets.

SHIPMENTS FROM MIRAMICHI FOR 12 YEARS, FROM 1885 TO 1896, INCLUSIVE.

| Sup. Feet. | | Sup. Feet. | | Sup. Feet. | |
|---|---|---|---|---|---|
| 1885—87 millions. | | 1889—110 millions. | | 1893— 83 millions. | |
| 1886—72 | " | 1890— 88 | " | 1894— 96 | " |
| 1887—68 | " | 1891— 72 | " | 1895— 82 | " |
| 1888—73 | " | 1892— 75 | " | 1896—106 | " |

The average shipment for the above 12 years is 86 million superficial feet per year. The average shipment for the 12 preceding years, viz., from 1873 to 1884 inclusive was 118 million superficial feet, an average falling off of 27% in the volume of our business. As we have not any new country to draw on for supplies, this decreased export will have to continue. From St. John previous to 1884 the average shipment was 190,000,000 superficial feet, and since 1884 it has fallen to an average of 146,000,000 sup. ft.

SHIPPERS FROM THE PORT OF MIRAMICHI, SEASON 1896.

| Shippers. | No. Vessels. | Tons. | Sup. ft. Deals, Scantling, Ends and Boards. | Palings Pcs. |
|---|---|---|---|---|
| J. B. Snowball | 43 | 34,273 | 31,705,851 | 1,339,555 |
| W. M. McKay | 31 | 27,609 | 30,379,493 | 18,000 |
| D. & J. Ritchie | 21 | 12,893 | 12,547,058 | 108,400 |
| Ernest Hutchison | 12 | 12,420 | 12,861,620 | 12,000 |
| F. E. Neale | 15 | 11,183 | 11,000,398 | |
| Geo. Burchill & Sons | 8 | 6,827 | 7,517,000 | 17,000 |
| Clark, Skillings & Co. | 2 | 2,111 | 136,000 | |
| J. W. & J. Anderson | 1 | 802 | | |
| 8 Shippers | 133 | 108,118 | 106,147,420 | 1,494,955 |

Spool Wood—W. M. McKay, 404,078 sup. ft.; Clark, Skillings & Co., 1,574,597 ft.; J. W. & J. Anderson, 468,392 ft.

DISTRIBUTION OF MIRAMICHI SHIPMENTS.

| Country. | No. Vessels. | Tons. | Sup. ft. Deals, Scantling, Ends and Boards. | Palings Pcs. |
|---|---|---|---|---|
| Great Britain | 65 | 60,032 | 59,780,812 | 1,355,755 |
| Ireland | 51 | 35,803 | 34,886,631 | 139,200 |
| France | 10 | 6,756 | 6,645,000 | |
| Spain | 4 | 2,419 | 2,137,682 | |
| Africa | 2 | 1,597 | 1,570,692 | |
| Australia | 1 | 1,511 | 1,126,603 | |
| Totals | 133 | 108,118 | 106,147,420 | 1,494,955 |

Great Britain, 2,447,067 sup. ft. spool wood.

In addition to above there were shipped to Buenos Ayres by J. B. Snowball three cargoes, containing 1,445,000 superficial feet of deals, boards, etc.

ST. JOHN, N. B., SHIPMENTS OF DEALS, &c., TO TRANS-ATLANTIC PORTS, DEC. 1st, 1895, to DEC. 1st, 1896.

| Shippers. | Sup. ft. Deals, &c. | Timber. Pine. | Timber. Birch. |
|---|---|---|---|
| Alex. Gibson | 61,360,952 | | 2,104 |
| W. M. McKay | 95,793,265 | 128 | 6,632 |
| George McKean | 4,342,742 | | |
| Watson & Todd | 5,749,483 | | |
| Jarvis Wilson | | | 1,156 |
| Total | 167,246,442 | 128 | 9,892 |

DISTRIBUTION OF ST. JOHN, N. B. SHIPMENTS, DEC. 1ST, 1895, TO DEC. 1ST, 1896.

| Ports. | Sup ft. Deals, &c | Timber. Pine. | Timber. Birch. |
|---|---|---|---|
| British Channel | 38,910,655 | | |
| Fleetwood | 6,494,716 | | |
| France | 4,181,557 | | |
| Glasgow | 12,973,289 | | 500 |
| Ireland | 25,382,251 | | |
| Liverpool | 66,916,588 | 128 | 7,860 |
| London | 4,676,698 | | 1,156 |
| Manchester Canal | 5,489,193 | | |
| Wales | 2,221,495 | | 376 |
| Total | 167,246,442 | 128 | 9,892 |

SHIPMENT FROM ST. JOHN TO TRANS-ATLANTIC PORTS FOR THE PAST 12 YEARS.

| | Total Sup. ft. Deals, &c. | Timber (tons) Birch. | Timber (tons) Pine. |
|---|---|---|---|
| 1885 | 152,543,026 | 13,769 | 3,686 |
| 1886 | 138,934,392 | 7,354 | 4,313 |
| 1887 | 118,450,590 | 5,197 | 1,587 |
| 1888 | 153,184,187 | 4,721 | 457 |
| 1889 | 180,167,488 | 7,221 | 487 |
| 1890 | 132,608,516 | 1,311 | 4,317 |
| 1891 | 122,242,682 | 5,004 | —— |
| 1892 | 146,529,309 | 10,200 | —— |
| 1893 | 156,653,334 | 5,294 | —— |
| 1894 | 153,473,076 | 5,015 | —— |
| 1895 | 126,449,707 | 8,374 | 324 |
| 1896 | 167,246,442 | 9,892 | 128 |

TOTAL TRANS-ATLANTIC SHIPMENTS OF NEW BRUNSWICK 1895 COMPARED WITH 1896.

— 1896 —

| Ports. | No. Vessels. | Tons. | Sup. ft. Deals, &c. | Timber. |
|---|---|---|---|---|
| Miramichi | 133 | 108,118 | 106,147,420 | |
| St. John | | | 167,246,442 | 10,020 |
| Bathurst | 8 | 7,518 | 8,188,078 | |
| Richibucto | 26 | 11,374 | 11,191,062 | |
| Dalhousie and Campbellton | 60 | 41,631 | 36,600,980 | 195 |
| Shediac | 23 | 11,545 | 11,054,978 | |
| Sackville | 36 | 19,843 | 19,996,978 | |
| Outports of Moncton (Hillsboro, Harvey, Alma) | 22 | 20,246 | 25,614,039 | |
| Totals | | | 386,039,977 | 10,215 |

— 1895 —

| Ports. | No. Vessels. | Tons. | Sup. ft. Deals, &c. | Timber. |
|---|---|---|---|---|
| Miramichi | 116 | 89,771 | 82,457,575 | |
| St. John | 117 | 149,226 | 126,449,707 | 8,698 |
| Bathurst | 12 | 8,987 | 8,817,000 | 20 |
| Richibucto | 9 | 4,561 | 4,420,210 | |
| Dalhousie and Campbellton | 42 | 30,264 | 25,568,030 | 164 |
| Shediac | 23 | 11,456 | 11,250,269 | |
| Sackville | 19 | 9,009 | 9,083,501 | |
| Outports of Moncton (Hillsboro, Harvey, Alma) | 22 | 22,532 | 23,336,282 | 434 |
| Totals | 360 | 325,806 | 291,382,574 | 9,316 |

The trans-Atlantic shipments from the Province of New Brunswick for the past ten years were:

| Sup. feet. | | Sup. feet. | |
|---|---|---|---|
| 1887—250 millions | | 1892—325 millions | |
| 1888—277 | " | 1893—312 | " |
| 1889—369 | " | 1894—326 | " |
| 1890—293 | " | 1895—291 | " |
| 1891—253 | " | 1896—386 | " |

SAIPMENTS FROM NOVA SCOTIA, 1896.

| Ports. | No. Vessels. | Tons. | Sup. ft. Deals, &c. | Timber. |
|---|---|---|---|---|
| Outports of Amherst | 32 | 23,048 | 19,827,000 | |
| Halifax | 47 | 39,634 | 41,755,060 | 650 |
| Ship Harbour | 1 | 424 | 404,447 | |
| Sheet Harbour | 8 | 6,245 | 6,276,707 | |
| St. Margaret's Bay | 2 | 2,678 | 2,790,966 | |
| Parrsboro | 33 | 42,935 | 43,315,254 | |
| Pictou | 10 | 7,889 | 4,946,000 | 3,658 |
| Sherbrook | 4 | 3,766 | 3,800,955 | |
| Totals | 137 | 126,619 | 123,116,389 | 4,308 |

The shipments of deals from Nova Scotia to trans-Atlantic ports for the past ten years were:

| | Sup. feet. | | Sup. feet. |
|---|---|---|---|
| 1887 | 82,959,589 | 1892 | 87,861,398 |
| 1888 | 85,070,005 | 1893 | 109,252,930 |
| 1889 | 92,605,488 | 1894 | 106,327,250 |
| 1890 | 99,512,924 | 1895 | 109,324,393 |
| 1891 | 78,603,742 | 1896 | 123,116,389 |

## BRITISH COLUMBIA.

The excellent quality of the British Columbia timber is becoming more widely known each year, which accounts for the substantial increase made in 1896 in exports of lumber to foreign countries. The following table, although not quite complete with regard to the quantity and value of cargoes, will serve to show the scope of distribution:

BRITISH COLUMBIA LUMBER FLEET, 1896.

| Name. | From | For | Cargo Ft. | Value. |
|---|---|---|---|---|
| Crown Prince | Vancouver | Volgaster, Ger. | 776,772 | $13,181 |
| Hindostan | Vancouver | Iquique | 1,200,000 | 20,000 |
| Nineveh | Moodyville | Sydney | 827,500 | 7,8 0 |
| Prince Regent | Vancouver | Liverpool | 967,890 | 9,079 |
| Clan Buchanan | Vancouver | Delagoa Bay | 1,594,996 | 12, 10 |
| Mooltan | Vancouver | Adelaide | 1,310 386 | 10,567 |
| John Gambles | Vancouver | Fremantle | 828,280 | 6,757 |
| Birkdale | Vancouver | Fremantle | 1,519,467 | 9,417 |
| Altcar | Vancouver | Valparaiso, f o. | 943,0.5 | 9, 05 |
| General Gordon | Moodyville | Sydney | 1,265,264 | 10,120 |
| Prince Albert | Vancouver | Plymouth, Eng | 1,190,000 | 13,790 |
| J. D. Bischoff | Vancouver | London | 1,216,255 | 17,807 |
| E. K. Wood | Moodyville | Tientsin | 653.077 | 5,730 |
| Eclipse | Moodyville | Shanghai | 1,072,067 | 8,576 |
| King Cyrus | Moodyville | Shanghai | 86,,582 | 7 ,81 |
| Lake Leman | Moodyville | Pisagua | 767,819 | 6,064 |
| Aida | Moodyville | Shanghai | 68 ,241 | 5,930 |
| Puritan | Moodyville | Shanghai | 738,841 | 7,718 |
| W. H. Talbot | Westminster | Shanghai | 972,050 | 7,687 |
| Sjokongen | Vancouver | Algoa Bay | 846,759 | 7,124 |
| Glenbank | Moodyville | Buenos Ayres | 1,119,4 1 | 7,614 |
| Inch Keith | Vancouver | Iquiqui | 690,992 | 10,945 |
| Forest Queen | Vancouver | San Francisco | 541,602 | 5,521 |
| Queen City | Westminster | Kobe | | |
| Rosalie | Vancouver | Sydney | 469,972 | 4,254 |
| Volunteer | Chemainus | Tientsin | 799,284 | 8,474 |
| Tanner | Vancouver | Oakland | 320,040 | 2,059 |
| Chas. F. Crocker | Moodyville | Shanghai | 935,700 | 7,782 |
| Nonantum | Vancouver | Melbourne | 714,283 | 5.5 7 |
| Empire | Moodyville | Sydney | 796,051 | 5,819 |
| Philadelphia | Vancouver | Algoa Bay | 1,393,075 | |
| Orient | Vancouver | London | 1,268,000 | 14,397 |
| Eureka | Vancouver | San Francisco | 288,937 | 2,013 |
| Antonietta | Moodyville | Valparaiso, f. o. | 800,302 | 6,965 |
| Hesper | Chemainus | Tientsin | 804,748 | 8,003 |
| Carrier Dove | Chemainus | Shanghai | 89 ,064 | 8,189 |
| Guardian | Vesuvius Bay | Santa Rosalia | | |
| Laura May | Vancouver | San Francisco | 310,433 | 2,011 |
| Arranmore | Chemainus | Sydney | 1,472,553 | 11,732 |
| C. F. Sargent | Victoria | Sydney | 1,302,952 | |
| John Smith | Chemainus | Shanghai | 653,192 | 5,000 |
| Desdemona | Vancouver | Valparaiso, f o | 1,135,373 | 10,725 |
| Addenda | Chemainus | Tientsin | | 4 142 |
| Melrose | Maple Bay | Santa Rosalia | 157,140 | 3,200 |
| Benj. Sewell | Moodyville | Shanghai | 1,045,376 | 8,886 |
| Quickstep | Moodyville | Tientsin | 465,359 | 4,559 |
| Jane L. Stanford | Chemainus | Shanghai | 1,144,133 | 9,713 |
| E. K. Wood | Moodyville | Tientsin | 651,847 | 6,000 |
| Chehalis | Moodyville | Shanghai | 776,339 | 9,080 |
| King Cyrus | Chemainus | Taku | 895,397 | 10,000 |
| Elisa | Chemainus | Antofagasta | 802,636 | 8,000 |
| Wrestler | Westminster | Melbourne | 570,547 | |
| Corolla | Moodyville | Freemantle | 987,802 | |
| India | Vancouver | Valparaiso | 797,311 | 7,134 |
| Alex. McNeill | Maple Bay | Santa Rosalia | 166,000 | |
| Jessie Osborne | Chemainus | Geraldton | 810,269 | 7,092 |
| Magallanes | Vancouver | Iquique | | |
| Guinevere | Chemainus | Valparaiso | 753,086 | 6,068 |
| Bolivia | Moodyville | Port Pirie | 767,566 | |
| Beechley | Vancouver | Buenos Ayres | 1,964,605 | 17,021 |
| Katie Flickinger | Vancouver | Kobe | 503,627 | |
| City of Adelaide | Westminster | Melbourne | 690,000 | |
| Prince Victor | Vancouver | Gibraltar | 782,000 | 5,866 |
| Americana | Vancouver | Gibraltar | 1,015,000 | 13,450 |
| Errol | Moodyville | Adelaide | 1,120,000 | 10,000 |
| Kosciusko | Chemainus | Adelaide | 865,954 | 6,842 |
| Marie Berg | Vancouver | Granton, U. K. | 363,000 | 5,494 |
| Colorado | Chemainus | Melbourne | 841,546 | 7,337 |
| Senator | Vancouver | London | 1,089,000 | 13,500 |
| Henrietta | Vancouver | Dieppe, France | 1,019,000 | 16,236 |
| Clairmont | Vancouver | Delagoa Bay | 511,327 | |
| Hindostan | Vancouver | Iquique | 1,215,546 | 11,935 |
| Trowbridge | Moodyville | Greenock | | |
| Bundaleer | Chemainus | Freemantle | 692,307 | 5,999 |
| Ariel | Moodyville | Valparaiso | 696,686 | |
| F. S. Redfield | Vancouver | Kobe | | |
| Port Adelaide | Vancouver | Delagoa Bay | 982,762 | 9,687 |
| Ariadne | Vancouver | Valparaiso, f. o | | |
| City of Delhi | Vancouver | Valparaiso, f. o | | |
| Wythop | Vancouver | Delagoa Bay | | |
| Khorasan | Vancouver | Guayquil | | |
| Speke | Moodyville | Sydney | | |
| Blairlogie | Vancouver | South Africa | | |
| Lyderhorn | Chemainus | Sydney | | |
| Verbena | Moodyville | Adelaide | | |
| Addenda | Chemainus | Tientsin | | |

It will be observed that there has been a gain of 12 per cent. in the number of ships carrying lumber to foreign markets, while the total tonnage has increased from 76,316 to 93,394. Of the 86 vessels, 39 loaded at Vancouver, 23 at Moodyville, 16 at Chemainus, 4 at New Westminster, 2 at Maple Bay, and one each at Victoria and Vesuvius Bay.

During the year there was also a good local demand, arising from the requirements for mining purposes. Some revival in the shingle trade took place, but unfortunately prices remained very low. Shipments to the eastern provinces kept up well throughout the season.

At the beginning of the year a gigantic lumber trust was organized to control the foreign trade, and to be known as the Central Lumber Co. It embraced nearly all the principal mills on the Pacific coast. The operations of the trust were successful early in the season, and prices were advanced to a remunerative basis. But towards the close of the year some of the members showed a disposition to withdraw from membership, and this finally culminated in the breaking up of the combine, with what result remains to be seen.

In 1897 a still greater foreign trade is looked for. Japan, Europe and South Africa are likely to be heavy purchasers. China is at present making tests of British Columbia timber for railway purposes, and efforts are being made to extend the Australian trade.

## MANITOBA.

An average year was experienced by manufacturers in Manitoba and the Northwest Territories. The demand for lumber was principally from the farmers, who, encouraged by the higher prices received for grain, expended money more freely for improvements to buildings. Had the production of wheat been as great as the previous year, the season would have been one of unusual prosperity. A quantity of lumber was brought from British Columbia, but the main source of supply was the Lake of the Woods district, where the output of logs this winter is being greatly increased, in anticipation of a prosperous season in 1897.

## HE LIKES IT.

MR. S. S. Stevens, Auburn, Nova Scotia, writes: "Enclosed please find $1.00, subscription to the CANADA LUMBERMAN. I received the November number, which I liked very much."

# WOOD PULP DEPARTMENT

## THE DUTY QUESTION.

MUCH attention continues to be given both in Canada and the United States to the question of a duty on pulp wood and the manufactures thereof. The paper manufacturers across the border are urging protection against the importation of both paper and pulp, and this is being opposed by the publishers. Before the Ways and Means Committee at Washington Mr. John Morris, of the New York World, explained that as his paper consumed one-thirteenth of all the the paper used in the United States, or 110 tons on every mill day, he thought he voiced the sentiments of all newspapers. He continued :—"I appear to formally apprise this committee of the fact that the 24 or 25 manufacturers of white paper in the United States are perfecting their arrangements for a combination, and every newspaper shall be at the mercy of a central agency, by which these manufacturers shall receive an additional profit of four or five million a year, and tax knowledge to that extent." The manufacturers, Mr. Norris said, now had a protection of 10 per cent. ad valorem on pulp, and 15 per cent. on finished paper, and were sending their surplus paper to a foreign market, while as the duty on paper was prohibitory, none was imported. The purpose of the trust was to keep the price of paper at about 2½ cts., while the present ruling price was about 2 cents, and by cutting off various concessions to newspaper publishers, increase their profits in that way also. The paper and pulp manufacturers had acquired a monopoly of the best water powers and tracts of cedar for pulp. The possible denudation of the forests might be a matter for Congressional action.

Ex-Senator Warner Miller, of New York, claimed that many of the paper mills were doing business at a loss, and few were making money. He did not believe that Congress would permit a paper to establish a mill on one side of the Sault Ste. Marie and bring pulp across from Canada free of duty. The manufacturers asked only for 15 per cent. on paper, and about $2 per ton on wood pulp, a lower rate than free traders would favor on most commodities. Most of the money invested in paper mills was making less than 6 per cent. interest.

### ANOTHER OPINION.

A writer in the Paper Mill takes exception to Mr. Norris' views in the following remarks: "I want to call attention to one point which would be dangerous if the Ways and Means Committee were to accept Mr. Norris' suggestions. In the course of his remarks, he asserted that if the duty on paper were taken off, Canada would, if necessary, supply the American market. Canada could not, under present conditions, supply the American market, or even sell a pound of paper in this country, even if the duty were removed. In the first place, all the mills in Canada which are manufacturing news to-day would make comparatively little impression on the American market. In the second place, Canadians are even now complaining that American competition there recently has forced the price of news paper from 2¾ cents down to something below 2½ cents in the American market. If Canadian manufacturers are hurt by having the price established at something less than 2½ cents in Canada, how, in the name of all that's good, are they going to sell paper in America at two cents, or less, duty or no duty?

"Canada cannot supply the market to-day; but here is the point to be considered. Canada is contemplating placing an export duty on pulp wood of $2 or $3 a cord. If it should impose such a duty, and the American Congress should place news paper on the free list, modern paper mills would spring up on the Canadian water powers like mushrooms, and in a comparatively short time, the conditions being continued, Canada would be in a position to ruin our industry. With the present disposition on the part of the Canadians, any action on the part of our Congress towards taking off the duty would not be simply in the nature of removing an unnecessary protection; it would be in the nature of throwing down defences and inviting the enemy to come in. It would be strengthening Canada's own policy of protection at our expense. This, however is purely speculative, because happily no such danger exists, but it is a danger to which Pulitzer and Norris would lead us, if they could have their own way."

### A CANADIAN'S VIEW.

Mr. E. B. Eddy, the large Hull manufacturer of paper, pulp, woodenware, etc., appeared before the Tariff Commission at Ottawa requesting a duty of $4 per cord on pulp wood. He said that sixty-nine per cent. of the spruce used for paper in New York came from Canada. Canadian raw material in spruce logs and lumber was being exported from Canada. Canadian forests were being denuded to build up American villages.

At present about a million cords of wood were being exported to the United States, which was worth from $3 to $4 per cord.

Sir Richard Cartwright pointed out that the government returns showed only value for about a hundred and fifty thousand cords. Either the estimate given by Mr. Eddy was greatly exaggerated or the returns were greatly out.

Mr. Eddy replied that the returns were certainly not correct.

## THE DEMAND FOR SPRUCE.

TIMBER cutters in the Adirondacks and elsewhere in this country are now confronted with the unique condition that spruce is worth more in the market as material for wood pulp than as lumber. Spruce is the only wood that is in demand at the pulpmill as well as the sawmill. The cutting of spruce is stimulated by the increasing demand from abroad for American wood pulp, and it is an industry that the framers of the Dingley Tariff bill deemed worthy of protection. If Congress passes that bill, a duty of $1.20 per 1,000 feet will be placed on Canadian spruce.

A recent calculation, made by experts in the lumber trade, shows that at least 65 per cent. of all the spruce cut in the forests of this country this year will go to the pulp mill. The competition of Canadian lumbermen has for a long time been a serious drawback to the profit-taking of American timber cutters, consequently the imposition of a stiff duty on Canadian lumber would meet with eager approval in certain quarters. Ex-Gov. Russell A. Alger, of Michigan, has very large lumber interests in Canada, and while in Montreal, a few days ago, he is said to have expressed the belief that the McKinley Administration would favor a "conciliatory policy" toward Canada. The exportation of American wood pulp to Great Britain, it is said, will probably be largely increased during the coming year, in consequence of a proposed advance in the price by Scandinavian manufacturers. Formerly the Scandinavian wood pulp had a monopoly of the British markets, but the American product has been making headway in that direction steadily for the last few years.—New York Times.

## PULP NOTES.

Five thousand cords of pulp wood are being gotten out on American account by one contractor at Stanhope, Que.

The Dominion commercial agent at Christiana, Norway, describes a new machine which an inventor has placed on the market there, the purpose of which is to wash off, instead of planing off, the bark on pulp wood, thereby effecting a great economy.

The Burgess Sulphite Fibre Company, of Berlin, New Hampshire, is looking about for pulp wood in the province of Quebec. It is offering to contract for spruce pulp wood in lots, large or small, to be loaded on cars and shipped during 1897. Liberal supplies will likely be drawn from about Coaticook.

A company of Buffalo men are said to have decided to establish pulp and paper mills at Petawawa, seven miles from Pembroke, Ont. The Guerton property has been purchased and operations will be conducted on an extensive scale. The Petawawa section is rich in pulp wood of every description.

Mr. F. H. Clergue, President of the Sault Ste Marie Pulp and Paper Company, of Sault Ste Marie, Ont., was in Toronto a fortnight ago. He states that the pulp manufacturers will shortly hold a meeting, and act in concert in requesting the Dominion Government to put on an export duty on pulp manufactures sent to countries which do not allow these goods in on the same terms as their goods are admitted here.

The total output of wood pulp and cellulose in Norway and Sweden amounts to 750,000 tons per annum. There is a disposition towards associated effort in the control of the export trade. The manufacturers of wood pulp in Scandinavia feel that they are doing business on too small a profit, that the possession of immense tracts of forests growing pulp wood, the ownership of valuable water powers, entitles this traffic to a larger percentage of profit.

A pulp wood case came up before the Superior Court of Quebec last month. Garneau, the plaintiff, had made a contract to deliver 2,000 cords of pulp wood to the E. B. Eddy Company, the defendants, the company agreeing to pay him $4 a cord when delivered at Hull, and to advance $1 a cord as the wood was made, laid up and marked to the company. When the plaintiff had about 300 cords piled in the bush he applied to the company for this advance, but they refused, claiming that the advance was not earned until the wood was piled on the banks of the Coulonge, the nearest stream. The plaintiff was depending on these advances to go on and complete his contract, and by reason of the refusal of the company to make them was forced to abandon his work. The judge decided that the plaintiff had established his case, and awarded him $2,000 and costs, finding that the plaintiff would have realized a profit of at least $1 a cord.

## A POINTER FOR YOU.

Messrs. Reid Bros., Hepworth Station, Ont., write: "Would you kindly leave the "200 M. feet Dry Hardwood" out of the advertisement which we have in your paper, as we have disposed of a good deal of it. We find THE LUMBERMAN a good medium through which to find out the wants of the trade.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.*

VOL. III. TORONTO, ONT., JANUARY 27, 1897 No. 4.



**CANADA LUMBERMAN**

PUBLISHED BY

**C. H. MORTIMER**

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING,
MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.

**Lumbermen visiting Toronto are invited to call at the office of the CANADA LUMBERMAN. We shall have pleasure in giving them any information desired.**



## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

WANTED.

ONE TO FIVE CARS OF 2½" COMMON AND No. 1 and 2 Soft Elm. Send list, with price delivered on cars at Buffalo. BUFFALO HARDWOOD LUMBER CO., 940 Elk St., Buffalo, N. Y.

WANTED.

BASSWOOD, SOFT ELM, AND MAPLE. FOR particulars, write
THE MASON & RISCH PIANO CO.,
32 King St. West, Toronto.

WANTED

A GOOD SECOND HAND SAW MILL REFUSE burner, about thirty-five feet diameter, seventy feet high. Address with full specifications,
HOLLAND & EMERY LUMBER CO.,
Wahnapitae, Ont.

FOR SALE.

400,000 FT. DRY HEMLOCK LUMBER, 1 and 2 in., mostly sized, from 10 to 24 ft. long. Bill stuff in Hemlock and Cedar a specialty. Apply to
REID BROS.,
Hepworth Station, Ont.

NEW SAW MILL FOR SALE IN ONTARIO

THE OWNERS ARE INEXPERIENCED, AND notwithstanding good local market and favorable situation, would sell cheap. Rail and water transportation. Write
C. P. R. COLONIZATION AGENT,
Montreal.


### CURRENT TRADE CONDITIONS.

ONTARIO

The month of January, now nearing a close, has been one of extreme quietness so far as lumber sales are concerned. Nothing of importance has transpired, and such orders as have been placed were generally for small lots. One or two manufacturers in the Georgian Bay district report a good inquiry for the better grades of pine for spring shipment, and a few orders for hardwoods have come to hand from the United States. Ottawa valley trade is quiet, as is usual at this season of the year. The late snow fall has been much appreciated by lumbermen, who are now vigorously engaged in getting their logs to the streams. Along the line of the Ottawa, Arnprior and Parry Sound Railway a quantity of square timber is being taken out, and it is said very low rates have been obtained for shipment to Quebec. Operators should exercise much discretion lest there should be an over-supply placed upon the market, and a consequent depreciation in values. Quebec houses are now showing little anxiety to contract for timber above that already arranged for.

QUEBEC AND NEW BRUNSWICK.

The lumber trade of Quebec and New Brunswick is up to the average at this season of the year. While devoid of any special features, there is a hopeful feeling among dealers, and the general opinion is that the spring will witness a good demand. A couple of transactions in spruce deals have taken place in Quebec, but the particulars have not yet become public property. The sales made thus far this season have been at a slight advance over last year's quotations. In New Brunswick fears were expressed that there would be a shortage of logs next season, but the late snow storms have encouraged operators. Upon the opening of navigation on the rivers in the spring, shipments to the United States will likely be rushed by manufacturers, in view of the possibility of an import duty being imposed. Wholesale dealers across the border will also stock up to some extent. The Beaver line steamer Lake Superior sailed from St. John last week for Liverpool, with 500 standards of deals.

BRITISH COLUMBIA AND MANITOBA.

The outlook for the lumber business in British Columbia and Manitoba continues promising. An average number of vessels is loading at the principal shipping ports on foreign account, and local trade exhibits some activity. New projects in connection with the development of the mines, such as railways, smelters, etc., come to light almost every day, and if carried to completion, must act beneficially upon the country at large. There has been some cutting in prices by mill men since the combine was abandoned, but no serious results are anticipated, as it is thought some agreement will be reached to prevent further reductions.

UNITED STATES.

The spring demand has not yet commenced to develop, and consequently there is little change in market conditions to report. Considerable lumber is being purchased for export, a fact which would seem to indicate that foreign dealers are taking advantage of the depression in the market to secure supplies at a very low cost. This trade, however, requires such lumber as is easily disposed of at any time, and is therefore not looked upon as adding much strength to the situation. The better grades can always find a market at a fair figure. Notwithstanding the weak demand, manufacturers are holding firm to prices, and in this respect are acting wisely, as the available stocks of dry lumber will be none too great for the requirements of the spring trade. The demand at Buffalo and Tonawanda in the past week has become more general, though the bulk of the inquiries are for fine common and better. There is a little more call for boxing grades. At Albany business is reasonably good, and the building outlook is favorable. In New York the feeling is quite general that there will be much activity in the spring. Wholesalers have not yet commenced to buy, but are laying themselves out for a fair amount of business. The hardwoods show some improvement, but not as much as was anticipated after the turn of the year. In the east oak, ash, maple and basswood are among the leaders. From Michigan there is little to report. The recent snow has permitted of logging being carried on vigorously.

FOREIGN.

A steady consumption of wood goods at the different ports of Great Britain is again reported, and stocks in some lines have become somewhat depleted. A large stock of Canadian goods were disposed of at the recent London auction sales, and this, it is thought, will affect the demand for a few weeks to come. Business is brisk in both ship and house building, and the prospects for the coming season are regarded as hopeful. Several Canadian shippers are scouring the markets, but the results of their efforts have not yet been made public. Owing to the light stocks held, they will no doubt succeed in making good contracts, especially in square and waney pine. Stocks of red pine, oak, elm, ash and spruce are lighter than at the same period last year, and for the latter wood still higher figures are anticipated at an early date. At Liverpool there is a strong demand for hardwoods, and prices have kept up well. Oak is in frequent inquiry at West Hartlepool, and deals, battens and boards are going direct into consumption.

In Australia the strengthening of the market is looked for as a result of an abundant harvest, and higher prices are likely to rule for goods which are in constant consumption.

### STOCKS AND PRICES.

CANADA.

The Gillies Bros. Company, of Braeside, have started a new camp on the Coulonge.

Ritchie Bros., of Aylmer, have 18,000 logs cut at their shanty, and have commenced hauling.

The demand generally in England for Canadian lumber and timber is very good. Spruce deals particularly are firm.

N. McIntyre, of Durham, Ont., is getting out a considerable quantity of square elm and ash timber for the Quebec market.

Scobell Bros., of Cape Vincent, have purchased 2,000 cords of pulp wood along the line of the Kingston and Pembroke Railway.

W. M. Spence, of Port Elgin, N. B., is purchasing large tracts of timber lands in Nova Scotia, east of Halifax, and will go extensively into the lumber business.

J. D. Shier, of Bracebridge, is manufacturing a quantity of waney pine, which is reported as having been sold to a Quebec firm for early spring delivery.

At the Crown Lands office at Fredericton, N. B., a two-mile timber berth was sold last week to Hilyard Bros., of St. John, at $9 per mile, and a two-mile block on Little river to C. D. Dykeman, at the upset price.

It is reported that Gilmour & Co., of Trenton, have stopped making square timber, and will probably only take from 100,000 to 125,000 feet to the Quebec market, instead of 200,000 feet, as originally intended.

Eleven car loads of timber, taken out by William Wilson & Son for E. & S. Malkin, of Orrville, Ont., were shipped from Maple Lake last week for Quebec, over the Ottawa, Arnprior and Parry Sound Railway.

A considerable quantity of birch timber is being gotten out this winter along the line of the Ottawa, Arnprior and Parry Sound Railway, but the English markets are glutted with this wood, and the prices

have fallen very considerably since last summer. Operators who contracted in advance are getting from 2 to 4 cents better prices than they could now get.

The Assiniboine Lumber Co., of Brandon, Man., have a good stock of small dimension stock. They are taking out 4,000,000 feet of logs this winter.

The Standard Oil Company, of Oswego, N. Y., who consume annually from 85,000,000 to 100,000,000 feet of lumber in the manufacture of boxes, will, it is said, purchase a large portion of their supply in Canada this year.

The annual meeting of the Spanish River Boom Company was held at Windsor, Ont., on the 20th inst. It was reported that the company handled 200,000,000 feet of logs during the past season, and that the estimate for the coming season was but 100,000,000 feet.

Messrs. McPherson & Co., of Longford, Ont., are taking out about 20,000 feet of wanny board pine. This timber is hauled out to the track of the Ottawa, Arnprior and Parry Sound Ry., at Ravenswoith, and will be railed to shipping points on the St. Lawrence.

The Parry Sound Lumber Co. are reported as not taking out any logs this season, on account of the dullness of the American lumber markets. If other operators would follow this lead and curtail the production, no doubt the result would be very beneficial to the trade in general.

### FOREIGN.

A compilation of the production of lumber and shingles in the northern pine districts of the United States shows that in 1896 the cut of lumber was 5,538,112,748 feet, against 7,093,398,978 in 1895. In shingles there was a falling off in 1896 of 600,000,000 shingles. The stock of lumber at the mills is less than the previous year by something over 500,000,000 feet.

At Churchill & Sims' last auction sale at London, Eng., a large quantity of Canadian goods were offered, prices ruling as below: Per steamer "Coquet," from Quebec—13 x 3 x 11 3rd pine, £9 10s.; 12 x 3 x 10 4th pine, £6 15s.; 12 x 3 x 8 4th pine, £6 10s.; 13 x 3 x 8 4th pine, £6 5s. Per steamer "Mab," from Quebec—12 x 3 x 11 3rd pine, £9 10s. and £9 15s. Per steamer "Cameo," from Quebec—12 x 3 x 9 1st spruce, £9 and £8 15s. Per steamer "Hannah Blanchard," from Quebec—11 x 3 x 9 1st spruce, £9. Per steamer "Aloe dene," from Quebec—12 x 3 x 9 3rd pine, £8 and £7 15s. Per steamer "Birnam," from Quebec—16 x 3 x 11 3rd pine, £9; 12/15 x 3 x 10 3rd pine, £7 10s.; 12/15 x 3 x 9 3rd pine, £7 10s. Per steamer "City of Lincoln," from Quebec—9 pcs. oak timber, 398 ft., £3 15s.; 9 pcs. oak timber, 430 ft., £3 17s.

### SHIPPING MATTERS.

Steamer Lettie has been chartered to load deals at St. John, N. B., for Liverpool, at 41s. 3d., April loading.

The Nova Scotia bark Antigna has been chartered to load a full cargo of 1,000,000 feet of lumber at Baltimore, for Rio Janeiro, at $10 per thousand feet, and it will probably be the first shipment of the kind to leave there for the intended destination.

The saw mill of the Montague Paper Company at Lake Megantic, Que., was completely consumed by fire on the 21st inst. The mill was valued at $50,000, on which there was an insurance of $29,000.

### PRICES FOR CANADIAN GOODS AT LIVERPOOL.

Sales of Canadian timber and lumber were made in the Liverpool market as follows, as reported by Farnworth & Jardine:

QUBEC PINE: The arrivals have chiefly been the usual contract shipments, but a few consignments have been sold as follows:—

WANEY, 1st class, 45½ feet and 17¾ inches at 2s. 8d. per cubic foot; 20 inches average, at from 2s. 6d. to 2s. 7d.; 15½ inches average, at 22d.; 2nd quality, 20 to 22½ inches average at from 22½d. to 2s.; 16¾ to 19½ inches average, at from 19d. to 20d.

SQUARE PINE 1st class, 32½ feet average cube at 21d. per cubic foot; good fair average at from 20d. to 21d.; fair average at from 15d. to 16d. ST. JOHN PINE, on contract only. DALHOUSIE 15d. per cubic foot. SPRUCE TIMBER has not been imported.

RED PINE.—37 1-2 to 40 feet average cube at from 16d. to 18d. per cubic foot.

OAK, 60 feet average cube at 2s. 7d. per cubic foot; 12 to 14 inches at 2s. 7 1-2d.; 2nd quality, at from 2s. to 2s. 2d.

ELM.—Several parcels 48 to 70 feet average cube, at from 23 1-2d. to 2s. 01-2d. per cubic foot.

ASH has ruled as follows: 15 1-2 inches average at 20 1-2d. per cubic foot.; 14 to 15 inches average, at from 19d. to 20d.; 13 inches average at 17d.

BIRCH.—Of QUEBEC: 19 to 19 1-2 inches average, at from 21d. to 23d. per cubic foot; 18 to 18 1-2 inches average, at from 18d. to 20d.; 17 inches average at 19d.; 16 to 16 1-2 inches average, at from 16 1-2d. to 18d.; 15 to 15¾ inches average, at from 16 1-2d. to 17d. 13 to 13 1-2 inches average, at from 13 1-2d. to 14d. ST. JOHN, chiefly by auction—15 1-2 to 15¾ inches average, at from 16d. to 17¼d. per cubic foot; 14¾ to 15 inches average, at from 15¾d. to 16 1-2d.; 14 1-2 inches average, at from 14 1-2d. to 15¾d. DALHOUSIE; 13 inches average, at 14d. MIRAMICHI: No sales to report. LOWER PORT, 15¼ to 15¾ inches average, at from 12 1-2d. to 14⅛d. BIRCH PLANKS: early in the season, at from £7 5s. to £7 10s. per standard; during the summer, at from £6 to £6 5s., but recovered later to £6 10s. to £7 per standard.

NEW BRUNSWICK &C., SPRUCE DEALS.—St. John, early in the year, at from £6 5s. to £6 10s. c.i.f. and steadily advanced during the season to £7 per standard c.i.f., which is latest sale. Miramichi, Dalhousie, and Bathurst at about same as St. John. Parsboro', (West Bay), Halifax, Campbellton, Grindstone Island, and similar, at from 2s. 6d. to 5s. per standard, and Bay Verte, Pugwash, &c., at from 10s. to 15s. per standard less than St. John.

NEW BRUNSWICK, &C., PINE DEALS.—Miramichi, chiefly on contract, but consignments 1st quality at £13 10s. per standard; 2nd quality at £10 10s.; 3rd quality from £6 10s. to £6 15s.; 4th quality, £5 15s.

SCANTLINGS AND BOARDS (SPRUCE) have been sold with the cargo at the usual reduction of 20s. per standard, but on their merits, at from £5 15s. to £6 12s. 6d. per standard.

PALINGS AND LATHS.—Miramichi pine palings, 4 1-2 feet 3 in. x 1 in., at 110s. per mille. Spruce, 5 feet 3 in. x 1 in., at 85s.; 4 1-2 feet 3 in. x 1 in., at 75s.; 4 feet 3 in. x 1 in., at 65s.; 4 1-2 feet 3 in. x ¾ in., 65s. per mille of 1,200 pieces. Laths (sawn), at 12s. per mille.

QUEBEC PINE DEALS.—The imports have been largely on merchants' account. 1st quality regular specifications, at from £22 10s. to £24 per standard; oddments, at from £17 to £18; strips, at from £17 to £18; 2nd quality deals, at from £15 10s. to £17 10s.; strips, at £12 10s.; 3rd quality deals, at from £9 to £10; strips, at £7 10s; 4th quality deals, at about £7 10s.; strips, at from £6 5s. to £6 10s. Red pine deals, at from £8 to £8 10s. per standard; oddments, at £7 10s. per standard; common quality, at £6 15s. per standard; 1st quality spruce, at from £9 to £10 10s. per standard; 2nd and 3rd quality, at from £6 15s. to £7; 4th quality, at £6 5s.; 5ths and culls, at £5 15s.

### QUEBEC TIMBER LIMITS SALE.

A sale of timber limits took place at the Crown Lands Department, Quebec, on Tuesday, the 26th inst., with the following result:

Lower Ottawa Agency.—Township Beresford; area square miles, 4¾; upset price per mile, $80; price obtained, $80; purchaser, J. H. Nault.

Township Harrington, No. 1; area square miles, 2¾; upset price per mile, $80; price obtained, $100; purchaser, Robert McIntyre.

St. Charles Agency.—Lake Kiskisink, No. 145, area square miles, 36; upset price per mile, $25; price obtained, $25; purchaser, Richard Turner.

Lake St. John East Agency.—Township Kenogami, No. 1, area square miles, 4; upset price per mile, $8; price obtained, $8; purchaser, J. D. Guay.

Township Kenogami, No. 22, area square miles, 38; upset price per mile, $8; price obtained, $8; purchaser, J. D. Guay.

Lake St. John Centre Agency.—River Metabetchouan, No. 1, area square miles, 8¼; upset price, $9; price obtained, $9; Price Bros. & Co., purchasers.

Montmagny Agency—Township Ashburton, area square miles 4; upset price per mile, $10; price obtained, $10; purchaser, Price Bros. & Co.

Matapedia Valley Agency—River Assametquaghen, area square miles, 1; upset price per mile, $35; price obtained $35; purchaser, John Mills.

Bonaventure West Agency—Riviere Andre, West Branch, Township Restigouche, area square miles, 4 3-5; upset price per mile, $20; price obtained $20: purchaser, F. Stancliff.

Township Carleton, No. 4, area square miles, 7 1-2; upset price per mile, $50; price obtained, $69; purchaser R. J. Miller.

Basket Brook, area square miles, 4; upset price per mile, $15; price obtained $22; purchaser J. D. Sowerby.

Little River, East Branch, area square miles, 10; upset price per mile, $15; price obtained, $15; purchaser, John Oatman.

Gaspe Centre Agency—Township Fox, No. 3, area square miles, 1½; upset price per mile, $15; price obtained, $15; purchaser, F. J. Annett.

Gaspe West Agency, Rivere a Pierre, Township Duchesnay, area square miles, 40; upset price per mile, $25; price obtained, $25; purchaser P. E. McConville.

### A MANUFACTURER'S OPERATIONS.

Mr. J. E. Murphy, of Hepworth Station, Ont., writes to THE LUMBERMAN, under date of January 19th, as follows:

"I am trying to put in a million feet of hemlock at each of my mills here and at "Murphy," on the Owen Sound extension of the G. T. R. So far we have had little or no snow. The thaw of last Sunday entirely obliterated the little sleighing we had, and operations are now at a stand-still.

Next to hemlock, I am putting in all the soft and rock elm I can get, the former to be made into barrel hoops; the latter principally for bicycle rims and other bending stock for U. S. points. I have no contracts ahead as in former years, except a few cars hard maple plank and soft elm coffin boards for export, for both of which I am getting satisfactory prices. I am also stocking up largely with cedar tie material, telegraph and electric light poles, and cedar timber and piling. This will be my principal output for 1897. If we get snow enough to permit, I will have between three and four million feet between the two mills. I am carrying over only about $4,000 worth of stock of 1896, composed principally of hemlock dimensions. New stock will consist of birch, maple and spruce, along with those other varieties above mentioned.

I am exercising greater care than formerly in selecting none but good logs at good prices, having learned from experience that second grades of hardwoods are dearer as a gift than No. 1 is at a good round price. Common and cull hardwood continues quite unsaleable. All operations in this section are being conducted on a much more limited scale than formerly, owing principally to the apparent unwillingness of banks to put out money in new advances till old stocks are further reduced."

### LUMBER FREIGHT RATES.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs; Ottawa to Oswego, $1.90 per M ft., Ottawa to Syracuse, $2.20 per M ft, (3,000 lbs. and under per M ft.); Ottawa to Montreal, 5c. per 100 lbs.; Arnprior to Montreal, 7c. per 100 lbs; Parry Sound to Montreal, 12½ cents per 100 lbs.; Ottawa to Buffalo, 12 cents per 100 lbs.: Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. Arnprior to New York, track delivery 17 cts. per 100 lbs., lightered 19 cts per 100 lbs. Parry Sound. 22c. track, 24c. lightered, per 100 lbs. Ottawa to Boston, Portland and common points, local 15 cents; exports 13c. per 100 lbs.; Arnprior to Boston, Portland and common points, local 17 cents; export 15 cents per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cents per 100 lbs.; Ottawa to Burlington, 6 cents per 100 lbs.; Ottawa to Albany, 10 cents per 100 lbs.; Arnprior to Albany, 12 cents per 100 lbs.; Parry Sound to Albany 17 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22½ cents per 100 lbs Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

Lumber freight rates for pine on the Grand Trunk Railway have been made a fixture, as below. Of any intended change due notice will be given lumbermen.

General instructions in shipping by Grand Trunk are embodied in these words in the tariff schedule: On lumber in carloads, minimum weight, 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be charged, and must not be exceeded. Should it be impracticable to load certain descriptions of light lumber up to 30,000 lbs. to the car, then the actual weight only will be charged for, but not less than 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond, to the same destination. For instance, the rates from Tara or Hepworth to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Wiarton to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, but in no case are higher rates to be charged than as per mileage table published on page 9 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navorsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale and Sundridge, to Toronto, 8c.; South River, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 11c. The rates on hardwoods average about from 1c. to 2c. per 100 lbs. higher than on softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other


What have you FOR SALE? We Buy all kinds of... HARDWOOD LUMBER / W. N. McEACHREN & CO. 21 Yonge St. Arcade, TORONTO

Telephone 5332 Established 1851

JOHN B. SMITH & SONS,

MANUFACTURERS OF

LUMBER Lath, Shingles, Doors, Sash, Blinds, Mouldings, Boxes, &c.

BILL LUMBER a Specialty

Cor. Strachan and Wellington Avenues, TORONTO.

MILLS

Having Brown Ash 12, 14 and 16 ft. firsts and seconds, inch Bass firsts and seconds 12 feet, or any other Hardwood Lumber, can sell same for cash by addressing

H. D. WIGGIN

No 89 State St., BOSTON, MASS.

Inspection at mill.

We Want to Buy

| | | | |
|---|---|---|---|
| 1 to 2 in. | 1 and 2 | Red Birch | 6 in. and up. |
| 1 to 4 in. | " | Brown Ash | " |
| 1 to 2 in. | " | Plain Oak | " |
| 1 to 3 in. | " | Soft Elm | " |
| 1 to 4 in. | " | Hard Maple | " |

Send lowest cash prices and full description of stock as to width, length and dryness.

LAWRENCE & WIGGIN

Hardwoods and Mahogany BOSTON, MASS.

WANTED 1 in. No. 1 and No. 2 Basswood

BOSTON LUMBER CO.

No. 27 Kilby St. - BOSTON, MASS.

RONAN LINE

HUDSON RIVER LUMBER TRANSPORTATION. Water Connection from Albany with lumber points in Canada via Canadian Pacific Railway to New York Harbor, Long Island Sound and inland waters of New Jersey. . . .

CONNECTION—Canadian Pacific Railway; Rome, Watertown & Ogdensburgh; New York Central & H. R. Rd. Ronan Line.

OFFICES—Lumber District, Albany, N. Y.; 20 South St., New York. Telephone 711 Broad.

PARKER C. RONAN, Manager.

valuable woods, application must be made to the district freight agent.

On the Canadian Pacific the rates on pine and soft woods may be illustrated as follows: Cache Bay, North Bay, Sturgeon Falls and Warren, to Toronto, 9c; Algoma, Cook's Mills, Massey, Spanish River and Whitefish to Toronto, 12c.; Ottawa to Toronto, 10c From Ottawa, Hull, Aylmer and Duchesne Mills to station on the Lake Erie and Detroit River, Erie and Huron, Toronto, Hamilton and Buffalo, and Michigan Central Railways, the rate is 14½c. per 100 lbs. Regulations apply as to minimum size of carload of 30,000 lbs., and an advanced rate is charged for hardwoods.

MODIFICATION OF HARDWOOD RATES.

THE Grand Trunk Railway and Canadian Pacific have made the rates on hardwoods from certain points to Toronto and Hamilton as follows. The regulations are over the signature of Mr. John Earls, W.D.F.A., of the G. T. R., and given in reply to a letter from Toronto hardwood men

"After careful consideration we have come to the conclusion that, on and after Jan. 1st, 1895, a modification will be made in the present arrangements for hardwood lumber, to the effect that the rate will be 7½c. per 100 lbs from our Northern and Northwestern branches to Toronto and Hamilton. This rate, however, will not apply from main line points and the straight run between Toronto, Sarnia and Windsor; also that so far as rates on common lumber to points like Guelph, Galt London, Woodstock, Ingersoll, etc., from all lumber shipping stations the rate will be the same on hardwood as on pine." On the old principle, we suppose, that half the loaf is better than none, hardwood men have something, possibly, to be thankful for, though there is no good reason why the rates generally on hardwood should not be as low as on pine. It is understood that the C. P. R. rate will be made uniform at 7½c. from same points.

## CANADIAN EXPORTERS AND WHOLESALERS


**THOS. MEANEY & CO.**
103 Bay Street - TORONTO
WANT WINTER CUT BASSWOOD AND DRY OAK
Send Particulars and Prices.

**Huntsville Lumber Co., Ltd.**
—: HUNTSVILLE, ONT. :—
MANUFACTURERS OF LUMBER LATH AND SHINGLES
WE are open to cut White Pine and Hemlock Bill Stuff. Have for Sale a Quantity of Dry Mill Stocks and Sidings, also 16 in. Pine Shingles and 4 ft. Lath 1½ in. wide.
CORRESPONDENCE SOLICITED

**THE PEMBROKE LUMBER CO. LTD.**
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT

**WM. MASON & SONS** Manufacturers of..... and Dealers in
LUMBER and DIMENSION TIMBER LATH and SHINGLES
We have the largest and best equipped Dimension Saw Mill in Eastern Canada. All our machinery is of the latest and most improved pattern, and we are prepared to quote prices on and supply at the shortest notice any orders that may be submitted to us.
Address, P. O. Box 1020, OTTAWA, ONT.

**RORERT WATT - Wiarton**
Pine and Hardwood WHOLESALE LUMBER PINE LATH, CEDAR AND PINE SHINGLES
HEMLOCK BILLS A SPECIALTY -:- CORRESPONDENCE SOLICITED
Have for sale a quantity of Dry Mill Cull Stocks and Sidings; also 6/4 No. 2 Cuts and better.

**A. & P. WHITE** Manufacturers of and Dealers in.....
Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.
A Large Quantity of Dry Lumber in Stock - PEMBROKE, ONT.

**JAS. G. CANE & CO.**
WHOLESALE HARDWOOD • LUMBER •
35 Adelaide East, Toronto, Ont.
Send us full description and lowest price for any lumber you have for sale.

**JAS. PLAYFAIR & CO.**
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . . MIDLAND, ONT.

**WANTED** AT ONCE
About 300 cords 2 foot Hardwood, 1-2 Beech and 1-2 Maple, last winter's cut; also 150 cords of 4 foot all No. 1 Wood.
State Lowest Price f. o. b. Cars or Delivered in Toronto for whole or part.
THE REID CO., OF TORONTO, Ltd. Office, Cor. King and Berkeley Sts. Dock, Foot of Berkeley St.

**McAULIFFE and CAMERON**
WHOLESALE
PINE and HARDWOOD LUMBER
OTTAWA - CANADA

*YES, Everything Sold but Mill Culls of all thicknesses; Shorts of all thicknesses; Shingles in four grades (Made from Live Timber) and Lath in two grades. We are also prepared to make close quotations on Box Shooks, delivered at all points in Canada.*
J. W. HOWRY & SONS LUMBER FENELON FALLS, ONT.

**KILN-DRIED BIRCH FLOORING** SHEETING ..and.. CEILING **$20.00** SAMPLES BY MAIL **KNIGHT BROS.** Burk's Falls, Ont.


## FOREIGN EXPORTERS AND IMPORTERS


Write us if you have any . . . .
**DRY SOFT ELM** for immediate shipment.
SCATCHERD & SON - 1053 Seneca Street, BUFFALO, N. Y.

**WANTED** 1", 1¼", 1½", 2", 3" and 4" 1sts and 2nds Grey Elm. Also 1⅛" Rock Elm, Log Run.
Please quote prices delivered Black Rock, Buffalo, N. Y
T. SULLIVAN & CO. ◎ Buffalo, N. Y.

*James Smith & Bro.*
AGENTS FOR WOOD GOODS
Market Reports Given and Advances Made Against Shipments.
14 Canada Dock, LIVERPOOL, ENGLAND
Cable Address—WALMER, LIVERPOOL.

**Lumberman's Inspection Book**
Send four 3-cent Canadian postage stamps for a copy of the LUMBERMAN'S VEST-POCKET INSPECTION BOOK, containing rules for the Inspection of Pine and Hardwood Lumber in the Leading Markets of the United States and Canada.
Address: The CANADA LUMBERMAN, Toronto, Ont.

**BUFFALO HARDWOOD LUMBER COMPANY**
940 Elk St., BUFFALO, N. Y.
50,000 ft. of 2½" No. 1 and 2 and common Soft Elm. } WANTED { 100,000 ft. of 1¼" No. 1 and 2 and common Red Oak.
Are also in the market as CASH BUYERS for other kinds of Hardwoods. CORRESPONDENCE SOLICITED.

**CANADA ATLANTIC RAILWAY**
Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
R. A. CARTER, Contracting Agent, 115 Board Trade Montreal
JOHN SMITH Ontario Agent Union Station, Toronto
Shortest and Quickest Route from
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR and all points on Grand Trunk Ry. TO . . .
BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
CAPT. J. H. WILLIAMS, 16 Lumber Dist., Albany, N.Y.
C. J. SMITH General Freight Agent Ottawa, Ont.
◎ Ottawa & New York Lumber Line ◎
- - - BONDED LINE BETWEEN - - -
CANADIAN POINTS, NEW YORK CITY AND ALL POINTS REACHED BY WATER FROM ALBANY
CANADA ATLANTIC RAILWAY. DELAWARE & HUDSON CANAL CO. WILLIAMS' LINE. J. H. Williams Agent
15 Lumber District, ALBANY, N.Y.
NEW YORK OFFICE, 93 Wall Street
Telephone 531 Broad.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

## BELTING

Goodhue, J. L. & Co., Danville, Que.
McLaren, J. C., Belting Co., Montreal and Toronto.
The Waterous Co., Brantford.

## DRY KILNS

Parmenter, J. S., Flushing, N. Y.
The Emerson Co., Baltimore, Md.

## ELECTRICAL APPARATUS

Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

## INJECTORS

Penberthy Injector Co., Detroit, Mich.
Williams Machinery Co., A. R., Toronto.

## LUMBERMEN'S SUPPLIES

Eckardt, H. P. & Co., Toronto.
Rice Lewis & Son, Toronto.
Scully & Co., John, Toronto.

## MACHINERY

Bell, Robt., Jr., Hensall, Ont.
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston, Ont.
Dunbar, Alex., & Sons, Woodstock, N. B.
Darling Bros., Montreal.
Lancaster Machine Works, Lancaster, Ont.
Northey Mfg. Co., Toronto, Ont.
Petrie, H. W., Toronto, Ont.,
Sawyer & Massey Co., Ltd., Hamilton, Ont.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Phelps Machine Co., Eastman, Que.
The Waterous Co., Brantford.
Williams Machinery Co., A. R., Toronto.

## RAILWAYS

Flint & Pere Marquette Railroad.
Illinois Central R.R.

## SAW MANUFACTURERS

Burns, E. R., Saw Co., Toronto, Ont.
Robertson & Co., James, Montreal, Toronto and St. John, N. B
Shurly & Dietrich, Galt, Ont.
The McMillan & Haynes Co., Ltd., St. Catharines, Ont.

## SPLIT PULLEYS

Dodge Wood Split Pulley Co., Toronto, Ont.

## WHOLESALE LUMBER DEALERS

Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

## MISCELLANEOUS

Axes, Campbell Bros., St. John, N. B.
Contractors' Plant, John Scully & Co., Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Lumberms' Tools, Thos. Pink, Pembroke, Ont.
Magnolia Metal Co., New York.
Machine Knives, Peter Hay, Galt, Ont.
Metal Roofing, Pedlar Metal Roofing Co., Oshawa, Ont.
Patent Medicines, Ripan's Chemical Co., New York, N.Y.
Rails, John Gartshore, Toronto.
Shanks and Chisel Bits, A. McPherson, Oxford, N. S.
Scribner's Lumber and Log Book, S.E.Fisher, Rochester, N.Y.
Silver Solder, P. W. Ellis & Co., Toronto.
Turbines, J. C. Wilson & Co., Glenora, Ont.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, January 27, 1897.

CAR OR CARGO LOTS.

| | | |
|---|---|---|
| 1¼, 1½ and 2 inch cut up and better | 32 00 | 34 00 |
| 2 inch picks and uppers | 34 00 | 36 00 |
| 1x12 dressing and better, 60% 16 ft | 22 00 | 24 00 |
| 1x10 fine dressing and better | 21 00 | 23 00 |
| 1x10 and 12 Canadian dressing and better | 20 00 | 22 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 |
| 1x10 and 12 common | 12 00 | 14 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 |
| 1 inch clear and picks | 28 00 | 30 00 |
| 1 inch dressing and better | 20 00 | 22 00 |
| 1 inch siding mill run | 14 00 | 15 00 |
| 1 inch siding common | 11 00 | 12 00 |
| 1 inch siding ship culls | 10 50 | 11 50 |
| 1 inch siding mill culls | 8 50 | 9 00 |
| Cull scantling | 8 00 | 9 00 |
| 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1 inch strips, common | 11 00 | 12 00 |
| 1 1-4 inch flooring | | 16 00 |
| 1 1-2 inch flooring | | 16 00 |
| XXX pine shingles, 16 inch | | 2 25 |
| XX pine shingles 16inch | | 1 40 |
| Lath, No. 1 | | 1 60 |
| Lath No. 2 | | 1 30 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Ash, white, | 1 | to 2 in. | $26 00 | $28 00 | Cherry | 1 | to 1½ | $50 00 | $60 00 |
| " " | | 2½ to 4.. | 30 00 | 32 00 | " | 2 | " 4.. | 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, | 1 | to 1½ in.... | 17 00 | 19 00 | Elm, soft | 1 | " 1½ | 14 00 | 15 00 |
| | | | | | " " | 2 | " 3.. | 15 00 | 16 00 |
| Ash, black, 1sts and 2nds, | 2 | to 4 in..... | 19 00 | 21 00 | " rock | 1 | " 1¼ | 16 00 | 18 00 |
| | | | | | " " | | 1½ " 3.. | 20 00 | 22 00 |
| Ash, M. R., | 1 | " 2.. | 15 00 | 18 00 | Hickory | | 1½ " 2.. | 28 00 | 30 00 |
| Birch, | 1 | .. | 18 00 | 20 00 | Maple | 1 | " 1½ | 16 00 | 17 00 |
| " | | 1½ " 2.. | 20 00 | 23 00 | " | 2 | " 4.. | 17 00 | 18 00 |
| " sqrs. | 4x4 " | 8 x8 | 24 00 | 26 00 | Oak, red, p'n | 1 | " 1½ | 26 00 | 30 00 |
| Basswood | 1 | " 1¼ | 16 00 | 18 00 | " " | 2 | " 4.. | 29 00 | 32 00 |
| " | | 1½ " 2 .. | 19 00 | 20 00 | " white " | 1 | " 1½ | 28 00 | 30 00 |
| " m. r. | 1 | " 1¼ | 14 00 | 16 00 | " " " | 2 | " 4.. | 30 00 | 35 00 |
| Butternut | 1 | " 1½ | 23 00 | 25 00 | " quart'd | 1 | " 2.. | 46 00 | 50 00 |
| " | 2 | " 3.. | 25 00 | 28 00 | Walnut | 1 | " 3.. | 85 00 | 100 00 |
| Chestnut | 1 | " 2.. | 24 00 | 26 00 | Whitewood | 1 | " 2.. | 32 00 | 36 00 |

## OTTAWA, ONT.

OTTAWA, January 27, 1897.

| | | |
|---|---|---|
| Pine, good sidings, per M feet, b.m. | $29 00 | 35 00 |
| Pine, good strips, " " " | 24 00 | 30 00 |
| Pine, good shorts, " " " | 18 00 | 25 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m. | 17 00 | 20 00 |
| Pine, " " strips, " " " | 15 00 | 18 00 |
| Pine, " " shorts, " " " | 13 00 | 14 00 |
| Pine, 10 s.c. and better stock, " " " | 13 00 | 15 00 |
| Pine, 8 s.c. " " " " " " | 11 50 | 13 00 |
| Pine, " " sidings " " " | 13 00 | 15 00 |
| Pine, " strips " " " | 9 00 | 12 00 |
| Pine, " shorts " " " | 6 50 | 9 00 |
| Pine, box culls " " " | 9 00 | 11 00 |
| Pine mill culls " " " | 6 50 | 10 00 |
| Lath per M No. 1 | 90 | 1 25 |
| Lath per M No. | 70 | 1 00 |
| 1x10 No. 1 barn | | 18 |
| 1x10 No. 2 " | 16 | 17 |
| 1x8 & 9 No. 1 " | 15 | 17 |
| 1x8 & 9 No. 2 " | 14 | 16 |

## QUEBEC, QUE.

QUEBEC, January 27, 1897.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Common and railroad, for interior and ordinary according to average, quality, etc., measured off | 20 @ | 22 |
| For 40 to 45 feet average, measured off | 24 | 26 |
| For good and good fair average, measured off | 28 | 32 |
| First class " " | 34 | 36 |
| In shipping order " " | 36 | 42 |
| First class Ottawa waney, 18 inch average | 37 | 39 |
| " " " 19 to 21 inch average | 39 | 42 |
| First class Michigan waney board, 18 inch average | 41 | 43 |
| " " " " 19 to 21 inch average | 43 | 46 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 26 |
| In shipping order, 35 to 45 feet " | 38 | 40 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 47 | 50 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 28 | 32 |
| " " " " 30 to 35 feet | 26 | 29 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average an quality | 21 | 28 |
| To average 16 inch | 26 | 29 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 14 | 17 |
| 16 " " | 18 | 20 |
| 18 " " | 22 | 25 |

TAMARAC.

| | | |
|---|---|---|
| Square, according to size and quality | 17 | 19 |
| Flatted, " " " | 15 | 18 |

DEALS.

Bright spruce, according to mill specification, $40 to $43 for 1st, $26 to $28 for 2nd, $23 to $26 for 3rd, and $19 to $22 for 4th quality. F.O.B. batteau

## SAGINAW AND BAY CITY, MICH.

SAGINAW, Mich.. January 27, 1897.

UPPERS AND SELECTS.

| | | | |
|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $45 00 | Selects, 1in., 8in. and up wide | $40 00 |
| 1¼, 1½ and 2 in. | 45 00 | 1¼, 1½ and 2 in. | 41 00 |
| 2½ and 3 in. | 53 00 | 2½ and 3 in. | 47 00 |
| 4 in. | 56 00 | 4 in. | 50 00 |

FINE COMMON.

| | | | |
|---|---|---|---|
| 1 in., 8 in. and up wide | 33 50 | 2½ and 3in., 8in. and up wide | 42 00 |
| 1¼, 1½ and 2 in. | 35 00 | 4 in. | 45 00 |

B FINE COMMON OR NO. 1 CUTTING.

| | | | |
|---|---|---|---|
| 1 in., 7 in. and up wide | 23 50 | 2½ and 3in., 7in. and up wide | 37 00 |
| 1¼, 1½ and 2 in. | 31 00 | 4 in. | 40 00 |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 34 00 | 1 in., 4, 5 and 7 in. wide | 32 00 |
| 6 in. wide | 36 00 | 6 in. wide | 36 00 |

FINE COMMON OR C.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 30 00 | 1 in., 6 in. wide | 30 00 |
| 1 in., 4, 5 in. wide. | 29 00 | | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 24 00 | 1 in., 4, 5, 6 in. wide | 22 00 |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 in | 16 00 | 1¼ in., 4, 5 and 7 in. | 15 00 |
| 1 in., 6 in. | 17 00 | 1¼ in., 6 in. | 17 00 |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 | 1¼ in., 4 to 7 inch | 14 00 |
| 1 in., 6 inch | 14 00 | No. 3 Fencing, 1 in., 6 inch | 12 00 |

SHELVING.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 | No. 2, 1 in., 7 and 8in. stocks | 19 00 |
| 1 in , 10 in. and up wide | 26 00 | 1 in., 10 in. stocks | 21 00 |
| 1 in., 12 in. stocks | 29 00 | 1 in., 12 in. stocks | 24 00 |
| 1 in., 12 in. and up wide | 30 00 | 1 in., 10 in. and up wide | 22 00 |
| 1¼ in. 1½ and 2in., 8in. and up wide | 29 00 | 1 in., 13 in. and up wide | 25 00 |

BARN BOARDS OR STOCKS.

| | | | |
|---|---|---|---|
| No. 1, 12 in. | 21 00 | No. 2, 9 in | 13 50 |
| 10 in | 16 50 | 8 and 7 in. | 13 50 |
| 9 in | 16 00 | No. 3, 12 in. | 12 50 |
| 8 and 7 in. | 16 00 | 10 in | 11 00 |
| No. 2, 12 in | 16 00 | 9 in | 11 00 |
| 10 in | 14 00 | 8 in. | 11 00 |

SHIPPING CULLS OR BOX.

| | | | |
|---|---|---|---|
| 1 in., 4 and 5 in. wide | $ 8 50 | 1 in., 13 in. and up wide | $11 00 |
| 1 in., 6 in. wide | 9 50 | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 |
| 1 in., 7 in. wide and up | 9 50 | | |

SHAKY CLEAR.

| | | | |
|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9in. wide | 19 00 | 1 in., 10 in. and up wide | 20 00 |
| 1 in., 6 in. wide | 20 00 | 1¼, 1½ and 2 in., 8in. and up wide | 20 00 |

COFFIN BOARDS.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 13in. and up | 20 00 | No. 1, mill culls | 8 00 |
| No. 2 | 17 00 | No. 2, or red horse | 6 50 |

BEVELED SIDING—DRESSED.

| | | | |
|---|---|---|---|
| Extra clear (perfect) | 23 00 | No. 2 | 18 00 |
| No. 1 (nearly clear) | 21 50 | No. 3 | 14 00 |

TIMBER, JOIST AND SCANTLING.

| | | | |
|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $ 8 50 | Hemlock, 2x4 to 10, 12 to 16 feet | 8 00 |
| 18 ft. | 10 50 | 2x12 | 8 50 |
| 20 ft. | 11 50 | Add $1 to each additional 2ft. in length. | |
| 22 and 24 ft. | 12 50 | | |

SHINGLES, 18-IN.

| | | | |
|---|---|---|---|
| Fancy brands, XXXX | 3 00 | Standard brands, river made, XXXX | 3 00 |
| Clear Butts | 1 90 | Clear Butts | 2 00 |

WHITE PINE LATH.

| | | | |
|---|---|---|---|
| No. 1 | 1 50 | No. 2 | 1 00 |
| | | Hemlock | 1 .. |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., January 27, 1897.

WHITE PINE.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in. | $46 00 | 50 00 | | No. 3, 1¼ to 2 in... | 17 00 | 19 00 |
| 2½ and 3 in. | 51 00 | 55 00 | | Shelving, No. 1, 13 in and up, 1 in. | 32 00 | @34 00 |
| 4 in. | 58 00 | 60 00 | | Dressing 1¼ in. | 27 00 | 29 00 |
| Selects, 1 in. | 41 00 | 42 00 | | 1¼ x10 and 12 | | 28 00 |
| 1¼ to 2 in. | 42 00 | 43 00 | | 1½ in. | 28 00 | 30 00 |
| 2½ and 3 in. | 47 00 | 50 00 | | 2 in | 29 00 | 30 00 |
| 4 in. | | 52 00 | | Mold st'ps, 1 to 2 in.. | 33 00 | 34 00 |
| Fine common, 1 in... | 35 00 | 36 00 | | Barn, No. 1, 10 and 12 in. | 20 00 | 21 00 |
| 1¼ and 1½ in. | 35 00 | 37 00 | | 6 and 8 in. | 19 00 | 20 00 |
| 2 in | 36 00 | 38 00 | | No. 2, 10 and 12 in. | 15 50 | 17 00 |
| 3 in. | | 45 00 | | No. 3, 10 and 12 in. | 12 00 | 14 00 |
| 4 in | | 47 00 | | 6 and 8 in. | 11 00 | 12 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | | Common, 1 in. | 15 00 | 16 00 |
| 1¼ to 2 in. | 32 00 | 34 00 | | 1¼ and 1½ in. | 18 00 | 20 00 |
| No. 2, 1 in. | | 16 00 | | 2 in | 18 00 | 20 00 |
| No. 2, 1¼ to 2 in .. | 22 00 | 25 00 | | | | |

WHITE ASH.

| | | | | | | |
|---|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 30 00 | 32 00 | | 2½ to 4 in. | 36 00 | 40 00 |
| 1¼ to 2 in. | 33 00 | 35 00 | | Strips. | 17 00 | 18 00 |
| | | | | Culls | 11 00 | 14 00 |

BLACK AND BROWN ASH.

| | | | | | | |
|---|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 24 00 | 27 00 | | Com. & good culls... | 9 00 | 10 00 |

BIRCH.

| | | | | | | |
|---|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 28 00 | 30 00 | | 1st & 2nd, white, 6" & up, | 18 00 | 20 00 |
| | | | | Com & good culls. | 10 00 | 12 00 |

ELM.

| | | | | | | |
|---|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 20 00 | 25 00 | | 1st & 2d, soft, 8 in. & up, | 16 00 | 18 00 |

MAPLE.

| | | | | | | |
|---|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 18 00 | 20 00 | | 1st & 2d, soft, 6in. & up, | 17 00 | 19 00 |

WHITE OAK.

| | | | | | | |
|---|---|---|---|---|---|---|
| 1st & 2nd, plain, 8 in & up | 33 00 | 36 00 | | Clear squares, 5x5 to 8x8 | | 45 00 |
| Good common | 20 00 | 22 00 | | 1st & 2nd quartered, | | |
| Good culls | 12 00 | 14 00 | | 6 in. up | 48 00 | 50 00 |
| | | | | Common quartered... | 30 00 | 32 00 |

RED OAK.

| | | | | | | |
|---|---|---|---|---|---|---|
| 1st & 2nd | 31 00 | 32 00 | | Quartered 1st & 2nd.. | 44 00 | 47 00 |
| Common | 20 00 | 22 00 | | Common | 29 00 | 30 00 |
| Cull | 12 00 | 14 00 | | | | |

## NEW YORK CITY.

NEW YORK, N. Y., January 27, 1897.

WHITE PINE LUMBER

Prices for white pine lumber are governed entirely by source of supply rendering it useless to give prices for local market.

WHITE PINE TIMBER.

| | | | | | |
|---|---|---|---|---|---|
| Bridge timber | $28 00 @ 42 50 | | Building orders | $27 00 @ 37 00 | |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in. | 14 00 | 14 50 | 10 to 12 in. | 16 25 | 17 00 |
| 6 to 12 in. | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 to 12 in. | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | | | |
|---|---|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, | 10 to 16 | | | 25 00 |
| 1¼ to 2 in. | " " | " | | | 26 00 |
| 1 inch, | " Soft Elm, | " | | | 19 00 |
| 1¼ in and thicker, | " | " | | | 21 00 |
| 4/4 | " " Hard Maple, | " | | | 21 00 |
| " | " " Basswood, | " | | | 20 00 |
| " | " " Birch, | " | | | 23 00 |
| " | " Black Ash, Com. and Shipping Cull, M.C.O. | | | | 14 00 |
| " | " Soft Elm, | " | " | | 12 00 |
| " | " Hard Maple, | " | " | | 14 00 |
| " | " Basswood, | " | " | | 12 00 |
| " | " Birch, | " | " | | 14 00 |

## ALBANY, N.Y.

ALBANY, N. Y., January 27, 1897.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $52 | $55 | | Dressing boards, narrow | $19 | $21 |
| 2½ in. | 52 | 55 | | West India shipping boards. | 15 | 17 |
| 1 to 2 in. | 45 | 48 | | Box boards.. | 10 | 12 |
| 4 inch uppers | | 55 | | 10-in. dressing and better... | 26 | 34 |
| Selects, 2½ in. up | | 45 | | 10-in. common | 14 | 15 |
| 1 to 2 in | | 40 | | 12-in. dressing and better... | 26 | 32 |
| Fine common, 2½ in. and up | 40 | 42 | | Common, 1x12 | 14 | 16 |
| 1 to 2 in. | 36 | 40 | | No. 1 barn, 1x12 | | 20 |
| No. 1 cut, 1 to 2 inch | 25 | 35 | | 1x10 | 18 | 21 |
| No. 2 | 18 | 25 | | 1x8 | 16 | 18 |
| No. 3 | 17 | 20 | | No. 2 barn, 1x12 | 16 | 17 |
| No. 1 molding, 1 to 2 in. | 33 | 36 | | 1x10 | 15 | 16 |
| No. 2 molding, 1 to 2 in. | 25 | 28 | | 1x8 | 13 | 15 |
| Stained saps | | 20 | | Shaky or star clear, 1 to 2 in. | 19 | 21 |
| Bracket plank | 30 | 35 | | Dressing | 16 | 18 |
| Shelving boards, 12-in. up | 30 | 32 | | Common | 11 | 15 |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Pine | $2 | 25 | Spruce | | $2 00 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $4 25 | $4 30 | Bound butts, 6 x 18 | $6 00 | $6 15 |
| Clear butts | 3 25 | 3 35 | Hemlock | 2 15 | 2 30 |
| Smooth, 6 x 18 | 5 40 | 5 50 | Spruce | 2 20 | 2 30 |

## BOSTON, MASS.

BOSTON, January 27, 1897.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $11 50 | 12 00 | | ¾ inch | $ 9 25 | 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | | 11-16 inch | 8 50 | 8 75 |
| Refuse | 13 00 | 13 25 | | ⅝ inch | 8 00 | 8 25 |
| Outs | | 9 00 | | Clapboards, sap ext.. | 45 00 | 48 00 |
| Boxboards, 1 inch | 10 00 | 10 50 | | Sap clear | 41 00 | 43 00 |
| ⅞ inch | 9 00 | 9 50 | | Sap, 2nd clear | 32 00 | 35 00 |
| | | | | No. 1 | 23 00 | 25 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in. | $50 00 | @52 00 | | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in.. | 52 00 | 53 00 | | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in. | 58 00 | 62 00 | | 1¼, 1½ and 2 in | 30 00 | 32 00 |
| Selects, 1 in. | 44 00 | 45 00 | | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in.. | 45 00 | 47 00 | | No. 2 | 36 00 | 39 00 |
| 3 and 4 in. | 52 00 | 55 00 | | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | | Cut ups, 1¼ to 2 in | 24 00 | 38 00 |
| Fine common, 1 in. | 40 00 | 41 00 | | Coffin boards | 19 00 | 22 00 |
| 1¼, 1½ and 2 in. | 40 00 | 42 00 | | Common all widths | 22 00 | 26 00 |
| | | | | Shipping culls, 1 in | 14 50 | 15 50 |
| | | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 75 | 1 90 |
| Cedar, extra | 2 65 | 2 90 | Extra No. 1 | 1 25 | 1 50 |
| Clear | 2 25 | 2 40 | | | |

HEMLOCK.

| | | | | | |
|---|---|---|---|---|---|
| Boards, rough | 11 00 | @11 50 | No. 2 | 9 00 | @ 10 50 |
| Planed | 11 75 | 12 00 | | | |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | | | By cargo | 1 30 | @ 1 90 |
| By car | 1 80 | @ 2 00 | | | |

# THE NEWS.

—Alex. McKay will, it is said, build a saw mill at Rosebery, B. C.

—H. T. Wilson, Franktown, Ont., will erect a saw and shingle mill in the spring.

—M. Brennan & Sons are removing their saw mill from Huntsville, Ont., to Sturgeon Falls.

—R. T. Smith has requested permission from the Ottawa city council to open a lumber yard at the corner of Bay and Queen streets.

—Mr. Eldoras Todd, of Brantford, Ont., is endeavoring to form a company, with a capital of $50,000, to operate a fancy wood-work factory.

—The mills of the Ottawa Lumber Co. at Calumet, Que., closed down on the first of December, after a run of 169 days, during which 210,340 logs were sawn.

—J. M. Taylor, of Portage la Prairie, Man., is making additions to his planing mill and adding new machinery thereto, for the manufacture of sash and doors, etc.

—An exploring party fitted out in October last by the Owens Lumber Co., of Monte Bello, Que., to examine mineral deposits near Lake Innethaka, struck two veins which are said to be the richest in the province.

—The lumbermen of Tonawanda, N. Y., are making a vigorous kick against the scheme put forward by the Grand Island bridge projectors. The lumbermen claim the proposed bridge will greatly interfere with the navigation of lumber rafts. It is probable a large arch bridge or a suspension bridge will be built as a compromise.

—The first load of lumber drawn over the street railway tracks at Ottawa was hauled between W. C. Edwards & Co.'s Lumber yards and the C. A. R. freight yards. The electric locomotive for hauling purposes is not yet ready and a street sweeper was rigged up to draw the lumber. The lumber was piled on an ordinary railway flat car.

—A new tariff schedule, prepared by the government of the Argentine Republic, has been received by the Department of Trade and Commerce at Ottawa. By a fixed valuation the duty becomes specific instead of ad valorem. White pine, unplaned, is valued for duty at 35 cents per square metre, the duty remaining at 15 per cent.; the duty on plain lumber is 25 per cent. on a fixed valuation of 50 cents per square metre.

—A deputation from the counties of Northumberland and Durham waited upon the Dominion Minister of Public Works and requested the removal of a dam in the Trent river, which was constructed fifty years ago, and was formerly used by the Gilmours, Rathbuns and other lumbermen. It was pointed out that the dam was no longer a requisite in lumbering purposes, as the timber areas which the Trent river served were practically exhausted. The Government promised to consider the matter.

—The Serpent River Improvement Company applied to the Ontario Commissioner of Crown Lands for a supplementary charter, limiting the term of the existence of the company to 15 years, or to such other term as the Government might see fit to grant. The application was resisted by Hale & Booth, of Ottawa, who claimed that 15 years was too short for the lumbering firms paying tolls for the improvements. They asked that the term be not less than 25 years, as they claimed that it would take that long to cut all the timber in that section. The Commissioner reserved his decision.

—The lumbermen working in the shanty of Mr. E. J. Doyle, of Ottawa, situated about four miles north of Old Chelsea, had quite an unpleasant and exciting experience recently. The cabin they were sleeping in caught fire, and the flames were well under way before being discovered. The men finally awoke, but it was then so late they barely managed to escape, without being able to save anything. One of the men, Mr. Jno. Brown, who lives at Rochesterville, had his boots burnt and had to walk over a mile through the snow in his bare feet.

—Mr. W. H. Marcon, of the Toronto Hoop and Veneer Company, is said to be arranging for starting a factory at Toronto Junction, where he will manufacture cloth or rolling boards for export to the United States, England, France and Germany. These boards are rolled or veneered off basswood logs, and by this means there is no waste in the cutting, as when sawn. The demand for these goods by woolen and cotton manufacturers is very large, and large capital is now secured to manufacture under the various patents which Mr. Marcon took out some months ago.

—Mr. Adam Beck carries on an extensive business at London, Ont., manufacturing cigar boxes, veneer and thin lumber. The main factory is a brick building, 40 x 80 feet, three storeys high, with a two-storey extension 41 x 42 feet. In the rear are two "Progressive" dry kilns, built after Mr. Beck's own design. He also put in two new power nail machines, a new Leonard Ball automatic engine of 200 horse power, and a number of other machines. The building is heated by steam and lighted by electricity, and fitted with every appliance for the expeditious manufacture of the various lines. Eighty-seven persons are employed.

## CASUALTIES.

—J. Legallais was killed at Glencoe, N. B., by a falling tree, while cutting sleepers.

—A young man was recently frozen to death in the woods while making his way from one shanty to another. He was in the employ of the Gilmour Company.

—George Bushey, of Waubaushene, Ont., was engaged in felling a tree, when it fell in an unexpected direction, breaking his leg and severely injuring his spine.

—While working in a mill at Grand Mere, Que., a man named Tontout was caught by a planer, which literally tore one arm from his body, causing death shortly after the accident.

## PERSONAL.

Mr. Angus McLeod, lumberman, of Bracebridge, has been chosen by the Conservatives to contest North Ontario for the House of Commons.

Mr. C. Berkeley Powell, of Ottawa, a director of the Upper Ottawa Improvement Co., was a successful candidate for alderman at the late municipal election.

Mr. James Russell Elliott, of London, Ont., was recently married to Miss Emeline Williams Mills, daughter of Nelson Mills, the millionaire lumberman of Marysville, Mich.

Mr. Alexander Sutherland, at one time an extensive timber merchant, died at Canifton, Ont., late in December. He was 73 years of age, and a native of Caithness, Scotland.

Mr. Thomas Bryce, lumber merchant, of Toronto, although unsuccessful in securing election as alderman for ward 2, received a gratifying support, coming in as fifth man.

Mr. David McLaren, of Ottawa, left early in January on a trip to Australia. He is largely interested in the British Columbia saw mills, and will endeavor to learn the requirements of the Australian timber market.

Mr. John Heard, sr., of the firm of John Heard & Co., spoke and heading works, St. Thomas, Ont., died early in January, at the age of 74 years. He was born in Devonshire, England, and came to Canada 50 years ago.

Ex-alderman Crannell, secretary of the Bronsons and Weston Lumber Co., made a strong fight for the mayoralty of Ottawa, being defeated by a small majority. There were three contestants, and Mr. Crannell was second in the race.

Mr. Thomas Meredith, of Yorkton, N. W. T., was recently in Ontario renewing old aquaintances. He conducts a retail yard in the town named, dealing in Douglas fir, red cedar shingles and white pine, and reports trade increasing as the result of better prices for farm products. Dressed fir retails at $28 to $30, and rough boarding at $17.

American lumbermen are beginning to consider economical methods. Several have already discovered that the saw is preferable to the axe in felling trees. Another important step is to prevent waste in slabs. This can be minimized by adopting a common European method. Generally in America a log is squared and then sawn into boards of the same width. In Germany the log is not squared, but sawn directly into boards. These boards are sorted according to their widths. The two edges are then sawed separately. This is a slower but more economical method.

## REMARKS OF A BANKER.

In an address before the Canadian Club at Hamilton, Mr. B. E. Walker, manager of the Canadian Bank of Commerce, referred to the question of forestry. He regretted that our timber lands had already been denuded of oak, elm, sycamore and walnut, the former wood being now imported from Minnesota. In white pine, however, Canada was in the lead. There was no white pine outside of America, with the possible exception of Siberia, and though in the aggregate there was a large quantity left in Michigan, Wisconsin and Minnesota, the great bulk of the world's supply was in Canada. What we had would last for 100 years if any care was taken of it. The belt commenced at the southern edge of Algonquin Park, and moved west and north to the Gatineau, Coulonge and Black River districts. In the latter localities it was rapidly reproducing itself. The Rainy River pine, although coarse and small, was also worth a great deal. The most valuable timber asset we had, however, was the spruce timber. Reproducing itself as it did, it was practically inexhaustible, and, in addition, it was of a much better quality than that which grew in Europe. Canada already supplied Europe with timber for pulp for the best paper, and the next step should be to make the paper itself here. The British Columbia forests, with their immense trees, could not literally be said to be inexhaustible, but the quantity was so great that that was practically the case. This timber in British Columbia was a very good example of the third class of available raw material before referred to—that which could not now be profitably made use of on account of its geographical position. Mr. Walker also advocated the adoption of a forestry system. Something besides ranging was necessary to guard against the danger and results of fire.

## PRESERVATION OF TIMBER.

Observations upon the preservation of timber have shown that the more warm and humid the atmosphere, the more rapidly the wood deteriorates, also that timber felled in winter is more durable than that felled in summer, and that timber raised in cold climates is more durable than that raised in warm climates, while the best timber is produced on meager soil. When under water, the most lasting woods are oak, alder and pine, the least so being birch, linden and willow; in the air, timber is exposed to the ravages of insects, this being the case with sap wood more than the hardwood; woods rich in resin, like the elm and poplar, are not so much troubled as those like the alder, willow, birch, yoke, elm and red beach, which have an abundance of sap and are rapidly deteriorated. Timber construction which is protected from heat and humidity is only endangered by worms, and, on the contrary, that which is in a damp and badly aired place injures by rotting, which is really the result of microscopic vegetable growths. The primary cause of the decay of wood is the presence of albuminiod substances in the sap and incrusting materials, these naturally affording nourishment to insects and microscopic vegetations and their destructive work.

"Advertising is to business what steam is to machinery—the grand propelling power."—Lord Macaulay.

# THE RETAILER AND Wood-Worker

## A LONDON RETAIL YARD.

THE largest retail lumber yard in the "Forest City" is that of Kernohan, Webster & Ferguson, situated at the corner of York and Ridout streets. The individual members of the firm are Messrs. G. N. Kernohan, R. J. Webster, and A. Ferguson, each of whom are energetic and enterprising business men. They keep constantly on hand a large stock of lumber, lath, shingles, cedar posts, etc., and being situated in close proximity to the Grand Trunk Railway, the shipment of lumber is greatly facilitated. Owing to their extensive trade, they are enabled to supply stock at short notice, and during the building season the yard presents a continual scene of activity. The business has been conducted by the present firm since 1893, but in that comparatively short space of time they have established a wide connection.

## BUYING GOODS ON CREDIT.

THE following suggestive extract is taken from an address delivered before an association of credit men by Mr. Henry Wollman, of Kansas City:

"Suppose a man comes to you and says he wants to buy goods on credit. You say to him, "Well, how much can you sell?" He always puts it high enough. "All right; put that down. How much profit can you make?" He always makes that high enough. Find out whether he thinks the profit is on the basis of the selling price or the cost of the goods. You will always find that it is really on the cost, but he thinks it is going to be on the selling price. Figure it out either way and put that down, and then you have the gross amount that he can make. Now, then, add up the items of what he tells you his expenses will be, and then deduct one from the other; but be sure you don't let him fool you or himself on the item of expense. When he tells you that he is going to live on $30 or $40 a month, when you know that nobody else in his circumstances does, don't believe him, but be sure that you get it reasonably correct, and then figure a little something for interest that he is going to pay for borrowed money during the year—he never thinks of that—and be sure to take something out for depreciation in value of the goods at the end of the year—you will find out that he never figures in advance that his goods are going to depreciate at the end of the season, and then see if you can't determine for yourself that that man, if he is a beginner, is or is not going to be a good and safe risk. You will find that nine times out of ten, if you will take his own figures for it, you can see that, without knowing it, he has demonstrated to you in advance the impossibility of his succeeding."

## CHANGING METHODS.

IT has been quite a study with me for a long time whether or not we should confine ourselves rigidly to one rule, or system, or style of doing things in planing machine practice, either in fastening belts, setting and grinding cutters and knives, or, in fact, anything that pertains to planing machine work. In the matter of fastening belts, we read how a great many lumbermen seem so devoted to the worship of one system that, like the ancient martyrs, they would hold onto it if they had to sacrifice their lives to maintain their cause and show faith in their system.

It is all very well to be firm in any faith, but to this faith we must add a consistency, to show that it is correct in practice as well as in theory.

Anything to be valuable must be practical, and if it lacks the element of usefulness, it will sooner or later be lost in the sea of oblivion.

But many old theories die hard, if they ever entirely go out of existence. There are persons so absorbed in belt lacings that I believe if they were shown some other style of fastening infinitely superior in every way to lacings, they would still use them. That they are good in their place no sane person will attempt to deny, but that they are the best in every place it seems as if in these days of progress no one will be so obstinate as to affirm.

The same may be said of every known device for fastening belts, from the poorest to the very best.

Let me show you an instance. Quite a few years ago I was in a place where at 4 p. m. I was obliged to cut the lacings to a twenty-inch three-ply belt. Every day this was done, and when the engine stopped at 8 p. m. that same belt had to be released with new lacings, which were made by cutting two strings from the longest part of a large hide. Now those who are posted in the cost of hides can probably figure out how much these strings cost.

In this case, however, the cost was not an item, as "Uncle Sam" footed the bills, but the point to be made is all the same. There is but one belt fastening that could fill the bill under the conditions, and that is the Blake's belt stud. If we had had the oo Blake stud, they could have been re-used day after day almost indefinitely and the cost of two lacings a day could have been saved. That same stud was in use then, but we were intensely wedded to lacings and there was no officer or lawyer who could divorce us from it.

I simply bring in this single case to show that in all ordinary cases we can and should adjust ourselves to cases and conditions, and not be so riveted to an idea that we can, among the great multitude of good things, find but one to which we can resort.

It has not been a long time since all anchors were got up by the slow process of the windlass and the "Yo heave O." Since the general introduction of steam a better and quicker way has been found, and sailors are forgetting the old hoisting song "the good old way."

Now, while I am an intense believer in the Blake belt stud, I believe there are many places where even leather lacings are better, and better adapted to the work. I believe in riveting in nearly all heavy belts, but I don't believe that in every case lapping and riveting is the best way. There is a steel hook on the market that drives through and clinches on the inside that I think a good deal of. These are made in several lengths and sizes, and for double and single belts, and in many cases I would use them. Often a belt in breaking tears straight or very nearly straight across. It is as tight as it will bear now, and we cannot cut for hooks or even lacing, but we can butt the ends together and use these steel fastenings, which can be done in very little time and is a very strong fastening. Often we get a belt torn part way across and these fastenings are admirably adapted to these places.

The common flat steel hook is also very good in some instances, and I always keep an assortment on hand to use where they suit my convenience better than anything else.

I have used wire lacings and they make a very even, quiet-running belt, but I do not keep them in general use.

I have spoken more at length on belt fastenings, because there is a much greater variety of places and conditions where they can be used, and are used, to good advantage. The point to be made is, that it is not good policy to be confined to one particular system when it is so much better to have several methods to resort to.

Now, in the matter of knife grinding and setting, it is in my opinion not policy to confine yourself to one style, especially if you have different kinds of work to do on the same machine.

On common, ordinary white or yellow pine I should grind a fairly generous bevel. If the stock was kiln-dried, I should use a shorter bevel, and in some cases I would bevel both sides. The under-side bevel makes one of the best-known chip breakers and saves using the lip of the cylinder, the style employed by some of setting the knife back into the head.

I often do this on kiln-dried yellow pine with the best results, and, while it does nice work, it also serves the lips on the cylinder, which I think is a good thing that every planing machine man ought to attend to, for when they get so worn that shavings drive under the knives, bad results often follow, and a broken machine is not always a desirable thing to have on hand. The trouble about this grinding business is that a great many concerns think that any more than two sets of knives is an expensive luxury, and not to be allowed only under the most urgent circumstances.

I believe in keeping a rack full of knives, a good, long half-dozen sets, more or less.

It is not good policy to use up a set or sets of knives clear up to the slots before ordering new ones. Old knives may do for light work, but when heavy stock is in the mill, no one wants to stand and feed a machine for fear the knives will go up the blower spout. And not only this, but

you want knives that you can grind for the different kinds of work that come to hand.

In the matter of side cutters two lumbermen should not confine themselves to any one style. If they do they will many times find they are in the condition the slang phrase "get left" so nicely expresses.

Shimers are good. Solid bitts are very good, but you are not in fine shape for everything that comes along till you are well fitted up with three part bitts. The three kinds taken together with a few spare heads gives you a confidence in yourself that you are fully prepared for business of any kind. In bench sawing, too, a good variety and style of saws is just what is necessary to do all kinds, and to pinch yourself here is to spite your face by biting your nose off.—John Shaw, in Lumber.

## NUMBER AND ARRANGEMENT OF CYLINDERS.

REPLYING to the question "How should lumber be dressed?" referring especially to the number of cylinders and their relative arrangement, a correspondent of Sawing Wood says: "That depends. If the lumber is sawed with a circular, two cylinders placed most any practical way would surface both sides well, for the reason that any ridges left by the saw teeth would extend more or less lengthwise the board, and give some bearing all the time under the first cylinder. If the lumber be band or gang sawed any ridges —and there are many—would run across the board, and while the opposite face between these ridges is being dressed it is poorly done, because that space does not lie on the bed. Hence, if I were to select a double surfacer for doing fine work on both sides of band sawed lumber, I should require three cylinders, two upper and one lower. The first cylinder on this kind of lumber can not possibly dress it smoothly, for reasons given above, but could give a comparatively even surface to rest on while being dressed on the other side by the next cylinder. This cylinder would do smooth work because of the fine bearing the lumber would have, and would, of course, give a perfect foundation for the third or finishing cylinder, which would operate on the face first operated upon, and give as a result two perfect faces.

"Some people advise running lumber face down. Of course it makes no difference in surfacing only, but when matching it is difficult and unnatural to run flooring face down, as you never can see what the machine is doing until the board is completely out of the machine, and then you must turn it over."

## DRYING LUMBER.

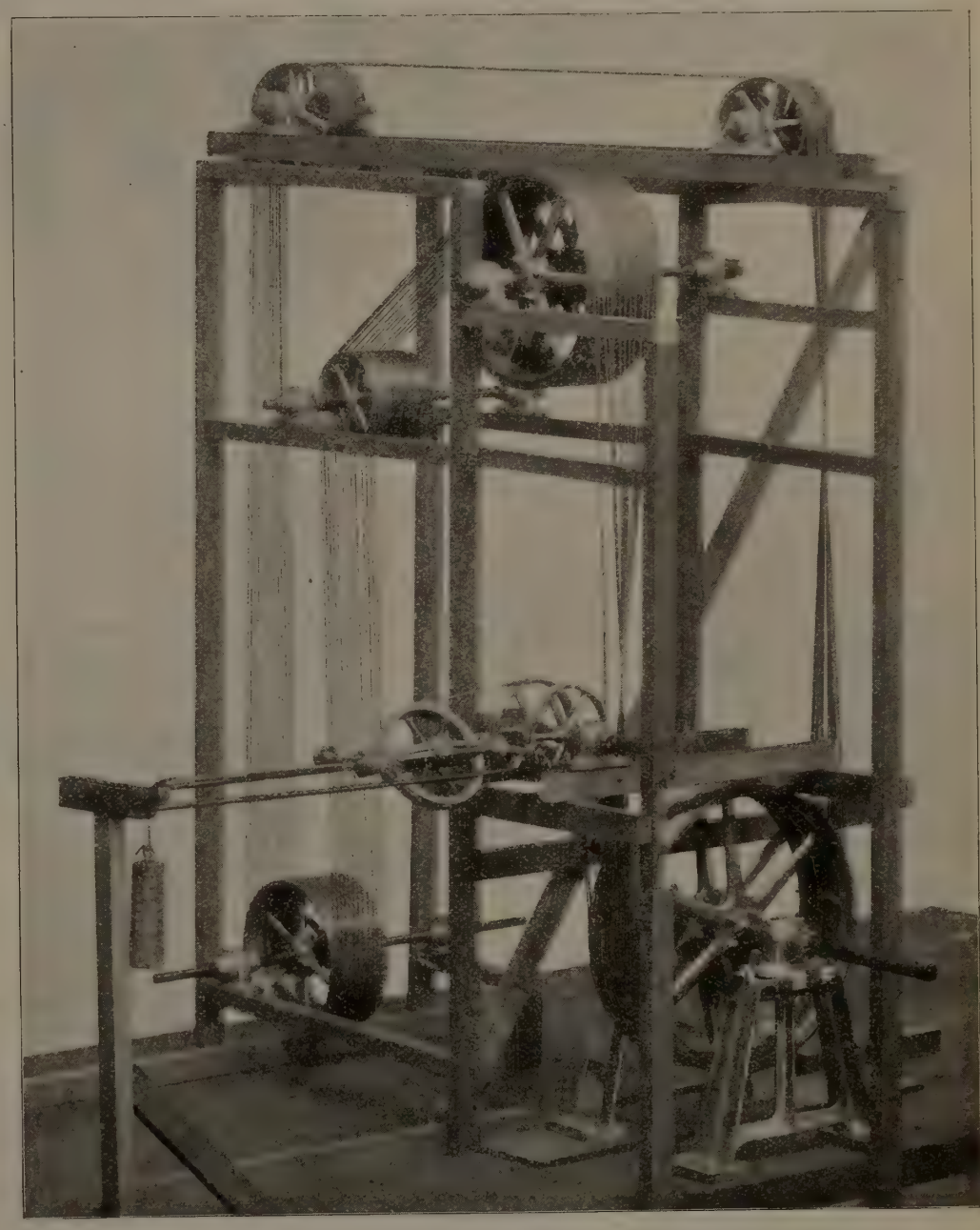
A SUBSCRIBER of THE LUMBERMAN wishes to know the best way of drying lumber in a kiln by means of a stove. If any of our readers have experimented in this direction, we would be pleased to learn the results of their efforts.

## ONE OF THE BEST.

MESSRS. Reid Bros., Hepworth Station, Ont., in renewing their subscription to THE CANADA LUMBERMAN, write:—"We consider THE LUMBERMAN one of the best papers we get, and would not be without it."

## ROPE TRANSMISSION.

THE illustration given below was taken from a model of the Dodge Patent American System of Rope Driving, designed to transmit power as required in a large mill, and at the request of the mill owners designed to avoid the use of the ever-troublesome and expensive gearing which would be necessary to otherwise accomplish the results herewith successfully attained. This illustration demonstrates the simplicity with which a shaft may be run at right angles to the driver, and with little or no loss of power. It is a well known fact, however, that with gears there is a great loss of power from friction, and many other disagreeable points of contention; also, with a belt and set of mule pulleys, there is great loss by imperfect contact of the belt with the pulleys, journal friction, and other annoyances sufficient to condemn it. On the contrary, with the manilla-rope system, under the Dodge patents, a shaft may be driven at right angles to another with the same efficiency as two parallel shafts are ordinarily driven.



DODGE PATENT AMERICAN SYSTEM OF ROPE TRANSMISSION.

This drive is peculiar to itself; the double right angle driving being a feature not frequently brought to notice. The driver on the engine shaft makes 70 R.P.M., operating the transmission in either direction, and carries fifteen wraps of one and one-quarter inch manilla rope to the driven sheaves, both at right angles to the driving sheave on the engine. The first driven sheave is 36 feet above the center of the engine shaft, makes 90 R. P. M. and transmits two hundred H. P. The second right angle drive is six feet below the center of the engine shaft, makes 140 R. P. M. and transmits three hundred H. P. The arrangement of the ropes is nicely shown in the illustration and needs no further explanation.

The travelling carriage or automatic slack rope take up, (one of the valuable features of the American System of transmitting power) in this case is of the horizontal type. The idler sheaves near the rope tightener carry up and over to the travelling carriage, and are so placed that this carriage always keeps the rope at an even and correct tension (governed by the amount of weight used, see left of illustration), so that the rope will always follow the grooves, and is thus carried to and from the driven sheaves and the driver, always keeping its alignment. The tension weight serves a double purpose in taking care of all slack caused by stretch of the rope or by atmospheric changes, and by keeping a continual and proper tension on the rope.

In the United States, during the past ten years, rope driving has gained a wonderful precedence. Its former opponents have been convinced of open merits and are now the strongest advocates of this system of transmitting power. Belting has its place; driving by means of ropes has its place in mechanics. The latter, however, has two great advantages over the former: the first, the ease with which it overcomes any of the knotty problems frequently met with in power transmitting engineering; the second, its great cheapness as compared with any system of belting or gearing. A rope will always do the work of a belt, but there are, in daily operation in all portions of the United States, rope drives doing excellent work which, if replaced by any combination of belting, would simply evolve a most disastrous failure.

The very low first cost of rope transmission is an indisputable fact, and likewise is the cost of maintenance where the drive is designed and erected by parties whose trade mark is formed by long experience and excellent workmanship. Dodge Manufacturing Co. have designed, manufactured and installed rope transmissions of their Patent American System for the past twelve years, and the success of their work is now depicted in every state in the Union.

The merits of this system are, its simplicity, great efficiency, cheapness, and wonderful saving in journal friction as compared with gears or a heavy belt with mule pulleys. The sole manufacturers in Canada are the Dodge Wood Split Pulley Company, 74 York street, Toronto.

## THE CARE OF LOW GRADE STOCK.

HARDWOOD saw mill men are apt to neglect the proper care of cull and mill cull stock when they shut down for the season. In many a yard that has been shipping through the fall, all the culls and mill culls that have been thrown out of better grades can now be found scattered in promiscuous piles all along the alleys and in the rear of the stacks, often criss-cross between piles. In many instances where the low grades have been wanted to ship, it has appeared easier for the foreman to go to regular piles already made rather than take the trouble to pick up and sort over the miscellaneous rejects thrown out in shipping.

This is all wrong and a waste of stuff which, if it is worth anything is worth taking care of, as by neglect, carelessness and exposure to the weather, what was pretty good shipping culls may easily be reduced to mill culls, and what was good, saleable mill culls may as easily be rendered worthless for shipping.

In all well regulated saw mill yards there is some one whose business it is to see that all rejects from the regular piles during each day's shipping are picked up, sorted to the proper lower grades, and if not wanted for shipment on orders already booked, are run to the appropriate pile and stacked. Some parties make special piles for these outs as they are generally rather better than the average grade made in sorting the green lumber, and buyers some times prefer them sufficiently to pay 50 cents or $1 more for them.

Cull and mill cull oak gets worse very rapidly if thrown into promiscuous piles and allowed to remain for even a few days, if the weather is wet or snowy or very hot. This is a matter that is too often neglected by the saw mill man, who cuts only from 5,000 to 15,000 feet a day, and as he plugs on year after year, he wonders why his business does not show any profit over and above a bare hog and hominy existence.—Hardwood.

## A PACIFIC COAST SPLINTER.

PACIFIC-COAST slabs and slivers are gigantic things. For example, in New Whatcomb, a seaport town and the county seat of Whatcomb county, the north-west county in Washington, and in the United States, is erected on the outer edge of a sidewalk on one of the principal street corners an immense slab or section of one of Washington's biggest red fir trees. The slab, being cut directly across the diameter of the tree, like a butcher's cutting-block, is set on edge, the greatest diameter extending upward, the bark being on its entire circumference. A stranger naturally feels inclined to walk up to the slab and measure it by his height, and he is surprised to find that it would take another man standing on his head to extend to the top of it. Then he steps back a pace and reads the following inscription, neatly printed on a board attached to the face of the slab: "Tree from Loop's Ranch Whatcom county, Washington. The tree was 465 feet high, 220 feet to first limb, and 33 feet 11 inches in circumference at the base. If sawed into lumber it would make 96,345 feet. It would build eight cottages two stories high, of seven rooms each. The tree is about 480 years old, according to the rings. If sawed into inch-square strips it would fill ten ordinary cars, and the strips would reach from Whatcom to China." The section shows the tree sound to the core.

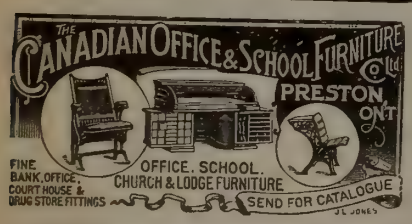
OUR EXTRA HAND-MADE

**AXE**

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N.B.

Mention the LUMBERMAN when corresponding with advertisers.




One Thing

Every Housekeeper should have is Good Tea. The production of

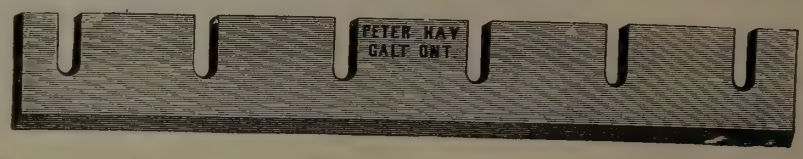
**LUDELLA CEYLON TEA**

has made this task easy. It is not only good, but pure and wholesome, and makes a good cup. Have you tried it?

From All Grocers at 25, 40, 50 and 60 cts., in Lead Packages.

H. P. ECKHARDT & CO.
Wholesale Agents - TORONTO

**Galt Machine Knife Works**




**MACHINE KNIVES** OF EVERY DESCRIPTION

FOR **Woodworking Machines**

...Send for Price List...

PETER HAY - - - - - Galt, Ont.

**RAILS FOR TRAMWAYS**

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.

JOHN J. GARTSHORE,
49 Front St. West, Toronto.

**Electrical Supplies...**

TELEPHONE
TELEGRAPH
ELECTRIC LIGHT

Write for Illustrated Catalogue.

**John Starr, Son & Co., Ltd.**

Mnfrs. and Dealers in
ELECTRICAL SUPPLIES

Box 448 Halifax, N. S.

**OAK TANNED BELTING**

TORONTO
20 FRONT ST EAST
TELEPHONE 475

THE J.C.McLAREN BELTING Co MONTREAL

### HARDENING SAWS.

Saws are generally hardened in mixtures of oil, tallow, wax, and other substances, says the American Manufacturer. It should be noted, though, that the hardening mixture loses its properties after a certain time of continual use. The saws are heated in long furnaces and then dipped in horizontal position with the tooth edge into long troughs filled with the hardening substance. As soon as the saw is cooled sufficiently, it is taken out and wiped lightly with a piece of leather, so as to remain still greasy; then it is placed over a bright coke fire until the grease coating inflames and has burned off with a bright flame. This burning off produces the necessary elasticity.

A good hardening mixture is obtained by melting five quarts of train oil, two pounds of tallow and a quarter pound of beeswax thoroughly together. This mixture is excellently adapted to hardening all kinds of steel. By adding one pound of resin heavier articles can be hardened, but care should be taken that the proportion of resin is not exceeded, as otherwise the objects may become too brittle and crack. If the saws are too especially hard, only a part of the grease coat is allowed to burn off; if softer, more. In the case of springs, burning is allowed to continue until the flame goes out. If the objects are of irregular thicknesses, the burning process is repeated, altogether or partly, until there is reasonable assurance that the object is of equal hardness at all places.


# Pumps & HYDRAULIC MACHINERY

DUPLEX AND SINGLE STEAM AND POWER

The Northey Mfg. Co. Ltd.
TORONTO

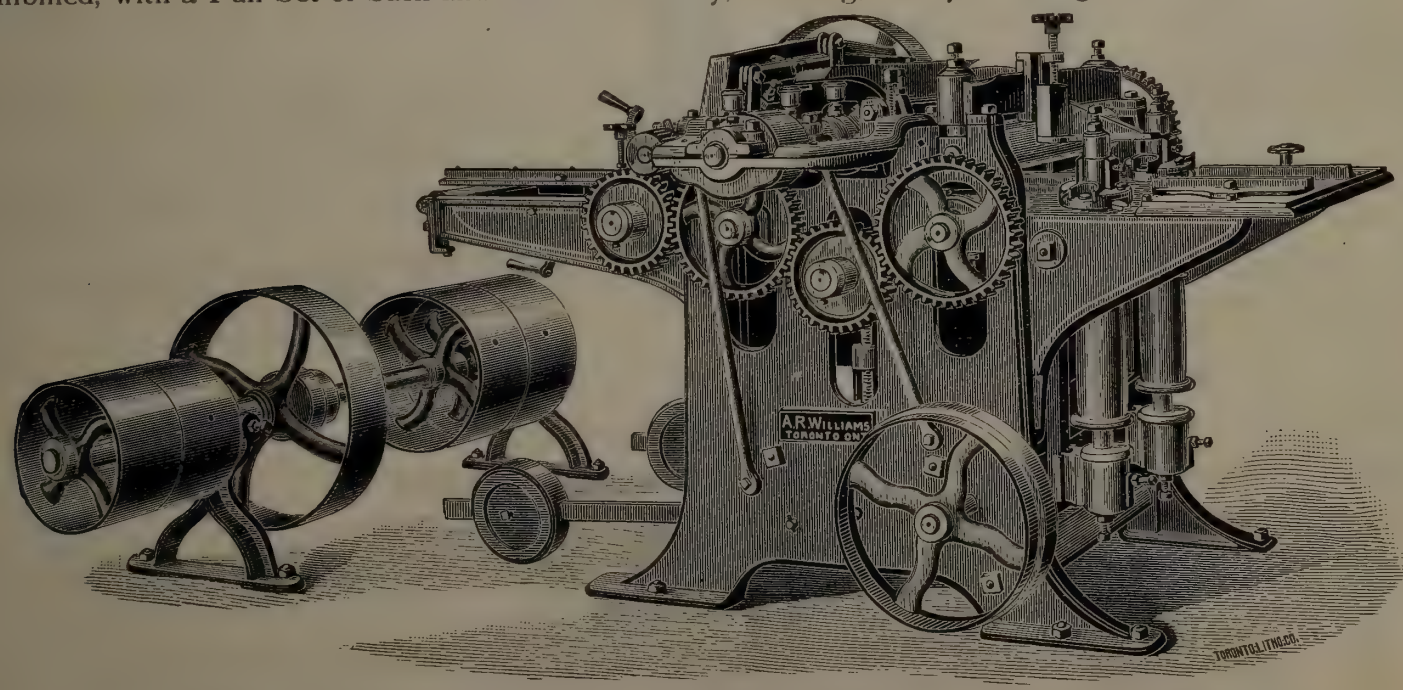
THE LAURIE ENGINE CO. - MONTREAL
SOLE AGENTS FOR PROVINCE OF QUEBEC.

# The A. R. WILLIAMS MACHINERY CO., Ltd.

***HAVE FOR SALE THE FOLLOWING:***

COMPLETE OUTFIT of Saw Mill, Shingle Mill, consisting of one Three Head Block Saw Mill, two Large Engines, one 65 h. p. Boiler, Shingle Machine, Jointer and Packer; and Chopping Mill with Three Acres of Land, Wet and Dry Yard, with lots of Timber near.

PLANING MILL OUTFIT, consisting of Engine and Boiler, Planer, Matcher and Moulder Combined, with a Full Set of Sash and Door Machinery, Shafting, Pulleys, Belting, Etc., in good town.




"ECLIPSE" PLANER, MATCHER AND MOULDER.—DOES GREAT VARIETY AND FINEST WORK.

Sole Canadian Agents for the Genuine Sturtevant Fans and Heaters for Dry Kilns, Shaving Fans, Blowers; S. J. Shimer, Sons & Co.'s Celebrated Shimer Matcher Heads, Door and Sash Heads; E. Harrington, Sons & Co.'s well-known Chain Hoists and Overhead Tramway.

We have a Large Assortment of Planer and Sticker Knives for Immediate Shipment.

**The A. R. Williams Machinery Co. Ltd.,** Front St. West (OPPOSITE QUEEN'S HOTEL) **Toronto**

## QUEBEC CROWN LANDS.

THE report of the Commissioner of Crown Lands for the province of Quebec, covering the year ending June 30th, 1896, shows the total receipts from that source to be $1,045,310.19. Of this amount forest lands account for $951,098.92, an increase over the previous year of $178,763.36. Timber dues amounted to $705,260.31, ground rents to $143,485,73, bonuses to $83,255.20, and transfer bonuses to $4,239.47. The following is a comparative statement of the timber manufactured during the last two years, as compiled from the commissioner's reports:

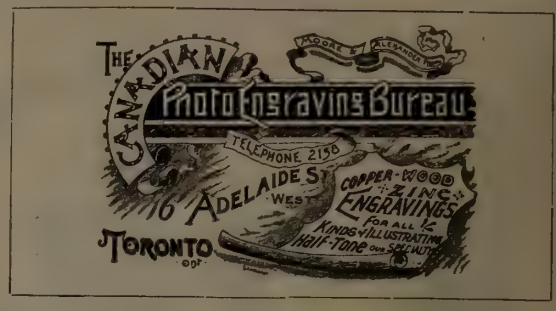
| | 1895 | 1896 |
|---|---|---|
| Pine at 26c. per 200 feet | 276,808,800 | 307,195,720 feet B.M. |
| Spruce at 13c. per 200 feet | 213,237 200 | 270,156,800 " " |
| Small pine logs | 64,293,753 | 110,650,844 " " |
| Boom timber | 2,541,230 | 417,016 " " |
| White pine | 156,569 | 1,443,354 cubic feet. |
| Red pine | 2,131 | 3,788 " " |
| Birch, etc | 12,032 | 40,785 " " |
| Cedar, etc | 256,208 | 203,193 linear feet. |
| Firewood | 8,712 | 7,953 cords. |
| Pulp wood | 7,712 | 11,79 " |
| Spool wood | 3,907 | 5,074 " |
| Railway ties | 330,155 | 300,311 pieces. |
| Lath wood | 177 | 109 cords. |
| Shingles | 13,754 | 3,082 M. |
| Hemlock bark | 969 | 202 cords. |
| Rails | 7,870 | 20,563 pieces. |
| Telegraph poles | 2,503 | 1,550 " |
| Pickets | 12,967 | 14,877 " |
| Knees | 544 | 8 " |

It will be observed that there has been a considerable increase in the production of pine, spruce and pulp wood, while shingle manufacturing has been reduced from nearly fourteen millions to slightly over three millions.

Mr. Paul Blouin, Superintendent of the Woods and Forests Branch, reports that the season of 1896 was an exceptionally dry one, but owing to the activity of the forest rangers no serious fires occurred. Fifty-six fires were extinguished by the staff, most of which resulted from settlers clearing lands, others from lightning, a few from sportsmen neglecting to properly extinguish their camp fires, and one from a passing train.

---

The London Timber Trades Journal says: Many curious discoveries have been made in the saw mill when opening logs, both animate and inanimate objects having been found in the interiors of trees, and the saw somtimes meets with strange obstacles. At Messrs. D. Norton & Sons' saw mills, Wharf road, City road, some time ago, when cutting some swamp oak shipped at one of the ports of a southern state of America, the saw encountered some hard metal objects in the centre of a log, which proved, on examination, to be the iron heads of tomahawks, or some similar weapons. Search was made in the other logs and several more weapons were found. The wood had grown twelve inches or more in thickness over the missles, which must, therefore, have been imbedded in the wood for very many years—probably before the white man invaded the forest solitudes of the new world.


LUMBERMAN'S
VEST-POCKET
INSPECTION
BOOK

Containing Rules for the Inspection and Measuring of Pine and Hardwood Lumber in the leading markets of Canada and the United States. Embracing also many useful tables and calculations of everyday service to lumbermen.

*Prepared by the Editor of the "Canada Lumberman."*

Toronto, Canada
C H. MORTIMER, Publisher
1895

THE above is a fac simile of the title page of the latest and most complete Lumber and Inspection Book published.

We shall be pleased to send you a copy on receipt of four 3 cent Canadian postage stamps

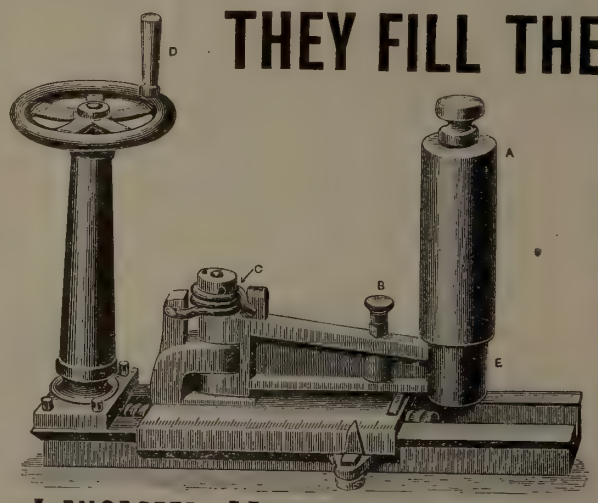
THE CANADA LUMBERMAN,
*Toronto, Canada*

ONE DOLLAR

will pay your subscription to the weekly and monthly CANADA LUMBERMAN for

ONE YEAR

THEY FILL THE BILL




We are using four of your Set Rollers on our frames, and have laid aside other makes as inferior. . . . .

Yours respectfully,
MACPHERSON & SCHELL
Alexandria, Ont.,
April 6, 1891.

LANCASTER MACHINE WORKS - LANCASTER, ONT.

THE PARMENTER
PATENT DRY KILN

For Drying LUMBER
Staves, Heading, Shingles, &c.

The Latest
The Cheapest
And Best

CHATHAM, ONT., June 19th, 1896.

JAS. S. PARMENTER, Flushing, N. Y.

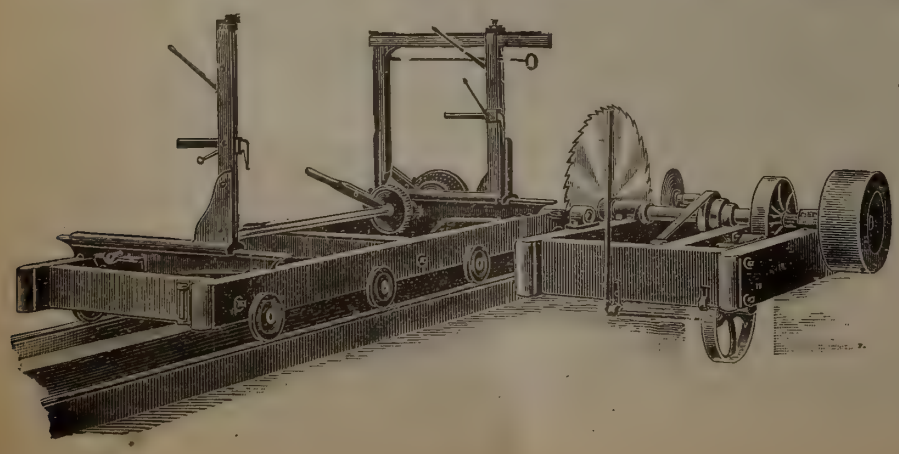
DEAR SIR: We take very great pleasure in being able to say from nearly one year's use of your Patent Dry Kiln, we find it away ahead of anything we ever yet tried for thoroughly drying lumber without injuring it in the least. So far we have found exhaust steam alone sufficient for our purpose, so that it absolutely costs us nothing to run it. We thoroughly dry white oak, rock elm, balm and other hardwood lumber in less time than we ever did with a blast kiln, and especially find it a splendid kiln for drying white oak hubs. It does its work so naturally that neither hubs nor lumber are injured by it.

CHATHAM MFG. CO., LTD.
D R VAN ALLEN, President.

J. S. PARMENTER
PATENTEE

Canadian Office— WOODSTOCK, ONT.
Head Office— FLUSHING, N.Y.

Bell's No. O Mill



This a Light Portable Mill for 12 to 20 H. P. It will cut from 3,000 to 8,000 ft. per day, acording to power. Can be set down ready for work in a few hours. Just the thing for light power.

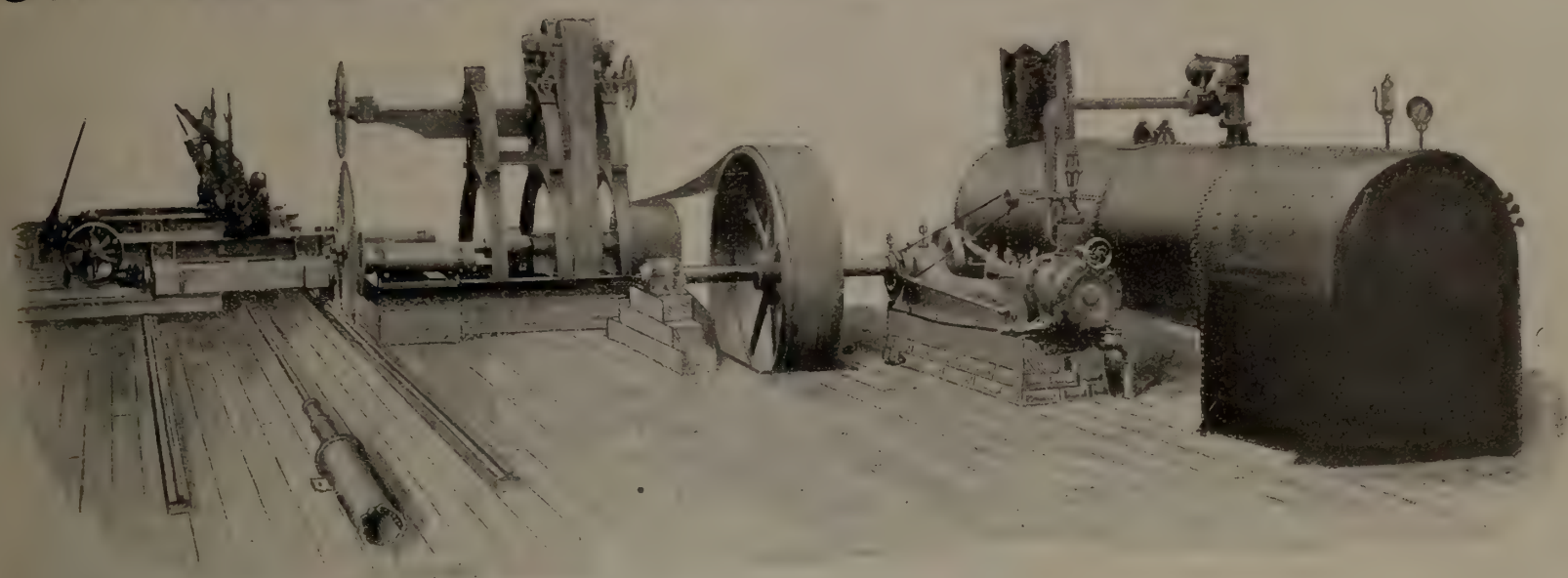
The Ireland Shingle Machine and Jointer—
An Entirely New Machine, and without doubt Best on the Market.

Besides these we build four larger sizes of Saw Mills; also Trimmers, Slab Slashers, Single and Double Edgers, Bolting Saws, Stave Machinery. Several Second-Hand Portable and Stationary Engines and Boilers. . . . . Send for Catalogue.

ROBT. BELL, JR., BOX 35, HENSALL, ONT., CANADA

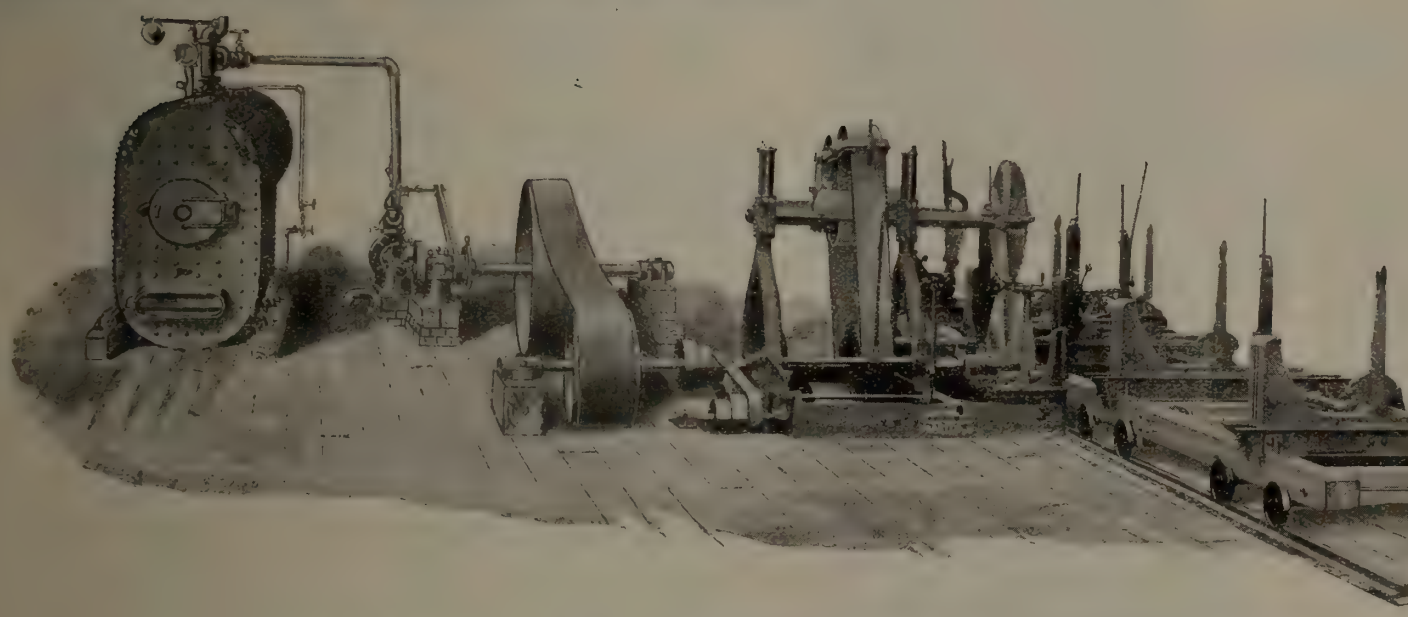
# PORTABLE SAW MILLS

in many instances are indispensable.
Our Experience in building them extends over Half a Century. . . . . .



## 100 H. P. "PACIFIC COAST MILL,"

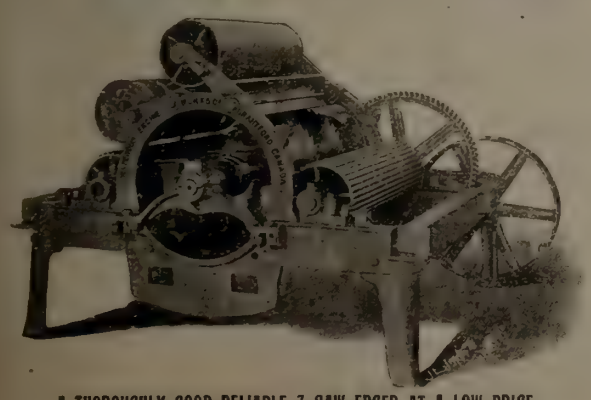
With No. 4 Saw Frame, 72" Lower and 56" Upper Saw; No. 6 Girder Steel Unbreakable Carriage, opening 72 inches from Saw—all portions of Carriage either Rolled or Cast Steel, Direct-Acting Steam Feed, etc.



## 60 H. P. "ONTARIO AND WESTERN MILL,"

With No. 3 Saw Frame, having 12 inch face Friction Feed Works, taking 60" Lower Saw and 40 inch Upper Saw. A No. 3½ 5 Block Girder Steel Carriage opening 50 inches from Saw, with Peel and Reliance Cant Hook Double Spud Dogs—Rope Feed, Automatic coupling in Carriage between 3rd and 4th blocks—extras when required Bull Wheel, Slab Saw, Single or Double Edger, Trimmer, Live Rolls, Planer and Matcher, etc.

THE above are our Large Portable Saw Mills. We Manufacture all sizes down to 12 H.P., with Saw Irons of Smallest and Lightest Dimensions for Mule Back or Dog Train Transportation to the Mines. One of our 12 H.P. mills is operated by the Hudson Bay Co., at Fort Churchill, H. B., and many are scattered throughout the Dominion. We ship this month one of the smallest to "Omenica Consolidated Hydraulic Mining Co." for transportation 600 miles north from Ashcroft, B. C. Write or Wire us for Prices and Delivery Date.



A THOROUGHLY GOOD RELIABLE 3 SAW EDGER AT A LOW PRICE

A 14 SAW AUTOMATIC TRIMMER, TRIMS 10 TO 30 FT. LONG, ALL SAWS UNDER INSTANT CONTROL OF OPERATOR.

EVERYTHING FOR Saw Mills, Wood Working Establishments and Pulp Mills.

# WATEROUS, BRANTFORD, CANADA

## JOHN SCULLY & CO.

ESTABLISHED 1878. TORONTO

TIMBER LIMITS BOUGHT AND SOLD

Contractors', Lumbermen's and Mining Co.'s Plant and Supplies.

Light Locomotives; Rails of all kinds.

Air Compressors. Pumps, Steam Drills, Lasting Batteries, Wire and Hemp Rope.

MINING MACHINERY—New and Second-Hand.

SCRIBNER'S LUMBER AND LOG BOOK

**Over One Million Sold.** Most complete book of its kind ever published. Gives measurements of all kinds of Lumber, Logs, Planks, Timber; Hints to Lumber Dealers; Wood Measure; Speed of Circular Saws; Care of Saws; Cordwood Tables; Felling Trees; Growth of Trees; Land Measure; Wages, Rent, Board, Interest, Stave and Heading Belts, etc.

Standard book throughout the United States and Canada. Illustrated edition of 1895. Ask your bookseller for it.

Sent postpaid for 35 cents.

**S. E. FISHER, Box 238, Rochester, N. Y.**

## J. D. SHIER

MANUFACTURER OF

Lumber, Lath & Shingles

BRACEBRIDGE, ONT.

## MICHIGAN

Are you thinking of moving to better your condition?

If so, come to Michigan, where you can get comfortable living, good markets, good neighborhood, reasonable transportation for your products. A PROSPEROUS STATE!

The Flint & Pere Marquette R. R. Co.

have good lands for sale, prices ranging from SEVEN TO FIFTEEN DOLLARS per acre, according to location and timber; easy terms.

You make no mistake locating in this territory.

ADDRESS:

A. Patriarche, Traffic Manager
Saginaw, Mich.

## Your Stomach Distresses You

after eating a hearty meal, and the result is a chronic case of Indigestion, Sour Stomach, Heartburn, Dyspepsia, or a bilious attack.

## RIPANS TABULES

**Promote Digestion, Regulate the Stomach, Liver and Bowels, Purify the Blood,** and are a **Positive Cure** for **Constipation, Sick Headache, Biliousness,** and all other Diseases arising from a disordered condition of the Liver and Stomach. They act gently yet promptly, and perfect digestion follows their use.

Ripans Tabules take the place of an **Entire Medicine Chest,** and should be kept for use in every family.

Price, **50 Cents** a box. At Druggists, or by mail.
RIPANS CHEMICAL CO.
**10** SPRUCE ST., NEW YORK.

## ARE YOU LOOKING

FOR A CHANGE IN LOCATION?

If you are not satisfied with your present site, or if you are not doing quite as well as you would like to, why not consider the advantages of a location on the Illinois Central R. R. or the Yazoo & Mississippi Valley R. R.? These roads run through South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Indiana, Kentucky, Tennessee, Mississippi and Louisiana, and possess

FINE SITES FOR NEW MILLS
BEST OF FREIGHT FACILITIES

CLOSE PROXIMITY TO

COAL FIELDS AND DISTRIBUTING CENTERS

AND

INTELLIGENT HELP OF ALL KINDS
MANY KINDS OF RAW MATERIAL

For full information write to the undersigned for a copy of the pamphlet entitled

100 Cities and Towns WANTING INDUSTRIES

This will give you the population, city and county debt, death rate, assessed valuation of property, tax rate, annual shipments raw materials, industries desired, etc.

To sound industries, which will bear investigation, substantial inducements will be given by many of the places on the lines of the Illinois Central R. R., which is the only road under one management running through from the North-Western States to the Gulf of Mexico. GEO. C. POWER, Industrial Commissioner I.C.R.R. Co., 506 Central Station, Chicago.

Sole Canadian Agents :-: Prices Reduced.

WATEROUS, BRANTFORD, CANADA.

## IT COSTS YOU NOTHING

FOR OUR

Automatic "Compression"

## DRY KILN

UNLESS OUR GUARANTEE IS FULFILLED

To convince you of the Superiority of our Process, write us for Catalogue "C" and Testimonials.

Have you ever seen our Channel Steel . . Roller Bearing Trucks and Lumber Buggies?

THE EMERSON COMPANY FIDELITY BUILDING BALTIMORE, MD., U.S.A.

## WHY BAND SAWS BREAK

SIXTEEN REASONS, AND HOW TO AVOID THEM

Being instructions to filers on the care of large band saw blades used in the manufacture of lumber.

A book filled with valuable information on the care of band saws. Giving the reasons for breaking: analyzing each reason; giving instructions to dispense with the causes as laid down in each reason; and full details on filing and brazing. The proper styles of hammers to use are illustrated and described, and views of blades showing the blows of the different styles of hammers form an important part of the illustrations. Improper and unequal tension are then treated, and the manner of properly setting irregular teeth is described. In connection with the treatise is a history of the invention, manufacture and use of the saw from its origin to the present time. The work in whole makes an accumulation of information such as has never before been published.

The book is printed on fine paper, good clear type, and is handsomely and substantially bound in cloth. It will be sent to any address on receipt of the price, **ONE DOLLAR.**

Address— CANADA LUMBERMAN, Toronto Ont.

## PULLEYS FOR SAW AND SHINGLE MILLS

We make a Special Strong and Heavy

## WOOD SPLIT PULLEY

for Saw and Shingle Mills.

Millmen, when Overhauling or Extending, write us for Prices. We can save you money and give you good satisfaction.

DODGE WOOD-SPLIT PULLEY CO.

Office: 74 York St. TORONTO

# NEW PORTABLE SAW MILLS

*Traction and Plain Engines of different sizes*

*Threshers, Clover Hullers, Horse Powers and Road-Making Machinery.*

SEND FOR CATALOGUE

MANUFACTURED ...BY... SAWYER & MASSEY CO., LTD. - HAMILTON, ONTARIO, CANADA

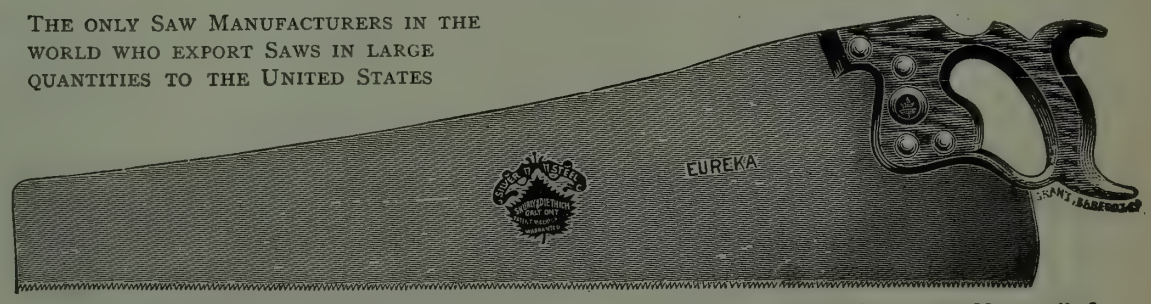
# SHURLY & DIETRICH

GALT, ONT.

MANUFACTURERS OF

SAWS

THE ONLY SAW MANUFACTURERS IN THE WORLD WHO EXPORT SAWS IN LARGE QUANTITIES TO THE UNITED STATES




SOLE PROPRIETORS OF THE SECRET CHEMICAL PROCESS OF TEMPERING : : Our Silver Steel Saws are Unequalled

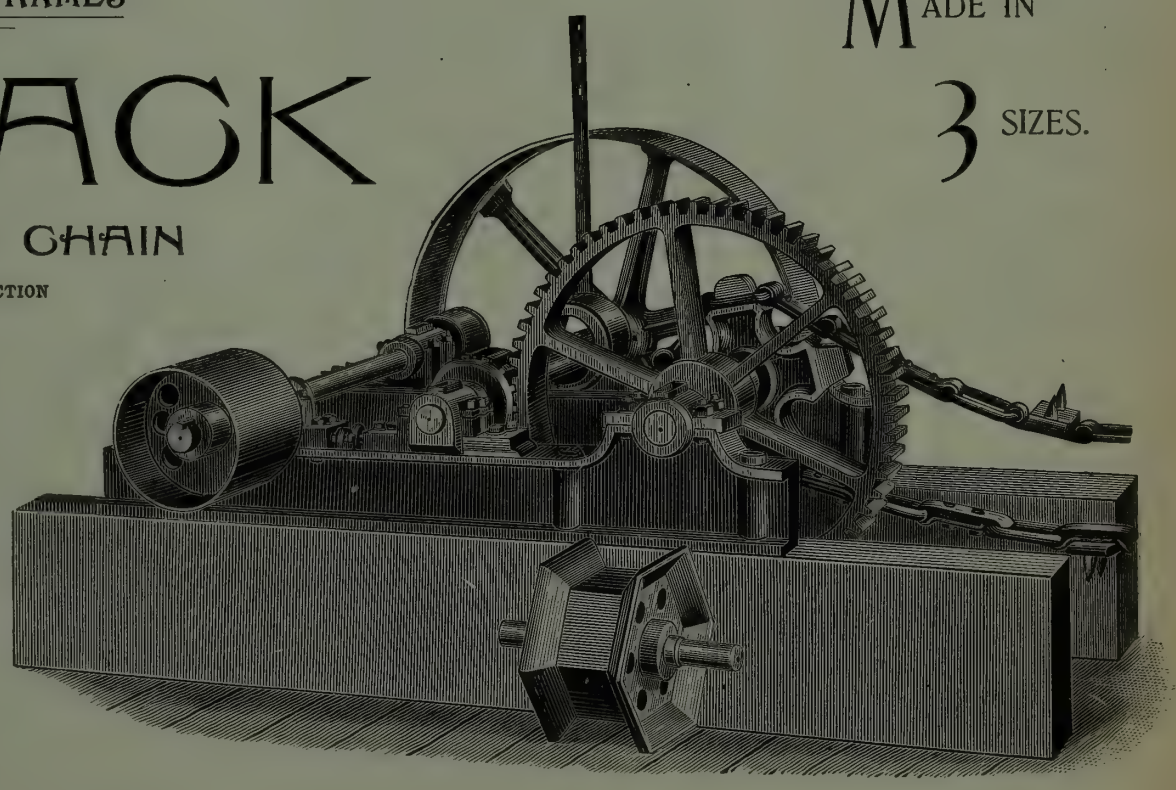
IMPROVED IRON FRAMES

# LOG JACK

WITH ENDLESS CHAIN

DRIVEN BY INTERNAL FRICTION

MADE IN 3 SIZES.



THE most powerful and smoothest-running Jack Works made.

Easy to place in mill.

Can be placed on mill floor or on timbers underneath the floor.

No crossed belt is required.

Can be stopped or started instantly, without a jar.

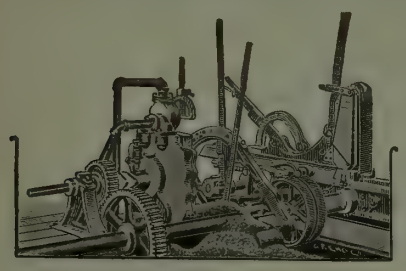
Correspondence Solicited -:- Send for Photo of Medium Size Circular Saw Rig

# Canadian Locomotive & Engine Co., Ltd.

KINGSTON - ONTARIO

# THE DAKE ENGINE

The accompanying cut shows the Dake Engine as attached to saw mill carriage set work. The engine, as shown, is reversible, advancing and receding head blocks at the will of the operator. Does away with coil springs used for receding head blocks, and is a practical assistant to a saw mill carriage, enabling the setter to handle the heaviest logs with ease. Steam is carried to engine by means of steam hose, or by swinging steam pipe with knuckle joints, taken from near the centre of carriage travel. As applied to carriage work, it has been in actual operation for over a year.



CORRESPONDENCE INVITED.

## PHELPS MACHINE CO.

EASTMAN, QUE.

# SUPPLIES

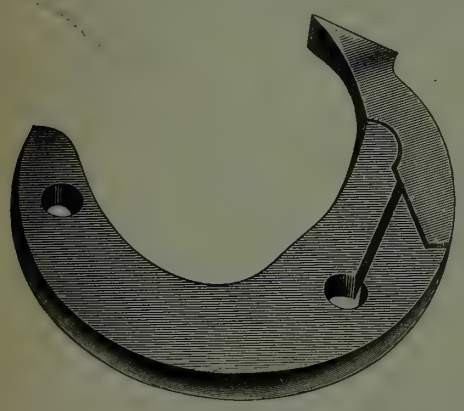
OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

## RICE LEWIS & SON

(LIMITED)

Cor. King and Victoria Sts. - TORONTO



## A. McPHERSON

Manufacturer of

## SHANKS AND CHISEL BITS

For Inserted Tooth Saws.

Warranted equal to any on the market.

Also Manufacturer of

**Locomotives and Trucks** for the Pole System of Tramways for handling logs and lumber in the woods.

Correspondence Solicited.

A. McPherson OXFORD NOVA SCOTIA

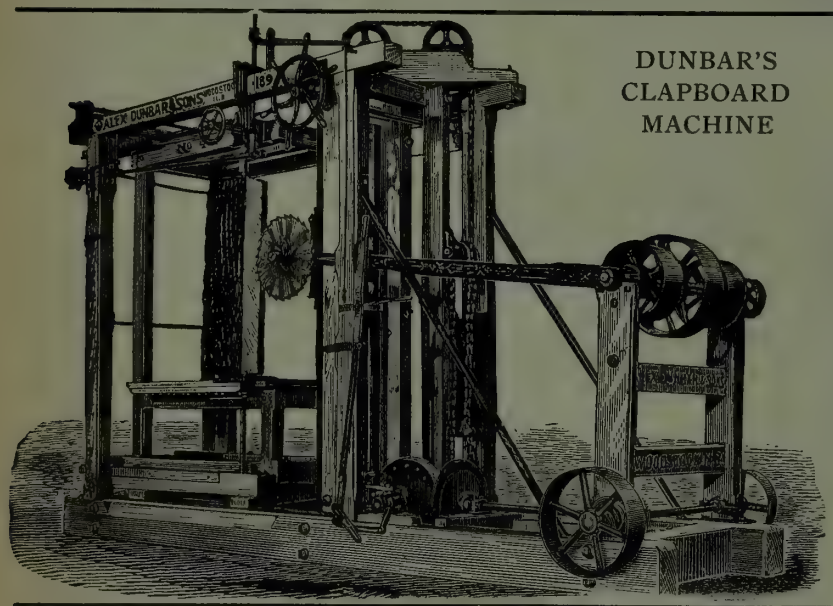
Every Lumberman wants it — **35** cents buys it

## Scribner's Lumber and Log Book

SAVES TIME SAVES MISTAKES SAVES MONEY

BRIMFUL OF EVERY-DAY, PRACTICAL INFORMATION

Address: THE CANADA LUMBERMAN, Toronto




DUNBAR'S CLAPBOARD MACHINE

## ALEX. DUNBAR & SONS

**Woodstock, N.B.**

Manufacturers of . . . . .

# Saw-Mill Machinery

OF ALL KINDS

Including ROTARY SAW MILLS (3 sizes), CLAPBOARD SAWING MACHINES, CLAPBOARD PLANING AND FINISHING MACHINERY, SHINGLE MACHINES, STEAM ENGINES, Etc.

WRITE FOR FURTHER PARTICULARS

ALEX. DUNBAR & SONS - Woodstock, N. B.

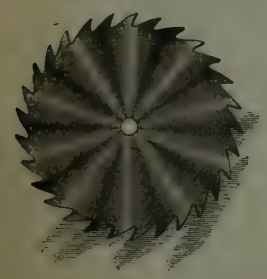
USE THE FAMOUS .. **PINK LUMBERING TOOLS**

Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks

Cant Hook Handles, Peavy Handles } By Car Load or Dozen

Pike Poles, Skidding Tongs, Boom Chains

**Lowest Prices** ◎ THOMAS PINK ◎ **PEMBROKE, ONT.**



## OTTAWA SAW WORKS Co.

SAWS

MANUFACTURERS OF ALL DESCRIPTIONS OF

*Circular, Mill & Gang, Shingle, Butting, Concave, Band, Cross-cut, Billet Webs.*

MIDDLE ST. *Ottawa, Ont.*

OFFICE OF

OTTAWA SAW WORKS CO.
OTTAWA, ONT.

WRITE FOR QUOTATIONS

# THE CANADA LUMBERMAN

WOOD-WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XVIII. NUMBER 3. | TORONTO, ONT., MARCH, 1897 | TERMS, $1.00 PER YEAR. SINGLE COPIES, 10 CENTS.

## MAGNOLIA METAL

In Use by Ten Leading Governments.

BEST ANTI-FRICTION METAL

For All Machinery Bearings

## MAGNOLIA METAL CO.

OWNERS AND SOLE MANUFACTURERS

74 Cortland Street, NEW YORK

Chicago Office: TRADERS BUILDING.

Montreal Office: Messrs. Caverhill, Learmont & Co., Agents.

London Office: No. 49 QUEEN VICTORIA STREET, LONDON, E. C.

## THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office: TORONTO, ONT.

Cable and Telegraph Address, "Royelectric."

MANUFACTURERS OF

## Electrical Machinery and Apparatus

... FOR ...

**LIGHT and POWER**

SPECIAL ATTENTION GIVEN TO——

**LONG DISTANCE TRANSMISSION OF ELECTRICITY**

FOR LIGHT AND POWER

ALSO FOR

**ELECTRIC PLANTS FOR MILLS**

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

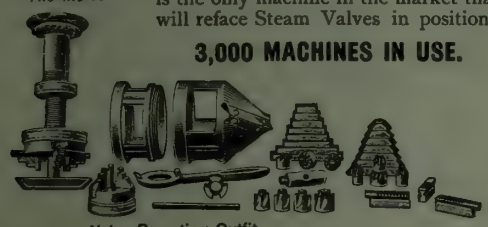
THE

## "MORSE" VALVE MACHINE

"The Morse"

is the only machine in the market that will reface Steam Valves in position.

3,000 MACHINES IN USE.



Valve Reseating Outfit.

## DARLING BROTHERS

... SOLE MANUFACTURERS ...

"Reliance Works," - MONTREAL.

It will throw more water with less steam than any other Jet Pump.

The.. PENBERTHY

## XL-96 IMPROVED EJECTOR JET PUMP OR SYPHON

Will Lift 20 feet with 25 lbs. Steam, and 25 feet with 40 lbs. Steam or over; will Elevate 50 feet with 60 lbs. Steam, and 65 to 75 feet with 80 to 100 lbs.....Descriptive Circular on Application.

Branch Factory: WINDSOR, ONT. Largest Injector Manufacturers in the World.

**PENBERTHY INJECTOR CO., 226 Abbott St., DETROIT, MICH.**

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED.*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING AND LACE LEATHER

Danville, Que.

## Silver Solder

For Repairing

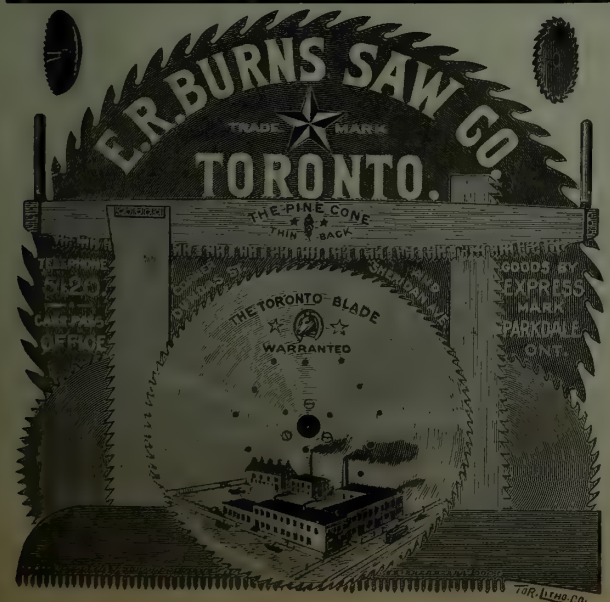
**BAND SAWS.**

Price $1.00 per ounce, in 10 ounce lots.

**P. W. ELLIS & CO.,**

**31 Wellington St. East, TORONTO, ONT.**

MANUFACTURING JEWELERS.



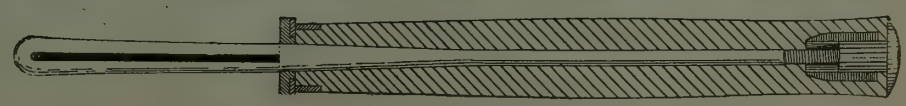

All Grades of

## CROSS-CUT SAWS

at Lowest Prices

....SOLE MANUFACTURERS OF...

## The "Burns" Patent Handle



PATENTED JUNE 26th, 1893

**Positively the Strongest Handle Made**

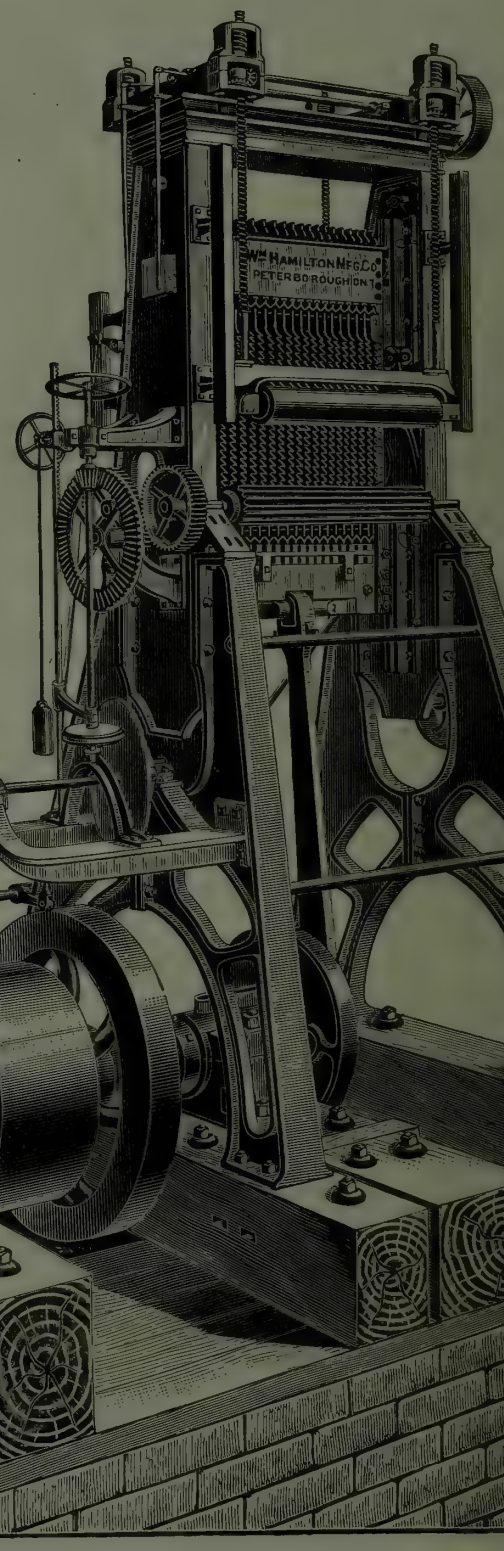
Ask your Hardware Merchant for our Goods. -:- Special Quotations on Large Quantities.

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a Complete Line of

HIGH GRADE SAW-MILL MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

We are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Ltd.

**Branch Office: VANCOUVER, B. C.** **PETERBOROUGH, ONT.**

***JOT THIS DOWN IN YOUR MEMORY:***

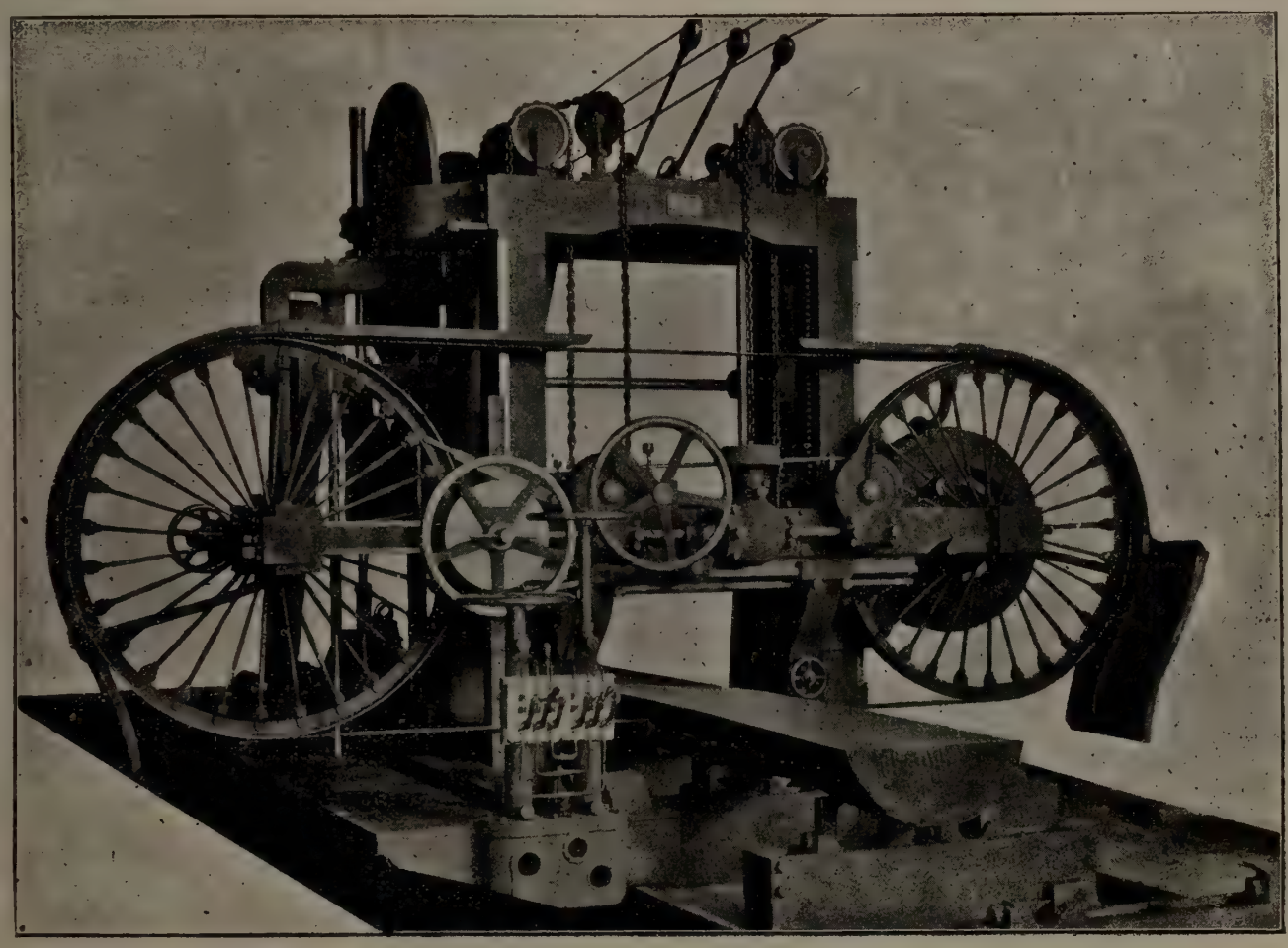
You are particularly requested to consult regularly the advertisement pages of THE CANADA LUMBERMAN, and when in want of machinery or supplies, write advertisers for catalogues, etc. You will oblige advertisers and promote the welfare of this Journal by making mention of THE CANADA LUMBERMAN in your correspondence.

# THE CANADA LUMBERMAN

VOLUME XVIII. NUMBER 3. | TORONTO, ONT., MARCH, 1897 | TERMS, $1.00 PER YEAR Single Copies, 10 Cents.

## AN ELECTRICALLY-DRIVEN BAND-SAW.

THE application of electricity for saw mill purposes is rapidly coming to the front. At a recent exhibition at Geneva one of the interesting features was a horizontal travelling band-saw at work, as shown in the accompanying illustration. This saw was designed for sawing logs of timber of any length. The frame is made to travel, while the log is fixed on the foundation floor. This kind of saw requires more space than the ordinary one, but works without interruption, as, owing to the length of travel, while the machine is working on one log another one can be prepared and set at the other end of track. The machine is driven by two independent three-phase motors; one of them of 6 h.p., running at 810 revolutions, is set on the platform of the travelling frame, and provides for forward and backward movement. From the motor pulley the movement is transmitted by a belt to a larger pulley, and then by a worm and wheel gear to a friction wheel fixed on a vertical spindle, that can be moved radially on a large disc, thus permitting the operator to vary the rate of travel of the frame, as the movement is transmitted from this shaft to the driving wheels by means of a vertical spindle and two conical gears. The return movement is very rapid, attaining a maximum speed of 47 ft. per minute. The reversal is obtained by a double conical friction gear. The forward movement can be regulated at will; the minimum speed is 3½in. per minute. The other three-phase motor of 16 h.p. is direct-coupled on to the spindle of one of the band-saw pulleys, and drives it at a speed of 480 revolutions a minute, the band saw attaining a linear velocity of about 125 ft. per second. To allow of a vertical movement of the saw frame, and of a lateral shifting of the pulleys for tightening the band-saw, the connections of the motor to the trolleys are made by means of three flexible cables. The vertical downward movement of the saw is regulated by a dividing disc, so that the boards can be cut of equal thickness. Every movement of the saw can be directed from the frame platform by hand wheels.



AN ELECTRICALLY-DRIVEN BAND-SAW.

## POWER LOST IN SHAFTING.

SOME interesting experiments were conducted recently by C. H. Benjamin, Professor of Mechanical Engineering at the Case School of Applied Science at Cleveland, to determine by actual observation in factories of various kinds just what loss occurred through friction in transmitting power by belts and shafting from the engines to the driven machines. The figures of loss must prove startling to factory owners, and they will also serve as a guide to engineers.

The observations were made in sixteen factories, each engaged in a different kind of work. The method of making observations was as follows: During the day-time, when the works were in operation and the machines were running, indicator cards showing the work being done by the engines were taken each hour. Then during the noon hour or at night, when the engines were driving only the shafting, similar cards were taken, and when these and the first ones had been averaged, the difference between the power required to drive the shafting alone and that required to drive the whole shop was found, and this reduced again to a percentage. The most startling loss was found in a bridge material factory, where the shops were spread over a lot of ground. Eighty per cent. of the engine's power was lost in the shafting there. In a planing mill the loss was 73 per cent.; in a sewing machine factory it was nearly 70 per cent. It was 77 per cent. in a stamping mill and 65 per cent. in a boiler and machine works. The average loss for heavy machine shops was found to be 62.3 per cent. The average for light machine work was 55.1 per cent., and in but one instance did the loss fall below 47.3 per cent.

In this one case the percentage of loss was so small that it must serve as a serious commentary upon the character of the work generally done in putting up shafting. This was in a steel screw works, and the loss was only 14.5 per cent. In this factory the machinery is all of the automatic type, very compactly arranged, and the shafting had been put up in the most careful manner. The shafting was in perfect alignment, and ran in hard cast-iron boxes without babbitt metal. It is supported by very rigid hangers, and was oiled by hand instead of wick oilers.

The results of these observations were presented to the American Society of Mechanical Engineers, at its recent meeting, in a paper by Prof. Benjamin, and tables were given which showed the number of feet of shafting run in each of the factories under observation and other features of the test.

One explanation of this immense loss of power, Prof. Benjamin says, is economy in either the quantity or the quality of the oil used. This cuts down the apparent size of the bills for shop expenses while the coal and water bills go piling up. A saving could probably be made by using electricity for transmitting the power.

## VIEWS OF A MICHIGAN LUMBERMAN.

MR. ARTHUR HILL, OF SAGINAW, PRESENTS SOME STRONG ARGUMENTS AGAINST THE IMPOSITION OF A DUTY ON LUMBER.

THE Hon. Justin S. Morrill, Chairman of the Finance Committee of the United States Senate, received a pamphlet letter a fortnight ago from Mr. Arthur Hill, of Saginaw, on the question of the proposed imposition by the United States government of a duty on foreign lumber. Mr. Hill is an extensive operator in the Georgian Bay district, as well as a large holder of Canadian timber limits, and is therefore thoroughly conversant with the lumber business on both sides of the border. The letter is written from the standpoint of an American, and deals with the question "How shall we treat Canada, as an enemy or as a friend?"

At the commencement Mr. Hill protests against any change in the present wood schedule which shall directly or indirectly prevent the free entry into the United States of the white pine lumber of Canada. Referring to those who are pressing for this legislation at Washington, Mr. Hill says:

"They press for it on the ground that it will be prohibitive; so that the Mississippi producer of pitch pine may extend his markets and his profits; so that the Pennsylvania producer of hemlock may force consumers to use hemlock when they want white pine; so that the lumberman of Minnesota may send his white pine into New England, 1,200 miles away, and make the New Englander pay the added freight. At the recent lumbermen's convention at Cincinnati these long-distance lumber dealers pointed out that the railroads should aid them at Washington, as the railroads would get this added freight."

In describing the movement which culminated in this Cincinnati convention, Mr. Hill says that the chief ally the lumbermen had was the hard times and the great distress into which the lumber business had fallen, and the assertion that the cause of all this depression was the influx of free Canadian lumber, and that to prohibit Canadian lumber would cure the evil. To show that the afflictions of the United States lumbermen do not come from the invasion of his markets by Canadian lumber, Mr. Hill quotes the importations of lumber into the United States since 1889, the year before the McKinley bill reduced the duty from $2 to $1 per thousand, with lumber duty free since 1894, as follows:—

| | Feet. | |
|---|---|---|
| 1889 | 747,842,000 | $7,804,163 |
| 1890 | 659,703,000 | 7,744,954 |
| 1891 | 757,149,000 | 8,498,046 |
| 1892 | 663,134,000 | 7,539,766 |
| 1893 | 742,351,000 | 8,717,331 |
| 1894 | 514,461,000 | 6,134,204 |
| 1895 | 600,809,000 | 6,859,532 |
| 1896 | 786,102,000 | 8,504,607 |

The explanations given by Mr. Hill to account for the state of things complained of by the lumber manufacturers of the United States are interesting. He says: "The obvious cause of the prostration of the lumber industry is a natural falling off in consumption during three years of national business depression, which has not been met by any corresponding reduction in output. The editor of The Timberman, a most able statistician, who made one of the principal addresses before the Cincinnati convention, stated incidentally his estimate of the amount of pine, spruce, hemlock and so forth used in construction in this country in 1892 at 16,000,000,000 feet, and the amount used in 1895 at 12,000,000,000 feet. Here is a shrinkage of 4,000,000,000 feet, or 25 per cent. of the normal consumption. This is an amount substantially equal to the entire production of white pine west of Chicago, including Wisconsin, Minnesota, and the entire Mississippi Valley, during the year 1895, which was 4,100,000,000 feet. It is a shrinkage equal to nearly 60 per cent. of the white pine product of the entire Northwest in 1895, which was, for Wisconsin, Minnesota and Mississippi river, 4,102,000,000 feet; for Michigan, 2,923,000,000, and for Lake Erie mills and others in that region, 68,000,000 feet, equal to a total of 7,093,000,000 feet.

"In the face of this shortage in annual demand of 4,000,000,000 feet, the lumbermen gathered in Cincinnati and resolved that the way to re-establish prosperous market conditions was to put a duty of $2 per thousand on the 700,000,000 feet of lumber which has been coming from Canada into New England and New York for these many years, whether there was a high tariff, a low tariff or no tariff against it. It has been coming because the people of that section wanted it—needed it—and even the superior white pine of Michigan has been unable to supplant it in its natural markets."

Regarding the claim that it is the character of the lumber imported from Canada rather than the quantity to which objection is raised, Mr. Hill asks: "Has the importation of an average of less than 700,000,000 feet of Canadian lumber during the six years following the tariff act of 1890 been able to fix the price in the United States on an average white pine cut of nearly 8,000,000,000 feet, and an approximate cut of 8,000,000,000 feet of other merchantable timber? This question answers itself. The quality of the Canadian importation has somewhat declined since 1890, but it has not deteriorated proportionately with the product of other white pine sections, nor faster than the consumers are adapting themselves to the use of commoner grades of lumber in place of the superior grades, which are fast vanishing from our markets."

Mr. Hill then proceeds to point out the fact that Canada has sought for closer trade relations with the United States, and has increased her purchases from that country, while Canada's sales to the United States have not increased proportionately. He urges that the United States should open her markets to the products of the Canadian forests, and gives the following table as showing the percentage of imports into Canada:—

| | United States. | Great Britain. | Other Countries. |
|---|---|---|---|
| 1885 | 45 p.c. | 40 p.c. | 15 p.c. |
| 1890 | 46 p.c. | 38 p.c. | 16 p.c. |
| 1895 | 52 p.c. | 30 p.c | 18 p.c. |

"Take note that the gain to the United States is entirely at the expense of British trade. This trade revolution is explained in the following statement of the imports into Canada for 1895:—

| | Dutiable. | Free. | Duty. |
|---|---|---|---|
| United States | $26,000,000 | $29,000,000 | $7,000,000 |
| Great Britain | 23,000,000 | 8,000,000 | 7,000,000 |

"In these three lines the reason for all that has happened can be read. Canada has been measurably opening her markets to the United States and measurably closing them to England. She taxes England $7,000,000 for bringing into her markets $31,000,000 worth of goods, and the United States no greater sum for bringing in $55,000,000. Canada collects, too, a higher average duty on dutiable goods received from England than on dutiable goods from this country."

Mr. Hill presents figures of the trade the United States does with Cuba, Mexico, Central America and South America, and shows that Canada was a more valuable market in the year 1895 than all these other countries put together for the products of the United States. Yet, he says, Canada is the one country which it is proposed the new tariff bill shall distinctly legislate against in the article which forms the chief import into the United States from Canada—lumber. What now, he asks, would be the trade situation as between the two countries if lumber was taken off the United States free list and put into the dutiable list? and gives the answer as follows: "The United States received from Canada in 1895 $36,000,000 worth of goods, of which $15,000,000 worth were dutiable and $21,000,000 free of duty. Put a tariff now on rough lumber and it will transfer $8,000,000 from the free list to the dutiable, reducing the free list to $13,000,000, and this would be the trade situation: Canada buying $55,000,000 worth from the United States, admitting free $29,000,000; and the United States buying $36,000,000 worth from Canada, admitting free only $13,000,000."

The cost of producing lumber is next dealt with, and is shown to be greater in Canada than the United States. "The average cost, including stumpage, of delivering logs at Ottawa, the main point of output in Canada, is at least one dollar more per thousand than the cost of American logs at Saginaw, Menominee, Duluth or Minneapolis. The assertions to the contrary were good ten years ago, but not to-day. With the exhaustion of pine in lower Michigan, where Saginaw alone for 30 years furnished an average of of 700,000,000 feet, and with the reduction and final abolition of duties on lumber and logs, American lumbermen have entered the market for Canadian timber; stumpage has advanced; wages have advanced; until now American conditions, as to cost of timber and cost of labor, absolutely prevail in the white pine sections of Canada."

With respect to the timber supply he says:

"Michigan, for years queen of the white pine states, is fast losing that mantle of green that was the source and token of her royalty. Michigan forests supplied in 1890 nearly 4,500,000,000 feet of lumber. In 1895 they furnished only 2,900,000,000 feet of lumber, and during 1896 they have produced less than 2,000,000,000, and the signs of complete exhaustion, as to white pine, are plain before us. Michigan lumbermen, to continue the business to which they were bred, have been compelled to go to Canada to replenish their stock of timber, at once convenient for operation and suited to their trade. No other timber fills the place of white pine, as witness England's constant demand for it, with all the lumber markets of the world to draw from.

"The great, the main, reason why Canadian white pine should not be excluded from our markets is because of the present forestry conditions in this country. There is not standing to-day in the state of Michigan 8,000,000,000 feet of pine, and there is not standing in the states of Wisconsin and Minnesota 50,000,000,000 feet of white pine, or in the three states, 58,000,000,000 feet. I point you now, sir, to the fact that the annual statement for 1895 shows that the cut of these northwestern states for the ten years ending with that year was 77,000,000,000 feet, and you can draw your own conclusions.

"My first conclusion is that to now legislate to take this timber west and south of Lake Superior and send it into remote New England is to perpetrate an economic crime upon those great treeless states. And this is my second conclusion: that to compel the people of New England to pay an added freight on lumber from the remote northwest, when their natural supply lies near at hand and cheap of access, is to do every citizen a wrong who builds a roof for home or factory. If that citizen pays the tariff tax, then he stands as to every other builder in this land on an unequal footing.

"I have shown that our trade relations with Canada are reciprocal and friendly. Canada has so framed her tariff laws that British trade loses and American trade gains. Shall we now, while Canada opens wider her doors to American trade, shut our doors in her face, and, if we do, what will be the result? It was recently stated in the leading newspaper of the Dominion that if the United States, in the face of present fair treatment by Canada, should now enact tariff laws unjust to Canada, they must protect themselves by tariffs, too—turning first to their own people for articles now bought of us, and next towards closer relations with Great Britain, their natural ally, and in war and peace their friend. You, sir, are far abler than I to decide whether this prophecy be true, and, if true, its effect upon our trade."

---

Mr. Thomas Pink, of Pembroke, Ont., manufacturer of lumbering and driving tools, boom chains, cant hooks, etc., has issued a new and useful catalogue for 1897, showing the various lines of manufacture. Mr. Pink has established a wide reputation as a manufacturer of lumbermen's tools, and his goods are now used throughout the whole Dominion. A copy of the catalogue will be sent upon application.

Logging is progressing favorably in the vicinity of Warren, Ont., although there is not a great deal of snow. On Tuesday, the 16th inst., Keeling & Bower had one team draw to their mill, a distance of three miles, a load of logs containing 21 pieces, that scaled in all 8,443 feet. The sleigh and bunks used were the same as they are using every day, the latter being only 10 feet long; had they been longer they claim a much larger load could have been hauled.

The new man in the shop is subjected to much criticism and scrutiny, but he very often has several handy kinks up his sleeve which raise him in the eyes of the older men. This makes it rather risky to indulge in any sarcasm as to his way of working till you know how much work he can do in a day; he may paralyze the old method when it comes to time.—Machinery.

Parties who have been experimenting with white maple for bicycle rims have met with such success that that wood will be pushed for the purpose in competition with rock elm. Maple has been a favorite in some quarters ever since the introduction of the wood, but rock elm has so many points of excellence that it is not probable it will be crowded out.

There is an estimated area of 47,000,000 acres covered with marketable timber in Australia. Western Australia has 20,000,000 of these acres. The various saw mills in the last named section employ about 2,000 men and the total output of sawn stuff in 1895 was nearly $2,000,000. The two principal woods are the jarrah and karri, of which considerable quantities have been exported to European countries—England principally—of late years.

## PRESENTATION FROM LUMBERMEN.

The regrets at the removal of Mr. James Webster from the position of Superintendent of the Northern and Midland Divisions of the Grand Trunk Railway have been many, by both the public and the press, and to some extent give an idea of the high regard in which he was held. It was not long before a tangible expression was given, when on Friday, 22nd January, a few gentlemen at the head of some of the great lumbering companies of the north called upon him at his residence at Allandale, Ont., to ask his acceptance of a beautiful cabinet of sterling silver, accompanied by an address, expressing their feelings towards him as a business man, with whom they had dealings for many years.

Mr. Wm. Thomson, of Longford, read the the following address :

Jas. Webster, Allandale.

Sir,—We, the undersigned, having heard with regret of your removal from the office of Superintendent of the Northern and Midland Divisions of the Grand Trunk Railway, to perform other duties, desire to acknowledge in some way our appreciation of your services in connection with our business as shippers over the divisions under your charge. We have always found that so far as was perfectly consistent with the interests of the railway company whom you served, you have been ever ready to accede in the kindliest way to our business requests. We beg of you to accept the accompanying oak cabinet of sterling silverware as a small token of the esteem in which we hold you as a business man of sound principles, strict integrity and sterling worth ; and we trust in after years these mementoes may bring to your mind pleasant recollections of our business relations during the past number of years. Trusting that you may long be spared to a wisely-directed and happy life.

The Georgian Bay Lumber Co.,
W. J. Sheppard, President.
The Victoria Harbor Lumber Co.,
John Waldie, President.
The Longford Lumber Co.,
Wm. Thomson, President.
Jas. Playfair & Co.
A. McPherson & Co.
Burton & Bro.

The address is elegantly illuminated, the border having some excellent scenes of the mills of the companies referred to, and is handsomely framed.

The cabinet, which was transferred to Mrs Webster by Mr. Playfair, is a model of beauty, being of highly polished oak, having three shelves, containing many sets of forks, spoons, with ladels, scoops, etc., etc., all of sterling silver, and the possession of which under such circumstances any one might well be proud of. On the silver plate was the inscription :

"To James Webster, Esq., from a few of his lumbermen friends on the Midland and Northern Divisions of the G. T. R. Allandale, January, 1897."

Nothing was known of either the intended presentation or the visit, and Mr. and Mrs. Webster received so genuine a surprise that to make an adequate reply was difficult ; in fact Mr. Webster admitted he was not equal to the task, but expressed his high appreciation of their friendship and good wishes, which were so kind, and their generosity, which was so great.

The quiet and pleasant way of making the presentation was particularly acceptable to the recipients.

---

A rather curious accident recently happened at a Wausau, Wis., box factory. A rapidly revolving pulley burst into small pieces right in the midst of numerous busy workmen, and, scattering in all directions, failed to injure any one.

## A LOG SLIDE.

A novel plan for removing spruce pulp wood from the steep declivities of the famous mountain peak known as " Old Whiteface," in the Adirondacks, has been arranged. This peak is one of the highest and most imposing mountains in the Adirondacks, and many tourists have climbed to its summit because of the magnificent view of mountains and lakes to be had there. The peak lies just north of Lake Placid, and is 5,000 feet high. Saranac and Mirror lakes are near by.

Such is the steepness of the side of this mountain that until now no lumberman or pulp man has begun operations there, although all down the side of the immense pile grows spruce in immense quantities. But operations are soon to be begun on an immense scale, to denude the great mass of its growth of spruce, by the J. & J. Rogers Company, of Ausable Forks.

The company's plan will make it comparatively easy to get wood where heretofore it has been an impossibility. A large force of men is now employed in constructing a slide, or flume, from the mountain side to Ausable River, just below the big falls in Wilmington Notch. This slide is 2½ miles long, three feet wide and three feet deep. It is constructed of two inch plank, and is supported by a wooden trestle, which in many places is from 60 to 100 feet high. In several instances the flume rests on stringers, spanning ravines of great depth. The oulet of the flume at the river is 50 feet above high water mark, at a place where the streem is narrow and deep and hemmed in on either side by perpendicularl edges. The water of Whiteface Brook is diverted from its natural channel into the flume, and the wood is put in all along the line for a mile down the mountain. A stick of spruce wood 18 inches in diameter, started at the upper end of the flume, will travel the distance to the river in 7½ minutes.

The undertaking, however, has aroused the provincial press to decry against the sin of spoiling the Adirondacks and the mountain scenes therein by denuding them of their timber. This is rather amusing to paper makers, who use only spruce anyway, and the provincial press would seem to hold the opinion that there was no other wood than spruce to be found in the Adirondacks.—The Paper Mill.

---

Commission merchants in session at Boston, Mass., adopted the following as the standard apple barrel ; seventeen and one-half (17½) inches in diameter at the head and twenty-eight and one-half (28½) inches in the length of the stave, with the usual bulge in the centre.

## CIRCULAR RE-SAWING MACHINE.

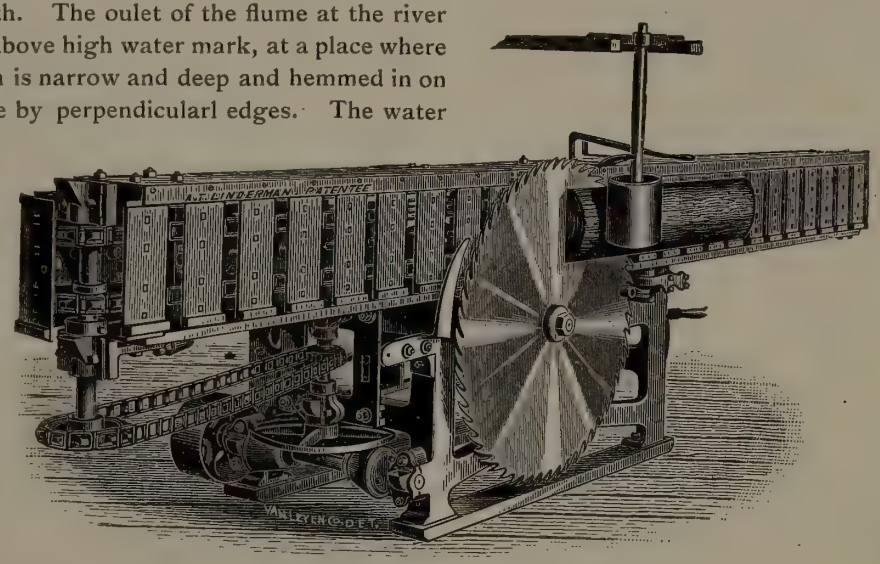
The accompanying illustration shows a circular re-sawing machine as manufactured under the Linderman patents by the Waterous Engine Works Company, of Brantford, Ont., and which is adapted for re-sawing slabs as well as lumber. The manufacturers claim that it will convert slabs and other mill refuse into lumber at a small cost. The lumber from slabs is usually of upper grades, and much being clear, the amount that can be taken from a cord of ordinary slabs is from 400 to 700 feet surface measure, according to the thickness.

The Northwestern Lumberman, in describing the plant of the Northwestern Lumber Co. at Eau Clair, Wis., where three complete sets of this machinery are used, says :

"When a man can cause two blades of grass to grow where but one grew before, he is a benefactor of mankind —but what shall be said of the man who causes A selects to exist where before there was nothing but cordwood?

If we could gather together the values which have been thrown away in the white pine business since logs began to be cut into lumber, we could pay the national debt, a couple of river and harbor bills, square up the deficiency, and leave a surplus that would make money a bigger drug in the market than No. 2 boards are now. For years and years nobody paid the slightest degree of attention to saving or minimizing waste in making lumber. Now the great problem with the lumber manufacturer is first, how little waste can be made, and second, how it can best be disposed of. Lath and shingles, it is true, take care of much waste, but that they do not use it up to the best advantage is clearly shown by the always overstocked condition of those two commodities. The Linderman system provides a most profitable method of rescuing from the burner and the firewood pile much lumber that is valuable.

It is well-known among mill men that but little is left for the burner where lath are made, and that nearly or quite 10 per cent. of the timber goes into the slab pile. How to get it out at a profit has been the problem heretofore. This machine seems to furnish the solution—uses a thin 52-inch saw—arranged so that it is readily set for different thicknesses from 7/16 to 2 inches, to take all there is out of the slab. The change of thickness is made instantly. It saws any length. In a single band or circular mill the usual daily saving is from 7,000 to 9,000 feet of ⅝ box lumber, at a cost not to exceed for re-sawing, edging, trimming, of $1.00 per 1000. Weight, 3,800 lbs. ; pulley 16 × 12 ; speed, 700. The pressure roll, in place of hanging as shown in cut, is now attached to frame, and is driven."




Circular Re-Sawing Machine.

---

To do the most work in the least time, without slighting quality nor wasting stock, is the problem. It is a condition, not a theory.

In twelve tests of green Georgia pine timber taken from all parts of the tree, an average modulus of rupture of 9,313 pounds per square inch was found. Seven tests of seasoned timber gave an average modulus of rupture of 10,524 pounds per square inch, showing that the seasoning adds about 13 per cent. to the strength of the green timber. The stronger timber was found in the butts of the trees, and the heart is, of course, stronger than the sap wood.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

C. H. MORTIMER
PUBLISHER

CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

### *TO VISITING LUMBERMEN.*

*Lumbermen visiting Toronto are invited to use the office of the CANADA LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way they may desire.*

## SANITARY CONDITION OF LUMBER CAMPS.

COMPLAINTS of the unsanitary condition of lumber camps, and the prevalence of typhoid fever and other infectious diseases among men employed in the woods, have lately been received by the Provincial Board of Health at Toronto. The town of Sault Ste. Marie reported that a number of typhoid fever patients had been brought in from the neighboring lumber camps, and that the municipal authorities were obliged to look after them, and the authorities requested that the expenses thus incurred be paid by the Provincial Health Department. An investigation proved that there was sufficient ground for some of these reports, while others were more or less exaggerated. At the suggestion of Messrs. Gilmour & Co., of Trenton, an inspection of their camps in Algonquin park was made by Dr. Robertson, whose report, a synopsis of which was given in our January number, showed that, on the whole, the camps and surroundings were kept in good condition and very little sickness prevailed. Lack of proper ventilation in a few instances was reported.

With a view of ascertaining the precautions taken to prevent the spread of contagious diseases from the camps, the secretary of the Board of Health caused circular letters to be sent to a number of lumber firms throughout the province. From the replies to these letters it is learned that the men are generally in a healthy condition. To the question "What provisions exist or what arrangements are made for the sanitary supervision of the camps and for the medical attendance of the sick or injured?" some of the answers were as follows: "Keep a medicine box in each camp, and keep camps clean." "Doctor visits mills once a week, or oftener, if required, and have telegraph communication to get doctor at short notice." "Doctor within few miles of camp, and hospital at Sudbury; shanties well ventilated and have good water." "Camps kept clean and wholesome; insist on men taking out hospital tickets; health excellent." "Camps well drained and ventilated, and very little sickness; careful about getting good water." "Doctor engaged to visit camps three times a week." "Keep small stock medicine in camp and at mills, and doctor easily obtainable; never had any trouble with infectious diseases." "Always have medicine on hand." "Nearly all men have tickets for hospital; camps cleaned regularly and white-washed once a year." "Men have to change clothes once a week; sick or injured are taken home, and some have hospital tickets." "Proper w. c., and camps inspected by village sanitary officer; get medicine regularly." "Fumigate camps with limestone; foreman instructed to blow sulphur in men's throats when sore." "Doctor resides adjacent; proper ventilation and systematic cleaning." "Insist on having our camps kept clean; men have season tickets for hospital; good health and no contagious diseases."

It was shown that at some camps a special building wes set apart for use as a hospital, but this was considered unnecessary in most cases owing to close proximity to the general hospitals. The reports show, however, that the amount of air space allotted to each man is below that which is regarded as necessary by the Provincial Board of Health, and it is intended to seek amendments to the present Health Act with a view to improving the general sanitary condition of lumber camps. It is proposed to allow each man 500 cubic feet of air space in the camps, and to have the water supply inspected by a physician. Infected persons are to be placed in isolated houses built for the purpose, and the local health officer is to procure a physician and a nurse at the expense of the lumber company.

Lumbermen, in common with the general public, are interested in the health of the community in which their camps are located, and realize the benefits to be derived from proper sanitary arrangements. With respect to providing ample air space we believe that no opposition will be offered, but where hospitals exist at present it should not be necessary to provide a separate isolated building and to procure a special physician and nurse at the expense of the company.

## NEARING THE CRISIS.

As the date of the meeting of the United States congress approaches, a portion of the lumber manufacturers of the United States are vigorously pushing forward their claims for the re-imposition of a duty on foreign lumber. And as the matter becomes more widely discussed, more apparent are the conflicting interests. The proposed duty of $2 per thousand feet on white pine is meeting with strong opposition by the Eastern Michigan lumbermen who have large timber holdings on the Georgian Bay, and by others who are obliged to look to Canada for the supply of logs to keep their mills running. A committee representing these gentlemen appeared at Washington recently to oppose the duty.

The statement was made recently that the Ways and Means Committee of the House of Representatives had completed the lumber schedule, and adopted the McKinley rates except in respect to white pine, which was raised to $2. This report, however, is not generally believed.

On another page is printed an abstract of a pamphlet letter from Mr. Hill, of Saginaw, in which are advanced very weighty arguments against any interference with present tariff arrangements. Certainly if the duty is imposed, the consumers in the Eastern States will be obliged to pay a higher price for their lumber, whether they use the Canadian product or that of the white pine forests of Minnesota. The argument so often used that the cost of stumpage in Canada is much below that in the United States, Mr. Hill points out, is incorrect. While it may have been the case ten years ago, it is not so to-day. Furthermore, the cheap lumber which has been placed upon the United States markets has been largely of home production, as will be shown by a visit to the Canadian mills, where large quantities of lumber will be found which has been held for higher prices.

To our mind there is no probability of the United States government imposing a $2 duty upon white pine. The point of decision seems to be between any change from present conditions and the adoption of the McKinley tariff. The members of the New York Lumber Trade Association and the Buffalo dealers have already placed themselves on record as opposed to anything higher than $1 on rough lumber and $2 on dressed, while in the face of the present agitation for a duty we find American lumbermen, such as William H. Parsons & Co., of New York, and General Alger, of Detroit, who has a large saw mill at Alpena, investing heavily in Canadian timber limits. These purchases would seem to indicate that they have little fear of the enactment of such legislation as would be certain to result in retaliatory measures being adopted by the Dominion goverment which in turn would prevent the free exportation of Canadian logs and pulp wood. The lumbermen of the Southern States who look for increased trade with the north as the result of the shutting out of Canadian lumber, object to a duty being imposed on lumber while logs are admitted free. Singularly enough, they ask that both logs and lumber be taxed.

A special session of congress will probably be held before the 15th of March, and it is said that the tariff bill will be one of the first matters considered. We may expect, therefore, to know at an early date just where we stand.

## EDITORIAL NOTES.

A LETTER has been received by the Department of Trade and Commerce, Ottawa, from Mr. J. S. Larke, Canadian Commissioner in Australia, in which he points out that the lumber trade of the Pacific coast has suffered great injury from improper classification. He believes that unless some steps are taken to improve existing conditions, the trade will eventually divert to some other country. Advice of this character should receive the most careful consideration by our lumbermen, coming as it does from one who has had the opportunity of studying the requirements of the market. Mr. Larke suggests that permanent and well qualified officers be appointed in Australia to deal with all lumber imports, their salaries to be paid by a small tax imposed for the purpose.

A MATTER in which the general public, and lumbermen in particular, are interested, is in securing the liberal publication of all government advertisements offering crown timber lands for sale. It must be admitted that where the probable purchasers are so widely distributed as is the case with those of timber lands, better prices would be obtained by inviting as much competition as possible by judiciously advertising all proposed sales. This, we have reason to believe, is not always done, in conformity with the law. A government sale of limits was recently held, the first notice of which we observed being in a newspaper published on the day following the sale. The effect of this was shown in the results obtained, the prices being much below the average. It is certainly a short-sighted policy on the part of government officials to economize in the direction referred to.

THE question of the most suitable street pavement is just now receiving more than passing attention, in view of the agitation for better road construction. Brick and asphalt seem to be most favored in the larger cities of the Dominion, but in smaller cities where the cost prohibits the use of these materials, wooden pavements will continue to be used to a large extent. For noiselessness, traction qualities and economy in cost they possess advantages over both brick and asphalt. The city of Victoria, and other cities of the Pacific coast province, are at present looking into the question of pavements, and the suggestion has been made that Australian woods be imported for the purpose, owing to their hard qualities. Before importing foreign woods into a country which possesses such a wide variety of forest trees, the municipal authorities should satisfy themselves that a suitable wood cannot be obtained in Canada. From the reputation attained by Douglas fir we would suppose it would be well adapted for paving purposes, but have not yet learned that any tests have been made in Canada. The city of Cincinnati is said to have adopted Puget Sound fir blocks for one of its principal streets. The published statement that Paris and London are adopting wood for paving purposes is a strong argument in its favor, as it must be supposed that before arriving at this decision a thorough investigation into the merits of the different classes of pavements was made.

Lumber is lumber in South Africa. Puget Sound fir sells in that country for from $180 to $280 per 1000 feet, according to condition and grade.

# CORRESPONDENCE

Letters are invited from our readers on matters of practical and timely interest to the lumber trades. To secure insertion all communications must be accompanied with name and address of writer, not necessarily for publication. The publisher will not hold himself responsible for opinions of correspondents.

## AN OPPORTUNITY FOR THE EXTENSION OF TRADE.

THE CANADA LUMBERMAN received a letter last January from a firm of importers of Canadian goods in South Africa, requesting our assistance in placing an order for pine, doors, windows, etc. The letter stated that as they were compelled to compete with American and Baltic dealers, it would be necessary to have the order filled at the cheapest possible point, and requested that the goods be sent at as early a date as possible, as, if practicable, they proposed getting larger quantities for a sailing vessel from New York in March. Below will be found a copy of the specifications furnished and the portion of the letter referring to the shipment of the stock :

500 planed pine boards 12 to 16 ft. long, 12 to 20 inches wide (as many 16 ft. and 16 to 20 inches wide as possible), to stand 7/8-in. thickness precisely when dressed, at about $25 per 1,000 sup. feet, f.o.b. steamer at New York.

Clear pine boards, rough, without knots of any kind : 50 1 in.; 50 1¼ in.; 50 1½ in.; 50 2 in.; 50 3 in.; as many 16 ft. long and 16 to 20 inches wide as possible ; at about $45 per 1,000 sup. feet, f.o.b. steamer at New York.

| | | | | | |
|---|---|---|---|---|---|
| 50 | doors, | 2/6 x 6/6 x 1¼ ; | 20 | sash | doors |
| 100 | " | 2/6 x 6/6 x 1½ ; | 20 | " | " |
| 50 | " | 2/8 x 6/8 x 1¼ ; | 20 | " | " |
| 100 | " | 2/8 x 6/8 x 1½ ; | 20 | " | " |
| 200 | " | 2/8 x 6/8 x 1¾ ; | 20 | " | " |
| 50 | " | 2/10x6/10x 1½ ; | 20 | " | " |
| 100 | " | 2/10x6/10x 1¾ ; | 20 | " | " |
| 50 | " | 3 x 7 x 1¾ ; | | | |

One-half plain and one-half colored marginal lights, as shown, and anything fancy in stock may be added.

WINDOWS.—Sliding sashes must be sent with frames, weights and cord complete ; boxed frames.

| | | | |
|---|---|---|---|
| 8 x 10—12 lights, | | 10 | 100 windows. |
| 10 x 12—12 | " | 10 | |
| 10 x 14—12 | " | 10 | |
| 12 x 16—12 | " | 10 | |
| 15 x 30— 4 | " | 20 | |
| 16 x 32— 4 | " | 20 | |
| 36 x 18— 4 | " | 20 | |

5 pairs Venetian blinds for each size of window ; 5 sets inside blinds for each size of window mentioned.

Canadian railroad companies are now granting us through bill of lading from Canada to Cape Town, South Africa, via direct steamer from New York, so that any railroad agent can write to New York and secure space in steamer before goods go on. There are now two sailings monthly from New York for this port—some months more. The goods had better be wired together for export. The railway agent at New York will insure the goods. Both land and water freight is to be paid by shipper in the first place, and all charges are to be added to invoice, for amount of which sight draft (with bill of lading attached) on us is to come through the African Banking Corporation, 74 Wall street, New York. An invoice of cost of the goods at the mill must be mailed to us also as soon as they leave the mill. The steamer's bill of lading will not be given out until the goods are on board, but if no time is lost in attaching it to the draft and getting the documents in the bank, it will generally reach here via England before the goods arrive, coming direct. By pre-paying the freight at your end 5 per cent. is saved to us. We would like catalogues, cuts, sketches and prices f.o.b New York, and we trust this will result in the opening of a profitable business in a direct way with South Africa, as we intend having several sailing vessels at New York during 1897.

The only question is as to whether you can compete with American prices at New York, and we think you do somewhat better.

The letter and specifications were submitted to several manufacturers who it was thought would be most likely to handle the trade. Some of these went into the matter fully, and satisfied themselves as to the financial standing of the firm from whom the order was received, but expressed a doubt that a satisfactory profit could be made in competition with United States prices, and declined to fill the order. In the case of the doors it was claimed that what is known as a No. 3 door was desired, for which a very low price would be obtained. Should any of our subscribers desire to communicate with the firm mentioned, we will be pleased to furnish their name and address upon application.

## A DEFINITE POLICY REQUIRED.

MILTON, N. S., Jan. 30th, 1897.

To the Editor of the CANADA LUMBERMAN :

DEAR SIR,—Regarding the effect of the proposed import duty on Canadian lumber, we may say that, while there may be quite a diversity of opinion with regard to the utility of an import tax, we have noticed this, in our experience, that under a law upon which all could figure, the business of the United States—in the lumber trade, at least—has gone steadily on ; and upon the whole, we are inclined to think that better returns were obtained than under the uncertain policy of the Democratic party. The experience of the last few years, we think, bears us out in this conclusion. Occasionally the prices have been good, but following right upon this would be a ruinous drop in prices occasioned by the uncertainty of the trade policy ; and while we do not wish to be understood as advocating a protective tariff, yet under a form of policy from which the uncertain element is eliminated in the largest degree, the business of any country will develop the greatest degree of activity.

Now, during the past few years, in the matter of remittance of duties there has been a gain, but it has been more than overbalanced by the reduced price of stock occasioned by the general business stagnation. If we could have the assurance of good business prosperity with the duties removed, we should say that it would be the better form ; but it does not seem to work that way.

Yours truly,

HARLOW & KEMPTON.

The Fall Mountain Paper Company, of which the Hon. William A. Russell is the head and front, has given considerable study to the practical methods for preserving their spruce forests, or rather of utilizing them in such a way as to secure a continuous growth and product. During the past year their agents gathered many bushels of spruce cones, which they will plant the coming season on the deforested portions of their real estate on the Upper White River valley in Vermont.

If oil comes in contact with gum belts it softens them. If water gets between the canvas and the seams, and then freezes, it separates the layers. Even frosty pulleys, in contact with gum belts, tear them from the canvas. Boiled linseed oil, lightly applied on the pulley side of a gum belt, will help to overcome slipping, caused by dust, etc. Gum belts are now used with success in damp or wet places in preference to leather ones, because the leather absorbs dampness, etc. Gum belts canot be used with success at half cross or on cone pulleys.

A German scientist has been engaged in preparing a table of ages of certain European trees. He finds that in Finland and Sweden the pine and fir trees attain to the maximum age of 700 years. The greatest ascertained age of the larch—this is Bavaria—was 274 years, while the silver fir of the same locality often grows until after it is 400 years old. The oldest known German specimen of the oak is one of the "holm" variety which formerly stood near Aschaffenburg, which the ring growths proved to be 410 years of age. The maximum ages of other German trees, as formed by counting the ring growths, is as follows : Red beech, 245 ; ash, 170 ; elm, 130 ; birch, 200 ; aspen, 210, and alder, 145.

# THE RETAILER AND Wood-Worker

## WESTERN RETAIL LUMBERMEN'S ASSOCIATION.

THE Western Retail Lumbermen's Association assembled in annual convention in Winnipeg on Tuesday, February 9th. The attendance was good, and included a number of manufacturers who are honorary members of the association, among whom were:—D. C. Cameron, of Rat Portage, R. Mather, of Keewatin, Mr. Graham, of Fort William, D. Ross, of Whitemouth, and J. G. Scott, of the Pacific Coast Lumber Co., New Westminster.

The president, Mr. D. N. McMillan, of Morden, read an interesting address, going into the workings of the association during the past year quite fully. His remarks in part were as follows:

Gentlemen:—It affords me much pleasure to welcome you to our sixth annual meeting. I am pleased to congratulate you upon the successful workings of the association during the year now passed, and upon the benefits conferred upon the members in maintaining prices, especially this last year on account of the general depression and scarcity of money; the demand for lumber and building material being considerably less than other years. Also the determination of honorary and active members to give shorter and less credit has no doubt curtailed the trade to a great extent, but this action in giving less credit has no doubt reduced the amount of slow, doubtful and bad accounts, which will in the end have the effect of placing the trade on a firmer and more substantial basis, thereby increasing the credit of the retailer and securing to the wholesaler customers in whom they can have perfect confidence.

When your present officers were elected last year we found serious trouble had existed for some time previous in Gretna, Brandon and other points. Members were competing with each other on an open list and were selling at ruination prices, which, if continued, would no doubt have ended in great loss, and our honorary members would have been joint sufferers with the retail dealers. I am pleased to say our secretary visited these points and succeeded in having these members agree to a price list, and where serious trouble existed harmony has since prevailed to the advantage of all concerned.

I should consider myself remiss in my duties as your president if I did not tender the thanks of myself and those of my directors to our honorary members for the loyal manner in which they have lived up to the rules and regulations of our association by not selling to customers in competition with retailers, not one instance to the contra having come before us. I would most strongly urge upon our active members the necessity of following their good example by purchasing only from honorary members. In the past honorary members have had reason to complain, which, if continued, may seriously jeopardize the success of our association.

It is true that at some points certain low grades of American lumber are delivered cheaper than the same grades from honorary members, and a few members, apparently, cannot resist the temptation and occasionally buy from non-members. I would suggest that the president and directors you will be pleased to elect to-night, arrange a meeting with the honorary members interested, and, if possible, have a mutual understanding that the prices on a few of these grades mentioned be reduced, even if some other grades were slightly increased, thereby removing the temptation which may endanger the friendship existing between honorary and active members at the present time.

I am pleased to congratulate the association on the satisfactory state of its finances, which shows a substantial reduction in expenses over previous years, and a handsome balance carried forward, notwithstanding the reduction in our members' dues from ten to five dollars per year.

MR. T. A. CUDDY,
President Western Retail Lumbermen's Association.

At our last annual meeting our membership stood at 141; during this year 24 new members were accepted by your directors and secretary. Five have withdrawn for various reasons, leaving our membership at the present time 160, an increase of 19 over last year. This increase shows the benefit of belonging to our association, and is appreciated by the trade.

During the year numerous other applications for membership have been received from all parts of the country and considered by your secretary and executive committee, and declined on the grounds that there was not business enough at these points to support another yard, and it would be contrary to our rules and unjust to the present members to allow competitors to their detriment. This again proves the value of the association to our members. In rejecting and accepting applications we also considered the purchasing public and carefully guarded their interest.

In the early part of the season your executive committee undertook to get a short summary of the Lien Law, thinking it would be of advantage to have it printed and mailed to each member of the association. Solicitors were consulted who wrote the secretary a long letter saying they were afraid that it would be impossible to give anything like a valuable summary of the Mechanic's Lien Law. Books of many pages have been written upon it and mere citation from the statutes would not be sufficient. They, however, gave several points to be borne in mind, but these were not considered sufficient to have printed and distributed. It might be well at this meeting to consider the advisability of waiting upon the local government and urging the necessity of a new lien act being passed at the coming session.

Before closing I feel the thanks of the association are due to the directors for the way in which they have performed their duties, and more especially to our secretary, who has, under trying circumstances, managed to adjust all differences and arranged many matters tending to cause friction between members, and also in other ways greatly increased the advantages of our members.

Thanking you for your attendance and for the attention with which you have received my address, and trusting that your deliberations will tend to increase and cement the friendly relations which have hitherto existed among our members, and which have so materially benefitted our association.

After the presentation of the usual reports, it was announced that the manufacturers had decided to make a very important reduction in the price of lumber. In substance, they offered to make the wholesale price of lumber, delivered at Winnipeg, apply to country points, with the addition merely of the balance of the through freight rate over and above the rate to Winnipeg. The rate from the Lake of the Woods mills to Winnipeg is 10 cents per 100 lbs. Lumber shipped to points having a higher rate would be charged the amount of the additional rate over 10 cents, and the lumber would be billed at Winnipeg prices. This will make a very important reduction in the price of rough lumber, dimension, etc., delivered at country points. On No. 1 dimension the reduction will be about $1.60 per 1,000 feet, on No. 2 it will be $1.40, on 3rd common boards about $1.50, cull boards about $1.00, 2nd common boards $1.50, shiplap $1.60, 6 inch shiplap $1.50, 3rd flooring 65c., etc. On finished stuff the prices will not be materially changed. These reductions, it is thought, will keep out the inferior grades of Minnesota lumber which have been brought in to a limited extent at some points.

The election of officers resulted as follows: President, T. A. Cuddy, of Minnedosa; Vice-President, J. B. Mather, of Glenboro'. Directors, J. M. Neilson, Carberry; G. N. Miller, Virden; D. Stewart, Rosenfelt; C. W. Plummer, Boissevain; D. E. Sprague, Winnipeg; John Arbuthnot, Winnipeg. Duncan Sinclair and J. M. Hall were re-elected as auditors.

At a subsequent meeting of the Board of Directors, Mr. John Dick, of Winnipeg, was re-elected Secretary-Treasurer.

Mr. T. A. Cuddy, who has been chosen as the chief executive officer of the association, has for many years carried on a retail lumber business at Minnedosa. After serving a term on the Board of Directors, he was elected vice-president at the annual meeting in February of last year. Having always evinced a deep interest in the prosperity of the association, it goes without saying that its interests will be properly looked after under his supervision, and we predict a year of steady advancement for the lumbermen of the Northwest.

---

Barrel manufacturers complain that hoops of hard or rock elm timber are undesirable at any price, as staples and nails are not easily driven into them, and they also split easily.

## HOUSING LUMBER.

There is a growing sentiment in favor of storing lumber under cover, especially if it be above the grade of common, or is of high-priced varieties. Of course transactions in lumber at wholesale are too large as yet to admit of a general application of the principle to all kinds. This is especially true of the white pine trade, where single concerns handle 50,000,000 feet and upwards during a single season. To house all such a stock, or even all the best grades in it, has hardly been thought feasible as yet. Granted, what is the fact, that no one handling so large an amount in a year even had one-half of it in stock at one time, it is still not quite certain that this amount, even, could be covered with economy under present conditions of the trade.

But it is a fact that vastly more stock could be housed than is now the custom, if lumbermen only thought so.

A large amount of white pine could be stored under cover to the benefit of the lumber to such an extent as to more than offset the cost. The same is true of yellow pine, and this fact is gradually being recognized, especially by dealers, the manufacturer not yet paying much attention to the subject.

Dealers and handlers of the hardwoods are taking by far the most active interest in the question, and a large number of both wholesale and retail dealers are now storing a good proportion of their stock under cover. Many of them put all their best grades and all rather scarce, high-priced stock under a shed as soon as received, even though it may be green. Others pile their green stock in the open air for from three months to a year, and then transfer it to the shed. All the hardwoods, if not all woods, deteriorate when piled in the open air, subject to alternate drying and wetting and the direct rays of a hot summer sun, and to the effects of freezing and thawing when soaked with rain or melting snow.

Many of the hardwoods are very susceptible to the influence of the elements, and begin to decay very quickly when left exposed to them. Others warp, check and twist, while if put under cover immediately from the saw, they dry out flat and straight, and with only slight checking. Many kinds of lumber become discolored and spotted or lose their natural color by long exposure to the elements in the open air, and only retain their real beauty when seasoned under cover.

Choice hardwoods, worth $40 or more a thousand feet, such as quartered oak, cherry, curly birch, curly and bird's-eye maple, and walnut, will always pay for careful housing, and this fact is well understood by many wholesale consumers who carry a greater or less amount of stock until it is from one to four years old. Many retail dealers are recognizing the fact that money put into a well constructed shed large enough to hold all but their dimension and coarsest inch, is money well invested and that will pay a good interest.

The man who would leave his well-filled pocket-book out of doors on top of a pile of lumber, would be looked upon as a candidate for the insane asylum; but that is just exactly what he does when he leaves his piles of fine, wide quartered white oak or similar valuable lumber uncovered and exposed to all the inclemencies of the weather.—Hardwood.

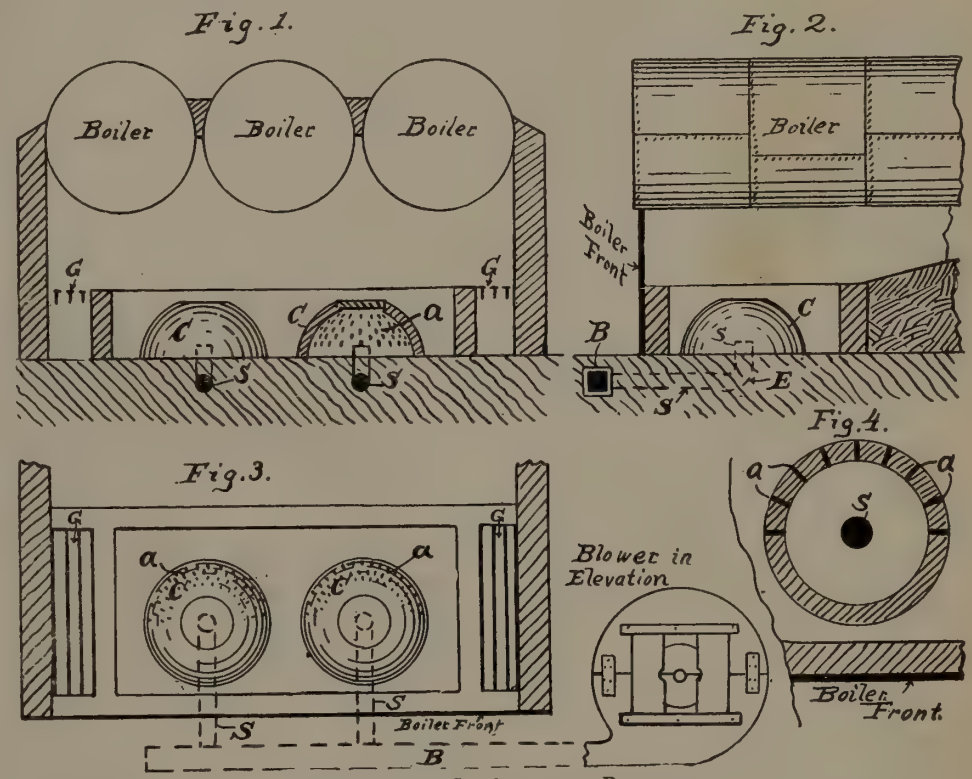
## FURNACE FOR SAWDUST AND REFUSE.

I see in the December number a request for plan of furnace for sawdust and refuse to keep plenty of steam. I have tried a great many plans—a deep and narrow fire box for wood; shallow and wide for sawdust; but a brick cone with a blast without any grates whatever, beats anything I ever saw. I have run one for two years with success.

I build them like this: Throw away all grates. For three boilers use two cones; four boilers, three cones. The cones must come between the boilers so sawdust will drop back of center of cone. The top of cone must come about three inches below where top of grate originally was. If you get them too high when throwing in wood, you will hit them. I deepen the ash box just enough to get them the right height. The cones are made round like the old-fashioned straw bee-hive, and drawn in enough to leave a hole in the top 18 to 24 inches, to be covered tightly with an old logging car wheel, or old grates broken off the right length. Common clay will do to lay up cones, by using lots of salt. The cones must be started on the bottom large enough to leave sufficient space between them sideways and front. The bridge wall behind must not be over 16 inches from cone. If your side wall comes farther than 16 inches, build up a wall and put on several other grates. Where you can drop sawdust on side, or use wood, fire brick must be used all around.

Now about building the fan (any millwright can build one): Take 2 x 6 and match same as flooring to make the fan box. No. 14 sheet iron is just the thing to go around the outside circular; hard wood 2 x 4 for fan; arms notched and boxed together, two 10 inch flanges for fans to hold same. Fan blades to be made out of band saws or out of No. 14 sheet iron, size 8 x 10, with two belts. Fan when completed, three feet diameter, two inch shaft, and ought to run 1,200 per minute, with slides to close, or give more air if needed. Then build a wooden box out of 2 x 10 and 2 x 12, leaving a 10-inch hole from fan along in front of arch, say from two to four feet, and from the box to cone run a six-inch stove pipe with elbow to turn up into cone. You can put a damper in your stove pipe if you want, but it is not needed for three boilers. This box and pipe are buried under ground from four to six inches, and covered with brick and clay.

Now for the cones: Build them in a circular with fire bricks and tip them in a little and draw in every course. The back half of your cone must have air-holes. Use your brick in the circular endways. First tier of brick leave hole 1½ inches in opening at each end of brick, second tier 1¼ inch opening, third tier one inch opening, fourth tier ¾ inch opening. Now this is only the back half of the circular to be opened. The front half must be made tight or otherwise the blast would blow out at the doors and you could not get near them. The draft doors must be bricked up. Put in a thimble with sheet iron; cover to give draft when firing up in the morning. It takes a little longer to fire up than if you had grates, but when ready to go, and you get a little used to it, it beats anything ever put in a saw mill. It will cost less than a new set of grates, or any other device. It can all be made at your mill except shaft and boxing. This is no experiment, but is running in a great many mills. I should have stated that bottom of fire box must be bricked over with common brick, ashes cleaned out once a week; clean out holes with small iron hook at the same time. The space between cones, and cones and bridge wall, can be made larger, but it will take more fuel, and the smaller the cones the better they will stand. The cones must be set close to front of arch and a wall eight inches thick must protect fire front. In this way you get the fire well to front end of boiler. The space between cones must be regulated by size of boilers; 36 inches outside diameter is large enough for cones. —A. J. Acker, in Wood-Worker.




Furnace for Sawdust and Refuse.

Fig. 1, Front Elevation, boiler front removed, one cone in section. Fig. 2, Side Elevation, side of furnace removed. Fig. 3, Top Plan, boilers removed. Fig. 4, Sectional Plan of Cone. C, Cones. B, Box. E, Elbow. S, Stove Pipe. G, Grates. A, Blast Openings.

A Rochester man has built a tiny engine, three-fourths of an inch long, weighs 31 grains, runs perfectly and goes in a thimble.

# WOOD PULP DEPARTMENT

## AMERICAN CAPITALISTS INVESTING IN CANADA.

A TRANSACTION of considerable magnitude has been reported from Scotstown, Canada. Wm. H. Parsons & Co., of New York city, representing the Pejepscot Mills, Maine, on the Androscoggin river, has recently made a $50,000 purchase at Scotstown, of the Cookshire Mills Company, of their lumber mills and timber limits in that location.

Messrs. Parsons & Company have been in the habit of purchasing a very considerable part of their spruce pulp wood supply in that section of the country. Some months ago they bonded this property of the Hon. R. Pope, representing the Cookshire Mill Company, and before the bond expired they decided to purchase the property. It does not carry with it the ownership of any timber lands, but represents certain timber limits belonging to the Canadian government, and leased by them, so that whoever cuts pulp wood therefrom pays a certain stumpage for the cuttings. This price is not a fixed rate, as the government of Canada arrogates to itself the right to increase this at its own pleasure.

The cost of freighting spruce pulp wood from Scotstown to the Lower Androscoggin, where Messrs. Parsons & Co. propose to grind up this wood, is about $3 per cord. It seems odd that a pulp and paper concern situated on the Androscoggin river, in the State of Maine, where so much spruce is supposed to be growing, should be forced to make a purchase of forest areas or leases of forest areas in the Dominion of Canada, in order to secure a supply of raw material. This is especially interesting, considering the fact that it is almost certain that the Canadian government will impose an export duty on spruce pulp wood of $2 per cord, making with the freight of $3 per cord—a $5 cost, independent of the cost of stumpage, cutting, hauling and loading on the cars.

This is pretty certain evidence that some of the large pulp and paper manufacturers are willing to have their pulp wood cost more than it does at present, and also leans towards the idea that the areas of spruce forest accessible and desirable for the Maine pulp mills are somewhat scarce or difficult to obtain.

No doubt a purchase in Canada seems cheap in comparison with a purchase of similar rights in the United States, but in the end I believe the areas in the United States can be operated much cheaper than those in Canada. Besides, the accessibility and desirability of those in New England places them far ahead of similar tracts in Canada.

It will be remembered that last year the Montague Paper Company, of Holyoke, Mass., made a considerable purchase of Frank Dudley in this same section of the eastern townships, province of Quebec.

It is also learned that there are large contracts being made this year in the eastern townships for delivery of spruce pulp wood over the Grand Trunk railroad, and over the Boston and Maine system, for New England pulp and paper mills. It is rumored that the Burgess Sulphite Pulp Company, of Berlin Falls, N. H., are making considerable purchases of pulp wood in Canada this year; also that several of the Maine concerns are contracting for future deliveries of wood, and some of the Connecticut river pulp and paper mills are expecting a part of their supply from the eastern townships.—Northeastern Lumberman.

## THE BRITISH MARKET FOR WOOD PULP.

THE last issue of Wood Pulp, published in London, England, contains the following with regard to the market for wood pulp:

The market is very quiet at present, as the bulk of the papermakers have now contracted for their next year's supplies. In the case of mechanical, although there has been no advance, there has been no decline in prices, nor any indication of such in the future—the tendency, in fact, being upward. We hear on reliable authority that the prices for Scandinavian deals have risen nearly 50 per cent., so there seems no likelihood of a fall. Makers of mechanical pulp are holding out for higher prices, but we have not heard of any orders being booked at what they now ask, nor does there seem to be any prospect of their getting what they want at the present time. As most of next year's contracts have been made, papermakers can afford to wait, and the efforts Canada is making to obtain a hold of the market here justifies to a certain extent their decision to wait. There is little doubt that in the near future Canada will prove a very important factor in this market. Already she is offering to supply mills with regular consignments at short intervals at almost the same price as the Scandinavian article; and Canadian pulp has the reputation, whether justly or not, of being superior to Scandinavian. The same thing, however, does not apply to the case of chemical pulps, as America does not yet seem to be able to compete in either quality or price with the European article. The market is accordingly firm at recent prices, while makers are now holding out for higher figures. There is not much of either soda or sulphite to be had now, however, and what little there is is being reserved in the hope of getting higher prices later on.

## NEW LIQUID FOR MAKING PAPER PULP OF WOOD.

VERY considerable advantages are presented, the Milwaukee Journal thinks, in the new liquid brought forward by James Lappen, of Appleton, Wis., for making paper pulp of wood. Instead of such pulp product being limited to spruce, this mixture transforms pine—especially slabs and endings—spruce, basswood, poplar, hemlock and tamarack, into such pulp; and whereas the liquor now used in paper mills eats the tanks and machinery and gives off violent fumes of sulphur, the new liquid does not corrode and has no disagreeable odor. The inventor further asserts that the new liquor is much less expensive than that now in use; in fact, reducing the cost of pulp some 50 to 75 per cent., and this with a good profit still remaining for the manufacturer; and one of the valuable points, in addition, put forth in its behalf is that the liquor cooks the wood to pulp in the digester in some six hours or less, while by the paper pulp process at present in vogue a piece of spruce to be cooked requires a much longer time. The quality of paper thus produced is pronounced to be remarkably good, being firm and pliant, of satisfactory color, and, on account of its texture and leathery consistence, has been examined by experts in leather manufactures with a view to its employment as material for inner soles, heels and shanks.

## PULP NOTES.

A pulp mill is being erected at Chicoutimi, Que. J. D. Guay, of Quebec, is one of the promoters.

It is reported that the establishment of a pulp mill at Magaguadavic Falls, N. B., is contemplated.

Pulp and paper mills are proposed to be established on the Petawawa river, in the vicinity of Pembroke, Ont.

It is said that an impetus will be given to the pulp trade by the recent discovery that bottles can be made out of pulpwood which are said to be not only unbreakable but lighter than glass bottles.

Mr. D. Jalber, of Lake Bouchette, Que., states that a company is being formed in Quebec to construct a pulp factory on some falls of the Ouatchouan river, a few miles below its issuing from the lake, where between 3,250 and 3,500 horse power can be obtained.

Mr. J. S. Larke, Canadian Commissioner in Australia, states that Canadian paper and pulp manufacturers are making no effort to enter the Australian market. Canadian paper is continually being asked for, and unlike most other articles from the Dominion, the sale would be an immediate one.

The first carload of manilla paper ever sent out of Nova Scotia arrived in St. John last month. It was from the paper mill at Hartville, near Windsor, N. S. Both the pulp and the paper are made there. T. G. McMullen has a band mill on the same stream, quite close to the paper mill, and the refuse from the former is utilized for making some of the pulp. The mills are run by water power, and there is a strong head at both mills. The paper mill could get a 40 foot head if necessary. Above the mills is a lake 21 miles long, surrounded by excellent spruce for pulp. The paper mill has its own electric plant, and is fully equipped for economical work.

An act has been passed by the Nova Scotia legislature incorporating "The Acadia Pulp and Paper Mills Company, the promoters being Hon. Alfred G. Jones, Alfred E. Jones and Walter G. Jones, merchants; John F. Stairs, manufacturer; Thomas Fysche, bank manager; Benjamin F. Pearson, barrister, all of Halifax; George E. Pomeroy, of Toledo, Ohio, banker; George A. Clarke, of Boston, pulp merchant, and a banker of London. The capital stock of the company is $550,000, and power is given to increase the same as the wants of the company require, to $5,000,000. The business of the company is, in effect, to take over all the pulp mill industries in Nova Scotia.

An application of the Sturgeon Falls Pulp Company to exercise certain powers under the water privilege act came up for hearing at Sturgeon Falls, Ont., on February 9th. A proposition to purchase the Russell power by the Pulp Company at a price of $6,000, reserving to Russell a small water power and some land on the east bank of the river, was taken into consideration by the counsel for the claimant, the Judge adjourning the sitting to enable the parties to reach an agreement. The matter is therefore virtually settled, and the settlement gives the pulp company from eight to twelve thousand horse power that can be effectively used. The pulp mill there is being built as rapidly as possible, and the foundation work and rock blasting is rapidly reaching a conclusion.

Mr. J. H. Lefebvre, of Montreal, has written a letter to the Montreal Gazette advocating the imposition of an export duty on pulp wood. He says: "If you visit the pulp and paper mills of New England and New York you will see there large numbers of Canadian workmen, working on Canadian woods, for the profits of American manufacturers. Why should we thus send abroad our workmen and the raw materials which we could so profitably utilize in our own country. In 1894 Great Britain imported $25,000,000 of paper and paper making materials. Could we not supply the fourth or the fifth part of this? In this case five or six millions would float into our country."

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.*

VOL. III. TORONTO, ONT., FEBRUARY 24, 1897 No. 8.



CANADA LUMBERMAN

PUBLISHED BY

C. H. MORTIMER

*Confederation Life Building - TORONTO.*

Branch Office:

NEW YORK LIFE INSURANCE BUILDING,

MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.


**Lumbermen visiting Toronto are invited to call at the office of the CANADA LUMBERMAN. We shall have pleasure in giving them any information desired.**

## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

### POSITION WANTED.

A POSITION AS MANAGER OF A BRANCH sales office, wholesale yard or saw mill Apply to Box 136, CANADA LUMBERMAN

### WANTED.

3 CARS OF 2" No. 1 AND 2 AND COMMON Soft Elm. Address, BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

### WANTED.

A FEW CARS OF BUTTERNUT, WIDE Black Ash, 2" Rock Elm, and some Curly Maple Write George Cormack, Whitby, giving full particulars.

### FOR SALE.

BOILER, ENGINE AND SHAFTING, 45 h.p., in good order, or will exchange for lumber and shingles. JOHN BRADLEY, 23 King Street West, Hamilton, Ont.

### WANTED.

SHINGLE CONTRACTOR TO TAKE CONtract to cut out 25 to 35 million shingles. Must be experienced. References required. ROBERT THOMSON & CO., 141 Stuart St., Hamilton, Ont.

### FOR SALE.

FOR ANYTHING YOU WANT IN DIMENsion Tamarac, also lumber and shingles, send your order to the undersigned

W. H. JACKSON, Dundalk, Ont.

### FOR SALE.

WE HAVE 2½ MILLION FEET PINE STOCK not sold. If you have not received our stock list and wish one, write us. Our mill is now running. We are open to fill orders for bill stuff. We can quote you on pine lumber, lath, shingles, cedar posts or railroad ties. KEELING & BOWER, Warren, Ont.

## CURRENT TRADE CONDITIONS.

### ONTARIO

Whether we write of pine or hardwoods, it must be said that there is very little life to the trade. The past week has been devoid of any contracts of particular significance, only such lumber as is required for immediate consumption having been purchased. The retail yards, although carrying light stocks, are not replenishing to the extent which might be expected at this season of the year, when the low price of lumber at the mills is taken into consideration. There is strong probability of an advance in the prices of some grades before the spring season is far advanced, and a more advantageous time to build up stocks is not likely to occur during the present year. It is learned that some shipments have gone forward to the United States from the Georgian Bay district, but the quantity has been very small compared with the stocks held, which are given in another column as 442,000,000 feet. The C. P. R. report a good traffic in timber and lumber along their Owen Sound branch, and cars are said to be in good demand. The stock, however, consists largely of square timber, telegraph poles, ties, and such like, of which large quantities are being taken out. In the woods the lumbermen are rushing work as speedily as possible, and hope to get in the required stock of logs. Some fear is expressed that, owing to the lack of snow, the water will not be sufficiently high in the streams to permit of floating the logs in the spring, in which case some of the mills will be seriously handicapped. Should this prove to be the case, its influence will also be felt in the market, tending towards higher prices.

### QUEBEC AND NEW BRUNSWICK.

Local dealers at Quebec city report trade very fair, with decidedly better prospects for the spring. A boom in building operations on the outside limits of the city is anticipated, on account of the construction of the electric street railway. In the outlying districts of Montreal there is also considerable building in prospect, and indications point to a degree of activity as soon as the winter season shows signs of disappearing. Quebec goods remain firm in the European markets, and shippers are obtaining better prices than last season. From the ports of the maritime provinces a fair quantity of deals is going forward to the British markets by the regular line of steamers, although there is yet a large stock waiting shipment at St. John, and it is probable the demand for tonnage will result in a rise in freight rates. There is practically nothing doing in the United States trade beyond a few light shipments of mixed lots. The weather is favorable for logging in the woods, and the work is being pushed along vigorously. The cut will be an average one, that on the Miramichi being estimated at 76,000,000 feet, and that on the Tobique at 36,000,000 feet.

### BRITISH COLUMBIA AND MANITOBA.

The volume of trade secured by British Columbia mills this season promises to be much greater than last year. At present about twenty vessels are loading at the different ports for foreign countries. The British ship Speke is loading a cargo of over 2,000,000 feet at Vancouver. It is hoped also to obtain more remunerative prices by means of a combine which has been organized to take the place of the Central Lumber Company, and which will control the foreign trade. A stir has been created in Manitoba and the Northwest by the announcement made at the annual meeting of the Western Retail Dealers' Association that the manufacturers had decided upon a reduction in the price of lumber at country points. Hereafter the delivered price at Winnipeg will apply to country points, with the difference in the through freight added. The reduction ranges from 50 cents to $1.65 on dimension, boards, shiplap, etc., while on finishings the prices will not be materially changed.

### UNITED STATES.

Lumber sales in the United States are still confined almost wholly to present requirements. Reports from the white pine centres tell the one story of a very restricted demand. Manufacturers are holding out for higher prices, and these the wholesale dealers do not feel satisfied to pay until there is a fair prospect of placing their holdings to advantage. The low price of farm products is one of the agencies which is said to be hindering the enlargement of demand, restricting, as it does, the amount of money available for making farm improvements. Taking the different markets, we find the most activity in the east, where money is much easier and the outlook for building operations rather promising. At Philadelphia the white pine market is improving, and it is believed that some good contracts will shortly be placed, the erection of over 2,000 houses being contemplated. The city work is getting in better shape, and country operations promise soon to open up. Unfavorable weather at Boston has prevented any probable development of trade. Spruce frames are selling at $14; shingles and clapboards, while not in great inquiry, are somewhat steadier. A slightly better feeling prevails at Buffalo and Tonawanda, although business is below the average at this season of the year. There is very little life to the hardwood trade, beyond some purchasing of desirable stocks for export. The furniture factories, which are known to have light supplies, have not yet commenced to replenish their stocks, although necessity will no doubt compel them to do so shortly. For railway purposes it is expected a considerable quantity of hardwoods will be required.

### FOREIGN.

Importers of Canadian goods in the British markets have placed a large portion of their early cargoes, and are now less anxious to close contracts than earlier in the season. There are some transactions for late delivery, but precaution is observed by both buyers and sellers. The east coast is comparatively bare of white pine deals, and larger quantities are due to arrive than usual. Much interest has been centred in the late public auctions, at which prices for spruce and pine deals have shown no diminution. The results of sales at Glasgow and London are given in another column. There is quite a brisk trade doing in hardwoods at most of the principal ports. At Liverpool and Hull building is active, owing to mild weather, and an improvement in the demand for deals, scantlings and boards is looked for. Some chartering of vessels is reported, but as yet very few steamers are offering.

## SHIPPING MATTERS.

The barque Minnehaha has been chartered to load deals at West Bay, N. B., for Cardiff or Newport, at 40s.

The schooner B. R. Woodside, which has been chartered to load lumber at Church Point, N. S., for Havanna, gets an advance of 25 cents over last year's rate.

Lumber freight rates from British Columbia points are as follows: Sydney, 30s.; Melbourne or Adelaide, 37s. 6d.; Port Pirie, 32s. 6d. to 33s. 9d.; Freemantle, 47s. 6d.; Geraldton, 55s.; Shanghai, 42s. 6d.; Tientsin, 50s.; Valparaiso, f. o., 30s. to 32s. 6d.; U. K. or Continent, 52s. 6d.

The following lumber charters are reported: Minnie G. Whitney, Sapelo to United Kingdom, sawn timber, 92s. 6d.; Egeria, New York to Buenos Ayres, lumber, $8, Rosario, $9; Assyria (previously) Pensacola to Cardiff, Newport, Swansea or Greenock, sawn timber, 97s. 6d.; Arizona, same; Maoma, Boston to Buenos Ayres, lumber, $8; Rosario, $9; 500-ton barque, Cape Tormentine to w.c. England or e.c. Ireland, deals, 45s.

## STOCKS AND PRICES.

CANADA.

Mr. Wilde, of Magnetawan, Ont., is taking out waney timber in the vicinity of Spence.

The steamship Adria has been chartered to take shooks, etc., from St. John, N. B., to Bermuda.

John W. Byrne, of Sussex, N. B., is cutting about 1,500,000 feet of lumber for Geo. G. Scovil, M.P.P.

Reports from England still continue cheerful. The demand is good and the prices correspondingly so.

Mr. D. C. Fraser, M.P., reports that the output of lumber in Nova Scotia this season will be fifty million feet.

The City Surveyor of Montreal has been instructed to advertise for tenders for the annual supply of lumber.

Stetson, Cutler & Co., of St. John, N. B., are reported to have placed an order with Maine manufacturers for 8,000,000 feet of deals for export.

About twenty million feet of lumber have been shipped from St. John to Great Britain since the 1st of December, while there is over fifteen million feet still available for shipment.

Two timber berths were sold at Fredericton, N. B., last week as follows: Two miles on Bartholemew river, Alex. Gibson, $130 per mile; two miles on the Northwest Nackawick, Charles E. Palmer, at upset price.

Sutherland, Innes & Co., of Chatham, Ont., have sold 1,500,000 feet of white pine lumber to D. S. Pate & Co., of Chicago. The lumber is piled at Munising, Mich., and will be shipped upon the opening of navigation.

The cut of lumber for shipment from Shediac and Baie Verte and from West Bay, N. B., this year will probably be smaller than last season, as the rotary mills have got a large portion of the timber cleaned up.

On account of the firmness of spruce deals in the English markets, this article has advanced considerably on this side, and local dealers are experiencing considerable difficulty in getting consumers to follow the advance.

Considerable quantities of spruce deals are being sent forward from the vicinity of Danville and Kingsey, Que., on the line of the G. T. R., via Portland, to the United Kingdom. These are chiefly carried by the Thomson and Elder Dempster lines of steamships.

Dobell, Beckett & Co., of Quebec, have purchased the entire cut of spruce deals and lumber of B. A. Scott's large mill at Roberval, Que. These deals will be railed to Quebec by the Lake St. John Railway, for export to the United Kingdom during the coming summer.

The assets of Messrs. Joseph Robert & Sons, Montreal, Que., are offered for sale by tender by the curator, A. W. Stevenson. The stock consists of 720,000 feet of red and white pine lumber, scantlings and laths, a quantity of hemlock, birch, maple, elm, etc., assorted mouldings, etc.

Large quantities of oak, elm, walnut and birch are daily arriving at Hadlow Cove, Que., where they are piled until the opening of navigation. Messrs. Dobell, Beckett & Co. and W. & J. Sharples are the principal consignees. Some of the wood is said to have been railed all the way from West Virginia and Ohio.

The city of Hamilton received the following tenders for the annual supply of lumber: M. Brennan & Sons, Hamilton, uncut, $12.15 per thousand feet, cut $12.50, cedar posts 6½ cents each; Reid Company, Toronto, uncut lumber, $12.29, cut $12.44, posts 7½ cents. The Board of Works has recommended that the tender of the Reid Company be accepted.

An estimate of the cut of logs on the Tobique river, in New Brunswick, this winter is as follows:

| | Feet. |
|---|---|
| Hale & Murchie | 12,000,000 |
| Jas. McNairn, for Hilyard Bros. | 8,000,000 |
| D. Fraser & Sons | 6,000,000 |
| R. A. Estey | 5,000,000 |
| Senator Baird | 2,000,000 |
| A. J Beveridge | 2,000,000 |
| Other operators | 1,000,000 |
| Total | 36,000,000 |

The estimated cut of logs this winter on the Miramichi river, New Brunswick, is in the vicinity of 76,500,000, as follows:

| | Feet. |
|---|---|
| Snowball | 20,000,000 |
| Richards | 10,000,000 |
| Ritchies | 8,000,000 |
| Hutchinson | 8,000,000 |
| Lynch | 7,000,000 |
| Vaughan | 5,000,000 |
| Sinclair | 3,500,000 |
| Welsh | 3,000,000 |
| Fairley | 3,000,000 |
| Robinson | 2,000,000 |
| Burchill | 2,000,000 |
| Other operators | 5,000,000 |
| Total | 76,500,000 |

FOREIGN.

Bliss & Van Auken have 8,000,000 feet of logs skidded near Lewiston, Mich.

Merrill & Ring are putting in about 10,000,000 feet of logs on the Duluth, Missabe and Northern Railroad. It is estimated that their mill at Duluth will cut 40,000,000 feet before the close of the season.

Statistics show that the receipts of lumber at Buffalo during 1896 were 614,194,718 feet, while the amount of lumber shipped by Buffalo dealers from other points was 217,257,000 feet, making a total of 900,000,000 feet handled by Buffalo dealers.

The Central Lumber Company, of Saginaw, Mich., is putting about 9,000,000 feet of logs into Blind river, Ont., to be towed to Saginaw next spring. The company will probably do some custom sawing in the spring before their Canada logs reach their mill.

## FOREIGN AUCTION SALES.

Churchill & Sims, London, Eng., held an auction sale of Canadian goods on the 12th inst., at which the following prices were obtained:

Per steamer "Rosarian," from Quebec—12/13x3x11 1st pine, £23; 12/14 x 3x8/10 1st pine, £16 15s.; 9/10 x 3 x 6/10 1st pine, £15. Per steamer "Netherholme," from Quebec—5 pcs. 1st class square oak, 294 c. ft., £4 per load; 7 pcs. 1st class square oak, 408 c. ft., £4; 7 pcs. 1st class square oak, 525 c. ft., £4 2s. 6d. Per steamer "Rosarian," from Quebec—25 pcs. 1st class fresh birch, 18 in. and upwards, 914 ft., £12 2s. 6d. per load; 33 pcs. 1st class fresh birch, 16 in. and under 18 in., 714 ft., £2 7s. 6d. Per steamer "Boston City," from Halifax—6/14x4x10/13 spruce, £7; 10/27x4x7 spruce, £6 15s.; 12/14x3x11 spruce, £8; 15/25x3x11 spruce, £7 15s. Per steamer "Derwent Holme," from Montreal—11x3x9 1st pine, £16 10s.; 10x3x9/10 1st pine, £16 5s.; 11 x 3 x 6/7 1st pine, £15. Per steamer "Lovstakken, from Quebec—12/13 x 3 x 11 1st pine, £23; 12/13 x 3 x 8 1st pine, £15; 12 x 3 x 4/7 1st pine, £15. Per steamer "Kington," from Quebec—13 x 3 x 9 3rd spruce, £7 10s.; 13 x 3 x 9 3rd spruce, £7 10s. Per steamer "Sarmatian," from Quebec—11 x 3 x 12/13 1st pine, £20 10s.

At an auction sale of pine and spruce deals held by Allison, Cousland & Co., Glasgow, Scotland, the result was as below:

| | | Per cubic ft. |
|---|---|---|
| Quebec 1st pine deals | 9/16x 7/10x3 | 2s. 5½d. |
| " " ends | 4/8 x11/21x3 | 2s. 5d. |
| " " scntlgs. | 14/16x 4/6 x3 | 2s. 2d. |
| " " planks | 10/16x 8/23x2 | 2s. 6d. |
| " " " | 10/16x10/23x1½ | 2s. 1d |
| " 2nd pine deals | 9/13x12/15x3 | 2s. 2d. |
| " " " " | 9x 11 x3 | 1s. 8½d. |
| " 3rd " " | 13x 9/10x3 | 1s. 1¾d. |
| " " " " | 13x 9 x3 | 1s. 1½d. |
| " " " " | 14/16x 7/10x3 | 1s. 1½d. |
| " 4th " " | 12/16x12/23x3 | 1s. |
| Quebec red pine deals | 16/17x 11 x3 | 1s. 2d. |
| " " | 10/13x 9 x3 | 11¾d. & 1s. |
| " " | 13x 8 x3 | 10½d. |
| " " | 13x 7 x3 | 10d. |
| " " | 9/16x 5/6 x3 | 9d. & 9½d. |
| " " | 20/32x 7/11x5 & 6 | 1s. 1½d. |
| " " | 13/32x 8/11x4 | 1s 1d. |
| " " | 12/31x7/11x2¾ to 3¾ | 11¾d. to 1s. |
| St. John spruce deals | 14&17x 9 x3 | 10½d. |

## GEORGIAN BAY STOCKS.

An estimate of the quantity of lumber on hand at the principal Georgian Bay points, furnished The Timberman, of Chicago, by a lumberman interested in operations in that district, places the total amount at 442,000,000 feet. The figures of the different points are as follows:

| | Feet. |
|---|---|
| Penetanguishene | 17,000,000 |
| Midland | 30,000,000 |
| Victoria Harbor | 18,000,000 |
| Waubaushene | 23,000,000 |
| Coldwater, Fesserton | 10,000,000 |
| Longford | 16,000,000 |
| Severn Bridge | 12,000,000 |
| Gravenhurst | 25,000,000 |
| Huntsville, Bracebridge and vicinity | 25,000,000 |
| Burk's Falls, Berrisdale, South River, Sundridge | 12,000,000 |
| Callander | 10,000,000 |
| Warren | 7,000,000 |
| Sundry lots at Sudbury, Chelmsford, etc | 15,000,000 |
| Parry Sound | 18,000,000 |
| French River | 16,000,000 |
| Byng Inlet | 5,000,000 |
| Collins' Inlet | 5,000,000 |
| Little Current | 12,000,000 |
| Spanish River | 12,000,000 |
| Cutter | 18,000,000 |
| Serpent River | 22,000,000 |
| John's Island | 10,000,000 |
| Thesallon | 5,000,000 |
| Collingwood | 10,000,000 |
| Owen Sound | 10,000,000 |
| Wiarton | 5,000,000 |
| Fenelon Falls | 15,000,000 |
| Bobcaygeon | 15,000,000 |
| Peterborough | 5,000,000 |
| Lakefield | 3,000,000 |
| Trenton | 6,000,000 |
| Central Ontario Railway | 10,000,000 |
| Small mills | 20,000,000 |
| Total | 442,000,000 |

## BUSINESS NOTES.

John Kells, lumber dealer of Millbrook, Ont., is reported to be offering to compromise.

C. J. Rosborough & Co., lumber dealers, Grenfell, Man., have dissolved partnership. C. J. Rosborough will continue the business.

The Georgian Bay Sawlog and Salvage Co., Ltd., Toronto, is going into liquidation. Mr. A. C. Neff, Wellington street east, has been appointed liquidator.

Messrs. Niebergall have sold the Buchanan mill at Staples, Ont., to the Niebergall Stave & Lumber Co., together with their supply of logs, about two million feet. The Niebergall Stave & Lumber Co. have bought the stock of the Dickenson mill at Staples. The company has now over five million feet of logs in stock at Staples.

Bark Siddartha is reported chartered at St. John, N. B., to load deals for an Irish port at 47s. 6d.

## LUMBERMAN'S INSPECTION BOOK.

Send four 3-cent Canadian postage stamps for a copy of the LUMBERMAN'S VEST-POCKET INSPECTION BOOK, containing rules for the inspection of Pine and Hardwood Lumber in the leading markets of Canada and the United States.

## LUMBER FREIGHT RATES.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Ottawa to Oswego, $1.90 per M ft., Ottawa to Syracuse, $2.20 per M ft, (3,000 lbs. and under per M ft.); Ottawa to Montreal, 5c. per 100 lbs.; Arnprior to Montreal, 7c. per 100 lbs.; Parry Sound to Montreal, 12½ cents per 100 lbs.; Ottawa to Buffalo, 12 cents per 100 lbs.: Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. Arnprior to New York, track delivery 17 cts. per 100 lbs., lightered 19 cts. per 100 lbs. Parry Sound, 22c. track, 24c. lightered, per 100 lbs. Ottawa to Boston, Portland and common points, local 15 cents; exports 13c. per 100 lbs.; Arnprior to Boston, Portland and common points, local 17 cents; export 15 cents per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cents per 100 lbs.; Ottawa to Burlington, 6 cents per 100 lbs.; Ottawa to Albany, 10 cents per 100 lbs.; Arnprior to Albany, 12 cents per 100 lbs.; Parry Sound to Albany 17 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22½ cents per 100 lbs Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

Lumber freight rates for pine on the Grand Trunk Railway have been made a fixture, as below. Of any intended change due notice will be given lumbermen.

General instructions in shipping by Grand Trunk are embodied in these words in the tariff schedule: On lumber in carloads, minimum weight, 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be charged, and must not be exceeded. Should it be impracticable to load certain descriptions of light lumber up to 30,000 lbs. to the car, then the actual weight only will be charged for, but not less than 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond, to the same destination. For instance, the rates from Tara or Hepworth to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Wiarton to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, but in no case are higher rates to be charged than as per mileage table published on page 9 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale and Sundridge, to Toronto, 8c.; South River, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 11c. The rates on hardwoods average about from 1c. to 2c. per 100 lbs. higher than on softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other

What have you FOR SALE? I've Buy all kinds of... HARDWOOD LUMBER / W. H. McEACHREN & CO. 21 Yonge St. Arcade, TORONTO

Telephone 5332 Established 1851

JOHN B. SMITH & SONS,

MANUFACTURERS OF

LUMBER Lath, Shingles, Doors, Sash, Blinds, Mouldings, Boxes, &c.

BILL LUMBER a Specialty

Cor. Strachan and Wellington Avenues, TORONTO

MILLS

Having Brown Ash 12, 14 and 16 ft. firsts and seconds, inch Bass firsts and seconds 12 feet, or any other Hardwood Lumber, can sell same for cash by addressing

H. D. WIGGIN

No 89 State St., BOSTON, MASS.

Inspection at mill.

We Want to Buy

| | | | |
|---|---|---|---|
| 1 to 2 in. | 1 and 2 | Red Birch | 6 in. and up. |
| 1 to 4 in. | " | Brown Ash | " |
| 1 to 2 in. | " | Plain Oak | " |
| 1 to 3 in. | " | Soft Elm | " |
| 1 to 4 in. | " | Hard Maple | " |

Send lowest cash prices and full description of stock as to width, length and dryness.

LAWRENCE & WIGGIN

Hardwoods and Mahogany BOSTON, MASS.

WANTED 1 in. No. 1 and No. 2 Basswood

BOSTON LUMBER CO.

No. 27 Kilby St. - BOSTON, MASS.

RONAN LINE

HUDSON RIVER LUMBER TRANSPORTATION. Water Connection from Albany with lumber points in Canada via Canadian Pacific Railway to New York Harbor, Long Island Sound and inland waters of New Jersey. . . .

CONNECTION—Canadian Pacific Railway; Rome, Watertown & Ogdensburgh; New York Central & H. R. Rd. Ronan Line.

OFFICES—Lumber District, Albany, N. Y.; 29 South St., New York. Telephone 711 Broad.

PARKER C RONAN, Manager.

valuable woods, application must be made to the district freight agent.

On the Canadian Pacific the rates on pine and soft woods may be illustrated as follows: Cache Bay, North Bay, Sturgeon Falls and Warren, to Toronto, 9c.; Algoma, Cook's Mills, Massey, Spanish River and Whitefish to Toronto, 12c.; Ottawa to Toronto, 10c From Ottawa, Hull, Aylmer and Duchesne Mills to station on the Lake Erie and Detroit River, Erie and Huron, Toronto, Hamilton and Buffalo, and Michigan Central Railways, the rate is 14½c. per 100 lbs. Regulations apply as to minimum size of carload of 30,000 lbs., and an advanced rate is charged for hardwoods.

MODIFICATION OF HARDWOOD RATES.

THE Grand Trunk Railway and Canadian Pacific have made the rates on hardwoods from certain points to Toronto and Hamilton as follows. The regulations are over the signature of Mr. John Earls, W.D.F.A., of the G. T. R., and given in reply to a letter from Toronto hardwood men:

"After careful consideration we have come to the conclusion that, on and after Jan. 1st, 1895, a modification will be made in the present arrangements for hardwood lumber, to the effect that the rate will be 7½c. per 100 lbs from our Northern and Northwestern branches to Toronto and Hamilton. This rate, however, will not apply from main line points and the straight run between Toronto, Sarnia and Windsor; also that so far as rates on common lumber to points like Guelph, Galt, London, Woodstock, Ingersoll, etc., from all lumber shipping stations the rate will be the same on hardwood as on pine." On the old principle, we suppose, that half the loaf is better than none, hardwood men have something, possibly, to be thankful for, though there is no good reason why the rates generally on hardwood should not be as low as on pine. It is understood that the C. P. R. rate will be made uniform at 7½c. from same points.

## CANADIAN EXPORTERS AND WHOLESALERS


THOS. MEANEY & CO.
103 Bay Street - TORONTO

WANT WINTER CUT BASSWOOD AND DRY OAK
Send Particulars and Prices.

Huntsville Lumber Co., Ltd.
MANUFACTURERS OF LUMBER LATH AND SHINGLES
HUNTSVILLE, ONT.
WE are open to cut White Pine and Hemlock Bill Stuff. Have for Sale a Quantity of Dry Mill Stocks and Sidings, also 16 in. Pine Shingles and 4 ft. Lath 1½ in. wide.
CORRESPONDENCE SOLICITED

THE PEMBROKE LUMBER CO. LTD.
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT

WM. MASON & SONS
Manufacturers of..... and Dealers in
LUMBER and DIMENSION TIMBER LATH and SHINGLES
We have the largest and best equipped Dimension Saw Mill in Eastern Canada. All our machinery is of the latest and most improved pattern, and we are prepared to quote prices on and supply at the shortest notice any orders that may be submitted to us.
Address, P. O. Box 1020, OTTAWA, ONT.

ROBERT WATT - Wiarton
Pine and Hardwood WHOLESALE LUMBER PINE LATH, CEDAR AND PINE SHINGLES
HEMLOCK BILLS A SPECIALTY :- CORRESPONDENCE SOLICITED
Have for sale a quantity of Dry Mill Cull Stocks and Sidings; also 6/4 No. 2 Cuts and better.

A. & P. WHITE
Manufacturers of and Dealers in.....
Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.
A Large Quantity of Dry Lumber in Stock - PEMBROKE, ONT.

JAS. G. CANE & CO.
WHOLESALE HARDWOOD • LUMBER •
35 Adelaide East, Toronto, Ont.
Send us full description and lowest price for any lumber you have for sale.

JAS. PLAYFAIR & CO.
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . . MIDLAND, ONT.

T. L. BAILIE, PENETANGUISHENE, ONT.
Wholesale Hardwood Lumber
Winter-Cut Basswood, Red Oak and Red Birch a Specialty
CORRESPONDENCE SOLICITED.

FOR SALE

| | | | |
|---|---|---|---|
| 700,000 | 4/4 | Box and Common. | |
| 100,000 | 6/4 | " " | |
| 50,000 | 5/4 | " " | |
| 20,000 | 2" | Select Mill Culls. | |
| 100,000 | 1½" | " " | |
| 100,000 | 4/4 | Log Run Shorts. | |
| 400,000 | 1" | No. 2 Culls. | |
| 200,000 | 1¼" | No. 2 Culls. | |
| 100,000 | 1 × 12 | No. 1 Mill Culls. | |
| 40,000 | 1 × 10 | No. 1 Mill Culls. | |
| 100,000 | 1" | Log Run Hemlock. | |
| 100,000 | 2" | Log Run Hemlock. | |

L. H. SWAN
FENELON FALLS - ONTARIO

ONE DOLLAR
will pay your subscription to the weekly and monthly CANADA LUMBERMAN for
ONE YEAR

KILN-DRIED BIRCH FLOORING SHEETING .. and .. CEILING $20.00 SAMPLES BY MAIL KNIGHT BROS. Burk's Falls, Ont.


## FOREIGN EXPORTERS AND IMPORTERS


Write us if you have any....
DRY SOFT ELM for immediate shipment.
SCATCHERD & SON - 1053 Seneca Street, BUFFALO, N. Y.

WANTED 1", 1¼", 1½", 2", 3" and 4" 1sts and 2nds
Grey Elm. Also 1⅛" Rock Elm, Log Run.
Please quote prices delivered Black Rock, Buffalo, N. Y
T. SULLIVAN & CO. ◎ Buffalo, N. Y.

James Smith & Bro.
AGENTS FOR WOOD GOODS
Market Reports Given and Advances Made Against Shipments.
14 Canada Dock, LIVERPOOL, ENGLAND
Cable Address—WALMER, LIVERPOOL.

Lumberman's Inspection Book
Send four 3-cent Canadian postage stamps for a copy of the LUMBERMAN'S VEST-POCKET INSPECTION BOOK, containing rules for the Inspection of Pine and Hardwood Lumber the Leading Markets of the United States and Canada.
Address:
The CANADA LUMBERMAN, Toronto, Ont.

BUFFALO HARDWOOD LUMBER COMPANY
940 Elk St., BUFFALO, N. Y.
50,000 ft. of 2½" No. 1 and 2 and common Soft Elm. } WANTED { 100,000 ft. of 1¼" No. 1 and 2 and common Red Oak.
Are also in the market as CASH BUYERS for other kinds of Hardwoods. CORRESPONDENCE SOLICITED.

CANADA ATLANTIC RAILWAY
Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
R. A. CARTER, Contracting Agent, 115 Board Trade Montreal
JOHN SMITH Ontario Agent, Union Station, Toronto
Shortest and Quickest Route from
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR and all points on Grand Trunk Ry. TO ... BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
CAPT. J. H. WILLIAMS, 16 Lumber Dist., Albany, N.Y.
C. J. SMITH General Freight Agent Ottawa, Ont.
◎ Ottawa & New York Lumber Line ◎
- - - BONDED LINE BETWEEN - - -
CANADIAN POINTS, NEW YORK CITY AND ALL POINTS REACHED BY WATER FROM ALBANY
CANADA ATLANTIC RAILWAY. DELAWARE & HUDSON CANAL CO. WILLIAMS' LINE. } J. H. Williams Agent { 15 Lumber District, ALBANY, N.Y. NEW YORK OFFICE, 93 Wall Street Telephone 531 Broad.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

## BELTING

Goodhue, J. L. & Co., Danville, Que.
McLaren, J. C., Belting Co., Montreal and Toronto.
Sadler & Haworth, Montreal and Toronto.
The Waterous Co., Brantford.

## DRY KILNS

Parmenter, J. S., Flushing, N. Y.
The Emerson Co., Baltimore, Md.

## ELECTRICAL APPARATUS

Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

## INJECTORS

Penberthy Injector Co., Detroit, Mich.
Williams Machinery Co., A. R., Toronto.

## LUMBERMEN'S SUPPLIES

Eckardt, H. P. & Co., Toronto.
Rice Lewis & Son, Toronto.
Scully & Co., John, Toronto.

## MACHINERY

Bell, Robt., Jr., Hensall, Ont.
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston, Ont.
Dunbar, Alex., & Sons, Woodstock, N. B.
Darling Bros., Montreal.
Lancaster Machine Works, Lancaster, Ont.
Northey Mfg. Co., Toronto, Ont.
Petrie, H. W., Toronto, Ont.,
Sawyer & Massey Co., Ltd., Hamilton, Ont.
Small & Fisher Co., Woodstock, N. B.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Phelps Machine Co., Eastman, Que.
The Waterous Co., Brantford.
Williams Machinery Co., A. R., Toronto.

## SAW MANUFACTURERS

Burns, E. R., Saw Co., Toronto, Ont.
Robertson & Co., James, Montreal, Toronto and St. John, N. B.
Shurly & Dietrich, Galt, Ont.
The McMillan & Haynes Co., Ltd., St. Catharines, Ont.

## SPLIT PULLEYS

Dodge Wood Split Pulley Co., Toronto, Ont.

## WHOLESALE LUMBER DEALERS

Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

## MISCELLANEOUS

Axes, Campbell Bros., St. John, N. B.
Canadian Photo Engraving Bureau Toronto.
Contractors' Plant, John Scully & Co., Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Illinois Central R.R.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Magnolia Metal Co., New York.
Machine Knives, Peter Hay, Galt, Ont.
Metal Roofing, Pedlar Metal Roofing Co., Oshawa, Ont.
Patent Medicines, Ripan's Chemical Co., New York, N.Y.
Rails, John Gartshore, Toronto.
Shanks and Chisel Bits, A. McPherson, Oxford, N. S.
Scribner's Lumber and Log Book, S.E.Fisher, Rochester, N.Y.
Silver Solder, P. W. Ellis & Co., Toronto.
Turbines, J. C. Wilson & Co., Glenora, Ont.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, February 24, 1897.

CAR OR CARGO LOTS.

| | |
|---|---|
| 1¼, 1½ and 2 inch cut up and better | 32 00 34 00 |
| 2 inch picks and uppers | 34 00 36 00 |
| 1x12 dressing and better, 60% 16 ft | 22 00 24 00 |
| 1x10 fine dressing and better | 21 00 23 00 |
| 1x10 and 12 Canadian dressing and better | 20 00 22 00 |
| 1 1-2 and thicker cutting up plank | 24 00 26 00 |
| 1 1-4 in. cut up and better | 33 00 35 00 |
| 1x10 and 12 mill run | 16 00 18 00 |
| 1x10 and 12 common | 12 00 14 00 |
| 1x10 and 12 mill culls | 9 00 10 00 |
| 1 inch clear and picks | 28 00 30 00 |
| 1 inch dressing and better | 20 00 22 00 |
| 1 inch siding mill run | 14 00 15 00 |
| 1 inch siding common | 11 00 12 00 |
| 1 inch siding ship culls | 10 50 11 50 |
| 1 inch siding mill culls | 8 50 9 00 |
| Cull scantling | 8 00 9 00 |
| 1 inch strips 4 in. to 8 in. mill run | 13 00 14 00 |
| 1 inch strips, common | 11 00 12 00 |
| 1 1-4 inch flooring | 16 00 |
| 1 1-2 inch flooring | 16 00 |
| XXX pine shingles, 16 inch | 2 25 |
| XX pine shingles 16 inch | 1 40 |
| Lath, No. 1 | 1 60 |
| Lath No. 2 | 1 30 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | |
|---|---|---|---|---|---|
| Ash, white, | 1 to 2 in. | $26 00 | $28 00 | Cherry | 1 to 1½ | $50 00 | $60 00 |
| " " | 2½ to 4.. | 30 00 | 32 00 | " | 2 " 4.. | 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, | 1 to 1½ in ... | 17 00 | 19 00 | Elm, soft | 1 " 1½ | 14 00 | 15 00 |
| | | | | " " | 2 " 3.. | 15 00 | 16 00 |
| Ash, black, 1sts and 2nds, | 2 to 4 in..... | 19 00 | 21 00 | " rock | 1 " 1¼ | 16 00 | 18 00 |
| | | | | " " | 1½ " 3.. | 20 00 | 22 00 |
| Ash, M. R., | 1 " 2.. | 15 00 | 18 00 | Hickory | 1½ " 2.. | 28 00 | 30 00 |
| Birch, | 1 .. | 18 00 | 20 00 | Maple | 1 " 1½ | 15 00 | 17 00 |
| " | 1½ " 2.. | 20 00 | 23 00 | " | 2 " 4.. | 17 00 | 18 00 |
| " sqrs. | 4x4 " 8 x8 | 24 00 | 26 00 | Oak, red, p'n | 1 " 1½ | 26 00 | 30 00 |
| Basswood | 1 " 1¼ | 16 00 | 18 00 | " " | 2 " 4.. | 29 00 | 32 00 |
| " | 1½ " 2.. | 19 00 | 20 00 | " white | 1 " 1½ | 28 00 | 30 00 |
| " m. r. | 1 " 1¼ | 14 00 | 16 00 | " " | 2 " 4.. | 30 00 | 35 00 |
| Butternut | 1 " 1½ | 23 00 | 25 00 | " quart'd | 1 " 2.. | 46 00 | 50 00 |
| " | 2 " 3.. | 25 00 | 28 00 | Walnut | 1 " 3.. | 85 00 | 100 00 |
| Chestnut | 1 " 2.. | 24 00 | 26 00 | Whitewood | 1 " 2.. | 32 00 | 36 00 |

## OTTAWA, ONT.

OTTAWA, February 24, 1897.

| | |
|---|---|
| Pine, good sidings, per M feet, b.m | $29 00 35 00 |
| Pine, good strips, " " " | 24 00 30 00 |
| Pine, good shorts, " " " | 18 00 25 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m. | 17 00 20 00 |
| Pine, " " strips, " " " | 15 00 18 00 |
| Pine, " " shorts, " " " | 13 00 14 00 |
| Pine, 10 s.c. and better stock, " " " | 13 00 15 00 |
| Pine, 8 s.c. " " " " " | 11 50 13 00 |
| Pine, " sidings " " " | 13 00 15 00 |
| Pine, " strips " " " | 9 00 12 00 |
| Pine, " shorts " " " | 6 50 9 00 |
| Pine, box culls " " " | 9 00 11 00 |
| Pine mill culls " " " | 6 50 10 00 |
| Lath per M No. 1 | 90 1 25 |
| Lath per M No. | 70 1 00 |
| 1x10 No. 1 barn | 18 |
| 1x10 No. 2 " | 16 17 |
| 1x8 & 9 No. 1 " | 15 17 |
| 1x8 & 9 No. 2 " | 14 16 |

## QUEBEC, QUE.

QUEBEC, February 24, 1897.

WHITE PINE—IN THE RAFT.

| | cts. cts. |
|---|---|
| Common and railroad, for interior and ordinary according to average, quality, etc., measured off | 20 @ 22 |
| For 40 to 45 feet average, measured off | 24 26 |
| For good and good fair average, measured off | 28 32 |
| First class " " | 34 36 |
| In shipping order " " | 36 42 |
| First class Ottawa waney, 18 inch average | 37 39 |
| " " " 19 to 21 inch average | 39. 42 |
| First class Michigan waney board, 18 inch average | 41 43 |
| " " " " 19 to 21 inch average | 43 46 |

RED PINE—IN THE RAFT.

| | |
|---|---|
| Measured off, according to average and quality | 22 26 |
| In shipping order, 35 to 45 feet " " | 38 40 |

OAK—MICHIGAN AND OHIO.

| | |
|---|---|
| By the dram, according to average and quality | 47 50 |

ELM.

| | |
|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 28 32 |
| " " " " 30 to 35 feet | 26 29 |

ASH.

| | |
|---|---|
| 14 inches and up, according to average an quality | 21 28 |
| To average 16 inch | 26 29 |

BIRCH.

| | |
|---|---|
| 14 inch average | 14 17 |
| 16 " " | 18 20 |
| 18 " " | 22 25 |

TAMARAC.

| | |
|---|---|
| Square, according to size and quality | 17 19 |
| Flatted, " " " | 15 18 |

DEALS.

Bright spruce, according to mill specification, $40 to $43 for 1st, $26 to $28 for 2nd, $23 to $26 for 3rd, and $19 to $22 for 4th quality. F.O.B. batteau

## SAGINAW AND BAY CITY, MICH.

SAGINAW, Mich., February 24, 1897.

UPPERS AND SELECTS.

| | |
|---|---|
| Uppers, 1 in., 10 in. and up wide | $45 00 |
| 1¼, 1½ and 2 in. | 45 00 |
| 2½ and 3 in. | 53 00 |
| 4 in | 56 00 |
| Selects, 1in., 8in. and up wide | $40 00 |
| 1¼, 1½ and 2 in. | 41 00 |
| 2½ and 3 in. | 47 00 |
| 4 in | 50 00 |

FINE COMMON.

| | |
|---|---|
| 1 in., 8 in. and up wide | 33 50 |
| 1¼, 1½ and 2 in. | 35 00 |
| 2½ and 3in., 8in. and up wide | 42 00 |
| 4 in | 45 00 |

B FINE COMMON OR NO. 1 CUTTING.

| | |
|---|---|
| 1 in., 7 in. and up wide | 23 50 |
| 1¼, 1½ and 2 in | 31 00 |
| 2½ and 3in., 7in. and up wide | 37 00 |
| 4 in | 40 00 |

STRIPS. A AND B (CLEAR AND SELECTS).

| | |
|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 34 00 |
| 6 in. wide | 36 00 |
| 1 in., 4, 5 and 7 in. wide | 32 00 |
| 6 in. wide | 36 00 |

FINE COMMON OR C.

| | |
|---|---|
| 1¼ in., 4, 5, 6 in. wide | 30 00 |
| 1 in., 4, 5 in. wide | 29 00 |
| 1 in., 6 in. wide | 30 00 |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | |
|---|---|
| 1¼ in., 4, 5, 6 in. wide | 24 00 |
| 1 in., 4, 5, 6 in. wide | 22 00 |

NO. 1 FENCING OR NO. 3 FLOORING.

| | |
|---|---|
| 1 in., 4, 5 and 7 in | 16 00 |
| 1 in., 6 in | 17 00 |
| 1¼ in., 4, 5 and 7 in. | 15 00 |
| 1¼ in., 6 in. | 17 00 |

NO. 2 FENCING OR NO. 4 FLOORING.

| | |
|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 |
| 1 in., 6 inch | 14 00 |
| 1¼ in., 4 to 7 inch | 14 00 |
| No. 3 Fencing, 1 in., 6 inch | 12 00 |

SHELVING.

| | |
|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 |
| 1 in., 10 in. and up wide | 26 00 |
| 1 in., 12 in. stocks | 29 00 |
| 1 in., 12 in. and up wide | 30 00 |
| 1¼ in. 1½ and 2in., 8in. and up wide | 29 00 |
| No. 2, 1 in., 7 and 8in. stocks | 19 00 |
| 1 in., 10 in. stocks | 21 00 |
| 1 in., 12 in. stocks | 24 00 |
| 1 in., 10 in. and up wide | 22 00 |
| 1 in., 13 in. and up wide | 25 00 |

BARN BOARDS OR STOCKS.

| | |
|---|---|
| No. 1, 12 in. | 21 00 |
| 10 in. | 16 50 |
| 9 in. | 16 00 |
| 8 and 7 in. | 16 00 |
| No. 2, 12 in. | 16 00 |
| 10 in. | 14 00 |
| No. 2, 9 in. | 13 50 |
| 8 and 7 in. | 13 50 |
| No. 3, 12 in. | 12 50 |
| 10 in. | 11 00 |
| 9 in. | 11 00 |
| 8 in. | 11 00 |

SHIPPING CULLS OR BOX.

| | |
|---|---|
| 1 in., 4 and 5 in. wide | $ 8 50 |
| 1 in., 6 in. wide | 9 50 |
| 1 in., 7 in. wide and up | 9 50 |
| 1 in., 13 in. and up wide | $11 00 |
| 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 |

SHAKY CLEAR.

| | |
|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9in. wide | 19 00 |
| 1 in., 6 in. wide | 20 00 |
| 1 in., 10 in. and up wide | 20 00 |
| 1¼, 1½ and 2 in., 8in. and up wide | 20 00 |

COFFIN BOARDS.

| | |
|---|---|
| No. 1, 1 in., 13in. and up | 20 00 |
| No. 2 | 17 00 |
| No. 1, mill culls | 8 00 |
| No. 2, or red horse | 6 50 |

BEVELED SIDING—DRESSED.

| | |
|---|---|
| Extra clear (perfect) | 23 00 |
| No. 1 (nearly clear) | 21 50 |
| No. 2 | 18 00 |
| No. 3 | 14 00 |

TIMBER, JOIST AND SCANTLING.

| | |
|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $ 8 50 |
| 18 ft | 10 50 |
| 20 ft | 11 50 |
| 22 and 24 ft | 12 50 |
| Hemlock, 2x4 to 10, 12 to 16 feet | 8 00 |
| 2x12 | 8 50 |
| Add $1 to each additional 2ft. in length. | |

SHINGLES, 18-IN.

| | |
|---|---|
| Fancy brands, XXXX | 3 00 |
| Clear Butts | 1 90 |
| Standard brands, river made, XXXX | 3 00 |
| Clear Butts | 2 00 |

WHITE PINE LATH.

| | |
|---|---|
| No. 1 | 1 50 |
| No. 2 | 1 00 |
| Hemlock | 1 |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., February 24, 1897.

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in | $46 00 | 50 00 | No. 3, 1¼ to 2 in | 17 00 | 19 00 |
| 2½ and 3 in | 51 00 | 55 00 | Shelving, No. 1, 13 in and up, 1 in | 32 00@ | 34 00 |
| 4 in | 58 00 | 60 00 | Dressing 1¼ in | 27 00 | 29 00 |
| Selects, 1 in. | 41 00 | 42 00 | 1¼ x10 and 12 | | 28 00 |
| 1¼ to 2 in | 42 00 | 43 00 | 1½ in | 28 00 | 30 00 |
| 2½ and 3 in | 47 00 | 50 00 | 2 in | 29 00 | 30 00 |
| 4 in | | 52 00 | Mold st'ps, 1 to 2 in | 33 00 | 34 00 |
| Fine common, 1 in | 35 00 | 36 00 | Barn, No. 1, 10 and 12 in | 20 00 | 21 00 |
| 1¼ and 1½ in | 35 00 | 37 00 | 6 and 8 in | 19 00 | 20 00 |
| 2 in | 36 00 | 38 00 | No. 2, 10 and 12 in. | 15 50 | 17 00 |
| 3 in | | 45 00 | No. 3, 10 and 12 in. | 12 00 | 14 00 |
| 4 in | | 47 00 | 6 and 8 in | 11 00 | 12 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | Common, 1 in | 15 00 | 16 00 |
| 1¼ to 2 in | 32 00 | 34 00 | 1¼ and 1½ in | 18 00 | 20 00 |
| No. 2, 1 in | | 16 00 | 2 in | 18 00 | 20 00 |
| No. 2, 1¼ to 2 in | 22 00 | 25 00 | | | |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 30 00 | 32 00 | 2½ to 4 in | 36 00 | 40 00 |
| 1¼ to 2 in | 33 00 | 35 00 | Strips | 17 00 | 18 00 |
| | | | Culls | 11 00 | 14 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 24 00 | 27 00 | Com. & good culls | 9 00 | 10 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 28 00 | 30 00 | 1st & 2nd, white, 6" & up, | 18 00 | 20 00 |
| | | | Com & good culls | 10 00 | 12 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 20 00 | 25 00 | 1st & 2d, soft, 8 in. & up, | 16 00 | 18 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 18 00 | 20 00 | 1st & 2d, soft, 6in. & up, | 17 00 | 19 00 |

WHITE OAK.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, plain, 8 in. & up | 33 00 | 36 00 | Clear squares, 5x5 to 8x8 | | 45 00 |
| Good common | 20 00 | 22 00 | 1st & 2nd quartered, 6 in. up | 48 00 | 50 00 |
| Good culls | 12 00 | 14 00 | Common quartered | 30 00 | 32 00 |

RED OAK.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd | 31 00 | 32 00 | Quartered 1st & 2nd | 44 00 | 47 00 |
| Common | 20 00 | 22 00 | Common | 29 00 | 30 00 |
| Cull | 12 00 | 14 00 | | | |

## NEW YORK CITY.

NEW YORK, N. Y., February 24, 1897.

WHITE PINE LUMBER

Prices for white pine lumber are governed entirely by source of supply rendering it useless to give prices for local market.

WHITE PINE TIMBER.

| | | | |
|---|---|---|---|
| Bridge timber | $28 00 @ 40 00 | Building orders | $27 00 @ 37 00 |
| Decking | 44 00 50 00 | | |

SPRUCE.

| | | | |
|---|---|---|---|
| 6 to 9 in | 14 00 14 50 | 10 to 12 in | 16 25 17 00 |
| 6 to 12 in | 14 50 15 75 | Lath | 1 85 1 95 |
| 9 to 12 in | 15 75 16 25 | | |

HARDWOOD.

| | | | | | |
|---|---|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, 10 to 16 | | | | 25 00 |
| 1¼ to 2 in. | " " " " | | | | 26 00 |
| 1 inch, | " | Soft Elm, | " | | 19 00 |
| 1¼ in and thicker, | " | " | " | | 21 00 |
| 4/4 " | " | Hard Maple, | " | | 21 00 |
| " " | " | Basswood, | " | | 20 00 |
| " " | " | Birch, | " | | 23 00 |
| " " | Black Ash, Com. and Shipping Cull, M.C.O. | | | | 14 00 |
| " " | Soft Elm, | " | " | | 12 00 |
| " " | Hard Maple, | " | " | | 14 00 |
| " " | Basswood, | " | " | | 12 00 |
| " " | Birch, | " | " | | 14 00 |

## ALBANY, N.Y.

ALBANY, N. Y., February 24, 1897.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $52 | $55 | Dressing boards, narrow | $19 | $21 |
| 2½ in. | 52 | 55 | West India shipping boards | 15 | 17 |
| 1 to 2 in. | 45 | 48 | Box boards | 10 | 12 |
| 4 inch uppers | | 55 | 10-in. dressing and better | 26 | 34 |
| Selects, 2½ in. up | | 45 | 10-in. common | 14 | 15 |
| 1 to 2 in | | 40 | 12-in. dressing and better | 26 | 32 |
| Fine common, 2½ in. and up | 40 | 42 | Common, 1x12 | 14 | 16 |
| 1 to 2 in | 36 | 40 | No. 1 barn, 1x12 | | 20 |
| No. 1 cut, 1 to 2 inch | 25 | 35 | 1x10 | 18 | 21 |
| No 2 | 18 | 25 | 1x8 | 16 | 18 |
| No 3 | 17 | 20 | No. 2 barn, 1x12 | 16 | 17 |
| No. 1 molding, 1 to 2 in | 33 | 36 | 1x10 | 15 | 16 |
| No. 2 molding, 1 to 2 in | 25 | 28 | 1x8 | 13 | 15 |
| Stained saps | | 20 | Shaky or star clear, 1 to 2 in. | 19 | 21 |
| Bracket plank | | 30 | Dressing | 16 | 18 |
| Shelving boards, 12-in. up | 30 | 32 | Common | 11 | 15 |

LATH.

| | | | |
|---|---|---|---|
| Pine | $2 | 25 | Spruce $2 00 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $4 | 25 | $4 30 | Bound butts, 6 x 18 | $6 00 | $6 15 |
| Clear butts | 3 | 25 | 3 35 | Hemlock | 2 15 | 2 30 |
| Smooth, 6 x 18 | 5 | 40 | 5 50 | Spruce | 2 20 | 2 30 |

## BOSTON, MASS.

BOSTON, February 24, 1897.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $11 50 | 12 00 | ¾ inch | $ 9 25 | 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 11-16 inch | 8 50 | 8 75 |
| Refuse | 13 00 | 13 25 | ⅝ inch | 8 00 | 8 25 |
| Outs | | 9 50 | Clapboards, sap ext. | 45 00 | 48 00 |
| Boxboards, 1 inch | 10 00 | 10 50 | Sap clear | 41 00 | 43 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, 2nd clear | 32 00 | 35 00 |
| | | | No. 1 | 23 00 | 25 00 |

WESTERN PINE BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in | $50 00@ | $52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in | 58 00 | 62 00 | 1¼, 1½ and 2 in | 30 00 | 32 00 |
| Selects, 1 in | 44 00 | 45 00 | No. 1 strips, 4 to 6 in | 43 00 | 44 00 |
| 1¼, 1½ and 2 in | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in | 52 00 | 55 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in | 24 00 | 38 00 |
| Fine common, 1 in | 40 00 | 41 00 | Cutlin boards | 19 00 | 22 00 |
| 1¼, 1½ and 2 in | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 75 | 1 90 |
| Cedar, extra | 2 60 | 2 90 | Extra No. 1 | 1 25 | 1 50 |
| Clear | 2 25 | 2 40 | | | |

HEMLOCK.

| | | | | | |
|---|---|---|---|---|---|
| Boards, rough | 11 00@ | 11 50 | No. 2 | 9 00@ | 10 50 |
| Planed | 11 75 | 12 00 | | | |

LATH.

| | | | |
|---|---|---|---|
| Spruce | | By cargo | 1 [illegible] |
| By car | 1 [illegible] | | |

# THE NEWS.

—John Higgins is erecting a new saw mill at Metcalfe, Ont.

—A planing mill will be started in the spring at Aylmer, Que., by John Smith.

—A bill has been introduced in the Nova Scotia legislature to incorporate the Shelburne Lumber Co., of Shelburne, N. S.

—The late Richard Nagle, of Peterboro', Ont., left an estate valued at $74, 253, of which $15,000 is invested in timber limits.

—Mr. Geo. F. Webster, of Creemore, Ont., is building a new portable saw mill of his own design. He reports business quiet, very few logs being taken out.

—Fifty-five failures of lumber dealers were reported during last year, with total liabilities of $1,402,763. In 1895 the number was 43, and the liabilities $413,992.

—For the month of December exports from Ottawa to the United States were as follows: Lumber, $505,229.43; lumber for export, $65,604.87; sulphite pulp, $3,763.12.

--The Yokohama Gazette states that owing to a great rise in the price of timber, Japanese timber dealers of Yokohama propose to import timber from Victoria, B.C.

—Lumbering operations are being actively carried on in Anticosti this winter, and both colonization and building is to be prosecuted this year on a much larger scale than heretofore.

—Messrs. Hanson Bros., of Nashwaak, N. B., made quite a find a few days ago. They were cutting lumber in the woods and suddenly came across a bear and three cubs, enjoying their winter's sleep.

Mr. Thos. Southworth, Chief of the Ontario Bureau of Forestry, has received a letter from Mr. Edward Harris, enquiring how to raise a forest on 2,000 acres of land belonging to a preserve at Long Island.

—Small saw mills are springing up rapidly in the vicinity of Burk's Falls, Ont. Those of Thos. Spiers, on the little East river; M. Poirer, on the East river; Albert Scott, on Lake Vernon, and Wm. Gall in Brunel, on the Baysville road, have lately been started.

—W. R. Huntley, master shipbuilder, of Parrsboro, N. S., has obtained a contract from S. P. Benjamin, Port Williams, to build five scows and a steamer, to be used in bringing his lumber down the Avon river to a place of shipment. Mr. Huntley will build them at Port Greville.

—At the annual meeting of the Tourville Lumber Mills Company, held in Montreal a fortnight ago, Mr. Edward Ouellette was appointed general manager. Mr. Rodolphe Tourville was elected president, Mr. Napoleon Gill vice-president, Mr. Rodolphe Forget director, and Mr. Arthur Tourville secretary.

—Incorporation has been granted to the London Box Manufacturing and Lumber Co., with a capital of $35,000, to manufacture from wood and deal in building material. The promoters are: Messrs. Frederick George Rumball, John Watson, Edward Grant, John Alexander Smith and John Shannon.

—The Winnipeg Free Press states that Mr. D. B. Hanna, superintendent of the Lake Manitou Railway and Canal Co., accompanied by some eastern capitalists, recently examined the timber resources of Lake Winnipegoosis, with the object, it is said, of developing the lumber interests of the country.

—The manager of the Takush Harbor Lumber Co., of Vancouver Island, B. C., has an idea that there is big commercial value in oil extracted from yellow pine. He accordingly engaged an expert to experiment, but in the course of this the expert was badly injured by an explosion of the highly inflammable oil, resulting in a broken arm.

—The St. Anthony Lumber Co., of Whitney, Ont., recently cut a pine log which measured 72 inches, or six feet, across the butt, and 66 inches at the smallest diameter of the top end. It will make, if sawn into boards, four thousand and sixty feet of lumber. A picture of the big log is to be kept as one of the records of the company.

—The report of Mr. W. L. Haight, of Parry Sound, who was appointed by the Ontario government to investigate the cause of the fires which last summer destroyed an immense area of timber in the Biscotasing district, has just been sent to the Commissioner of Crown Lands. The report states that Mr. Haight's inquiries have led him to conclude that the fires were deliberately started for the purpose of destroying the timber, so that the lands could be secured for mining, as rich deposits of mineral had been found there.

—Authority has been given by order in Council to the Sauble & Spanish Boom & Slide Company of Algoma, Limited, to charge toll at the rate of 30 cents per thousand feet for the use of their works on the Spanish river, Ontario, instead of three cents per log of seventeen feet and under, and to authorize the charge of 30 cents per thousand feet as a basis upon which the rates for other timber be charged.

—The annual meeting of the shareholders of the Canadian Rubber Co., of Montreal, was held early last month. When the annual report had been adopted, the following gentlemen were elected directors for the ensuing year: Messrs. Andrew Allen, President; Hugh McLennan, Vice-President; W. J. Withall, Frs. Scholes, J. B. Learmont, H. Montague Allan, W. H. Benyon, Andrew A. Allan, John Thos. Molson.

—Incorporation has been granted to a company to be known as "King Brothers," composed of Edmund A. King, merchant, of St. Pacome; Charles King, merchant, of Lyster, and James King, merchant, of Levis; William S. Thomas, of Quebec, manager; William McNaughton, of Pabos, agent, to own and operate saw mills and to deal in lumber and timber generally, in the province of Quebec. The capital stock is $300,000.

—Incorporation has been granted to the H. Herrmann Lumber Co., of New York, to conduct the business of the late H. Herrmann. The capital is $300,000, and the officers of the company as follows: Mrs. Rosa Herrmann, President; Mr. George Herrmann, Treasurer; Mr. Geo. C. Von Stamwitz, Secretary; Mr. Chas. Bott, Assistant Treasurer; Mr. R. Mittelmann, Assistant Secretary; Mr. John Bissinger, Assistant Secretary.

—The Holland & Emery Lumber Co., of East Tawas, Mich., which is managed by Nelson Holland, of Buffalo, will commence to move their large mill from East Tawas to Byng Inlet, Ont., as soon as the ice leaves the bay. The mill will be moved on vessels as nearly intact as possible. As it will be impossible to begin pile-driving and dock-building at Byng Inlet until the frost is out of the ground, it will probably be August before any sawing is done there.

## CASUALTIES.

—A young man named Angus McKenzie was killed in Van's lumber camps, Springhill, Que., while felling a tree.

—Melville Goodwin, head sawyer for Mr. Barnhill, of Shulee, N. B., was killed by a deal striking him in the forehead.

—Thos. J. Pyburn, of Gravenhurst, Ont., was rolling logs from a sleigh to the dump down the river bank, when he was jammed by a log against a tree trunk, and died in three hours.

—Jos. Beranger, employed in Mr. Chalifour's saw mill at Quebec, met his death while placing a strap on a pulley wheel recently. He was caught by the revolving shaft, and whirled around it like a flash.

## PERSONAL.

Mr. Thomas Kelly, lumber merchant, of Somerset, Que., has been elected mayor of that town for the ninth term.

Mr. E. C. Geoffrey, B. A., delivered a lecture in the University Biological Building, Toronto, on "Oaks and Their Ancestors."

Mr. W. H. Winnett, lumber merchant, of London, Ont., was elected alderman for that city at the municipal elections last January.

Mr. P. G. Mahoney, the well-known lumber merchant of Westmoreland, N. B., sailed recently from Halifax for Liverpool, Eng. Mr. Mahoney will visit the leading centres of Europe before his return.

D. H. MacDowell, an old resident and leading business man of Prince Albert, N. W. T., engaged in the lumber trade, has removed to Toronto. He was tendered a banquet by the citizens before his departure.

The death took place at Indiantown, St. John, N. B., last month, of Mr. Moses E. Cowan, one of the most respected residents of the city. Deceased was born in 1830, and for many years was a lumber surveyor and later conducted a saw mill under the firm name of Cowan & McGinty.

## PUBLICATIONS.

An interesting publication for lumbermen is the list of shipping marks on sawn and planed wood, published by Wm. Rider & Sons, London, E. C.

We have to acknowledge receipt of a copy of the proceedings of the American Forestry Association, at the Thirteenth and Fourteenth annual meetings at Washington, and at the summer meetings at Brooklyn, N. Y., and Springfield, Mass. An article by Sir H. G. Joly de Lotbiniere, the first vice-president of the association, is one of the interesting features.

"Bearings and Lubrication," a book of upwards of 200 pages published by Wm. Rider & Sons, Limited, 14 Bartholomew Close, London, E. C., contains much useful information for every user of machinery. The aim of the writer has been to give such practical information as will enable purchasers of machinery to make a choice of the proper bearings for different duties, and of the kinds of lubricants required. The book is freely illustrated, and sells at 3s. 6d.

The regular annual special number of our esteemed contemporary, Timber, of London, Eng., to hand a few days ago, is a voluminous publication of much merit. An interesting article on "The Timber Trade of Ireland" is followed by lengthy descriptions of various classes of woods, including pitch pine, mahogany and cedar, jarrah and karri, all of which are accompanied by illustrations of more than ordinary interest. Not the least important is an extensive write-up of the slate trade of Great Britain, and the liberal advertising paronage shows that the efforts of the publisher to produce a first-class journal are fully appreciated.

## ENTERPRISING AMHERST CITIZENS.

A CORRESPONDENT of the St. John Sun, referring to the extensive timber limits held by citizens of Amherest, N. S., says:

Amherst is not a lumber shipping centre, nor beyond a small mill or two in its vicinity is it a lumber manufacturing centre. It is therefore the more singular to learn that citizens of the town have been reaching out and investing very extensively in timber lands. But such is the fact, and in future a notable portion of the lumber trade of Nova Scotia will be directed from Amherst. This is the result of some important deals recently consummated.

Take, for instance, the Sheet Harbor property on the Atlantic coast. A company to be known as the Sheet Harbor Lumber Co., whose members are Hon. A. R. Dickey, D. W. Douglas, N. A. Rhodes and N. Curry (of Rhodes, Curry & Co.) of Amherst, and Samuel Baird, of Leicester, owns 40,000 acres of selected spruce lands, with combined saw and pulp mill. Right adjoining this, on the East river, Hon. A. R. Dickey owns 44,000 acres, with a saw mill and sulphite pulp mill, the latter costing $110,000. This property will be operated by a company to be called the East River Lumber Co. Again to the east of the last named property, which it adjoins, Hon. Mr. Dickey owns a mill and 18,000 acres of hardwood, bearing among other timber 50,000,000 feet of birch. Still farther east, near Liscomb, he owns 4,000 acres of spruce land and a mill site. Sum these all up and you have 106,000 acres of timber land.

Then take St. Mary's river, Guysboro, near Liscomb, already referred to. Here a company to be known as the Nova Scotia Lumber Co., the members of which are Dr. C. W. Hewson, W. T. Pipes, Clarence Purdy and Samuel Freeman, of Amherst; John W. and Job Seaman, of Barronsfield, and John Gillespie and Golden K. Prescott, of Shulee, owns about 70,000 acres of splendid timber land, with saw mill and a mill for making box shooks. This same company owns 31,000 acres recently purchased at Economy, below Parrsboro. The operations of the Shulee Lumber Co. are also directed from Amherst. They have 10,000 acres. Sum these up and you have 111,000 acres more.

There is still the Newville Lumber Co., at Newville, near the Parrsboro shore. It has 15,000 acres, and its members are Rhodes and Curry, W. W. Black (son of T. R. Black, M. P. P.), G. A. Fowler and C. A. Lusby. Rhodes, Curry & Co. own another 15,000 acres on the line of the I. C. R. Here is a total of 30,000 acres.

Add all the totals and you have a grand total of 247,000 acres, or over 386 square miles, and comprising some of the finest timber lands in Nova Scotia. On all the properties except that at Economy, operations are being carried on this winter.

As illustrating the old saying that there are two sides to every question, Mr. William McGregor, M. P., of Windsor, states that from Michigan and Maine more men go to Canada to work in the lumber woods than there are persons who go from all Canada to the United States. Annually 300,000,000 feet of logs are rafted to the United States, he says, mainly from the Georgian Bay district to the mills in Michigan, and the same gangs who work in the mills in summer go into the Canadian woods in winter and cut the logs. Large numbers also go from Maine to New Brunswick.

* * *

HON. J. B. Snowball, of Chatham, N. B., it will be remembered, took an active interest in the framing of the French treaty, and as an extensive shipper of spruce deals to France, had hoped that the reduced duty would increase the demand for spruce deals in the French markets. As yet no appreciable increase in the volume of trade has occurred, although Mr. Snowball anticipates an improvement during 1897. The greatest advantage to deal shippers, he says, is in the fact that the treaty opens up a market for a class of deals which are unsaleable in other markets. For instance, the Irish market calls for a twelve foot length, the Spanish market for a fourteen foot length, and the French market for a sixteen foot length. In this way the shipper is enabled to sort out a cargo of deals according to the market for which they are intended.

* * *

"ELI" does not wish to be understood as having anything but the kindliest feelings for the saw mill man, and if at any time he has dropped a word which has aroused the anger of any one of them, he humbly apologizes, and begs now to shake hands with them and be friends. In his efforts to present to them some of their shortcomings, he has not been prompted by a fault-finding disposition, but rather by a desire to improve the position of the mill man. Let me impress upon all manufacturers the danger of misrepresentation. This warning was suggested to me by a chat which I had the other day with a wholesale dealer, who was relating some of his experiences in the trade. This dealer desired a car load each of elm and maple for a customer, and was advised by a mill man that he had exactly the quality and quantity of stock he desired. Upon arriving at the mill the dealer discovered that he had only one-half car of each, and he naturally felt somewhat annoyed at the situation. Not saying a word, however, he went to another mill and purchased sufficient stock to complete his two cars, for which he was obliged to pay a higher price, and charged his expenses as well as the difference in cost to mill man No. 1, who had misrepresented his stock. I asked the wholesaler how he accounted for this action, to which he replied that the mill man no doubt expected that he would accept some other stock for the balance of the car, and thus succeed in selling his lumber. The lesson received will undoubtedly have its effect. To the wholesale dealer the hardwood manufacturer must look for his trade, and it should be the aim of every mill man to cultivate friendly relations.

* * *

MR. D. E. Sprague, of Winnipeg, returned a fortnight ago from a visit to his lumber camps, situated on Rosseau river, about 120 miles south-east of the city. Mr. Sprague drove the entire distance, going out when the thermometer was more than 30 degrees below zero. His method of protection from the cold is somewhat unique and interesting. In front of his sleigh is a small house built of canvas, in which there is ample room for Mr. Sprague and the driver to move about. An oil stove serves the double purpose of keeping the interior quite warm and supplying a range for Mr. Sprague to do his cooking on. A large couch makes a very comfortable bed, and under it is kept a full supply of provisions. The lines from the horses pass through a slit in the canvas, and the road is seen through a window in front of the peregrinating home. A head light throws its beams between the horses heads on to the trail, and there is no danger of straying from the beaten path on the darkest night. The interior is so warm, even in the coldest weather, that it is not necessary to wear a cap, much less an overcoat. The rear of the sleigh is occupied with forage for the horses. A trip to the lumber camps and return is a drive of four days' duration, and in Mr. Sprague's turn-out it rivals in comfort a jaunt in a palace car.

* * *

MR. Thomas Southworth, Clerk of Forestry for Ontario, returned last month from a trip to the Rathbun Company's limits in Hastings county, where he spent a few days enjoying the comforts of a lumberman's life. That he was royally entertained may be judged from the good natured manner in which he refers to his visit. Mr. Southworth is an enthusiastic admirer of the method of lumbering pursued by the Rathbun Company. Speaking along this line he said: "It is simply astonishing to observe the manner in which the company utilize the forest products. Trees which other lumbermen would cut down and leave on the ground, owing to defects, are cut up by the Rathbun Company and converted into different manufactures. This means that the government not only receives a much larger revenue from crown dues, but also that the utilization of this timber provides employment for a vast number of men, which is an important consideration at this time. Of course, the immediate profits under this method of lumbering would not be as great as though only the best timber was taken off, but would be spread over a greater number of years. Another advantage is in the direction of reforestation, as young trees cannot but flourish much better where the ground is well cleared up."

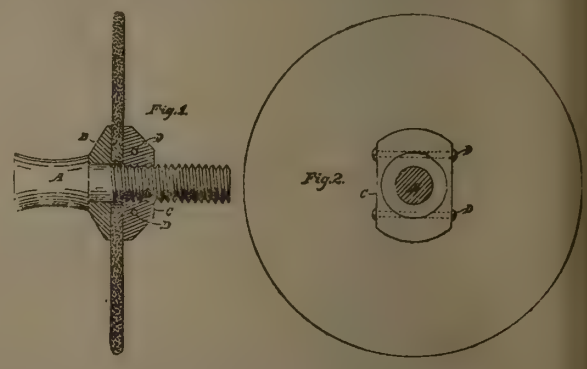
* * *

MANY readers of this journal will remember the Dollar family, who were at one time prominently connected with the lumber business in Canada and removed to California a few years ago. The death of Mr. John M. Dollar, shortly afterwards, was referred to in this journal. Messrs. Robert and James Dollar are now located at San Francisco, where they are known as the Dollar Lumber Company, and manufacture redwood and pine lumber, etc., with mill at Markham. They have not forgotten their old Canadian friends, even after residing for a number of years in Uncle Sam's country, but still read with interest the news from their old locality. In writing to the LUMBERMAN Mr. James Dollar says: "I look for your paper regularly, as I like to see what is going on among those I knew. The redwood business is very dull here at present, although we look for a change for the better shortly. We (the Dollar Lumber Company) are making arrangements to take out a cargo of sugar pine for Liverpool, that is, a cargo of board timber; we have our man now up on the mountains looking up timber for that purpose, and he reports favorably. We will have to haul it 30 miles on trucks. How would that answer you Canadians? Then we drive it down the river, where it is loaded on the vessel." Mr. Dollar seems quite satisfied with the business success with which he has met in his new field. He refers with regret to the loss by fire of a portion of the parliament buildings at Ottawa.

## A MAKE-SHIFT SAW GRINDER.

THERE is no excuse for any mill that has a turning lathe to go without means for gumming and grinding saws, says a writer in the Wood-Worker. The sketch herewith shows a very simple arrangement, and one that will answer the purpose in the absence of a more improved equipment. Fig. 1 shows the apparatus so plainly that an explanation is hardly necessary, but in order to make it clearer I offer the following:

A, Fig. 1, is a screw taken from an old hand-screw and cut off about six inches long. Saw out a collar about three inches in diameter, bore hole through centre large enough to slip over




screw, and glue fast to shoulder of screw, as shown at B, Fig. 1. When dry, place in the lathe and turn up true on face, also give a bearing for hole in wheel to fit on snugly. For a nut, use a part of hand-screw jaw that has threaded hole to fit screw. Cut off the desired length, as shown at C, Fig. 1. Put a rivet through each end, as shown at D, Figs. 1 and 2; these will keep the nut from splitting.

By placing your emery wheel on this make-shift arrangement and the whole in the turning lathe, you can gum your saws as nicely as on any ordinary emery grinder. For a rest, turn a wooden pin to fit in rest socket; this will enable you to turn your saw in any direction.

The Goderich Lumber Co., in remitting their subscription to THE LUMBERMAN for 1897, write: "We are much pleased with it. When it comes to hand, it is the first paper we look at."

## BRITISH COLUMBIA LETTER.

[Regular Correspondence of the CANADA LUMBERMAN

### ANOTHER COMBINE.

A COMBINE is being formed to take the place of the Central Lumber Company, which went to pieces on the first of the year. The new organization will, however, only endeavor to control the foreign trade, and consequently we bespeak for it greater prosperity, the refusal of some of the smaller mills to enter the former combine being really the cause of its failure. The mills which have already signified their intention of entering the new combine are the Tacoma Mill Co., Port Blakely Mill Co., Puget Sound Lumber Co., of Port Gamble, Washington Mill Co., of Port Hadlock, British Columbia Mills, Timber and Trading Co., Vancouver, Moodyville Land and Saw Mill Co., the Victoria Lumber and Manufacturing Co., and the Brunette Saw Mill Co., of New Westminster, while it is believed that others will come in before the final organization.

The St. Paul & Tacoma Lumber Company and the Bellingham Bay Improvement Company are offering opposition to the trust, but on the other hand two British Columbia mills that refused to join the Central Lumber Company are parties to the new agreement. In the event of the organization being successfully accomplished operations will begin about April 1. It is the intention to have joint representation in all the foreign markets. The business will be equitably divided among the mills and profits shared accordingly.

Mr. R. P. Rithet, one of the directors of the Victoria Lumber & Manufacturing Co., states that he believes the new organization will prove a success. As far as he knew all the mills which are doing a large export business are ready to join. Mr. Rithet explained that the object of the organization was not to force big prices, but rather to secure more uniformity of prices in the foreign markets and to extend the foreign trade in a systematic way.

### VICTORIA LUMBER AND MANUFACTURING COMPANY.

The annual meeting of the Victoria Lumber and Manufacturing Company was held last month, at which officers were elected as follows:—Messrs. J. A. Humbird, of St. Paul, president; R. P. Rithet, vice-president; E. J. Palmer, manager; and W. H. Phipps, secretary. These, with D. Humbird, form the board of directors. The mills of the company at Chemainus are running day and night to fill orders.

### KOOTENAY LUMBER COMPANY.

The Kootenay Lumber Company, Ltd., composed of Messrs. Hewitt Bostock, Archer Martin and Ian Coltart, has been organized, with head office in Victoria. The object is to acquire the lumber business of the Kootenay Lumber Co. at Lardeau, where a new mill has been put in operation. The machinery is driven by a Pelton wheel, the power being derived from the waters of the creek, which is dammed at a height of 300 feet above the mill, from whence the water is led through a 12-inch supply pipe; this narrows down to a 2-inch pipe, which plays on the wheel, which is only three feet in diameter. Sufficient power is thus developed to drive all the machinery of the mill. Over 40 men are at present employed in and around the mill.

### COAST CHIPS.

A shipment of railway ties has been made from Vancouver to Bombay, India.

The Royal City Mills are building a new dry kiln at New Westminster, 40×75 feet.

The Nelson Saw Mill Co.'s mill near Trail, which was burned recently, is being rebuilt on a larger scale.

R. Miller is building a saw and shingle mill six miles south of Rossland, with a daily capacity of 30,000 feet of lumber and 50,000 shingles.

The British government will, it is said, in future purchase whatever fir is required for government work in British Columbia, instead of on Puget Sound.

The shingle mill of the Pacific Coast Lumber Company, New Westminster, has recently been re-fitted with new and improved machinery, and is running twelve hours per day.

The suit of the Queen vs. Victoria Lumber Co. has been settled, the decision being against the latter, by which they will be compelled to pay taxes on certain lands amounting to about $15,000 per year.

NEW WESTMINSTER, B. C., Feb. 18, 1897.

## NEW BRUNSWICK LETTER.

[Regular Correspondence of the CANADA LUMBERMAN.]

IT is reported that Messrs. Watson & Todd, of Liverpool, will open an office here in the spring, their intention being to ship lumber from this port the year round. The past two winters they have shipped large quantities of deals by the Beaver line of steamers to Great Britain, and their trade from this port will, no doubt, assume larger proportions in the near future. Mr. Martin Power has charge of their business.

To the enterprise of Mr. G. J. Vaughan, of Chatham, will be due the operation of two mills on the Miramichi which have been closed for several years. Mr. Vaughan has lately secured control of the Black Brook mill at Loggieville and the Kerr mill above Douglastown, and is getting out a stock of logs for both. The former will cut about eight million feet, and the latter probably four million.

Donald Fraser & Sons will close down their Aberdeen mills next month for the purpose of adding some new machinery and making necessary repairs. A new boiler will be put in, and the two engines in use at present will be replaced by a larger one.

In the High Court of Justice, Dublin, recently an appeal was allowed in the case of Hannevig v. Dixon & Sons, Belfast. This was the case of the owners of the Norwegian bark Rolf, who brought an action for £500 for demurrage while the vessel was loading at the Miramichi. The lower court decided in favor of plaintiff and defendants appealed on the ground that six witnesses at least could be found in New Brunswick to testify that the time demurrage was claimed it was so stormy that timber could not be put on board.

### BITS OF LUMBER.

It is rumored that Mr. Ross, of St. Stephen, will erect a saw mill at Fredericton.

Mr. John McLeod has completed the building of a new lumber mill at Black River.

Mr. Harding, of Coal Creek, intends building a steam saw and grist mill at Douglas Harbor.

Hale & Murchie intend building a new chimney at their mill at Fredericton in the spring.

Messrs. Walter J. Mills, of the firm of S. H. White & Co., Sussex, and Harley White, of Apple River, are at present on a trip to Bermuda and Trinidad.

The exports of forest products from St. John during the month of January were valued as follows: Deals, $54,353; deal ends, $221; laths, $1,333; planks and boards, $11,895; scantling, $6,632.

ST. JOHN, N. B., Feb. 18, 1897.

## MICHIGAN LETTER.

[Regular Correspondence of the CANADA LUMBERMAN.]

ON the 26th of January last a meeting of Michigan manufacturers sawing Canadian logs was held to consider what steps should be taken regarding the proposed duty on lumber. Mr. F. W. Gilchrist, of Alpena, acted as chairman, and the following committee was appointed to formulate a plan and report: Joseph Turner, Bay City; A. T. Bliss, Saginaw; W. D. Churchill, Alpena; C. E. Mould, Cheboygan; and Thos. Pitts, Detroit. This committee went to Washington the first week in February and presented a strong protest against the imposition of a $2 duty.

Labor Commissioner Morse, in his annual report, has devoted considerable space to forestry in Michigan, giving some interesting figures of the amount of standing timber in each county. There are 6,166,977 acres of standing hardwood in the state, 775,208 acres of standing pine, and 1,468,166 acres of hemlock. There are eighteen counties without any pine whatever and 32 with less than 100 acres each. Nearly all the standing pine is in the upper peninsula.

The new mill of Smalleys & Woodworth, Bay City, is nearing completion. The firm have several camps in operation, and will yard about 10,000,000 feet of Norway for next season's sawing.

A new development in Michigan lumbering furnishes a profitable market for the hitherto valueless slab piles. Several prominent salt manufacturers at Saginaw have entered into a deal with the Hamilton & Merryman Company, of Marinette, to put in special machinery for getting out salt barrel staves from pine slabs. If the move proves profitable other users of salt barrels will enter the market, and another article of mill waste will thus be provided for.

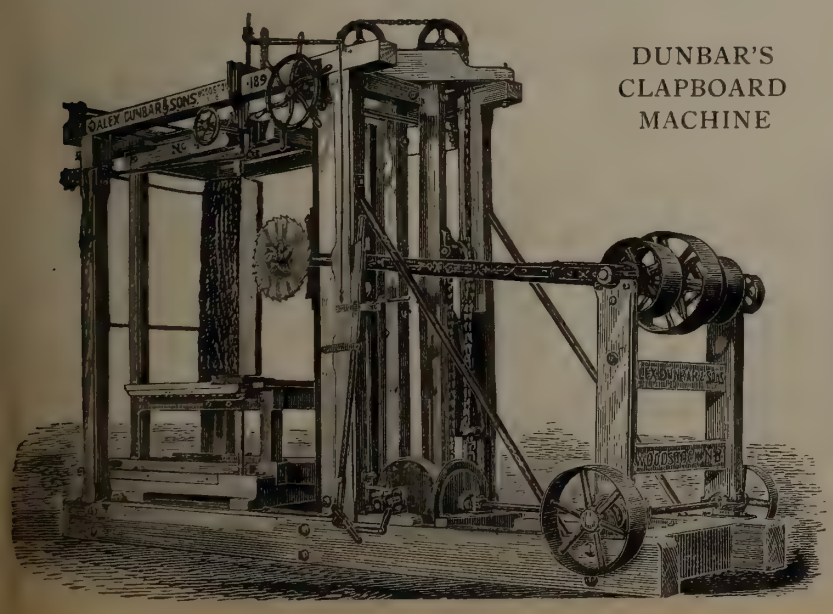
The Saginaw Courier estimates that the Michigan production of lumber and shingles in 1896 from Canadian logs was about 12 per cent. of the total quantity cut in Michigan, the figures being 253,759,846 feet.

The lumbermen are complaining of the lack of snow for logging purposes. In the northern section of the state there has been less than six inches in depth.

SAGINAW, Mich., Feb. 18, 1897.

It is said that castor oil will keep leather belts from slipping. The oil penetrates the leather, makes it soft and pliable, and leaves no sticky surface to collect the dust.

An innovation in the construction of floors is the use of a special preparation of paper pulp invented by Otto Kraner, of Chemnitz, Saxony. He calls the new material papyrolith. It comes in the shape of a dry powder, which is mixed with water, dries in a short time, and may be spread and planed down upon a foundation of either natural or artificial stone, cement or wood. The wearing quality of papyrolith is very remarkable, as are also its qualities of perfect solidity, of being a bad conductor of heat, and of deadening all noise. A further advantage is the considerable amount of elasticity which it possesses, and perfect safety from fire. Since the mass may be tinted with almost any color, it is possible to lay down several layers in different colors alongside of each other, or to lay a floor with a mosaic design. Parquets with varied colored borders can also be laid down, and the same material may be used for wainscotting and stucco work, as also for panels and other decorative and architectural purposes. Mr. Kraner has also recently succeeded in producing a material similar to Linerusta Walton at only one-tenth the cost of that expensive material.


DUNBAR'S CLAPBOARD MACHINE

ALEX. DUNBAR & SONS
**Woodstock, N.B.**

Manufacturers of . . . . .

**Saw-Mill Machinery**

OF ALL KINDS

Including ROTARY SAW MILLS (3 sizes), CLAPBOARD SAWING MACHINES, CLAPBOARD PLANING AND FINISHING MACHINERY, SHINGLE MACHINES, STEAM ENGINES, Etc.

WRITE FOR FURTHER PARTICULARS

**ALEX. DUNBAR & SONS - Woodstock, N. B.**

## SHAVINGS.

The largest single wood pulp plant in the world is that of the Hudson River Pulp and Paper Co., at Corinth, N. Y., which consumes over 30,000,000 feet of spruce per annum.

Vertical running belts should be drawn tight enough so that the belt will cling to the lower pulley. Laced belts often break where connected, on account of friction caused by slipping and movement between the lace and belt, which wears away the lace.

Russia has 503,000,000 acres of forest; Sweden and Norway, 62,000,000 acres; Austria, 45,000,000 acres; Germany, 34,000,000 acres; Turkey, 25.000,000 acres; Italy, 14,000,000 acres: Switzerland, 1,700,000 acres; France, 22,000,000 acres; Spain, 8,000,000 acres; Great Britain, 3,000,000 acres.

To those who wish to know when lumber is dry, a writer says that the surest way to tell is when the heat swells the lumber and it becomes larger when heated than when cool, the same as iron does. You can rely on it being dry. This seems to be the nearest to a solution of the problem of anything yet.

The last page of Munsey's Magazine has been sold for one year to four advertisers, each of whom occupies a quarter of a page and pays $6,000, making a total of $24,000 for the page. One line in the Youth's Companion, one time, costs $3, while a page in the Ladies' Home Journal, one time, costs $4,000.

If you want to reduce your cost of insurance, equip your plant with automatic sprinklers, light it with electricity, and incidentally locate a reel of hose and a steam pump in such a way that your mill crew will form an efficient fire brigade. To the extent that you reduce the hazard, insist upon a reduction of your premium.

The Chicago Timberman estimates that the agricultural implement manufacturers of the United States use a total of 1,448,293,750 feet of lumber annually, of which white pine, principally low grade stock for packing purposes, furnishes 20 per cent.; ash, 19 per cent.; oak, 9 per cent.; yellow pine, 8 per cent.; cottonwood, 8 per cent.; poplar, 8 per cent.; hickory, 7 per cent.; maple, 7 per cent.; elm, very largely rock elm, 4 per cent.; and basswood, 1 per cent.

The Ladies' Home Journal, in speaking of hardwood floors, says: "Since utility is the foundation of true beauty, the floor of a vestibule or entrance hall should be of hardwood or tiling; and of the main hall, plain hardwood or parquetry. From both a practical and artistic point of view hardwood floors are more desirable than all-over carpets, and little if any more expensive. They are not injured by contact with muddy boots or wet umbrellas, are easily cleaned, and with one or more handsome rugs laid over the centre, are almost certain to impart that air of pleasing formality so essential in a hall."

The total cost of timbering the Witwatersand mines, in the Johannesburg district, South Africa, has been nearly $1,500,000, says an exchange. The timber has mainly come from Australia and the North Pacific coast of the United States, a distance, in the latter case, of 8,000 to 10,000 miles. But a scheme is being carried out for furnishing the gold fields with a home supply. Millions of trees have been planted in the vicinity of the mines and are growing promisingly. It is thought, also, that by the opening of the timber regions in South Africa by the construction of railways the native supply will be considerably augmented.

The clever and inventive Yankees have been to Sweden and promoted a company called the Swedish Compoboard Aktiebolazet, with a capital of maximum 750,000 kronor. The object of the concern is to work a patent whereby boards are made out of offal and pulp to almost any size. Deals up to four and five feet wide have been made, stronger than ordinary wood, unignitable, and with a splendid isolating quality against heat and cold. The trials that have been made have turned out quite satisfactory, and a great future, the promoters feel sure, awaits the new article, and we undestand that a syndicate is being formed at Stockholm to introduce it into Germany and this country. Letters addressed to the company at Stockholm will find them.—Liverpool Timber News.

## THE INTRODUCTION OF BAND SAWS.

THE first attempt in the United States to turn out lumber with a band saw was made about twenty years ago. The saw then used, however, while excellent in cutting on a beautiful wave line, scorned the inartistic, mechanically straight one. The true theory in regard to the nature and treatment of circular saws, which were then in well-established use, was only beginning to be understood; and ten years elapsed before it was understood in reference to band saws. After the first introduction of band mills, many years passed before this constructive principle was applied to them. As soon as this took place, the band saw began to take rank, in speed of lumber making, with its powerful rival, which hitherto held the field. Tension in the cutting edge of the blade is the principle referred to, which all saws must possess in order to do their best work. In the circular saws this is obtained by hammering the central part of the saw; in the band saw it is obtained by rolling the middle portion of the blade—that is, the saw is passed through a machine between two small steel rollers under heavy pressure, which expands the middle portion of the saw throughout its entire length. Applying a straight edge to the side of a saw, either longitudinally or transversely, will show convex and concave places alternating all along the blade; but when placed on the wheels of the mill, under a four ton strain, all these kinks disappear. It then becomes one staight ribbon of steel, with its edges so tight that there is no chance for deviation in sawing. It cuts straight.—W. Trout, in "Cassier's Magazine."

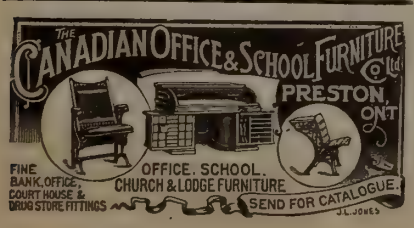
OUR EXTRA HAND-MADE

**AXE**

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N.B.

Mention the LUMBERMAN when corresponding with advertisers.




One Thing

Every Housekeeper should have is Good Tea.
The production of

**LUDELLA CEYLON TEA**

has made this task easy. It is not only good, but pure and wholesome, and makes a good cup. Have you tried it?

From All Grocers at 25, 40, 50 and 60 cts., in Lead Packages.

H. P. ECKHARDT & CO.
Wholesale Agents - TORONTO

**Galt Machine Knife Works**

**MACHINE KNIVES** OF EVERY DESCRIPTION
FOR **Woodworking Machines**
...Send for Price List...
PETER HAY - - - - - - Galt, Ont.

**RAILS FOR TRAMWAYS**

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.

JOHN J. GARTSHORE,
49 Front St. West, Toronto.

**FOR SALE—LOW**

2 150 Light Dynamos
1 250 Light Dynamo

Compound Wound, 110 volts; Complete with Rheostat, Sliding Base, etc.

Just the thing for an Isolated Plant in a Factory or Mill.

These Dynamos are perfectly new and guaranteed, and will be sold very low to close consignment.

*Write for Particulars*

**John Starr, Son & Co.** LTD.
Electrical Contractors
HALIFAX, N. S.

# SADLER & HAWORTH

FORMERLY

**ROBIN, SADLER & HAWORTH**

Manufacturers of

## OAK-TANNED LEATHER BELTING

MONTREAL AND TORONTO

Orders addressed either to our Toronto or Montreal Factory will have prompt care.
Goods will be forwarded same day as order is received.

---

# Pumps

& HYDRAULIC MACHINERY

DUPLEX AND SINGLE STEAM AND POWER

The Northey Mfg. Co. Ltd.
TORONTO

THE LAURIE ENGINE CO. - MONTREAL
Sole Agents for Province of Quebec.

---

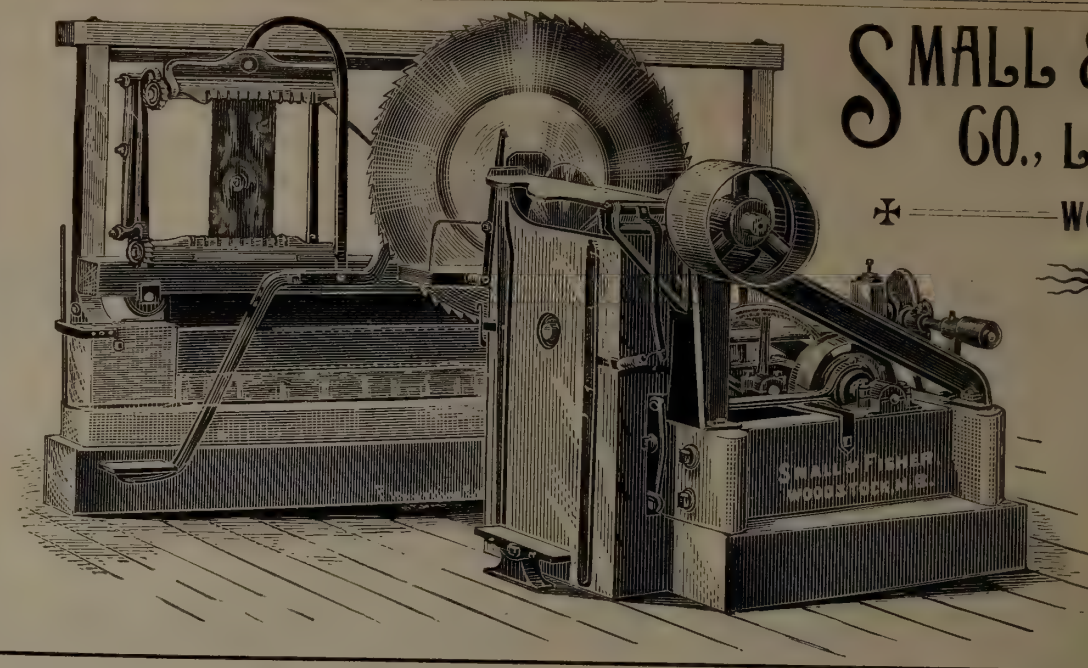
# OAK TANNED BELTING

TORONTO
20 FRONT ST EAST
TELEPHONE 475

THE J.C.McLAREN BELTING Co MONTREAL

### A BIG TREE.

THE Liverpool Timber News of the 30th January says: "We have heard of monster Californian and Kauri pine trees, but at least one in India is a giant even to those. It is a banyan tree. It would now be interesting to know which is really the largest banyan tree in India, since new ones are constantly being discovered that appear to dwarf the rest. Thus, a correspondent writes to a contemporary to claim that he has just discovered the biggest at Madhupur, on the E. I. railway, between Calcutta and Patna. According to him, the circumference is 440 yards and the extreme diameter 152 yards, whilst the area it covers is given as 9 bigahs 2¾ chittacks. The longest branch, not touching ground anywhere, is at the s. e. corner and measures 29 yards; and the longest branch of all, touching earth at more than one point, runs due east for 55 yards. The Timber News thinks the Yankee will have to stretch a point to beat this record."

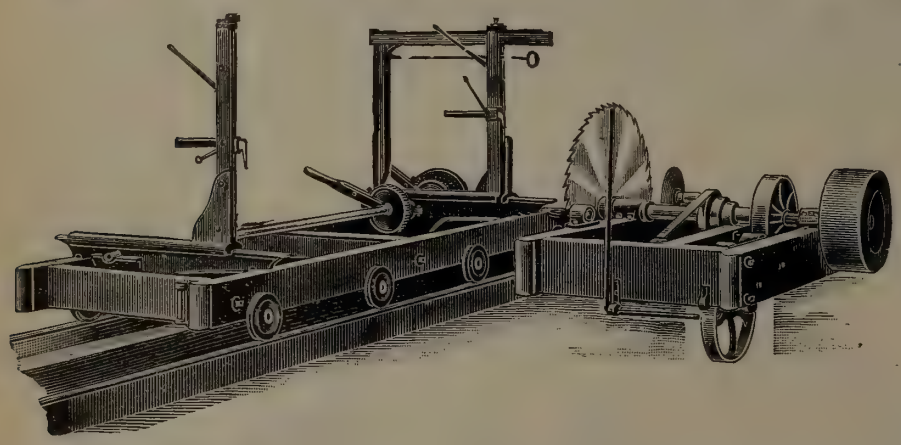




SMALL & FISHER CO., Ltd.

Woodstock, N. B.

Patent Shingle Machine

Bell's No. 0 Mill



This is a Light Portable Mill for 12 to 20 H. P. It will cut from 3,000 to 8,000 ft. per day, acording to power. Can be set down ready for work in a few hours. Just the thing for light power.

The Ireland Shingle Machine and Jointer—
An Entirely New Machine, and without doubt Best on the Market.

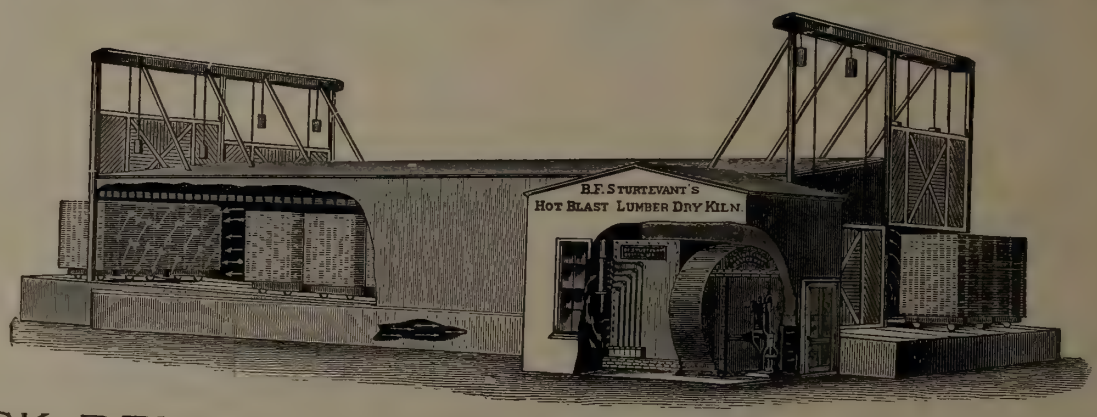
Besides these we build four larger sizes of Saw Mills; also Trimmers, Slab Slashers, Single and Double Edgers, Bolting Saws, Stave Machinery. Several Second-Hand Portable and Stationary Engines and Boilers. . . . . Send for Catalogue.

ROBT. BELL, JR., BOX 35, HENSALL, ONT., CANADA

THE

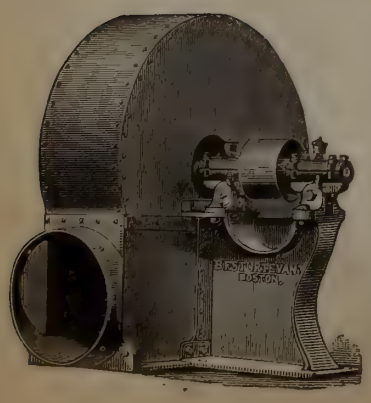
Sturtevant Progressive Lumber Dry Kiln

COMPLETE PLANS FURNISHED WITH EACH APPARATUS




ABSOLUTELY SAFE AS A FIRE RISK

QUICK DRYING ✦ ECONOMICAL IN USE OF STEAM



THE STURTEVANT STEEL PLATE EXHAUST FANS

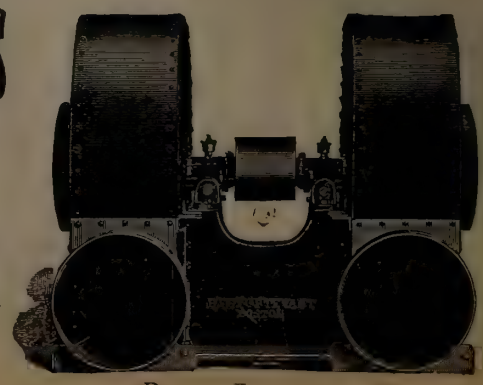
For Removing Refuse from Wood-Working Machinery

SEND FOR CATALOGUES

A. R. Williams Machinery Co.

GENERAL CANADIAN AGENTS

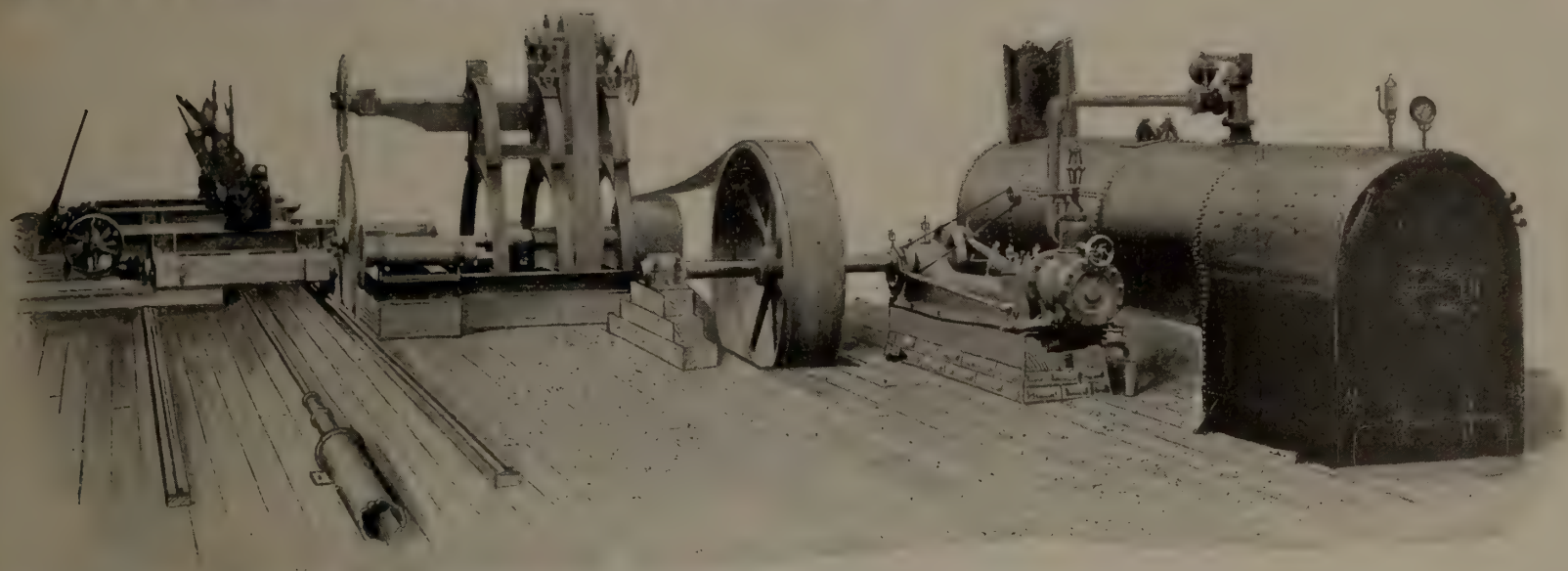
TORONTO - BRANTFORD - MONTREAL



DOUBLE EXHAUSTER.

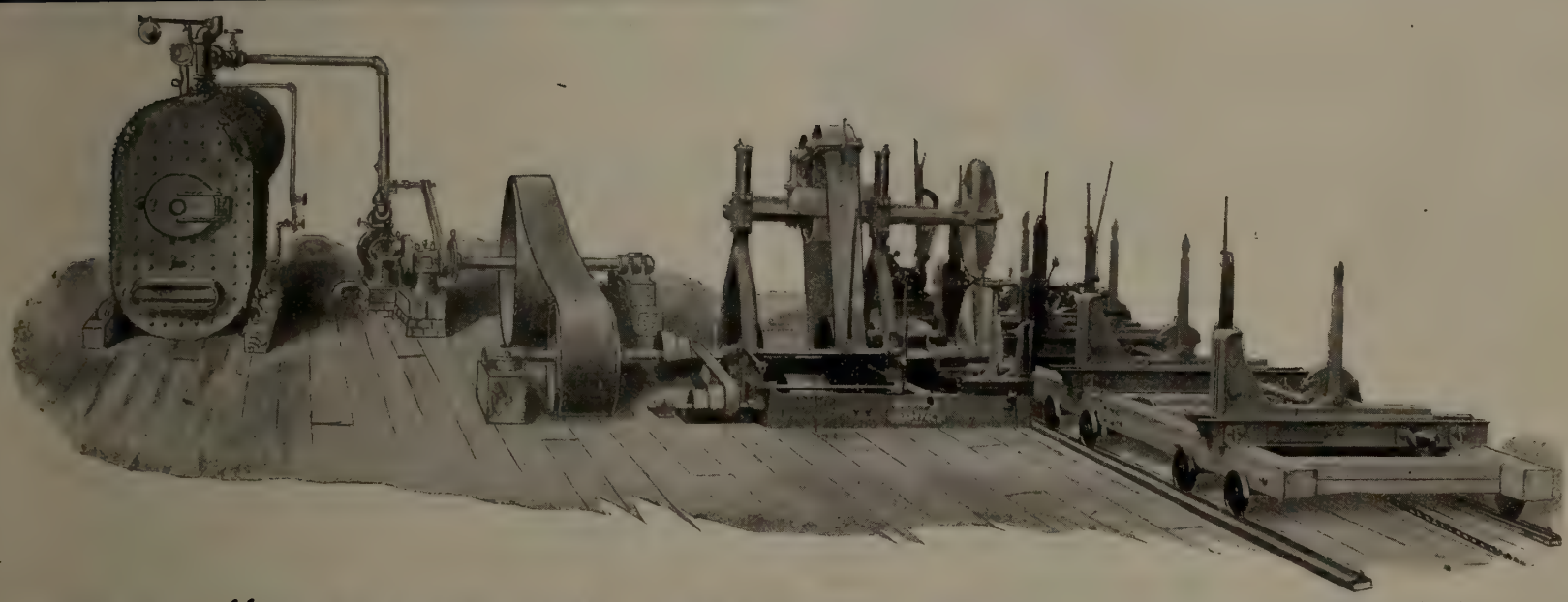
# PORTABLE SAW MILLS

in many instances are indispensable. Our Experience in building them extends over Half a Century. . . . . .



## 100 H. P. "PACIFIC COAST MILL,"

With No. 4 Saw Frame, 72″ Lower and 56″ Upper Saw ; No. 6 Girder Steel Unbreakable Carriage, opening 72 inches from Saw—all portions of Carriage either Rolled or Cast Steel, Direct-Acting Steam Feed, etc.



## 60 H. P. "ONTARIO AND WESTERN MILL,"

With No. 3 Saw Frame, having 12 inch face Friction Feed Works, taking 60″ Lower Saw and 40 inch Upper Saw. A No. 3½ 5 Block Girder Steel Carriage opening 50 inches from Saw, with Peel and Reliance Cant Hook Double Spud Dogs—Rope Feed, Automatic coupling in Carriage between 3rd and 4th blocks—extras when required Bull Wheel, Slab Saw, Single or Double Edger, Trimmer, Live Rolls, Planer and Matcher, etc.

THE above are our Large Portable Saw Mills. We Manufacture all sizes down to 12 H.P., with Saw Irons of Smallest and Lightest Dimensions for Mule Back or Dog Train Transportation to the Mines. One of our 12 H.P. mills is operated by the Hudson Bay Co., at Fort Churchill, H. B., and many are scattered throughout the Dominion. We shipped last month one of the smallest to "Omenica Consolidated Hydraulic Mining Co." for transportation 600 miles north from Ashcroft, B. C. Write or Wire us for Prices and Delivery Date.

## If Your Log Chain Troubles You, Read This Letter

**Giant** CHAIN

DETACHABLE
4 Sizes

SAVE MANUAL LABOR

LOG TOOTH

On 600-1050-1075.

A Most Satisfactory and Durable Chain for Log Haul-Up, Heavy Refuse Conveyors, Etc.

10 TO 15 TONS OF LINK BELTING, COVERING ALL SIZES, CONSTANTLY IN STOCK.

EVERYTHING FOR Saw Mills, Wood-Working Establishments and Pulp Mills.

PENETANG, ONT., April 30th, 1896.

MESSRS. WATEROUS CO., Brantford.

GENTLEMEN,—Yours of the 29th received, and enclosure carefully noted. We have had one of your No. 1075 log chains in use in our Penetang mill for about fourteen years—as nearly as I can recollect, and we consider it about the best chain for the purpose that we have yet seen, and we have tried numbers of others.

About three or four years ago it became so worn and loose that it was necessary to heat all the links and tighten the rivets. This, however, narrowed the links some, and although we used it in this way one season, the following we knocked out all the rivets and put in new ones. Since that the chain has been doing its work the same as ever, and this is the only work we have put on it, except renewing some of the tooth plates on the bunk links, and occasionally put in a few complete bunk links, as they, receiving most of the weight of the logs, wear a little sooner, although they are made heavier. When it is taken into consideration that most riveted chains require some looking over every spring, the fact that we used this for about eight or ten years without doing a particle of repair on it speaks for itself.

A year or two ago, requiring a new log chain in our new Keene mill, we put in another of the number 1075's, although the chain we had been using was good of its kind—a steel-riveted chain.

With our chains (1075's) we have never had the links come apart through the rivet head wearing off, and do not consider them at all likely to do so, as there is very little wear on that part of the chain.

Trust this is all the information you require as to our experience with the No. 1075 chain.

Yours truly,

C. BECK, President Beck Lumber Co.

P. S.—We also have this chain in our Savanne mill.

# Waterous, Brantford, Canada

## JOHN SCULLY & CO.

ESTABLISHED 1878. TORONTO

TIMBER LIMITS BOUGHT AND SOLD

Contractors', Lumbermen's and Mining Co.'s Plant and Supplies.

Light Locomotives; Rails of all kinds.

Air Compressors, Pumps, Steam Drills, Blasting Batteries, Wire and Hemp Rope.

MINING MACHINERY—New and Second-Hand.

SCRIBNER'S LUMBER AND LOG BOOK

**Over One Million Sold.** Most complete book of its kind ever published. Gives measurements of all kinds of Lumber, Logs, Planks, Timber; Hints to Lumber Dealers; Wood Measure; Speed of Circular Saws; Care of Saws; Cordwood Tables; Felling Trees; Growth of Trees; Land Measure; Wages, Rent, Board, Interest, Stave and Heading Bolts, etc.

Standard book throughout the United States and Canada. Illustrated edition of 1895. Ask your bookseller for it.

☞Sent postpaid for 35 cents.

**S. E. FISHER, Box 238, Rochester, N. Y.**

## J. D. SHIER

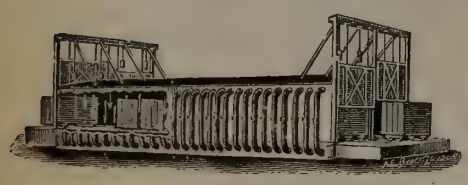
MANUFACTURER OF

Lumber, Lath & Shingles

BRACEBRIDGE, ONT.

Please mention the CANADA LUMBERMAN when corresponding with advertisers.

## THE PARMENTER PATENT DRY KILN



For Drying LUMBER

Staves, Heading, Shingles, &c.

**The Latest**
**The Cheapest**
**And Best**

CHATHAM, ONT., June 19th, 1896.

JAS. S. PARMENTER, Flushing, N. Y.

DEAR SIR: We take very great pleasure in being able to say from nearly one year's use of your Patent Dry Kiln, we find it away ahead of anything we ever yet tried for thoroughly drying lumber without injuring it in the least. So far we have found exhaust steam alone sufficient for our purpose, so that it absolutely costs us nothing to run it. We thoroughly dry white oak, rock elm, balm and other hardwood lumber in less time than we ever did with a blast kiln, and especially find it a splendid kiln for drying white oak hubs It does its work so naturally that neither hubs nor lumber are injured by it.

CHATHAM MFG. CO., LTD.
D R. VAN ALLEN, President.

## J. S. PARMENTER

PATENTEE

Canadian Office— WOODSTOCK, ONT.
Head Office— FLUSHING, N.Y.

## ARE YOU LOOKING

FOR A CHANCE IN LOCATION?

If you are not satisfied with your present site, or if you are not doing quite as well as you would like to, why not consider the advantages of a location on the Illinois Central R. R. or the Yazoo & Mississippi Valley R. R.? These roads run through South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Indiana, Kentucky, Tennessee, Mississippi and Louisiana, and possess

**FINE SITES FOR NEW MILLS**
**BEST OF FREIGHT FACILITIES**

CLOSE PROXIMITY TO

COAL FIELDS AND DISTRIBUTING CENTERS

AND

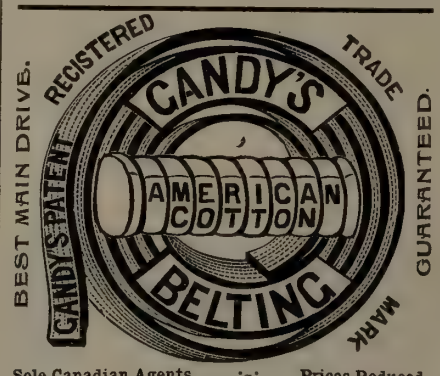
**INTELLIGENT HELP OF ALL KINDS**
**MANY KINDS OF RAW MATERIAL**

For full information write to the undersigned for a copy of the pamphlet entitled

100 Cities and Towns **WANTING INDUSTRIES**

This will give you the population, city and county debt, death rate, assessed valuation of property, tax rate, annual shipments raw materials, industries desired, etc.

To sound industries, which will bear investigation, substantial inducements will be given by many of the places on the lines of the Illinois Central R. R., which is the only road under one management running through from the North-Western States to the Gulf of Mexico. GEO. C. POWER, Industrial Commissioner I.C.R.R. Co., 506 Central Station, Chicago.




Sole Canadian Agents :-: Prices Reduced.

WATEROUS, BRANTFORD, CANADA.

# IT COSTS YOU NOTHING

FOR OUR

**Automatic "Compression"**

# DRY KILN

UNLESS OUR GUARANTEE IS FULFILLED

To convince you of the Superiority of our Process, write us for Catalogue "C" and Testimonials.

**Have you ever seen our Channel Steel . . ?**
**Roller Bearing Trucks and Lumber Buggies ?**

THE EMERSON COMPANY FIDELITY BUILDING BALTIMORE, MD., U.S.A.

# WHY BAND SAWS BREAK

SIXTEEN REASONS, AND HOW TO AVOID THEM

Being instructions to filers on the care of large band saw blades used in the manufacture of lumber.

A book filled with valuable information on the care of band saws. Giving the reasons for breaking; analyzing each reason; giving instructions to dispense with the causes as laid down in each reason; and full details on filing and brazing. The proper styles of hammers to use are illustrated and described, and views of blades showing the blows of the different styles of hammers form an important part of the illustrations. Improper and unequal tension are then treated, and the manner of properly setting irregular teeth is described. In connection with the treatise is a history of the invention, manufacture and use of the saw from its origin to the present time. The work in whole makes an accumulation of information such as has never before been published.

The book is printed on fine paper, good clear type, and is handsomely and substantially bound in cloth. It will be sent to any address on receipt of the price, **ONE DOLLAR.**

Address— CANADA LUMBERMAN, Toronto Ont.

# PULLEYS FOR SAW AND SHINGLE MILLS

We make a Special Strong and Heavy : : : : : : : : : : :

## WOOD SPLIT PULLEY

for Saw and Shingle Mills.

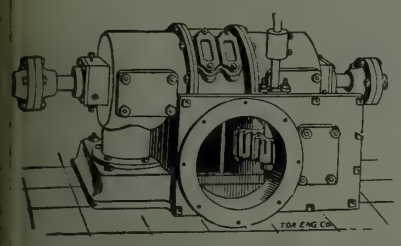
Millmen, when Overhauling or Extending, write us for Prices. We can save you money and give you good satisfaction.

DODGE WOOD-SPLIT PULLEY CO.

Office : 74 York St. TORONTO

# "Little Giant" Turbine.....

Vertical and Horizontal Built in 44 Sizes



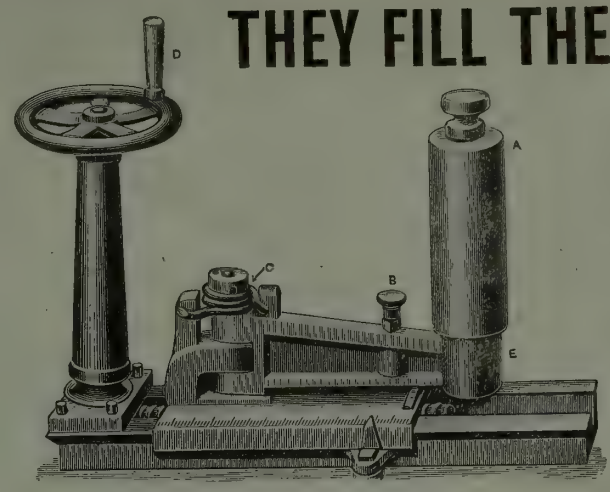
Complete in its own case.
No expensive flume required.
Highest percentage of power guaranteed at full and partial gate opening.
Machine Dressed Gearing, Shafting, Pulleys, Hangers, Etc.

WRITE FOR CATALOGUES AND GEAR LISTS

253 Little Giants sold to the Canadian Government.

J. C. WILSON & CO.
GLENORA, ONT.

# THEY FILL THE BILL




We are using four of your Set Rollers on our frames, and have laid aside other makes as inferior. . . . .

Yours respectfully,
MACPHERSON & SCHELL
Alexandria, Ont.,
April 6, 1891.

LANCASTER MACHINE WORKS - LANCASTER, ONT.

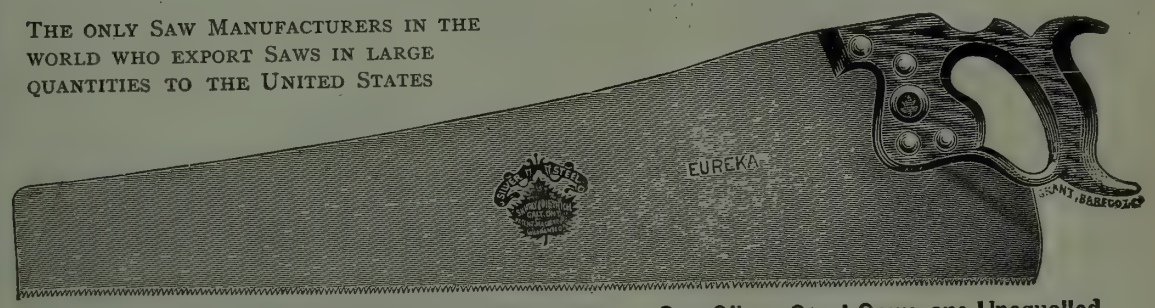
# SHURLY & DIETRICH

GALT, ONT.

MANUFACTURERS OF

S A W S

THE ONLY SAW MANUFACTURERS IN THE WORLD WHO EXPORT SAWS IN LARGE QUANTITIES TO THE UNITED STATES




SOLE PROPRIETORS OF THE SECRET CHEMICAL PROCESS OF TEMPERING : : Our Silver Steel Saws are Unequalled

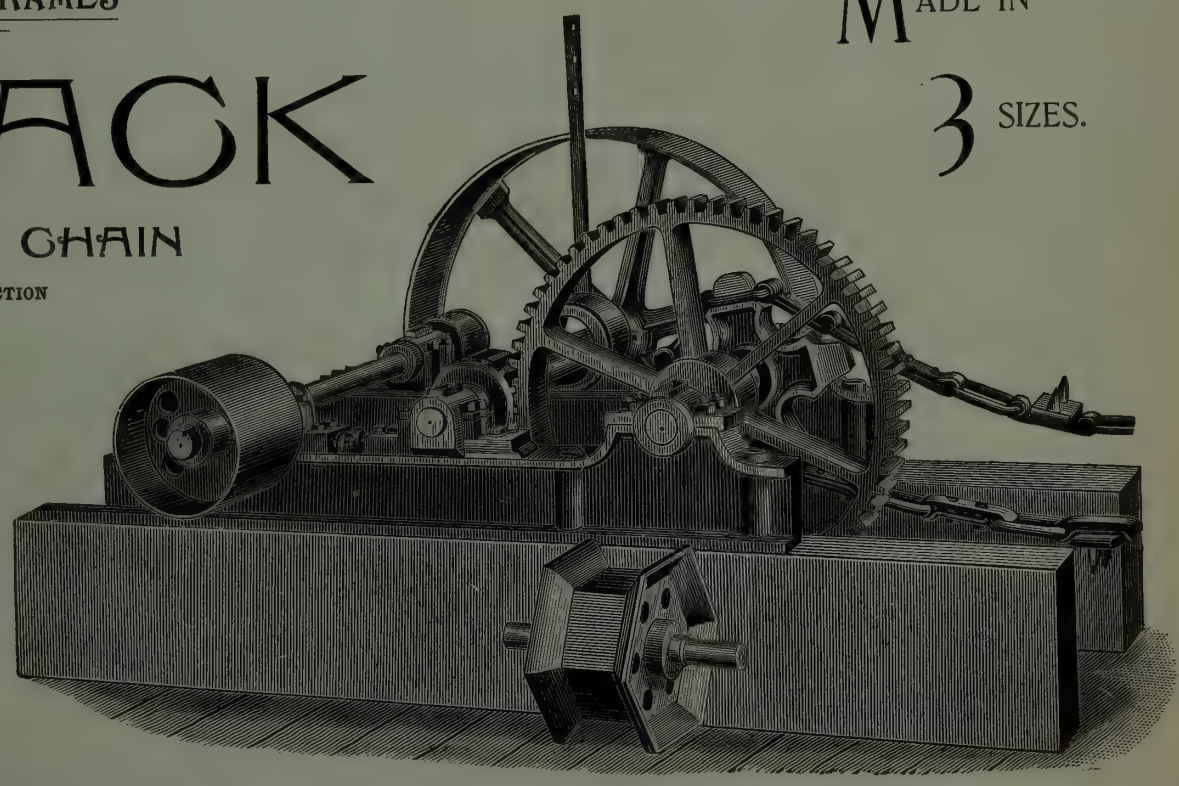
IMPROVED IRON FRAMES

# LOG JACK

WITH ENDLESS CHAIN

DRIVEN BY INTERNAL FRICTION

MADE IN 3 SIZES.



THE most powerful and smoothest-running Jack Works made.

Easy to place in mill.

Can be placed on mill floor or on timbers underneath the floor.

No crossed belt is required.

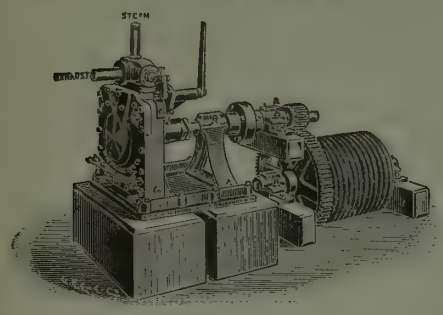
Can be stopped or started instantly, without a jar.

Correspondence Solicited -:- Send for Photo of Medium Size Circular Saw Rig

# Canadian Locomotive & Engine Co., Ltd.

KINGSTON - ONTARIO

# THE DAKE STEAM FEED




EMBODIES THE FOLLOWING ADVANTAGES:

**Simplicity of Construction,**
**Positive and Easy Management,**
**Economical Use of Steam,**
**Small Space Occupied,**
**Cheapness,**
**Easy Adaptation to either New Mills or those now in use.**

The movement of the engine in either direction is under the absolute control of the sawyer, thus accommodating the speed of the feed to the size of the logs.

Mill men who have used other makes of Steam Feeds, comment favorably on the economical use of steam of our feed over others.

Write for Catalogue and full particulars.

**THE PHELPS MACHINE CO.** **EASTMAN, QUE.**

# SUPPLIES

## OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

# RICE LEWIS & SON
(LIMITED)

**Cor. King and Victoria Sts. - TORONTO**

## A. McPHERSON

Manufacturer of

## SHANKS AND CHISEL BITS

**For Inserted Tooth Saws.**

Warranted equal to any on the market.

Also Manufacturer of

**Locomotives and Trucks** for the Pole System of Tramways for handling logs and lumber in the woods.

Correspondence Solicited.

**A. McPherson** OXFORD NOVA SCOTIA

Every Lumberman wants it — **35** cents buys it

# Scribner's Lumber and Log Book

SAVES TIME . SAVES MISTAKES . SAVES MONEY

BRIMFUL OF EVERY-DAY, PRACTICAL INFORMATION

Address: THE CANADA LUMBERMAN, Toronto

## The McMillan & Haynes Co., Ltd.

ST. CATHARINES, ONT.

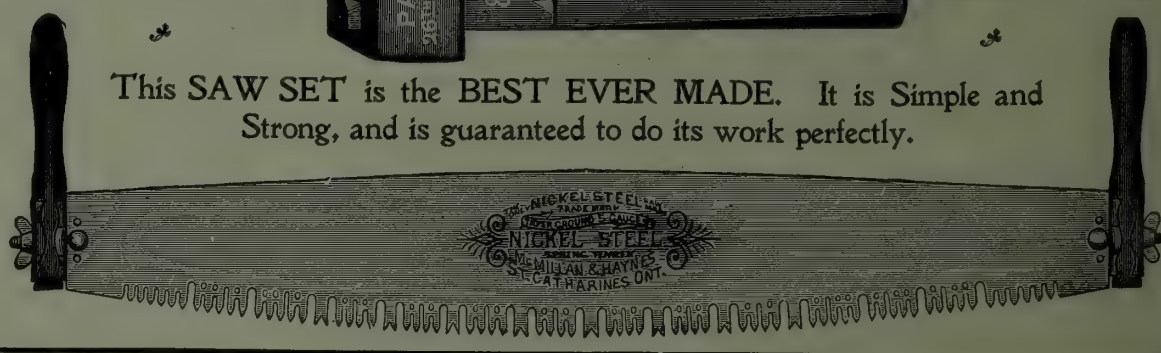
# CELEBRATED NICKEL-STEEL CROSSCUT SAWS

We lead all others in High-Grade Crosscuts and Saw Tools. A cheap, thick, clumsy saw is dear at any price.

The price of a good saw is soon saved in the extra work it will do.

Be sure you use McMILLAN & HAYNES SAWS; they are all warranted to give entire satisfaction.

This SAW SET is the BEST EVER MADE. It is Simple and Strong, and is guaranteed to do its work perfectly.




We also manufacture Axes, Files, Saw Jointers, Cant Hooks, Steel and Brass Bedsteads. We have a cheap bed with wire mattress attached suitable for shanties.

We handle the Famous KELLY AMERICAN AXES. Their Flint Edge is guaranteed to stand in cold, frosty weather, better than any other axe made.

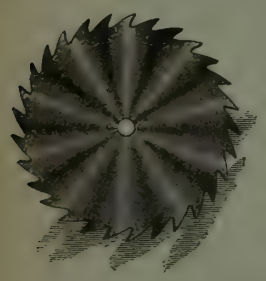
**USE THE FAMOUS .. PINK LUMBERING TOOLS**

Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks

Cant Hook Handles, Peavy Handles — By Car Load or Dozen

Pike Poles, Skidding Tongs, Boom Chains

**Lowest Prices** ◎ **THOMAS PINK** ◎ **PEMBROKE, ONT.**



# OTTAWA SAW WORKS Co.

SAWS

MANUFACTURERS OF ALL DESCRIPTIONS OF

*Circular, Mill & Gang, Shingle, Butting, Concave, Band, Cross-cut, Billet Webs.*

OFFICE OF

MIDDLE ST. *Ottawa, Ont.*

OTTAWA SAW WORKS CO.
OTTAWA, ONT.

WRITE FOR QUOTATIONS

# THE CANADA LUMBERMAN

WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XVIII. NUMBER 4. | TORONTO, ONT., APRIL, 1897 | TERMS, $1.00 PER YEAR Single Copies, 10 Cents.

## MAGNOLIA METAL

In Use by Ten Leading Governments.

BEST ANTI-FRICTION METAL

For All Machinery Bearings

## MAGNOLIA METAL CO.

OWNERS AND SOLE MANUFACTURERS

74 Cortland Street, NEW YORK

Chicago Office: TRADERS BUILDING.

Montreal Office: Messrs. Caverhill, Learmont & Co., Agents.

London Office: No. 49 QUEEN VICTORIA STREET, LONDON, E. C.

## THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office: TORONTO, ONT.

Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

## Electrical Machinery and Apparatus

... FOR ...

LIGHT and POWER

SPECIAL ATTENTION GIVEN TO——

LONG DISTANCE TRANSMISSION OF ELECTRICITY FOR LIGHT AND POWER

ALSO FOR

ELECTRIC PLANTS FOR MILLS

Distant water powers utilized and Mills lighted and operated safely.

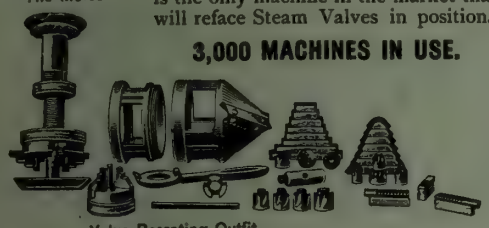
CORRESPONDENCE SOLICITED.

THE

## "MORSE" VALVE MACHINE

"The Morse" is the only machine in the market that will reface Steam Valves in position.

3,000 MACHINES IN USE.



Valve Reseating Outfit.

DARLING BROTHERS

... SOLE MANUFACTURERS ...

"Reliance Works," - MONTREAL.

## Lumberman's Inspection Book

Send four 3-cent Canadian postage stamps for a copy of the LUMBERMAN'S VEST-POCKET INSPECTION BOOK, containing Rules for the Inspection of Pine and Hardwood Lumber in the Leading Markets of the United States and Canada. . . . .

Address——▶

THE CANADA LUMBERMAN, TORONTO, ONT.

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED.*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING AND LACE LEATHER

Danville, Que.

## Silver Solder

For Repairing

BAND SAWS.

Price $1.00 per ounce, in 10 ounce lots.

P. W. ELLIS & CO.,

31 Wellington St. East, TORONTO, ONT.

MANUFACTURING JEWELERS.

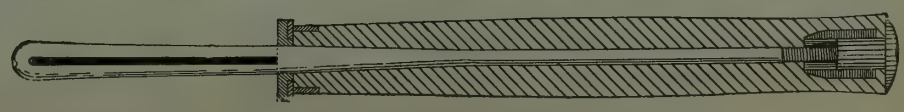
All Grades of

## CROSS-CUT SAWS

at Lowest Prices

.... SOLE MANUFACTURERS OF ...

## The "Burns" Patent Handle



PATENTED JUNE 26th, 1893

**Positively the Strongest Handle Made**

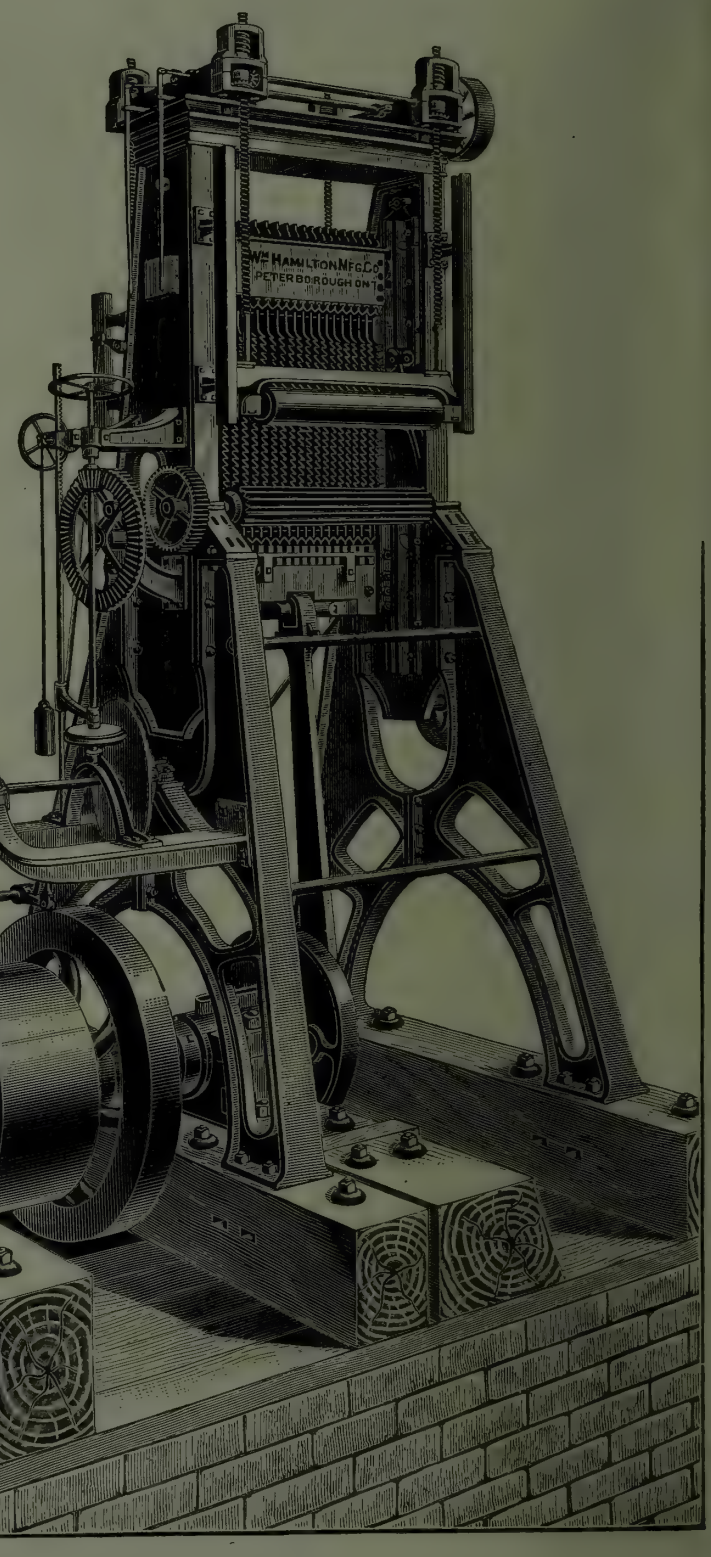
Ask your Hardware Merchant for our Goods. -:- Special Quotations on Large Quantities.

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a
Complete Line of

HIGH GRADE
SAW-MILL
MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

We are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

## The Wm. Hamilton Mfg. Co., Ltd.

Branch Office: VANCOUVER, B. C.

PETERBOROUGH, ONT.

# THE CANADA LUMBERMAN

VOLUME XVIII. NUMBER 4. | TORONTO, ONT., APRIL, 1897 | TERMS, $1.00 PER YEAR Single Copies, 10 Cents.

## MANUFACTURING EAST INDIA TEAK.

THE following particulars of the East India teak trade, taken from a special number of Timber, of London, Eng., will prove interesting to Canadian lumbermen, the methods of manufacturing being so entirely different from those practiced in this country.

Teak wood is the product of Burmah and Siam and is exported almost entirely to Great Britain. It is used for ship-building, cabinet making, electrical and telephonic instruments, building purposes, etc. As a rule it does not require seasoning the same as other woods.

The teak tree before it is felled in the forest is "girdled" at about 2 feet and even in some instances up to 6 feet from the ground. This girdling consists in making a deep circular cut through the bark and sap into the hardwood so as to completely sever the communication between the bark and sapwood above and below the cut. The girdled tree dies after a few days, if the operation has been effectually performed, but if the smallest band of sapwood is left connecting the outer layers of wood above and below the girdle, the tree is not killed and often recovers completely, one side of the tree being clothed again in fresh bark. The girdled tree is allowed to stand one or two years, and often longer if a large tree, and being exposed to the wind and to the action of the sun, "seasons" more rapidly and more completely than a tree that has been felled green. Timber seasoned in this manner is generally drier and lighter than timber felled green.

When teak is felled green it will not float at once, and the logs have nevertheless to be placed in a sloping position to allow the sap to run out before they will float. This, however, has its disadvantages, as the logs get attacked by a large insect which bores large holes into the wood. Some would-be experts in the matter of girdling assert that the process tends to a certain extent to make the timber brittle, but this has never been proven. As, after felling, the logs have to await the rains in the forests for floating and the bulk are neaped in the first year in the creeks, it takes really three to four years from the time of girdling till the logs are actually brought into the saw mills for conversion. Therefore the teak logs can be said to be fairly seasoned before they are converted. It is true that teak in bulk seasons but slowly, but it must be remembered that the great heat in February to April seasons the logs very considerably, as can be seen by the sunsplits on the surface of the logs.

For the rapid conversion of teak, circular saws are preferred in the saw-mills, but these entail a good deal of waste owing to the thickness of blades which have to be used for such a hard wood.

Elephants are used in the forest, and without them large logs could not be worked out. A drag-hole is made at both ends of the log, which holes are also used afterwards for rafting the logs in the streams. In the case of large logs, they are tapered on the dragging side to some extent to make them slide more easily over the ground, which often causes a serious loss afterwards in the conversion and butting of squares to make them better fit for export. Where logs have to be dragged over heavy and uneven ground, the tapering of logs is much larger, and, in case of long distances, the logs wear very flat on the dragging side, and when the logs get converted the squares often show the heart on that side.

ELEPHANTS PUSHING AND DRAGGING TEAK SQUARES.

One elephant in a forest can drag from 100 to 200 logs per annum, according to distances to streams in the forests that the logs have to be dragged. A good deal also depends upon the supervision, as the elephant drivers in the forests are very lazy and unreliable, and require a good deal of urging and looking after.

In some saw mills the elephant is in use in almost every department. One will, when harnessed to a round log, drag it out of the water to the rack bench, and there with its tusks place it on the table, while at the other end his mate is waiting, and when the log has been squared he takes it in tow and marches off to the piling ground with it, where he in turn hands it over to the piling elephants, who slowly and sedately place it in its resting place.

The most difficult, or perhaps we should say intellectual, work is the piling. Say a square has been brought to the piling ground by the dragging elephant, one of the pilers would then begin by putting the squares in position alongside the pile, the end of the squares being about 6 feet past the butt of the pile. He then lifts the end of it on to the top of the pile, and with his tusks holds it in a position while his mate slowly raises the butt and with his tusks pushes it into the pile. When the pile is low, that is up to 6 feet, the front of the tusks are used in pushing the square into position, but in the case of the pile being higher the forehead is used. If, however, the square should be above the level of his forehead, the elephant throws his head well back and with the points of the tusks high in the air will push the square safely home, his mate all the time keeping a watchful eye on it to see that it goes straight and gently guiding it with his tusks when necessary.

When the squares are wanted for shipment again the elephant comes to the fore and gently one by one takes them from the pile and lays them out ready for butting, after which he pushes them down to the riverside and into the water, and if necessary will follow them into the water and hold them jammed together while the raftsmen are busy binding them.

When the day's work is over the animals revel in a bath in a river, and often nothing but the tips of their trunks are visible above the water, while their mahouts are doing balancing feats on their backs as the huge bodies loll about under the water. When the bath is over each is loaded with his evening's allowance of grass, and slowly wends his way homewards, doubtless well pleased that his labor is over for the day, and thinking of the grass on his back and what he will do with it.

An elephant is always accompanied by a mahout, either walking by his side or mounted on his back. When working the driver is always on his back. Curious as it may appear, elephants are very liable to sunstroke, and those employed at outside work, such as piling, where they are a long time exposed to the heat of the sun, only work up to ten o'clock in the morning and after three in the afternoon. The others, who are more or less under cover and work all

day, wear sun protectors while the sun is at its height.

An elephant starts work at twenty-five or thirty years of age, and is supposed to be in his prime forty years later, but upon the age that elephants live there is considerable difference of opinion. As regards strength, a good tusker can easily lift half a ton on his tusks and drag a square of three tons weight, but to see an elephant really putting forth his strength one has to see him at work in the jungle and creeks, where both log and elephant are sunk in the soft mud. It is here one realizes his enormous strength, when with a deafening roar he squares his shoulders and gives a tremendous tug, which will move the log a foot or two, and he will again flounder forward and repeat the operation till he eventually lands his charge on to the hard ground or into the water, as the case may be. In the matter of hard work, a mill elephant lives an easy life compared to his brother of the jungle. One might be compared with a man whose calling is of an intellectual nature and the other the manual laborer.

## THE SUTHERLAND, INNES COMPANY.

It may not be generally known that the Sutherland, Innes Company, Ltd., of Chatham, Ont., are the largest manufacturers of cooperage stock in the world. With agents in a large number of foreign countries, and splendid connections at the mills, they are enabled to ship advantageously to every point which they desire to reach. That the chief office of such an extensive concern should be located in Canada is very gratifying, and justifies the brief description of the company which we give below :

The concern was organized twenty-five years ago, and was then known as Hay, Sutherland & Innes. Mr. Hay and the president of the company were the organizers of the firm, but shortly afterwards Mr. Hay retired and the name was changed to Sutherland & Innes. In the year 1888 Mr. James Innes, jr., was admitted as a partner, and the company became known as Sutherland, Innes & Co.

In 1893 the firm was incorporated as a limited liability company under the present title of The Sutherland, Innes Co., Limited, S. J. Sutherland being president ; James Innes, sr., 1st vice-president ; Wm. Ball, 2nd vice-president; and James Innes, jr., secretary. These persons have continued in office ever since.

The president, Mr. Sutherland, whose portrait we present, is 43 years of age, and makes his headquarters at Chatham. Besides exercising a general oversight, he also looks after the tight barrel and box shook business. Mr. Innes, jr., is the office man, and handles the finances of the company, as well as giving attention to the slack barrel end of the business. Mr. Innes, sr., has charge of the office at Liverpool, Eng.

The following particulars of the proceedings of the annual meeting held last month will serve to show the extent of the company's business :

After the board of directors were re-elected, the auditor's report was read, which showed that after wiping off $23,347.56 for depreciation of mill properties and bad and doubtful debts, there remained a net profit, after all working expenses of management, of $66,170.33, or equal to 22 per cent. net earning on the paid-up capital stock of the company. The rest account profits for 1896 and contingent account amounted to more than $100,000, out of which the dividend of 1896 has yet to be paid.

The president, in his address to the shareholders, referred to the working of the different mills, and to the various branch establishments at Savannah, Ga., New Orleans, La., Greenwood, Miss., Evart, Mich., Munising, Mich., Romney, Ont., Bismark, Ont., Edey's Mills, Ont., Erie & Huron Mill, Ont., Duluth, Minn., Minneapolis, Minn., Suspension Bridge, N. Y., New York, N. Y., and Liverpool, Eng. The company erected during the year a large mill at Munising, Mich., with an annual producing capacity of over 18,000,000 feet of lumber and 29,000,000 pieces of hoops and staves, and purchased 24,600 acres in Alger county, North Michigan, and 28,800 acres of standing timber in Alger and Delta counties, and now owns 53,-

Mr. J. S. Sutherland,
President of the Sutherland, Innes Company, Limited.

480 acres of timber land and stumpage. The mills have been in operation since May, 1896, giving employment to over 300 men. In the vicinity of their mill at Munising it is estimated that the company control 300,000,000 feet of stumpage, an amount sufficient for twenty years' supply. The president stated that they had purchased three mills in Canada, namely, Alvinston, Southwold and Homesdale mills, on the Courtright branch of the Michigan Central Railway. These have been stocked up with timber for the season's cutting. With the previous mills owned and operated by the company, they now have a capacity of over 125,000,000 pieces of cooperage stock per year, in addition to their lumber business. The improved condition of the the trade in the United States and in foreign countries was a source of congratulation. Reference was made to the trade with France, Spain, Italy, Germany, Holland, Sweden, Denmark and Australia, and it was shown that the contracts already made by the company for 1897 business amounts to over $1,200,000, which is an increase of about 35 per cent. over the business done on contracts at this time for 1896, and that the company was offered very large contracts that were declined, and that the prices of stock have steadily advanced from the fall of 1896.

The new business done by the company for delivery over this year has been done at largely advanced prices, and unless unforeseen contingencies arise the net profits of the company for 1897 should not be less than $100,000. The fairly good winter in Canada has enabled the company to put in a good stock of logs at all of the mills, so that a steady and continuous run throughout the year is assured.

Mr. Sutherland, who had recently visited the south, pointed out the large increase in the white oak stave department of the company's business and also in the southern exports of lumber. He thought that the stagnant condition of trade which followed the panic of 1893 was pretty well spent, and that a revival in business in all the leading branches was an assured fact.

The following appointments of foreign agents were made by the company :

Stahl & Zoon, Rotterdam, Holland.
Leon George, Bordeaux, France.
New York, W. P. Toung and G. W. Gallie.
New Orleans, La., W. A. Powell and Chas. A. Adams.
Savannah, Ga., Messrs. McAlpine & Schley.
Suspension Bridge, N. Y., C. H. Moore.
Munising, Mich., S. M. Smith, W. F. Stewart, C. E. Phillips, J. D. Staples.
Evart, Mich., C. E. Fenton and M. Petit.
Romney, Ont., Geo. Patterson.
Bismark, Ont., W. S. Beach.
Holmesdale, Ont., I. B. Webster.
Alvinston, Ont., W. H. Pray.
Southwold, Ont., W. Pray, jr.
Edy's Mills, Ont., Gus. Wagner.
Minneapolis, Minn., W. B. Judd.
Duluth, Minn., H. Hurdon.
Liverpool, Eng., Jas. Innes, sr.
Travellers, W. C. West, C. H. Moore and C. E. Fenton.
Auditors, A. F. Falls, and W. M. Fleming.
Office manager, W. L. Tackaberry.

Notwithstanding the very large number of agents and superintendents employed, not one change was found necessary during 1896, a fact which is very encouraging to the management.

## PERSONAL.

The death is announced of Mrs. Eastman, wife of Mr. E. P. Eastman, manager of an extensive saw mill at Pollett River, N. B.

Mr. E. H. Lemay, of Montreal, was present at the recent annual meeting of the National Wholesale Lumber Dealers' Association held in New York city.

Hon. G. A. Nantel, Commissioner of Crown Lands for Quebec, has gone to Ashville, North Carolina, where they will spend several weeks, Mr. Nantel's health being in an unsatisfactory condition.

From Timber, of London, Eng., we learn that Mr. John B. Calder, son of Mr. W. R. Calder, of Allison, Cousland & Co., timber brokers, Glasgow, has entered the service of Messrs. McArthur & Grafton, Quebec.

Hon. E. H. Bronson, M. P. P., of Ottawa, has lately been passing through a severe illness, but is now on the road to recovery. The primary cause of his illness is prolonged overexertion, and Mr. Bronson will take a rest from business for a time.

Early in March Mr. E. C. Grant, of the Ottawa Lumber Co., returned from attending the meeting of the National Wholesale Lumber Dealers' Association at New York, where he had the honor of being elected one of the trustees for the term of three years. This is the first time that a Canadian has been elected on the board of management, which is composed of fifteen members. Last year Mr. Grant was placed on the Committee of Admissions and Membership, and this year was given this additional distinction.

# CORRESPONDENCE

Letters are invited from our readers on matters of practical and timely interest to the lumber trades. To secure insertion all communications must be accompanied with name and address of writer, not necessarily for publication. The publisher will not hold himself responsible for opinions of correspondents.

## THE TEMISCAMINGUE DISTRICT.

To the Editor of the CANADA LUMBERMAN:

SIR,—In view of the present and prospective improvements in the facilities of transport from the Temiscamingue district, it would not be amiss to review the lumbering possibilities and prospects of that region. Though hundreds of thousands of saw logs are annually brought from there down the Ottawa river to the mills at Hull, still there seems to be no apparent signs of the output lessening. A quarter of a century ago it was generally considered that in less than twenty years the pine of this region would practically become exhausted, and yet today one could not buy the very limits which were even then considered nearly denuded for the same figure at which they were freely offered then, nor in many cases for even double the amount. The principal operations have so far been confined to the province of Quebec. On the Ontario side licenses have only been issued for just those limits that fringe the shores of the Ottawa river to the extent of about ten to fifteen miles back. Beyond that, south, west and north, and tending south and west nearly to the C. P. R., and north to James' Bay, there still remains a virgin forest. The finest pineries now standing in Canada are contained within these limits, and though beyond the height of land the pine becomes scarce, all up the valley of the Montreal river, and west of it, there is no scarcity; and judging by what has taken place in Quebec, this generation--nor the next—need have no anxiety lest the supply should fail in their time.

Since the opening up of the north-western shores of Lake Temiscamingue for settlement, considerable attention has been called to other classes of wood growing here. Of hardwood, such as beech, maple, black birch and white ash, there is comparatively none. A little oak, of excellent quality, grows on the deltas of the streams that traverse the clay flats, but there is not sufficient to supply the local demand even. In the lower townships, such as Lorain, Burke, Dymond and Harris, and, in fact, in all the country back of and adjacent to Haileybury, there is an extraordinary growth of cedar, reaching in some cases up to thirty-six inches across the stump, and wonderfully sound. Poplar also grows to an extraordinary size, and in immense quantities.

If only some good market could be found for this wood and the means of transport still further improved, the manufacture of it should grow into an important industry. Spruce is very plentiful, but will hardly bear the expenses of shipment. Pulp wood is the feature of these immense clay flats now being thrown open for settlement, and it would not be considered unwise to predict an early development of this industry. Owing to the short distances that the wood in its raw state would have to be carried, it should be possible to manufacture pulp on Temiscamingue at a figure that could compete with any other mills, and more than counterbalance the slightly increased freight upon the manufactured article.

Yours truly,

"A READER."

## DIFFERENT RESULTS IN SCALING LOGS.

To the Editor of the CANADA LUMBERMAN:

SIR,—Kindly allow me space in your valuable paper to refer to the culling and measurement of saw logs, which is of vital importance to all parties interested in lumbering. The Department of Crown Lands organized a system of examination of cullers, and all parties who passed such examination, before procuring a license entitling them to measure logs for a return to the Department, were required to subscribe to an affidavit to measure honestly and fairly and to the best of their judgment, all logs they were called upon to measure. Again, the culler, before completing his returns to the Department, is obliged to swear to the correctness of his returns in every particular, therefore he is doubly sworn to do justice to the Department, as well as to his employer. No defined rule, however, was laid down in such examination as to what allowance was to be made for rots, shakes and other defects, but is left entirely to the judgment and knowledge of the scaler; therefore lumbermen in selecting their cullers endeavor to secure the services of experienced men, who have had a practical knowledge of not only the woods, but of the saw mill where the logs are sawn into lumber, for the saw reveals all defects and gives to the culler a knowledge of how defects of all kinds affect logs.

We believe as a rule we have honorable, upright men on the staff of cullers, who respect their oath and will do justice according to the best of their judgment. We must admit, however, that some licenses have been issued to men who have not had that practical knowledge they should have to qualify them as scalers, therefore every applicant for a license should be able to satisfy the examiners that he has worked at least two years in the woods and one season in a saw mill before he should be allowed to compete for examination, so as to raise the standard of cullers to as high a state of proficiency as possible, which would have a tendency to dispel the feeling of distrust that has been aroused in the districts of Muskoka and Parry Sound during the last two years, which would appear as if all lumbermen were dishonest robbers. As lumbering is one of the chief industries and sources of revenue of this province, it necessarily follows that a great many persons are engaged in the business, and we believe that those so engaged are honorable and upright men, and should be treated as such until it is proven to the contrary.

The following test of a quantity of logs, which can be verified, will show the difference of opinion in the judgment of three different licensed scalers, and will also show the necessity of the Crown Lands Department adopting some uniform system, which will not only protect the Department, but will also give protection to the lumbermen against loss as well. We purchased last season 18,878 logs from another firm, not with a view of manufacturing, but for the purpose of reselling them at a profit. The logs were first measured on the skidds by a licensed culler and resold on the same measurement at a profit of $2,000, less cost of culling and management. After the logs were hauled to the lake, the wood-ranger in charge of these districts came to inspect and make a sample measurement of the logs, to see that justice was done the Department, as the result of which it was reported that the logs were undermeasured at least 50%. Consequently we were notified that a re-scale would be required. On the opening of navigation two scalers were sent by order of the Department to make the measurement, which occupied twenty-one days, this delay preventing the delivery of the logs in time, and consequently the sale was cancelled. We then determined to have the logs sawn without mixing with other logs, as a test as to which scale was correct. They were taken to a band saw mill and again measured over the jack ladder of the mill by an independent licensed culler, and the following is a statement of the four different measurements, together with the actual output of the logs into lumber:

| | Total. | Av. per Log. |
|---|---|---|
| Logs measured on the skidds by licensed scaler | 1,200,810 ft. | 63′ 60″ |
| Logs measured in the water by Government scalers | 1,529,215 ft. | 81′ |
| Logs measured over jack ladder of mill by licensed scaler | 960,099 ft. | 50′ 85″ |
| Sample measurement made by Government wood rangers, with logs on ice, 50% over bush scale, or say | 1,801,215 ft. | 96′ |
| Lumber measured over the trimmers at the mill by an independent inspector. | Com. and Better 1,161,210 ft. | |
| | Mill Culls 398,800 | |
| | Total 1,560,010 ft. | |

At first sight it would appear that the re-scale made in the water was a very close scale to the actual output of the logs, mill culls included; but when it is considered that when Doyle's rule—which is the rule adopted by the Department—was compiled, four inches was allowed for slabs and one quarter was allowed for saw kerf, and as small logs of the size of the above do not require more than two inches for slab, and with the improved and up-to-date band saws there is a saving in saw-kerf alone of one board in ten, and with the lighter slab, there should be at least 20% of an overrun if the logs were measured honestly according to the Doyle rule. Had the logs been made up according to Scribner's rule, they would have contained 1,812,385 ft., or an actual loss to the purchaser of 252,375 ft., mill culls included, as Scribner's rule is made up according to diagrams and is supposed to give the actual contents and allow 15 ft. per log more than Doyle's rule, on logs averaging 100 ft. per log.

We would be pleased to have the opinion of other lumbermen who have made a practical test as to which of these measurements would be considered a fair, honest scale of logs cut on a band saw.

We well know that the Crown Lands Department neither asks for or expects anything but what is fair and just, and that is all that can be expected by any honest lumberman. We also acknowledge that many of the wood-rangers employed by the Department are thoroughly competent men, who would not only do justice to the Department but to the lumbermen as well, and care should be taken by the Department that only well-tried and competent men be selected to fill the position of wood-rangers who would decide fairly between the Department and the lumbermen, giving justice to both, as a re-scale of a quantity of logs invariably entails not only loss to the lumberman, who is obliged to supply men to handle the logs, but also a loss to the Department, which has no doubt been verified during the past year.

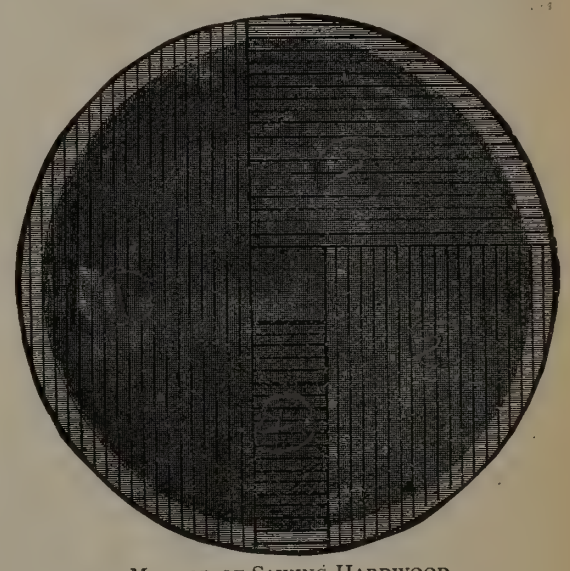
As to the sample measurement made by the wood-ranger in this case, which was 50% over bush scale, we must infer that either the ranger does not understand his business or that he wilfully overmeasured the logs with a view of building up a reputation for himself as a zealous officer—at our expense. We also think it would be in the interest of both the Department and the lumbermen as well to cancel all assistants' papers, and only employ licensed scalers to assist, who would, in our opinion, give better results. Pardon me for taking up so much space of your valuable paper. One of the unfortunate

LUMBERMEN.

## METHOD OF SAWING HARDWOOD.

A WRITER in the Chicago Timberman gives the following description and illustration of what he considers the most approved method for the sawing of hardwood, as practiced in Michigan:

From observation, and from consultation on the subject with some of the most capable men in the trade, I find the consensus of opinion to be that the best side of the log should be turned to the saw and worked down until the heart defects begin to manifest themselves. The log



METHOD OF SAWING HARDWOOD.

should then be turned, sawn surface down, and the operation repeated. The log then being given a quarter turn, and sawed to leave a cant of 6¼ inches full, is then reduced to strips that will season full six inches. This leaves the heart to be thrown away if worthless, without the expenditure of any labor upon it, or it is in shape to go into strips. This method of sawing gives good average widths of stock, and produces a larger proportion of firsts and seconds than any other. The accompanying diagram will more explicitly illustrate the method outlined.

Between 20,000,000 and 30,000,000 feet of lumber were imported by China during 1896, of which 14,000,000 feet were shipped from the United States.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

C. H. MORTIMER
PUBLISHER

CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:
One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

### *TO VISITING LUMBERMEN.*

*Lumbermen visiting Toronto are invited to use the office of the CANADA LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way they may desire.*

## ONTARIO CROWN LANDS.

THE total receipts from the Crown lands of Ontario during 1896, as shown by the annual report of the Department, was $925,262.93. Of this amount the sum of $812,421.78 was derived from woods and forests, made up as follows: Timber dues, $712,443.87; ground rent, $54,457.91; bonuses, $45,520. The output of saw logs in the winter of 1895-96 is shown to be the largest in the history of the province, the quantity of pine logs alone reaching 904,379,710 feet B. M., against 800,565,355 feet the previous season. The operations in square white pine were also conducted on a more extensive scale, the figures being 1,128,666 cubic feet last year and 873,304 cubic feet in 1894-95. Pulp wood shows a gain of 4,000 cords, nearly all of which was taken out in the Western timber district. The cost of fire ranging was $31,396.90. Three serious fires occurred during the year, one in the vicinity of Lake Wahnapitae, where three or four million feet of timber were damaged, and two in the neighborhood of Biscotasing. The damage at these two latter fires was first estimated at 61,000,000 feet, but the quantity was afterwards found to be much less. Reference is made to the improved condition of the European markets, and the opinion is expressed that Canada will shortly become independent of the United States so far as the disposal of her forest products is concerned.

## GRADING LUMBER.

MORE forcibly each day is the fact impressed upon us that the lumber trade of Canada, and especially of Ontario, is suffering from the lack of uniform inspection rules. In the absence of such rules, each manufacturer and dealer is allowed to make his own inspection, with the result that he frequently suffers loss in the classification of his stock, and buyers scarcely know what to expect when ordering a certain grade. The rules as adopted by the lumber section of the Toronto Board of Trade may be good so far as they go, but they are not explicit enough, while the lumber section of this board may now be said to be a thing of the past.

There appears to be no definite understanding among the trade as to what constitutes the different grades, and quite frequently we are asked for information on the subject. In the case of a legal dispute with a customer in New York, where licensed inspectors are employed, the Canadian dealer is placed at a decided disadvantage. In reply to the question of the court, the latter is obliged to admit that the lumber was graded by an inspector engaged by him for the purpose, who is unable to show any proof of his qualifications, while the person who made the inspection in the New York market produces certificates showing him to be a properly qualified inspector. The effect of this upon the decision is evident.

By the proper grading of stock the manufacturer also would realize greater returns. With a little care and a better understanding as to what constitutes the various grades fewer disputes would arise, and the relations between buyer and seller would become more friendly.

The attention given to the question of grading by United States lumbermen is worthy of notice. One of the most active associations in this direction is the Mississippi Valley Lumbermen's Association, which has established a Bureau of Uniform Grades. Licensed inspectors are employed by the Association to inspect all lumber, and a charge of one cent per thousand feet is made, which is sufficient to defray all expenses in connection with the work. Printed inspection rules are furnished to all members of the association.

## PROTECTION FOR LUMBERMEN.

THE communication printed elsewhere in this number referring to the system of licensing cullers in vogue throughout Ontario, as adopted by the Department of Crown Lands, is worthy of the careful perusal of every lumberman. The statements contained therein clearly show that lumbermen are sometimes subject to much inconvenience as well as financial loss as the result of inaccurate measurements by cullers, while the government must at times stand to lose a considerable sum in timber dues. In the case reported by our correspondent, the time occupied in making a re-scale to ascertain the correct measurement prevented the delivery of the logs to the purchaser at the specified time, and consequently the sale was cancelled.

From the different estimates arrived at by the licensed cullers, we must conclude that the system presents opportunities for a diversity of opinion which should, as far as possible, be eliminated. As each culler is sworn to make proper returns, it would seem that the different results arrived at are largely accounted for by the allowance made for defects, and if this should prove to be the case we feel satisfied that the Department of Crown Lands will make every possible effort to remedy the matter as far as possible when convinced of the necessity of so doing.

In this connection we desire to emphasize the necessity of united effort on the part of lumbermen in order to obtain any needed reforms. Where in the United States there are associations representing every branch of the trade, the lumbermen of Canada have scarcely an association worthy of the name, if we except the Western Retail Lumbermen's Association of Manitoba. The timber lands in Canada being largely under control of the provincial governments, it might not be expedient to organize a Dominion association. Probably an association in each province would be the most feasible.

Organizations in every branch of industry have in the past met with strong opposition by those who believed their existence to be solely for the purpose of advancing prices to an exorbitant figure. This, to our mind, is not the object of the most successful associations. While the question of maintaining prices on a proper basis may justly receive some consideration, there are many other questions of general interest, such as the one referred to above, which would come more directly within the scope of an association, and which would require united effort to attain results. We trust that ere long the lumbermen of Canada will realize the necessity of banding themselves together to consider matters of general interest to the trade. Circumstances point to the desirability of taking the initiatory steps in this direction at once.

## EDITORIAL NOTES.

A BILL has been passed in the United States Senate, and now awaits the signature of the president, making it a misdemeanor to wilfully or maliciously set fire to any timber, underbrush or grass, or to negligently leave any fire burning near timber on public lands. The punishment for infraction of the law is two years' imprisonment or $5,000 fine, or both, and all federal courts are given jurisdiction.

THE courts of British Columbia will shortly decide the question of the ownership of timber upon mineral claims. Several parties have been selling merchantable timber from mineral lands wherever it could be obtained, and the fear is expressed that the claims will be denuded of wood before the timber is required for mining purposes. Hon. Col. Baker, Minister of Mines, having been appealed to, has given his reply that the matter will have to be decided by the courts.

THE development of the mines of Canada has created quite a local demand for lumber in the vicinity of their operations. In British Columbia, particularly in the vicinity of Rossland, the local mills are unable to supply the lumber in sufficient quantities to meet the requirements for building purposes. In the construction of stamp

mills considerable timber of good quality is utilized. The Lumberman recently received from an eastern firm a specification for timber for stamp mill frames, with the accompanying request that we place the same in the hands of manufacturers in British Columbia, Michigan or the Southern States, asking them to quote prices on the stock required. There is evidently an opening for trade in the supply of timber for mining purposes, and Canadian manufacturers should not permit the orders to be placed in a foreign country. An announcement in the Canada Lumberman will keep your name before probable customers.

If we can judge by the sentiments expressed in the lumber journals of Great Britain, manufacturers on this side of the border have not yet reached perfection in the manufacture of their lumber. In a recent issue of Timber, of London, Eng., the following remarks are made with respect to spruce deals: "We have previously pointed out the deteriorating influences of uneven sawing, excess of wane, discoloration by sand or mud, together with a wet, unsightly appearance when landed on this side. To these serious defects must now be added a still greater defect. Many cargees that came to hand during the second half of last year contained an enormous proportion of bastard deals other than spruce, of such density and inferior quality as to be utterly useless for ordinary case-making purposes, for which the bulk of this import is required. Unless greater attention therefore be paid by makers and shippers to this last evil during the coming season these useful goods will certainly lose the distinctive character they have hitherto enjoyed, as being a reliable article, though of short average length, at a reasonable price, for the cheaper wants of the trade."

The management of the crown lands of New Brunswick was the subject of discussion in the local legislature recently. Mr. Pinder, member for York, took the position that as only 77,000,000 feet of pine and spruce was reported to be cut on crown lands, while the total export was 400,000,000 feet, it was fair to assume that stumpage dues had not been collected on a very large amount of lumber cut. He claimed that the crown lands were not properly looked after. This statement was resented by the Surveyor-General and the member for Gloucester, Mr. Sivewright. The latter remarked that the inference might be drawn that the scalers were negligent or corrupt in the performance of their duty. So far as his knowledge went, he believed the scalers to be capable, reliable men, and the charge that they would perjure themselves was without any foundation whatever. If the scalers had performed their duties faithfully, then it might be concluded that the government were conniving in some way at the operations of some of the lumber kings. He claimed that, on the other hand, owing to the many recent surveys, the returns were more accurate than formerly. In his opinion the policy of the government with reference to the 25 years' leases had greatly advanced the ineresrts of the province. If a lumberman wished to raise money he could go to the bank and pledge his lease as collateral, thus placing the small lumberman in a position to compete with the large operator. Mr. Sivewright showed the actual export figures to be 386,000,000 feet, which was made up as follows: Crown lands, 77,000,000; St. John mills, 100,000,000 feet; New Brunswick Land Company, 55,000,000 feet; Mr. Gibson's cut, largely on private lands, 35,000,000 feet. Then there were 40,000,000 feet cut in Albert county, and 20,000,000 at Bay Verte. The balance was made up in various quantities cut upon the lands of the Nova Scotia Land Company and on the Bay Shore.

## LUMBER NOTES FROM NOVA SCOTIA.

[Correspondence of the Canada Lumberman.]

The weather during the past month has been very favorable for logging operations in this section of the country, and advantage has been taken by those interested in logging to the utmost extent, which has resulted in somewhat over the average year's cut being made, and at something under the average cost. This, with the advance in the price of deals, tends to make the lumbermen generally in very good humor.

Alfred Dickie, of Stewiacke, had a number of portable mills sawing for him all winter, which, with the logs got out for his gang and circular mill at Stewiacke, will make his output in the vicinity of thirty million feet, principally deals, which will be shipped from Halifax. He has nine million feet cut, which are to be driven down the Stewiacke river to his mill, which is alongside the Intercolonial Railway, from which the deals are loaded directly on the cars. Mr. Dickie also manufactures lath and box boards from the refuse and small lumber. Mr. John Gillies, formerly of New Brunswick, is the efficient superintendent of Mr. Dickie's large lumber operations in this section of the province. Rumors of a provincial election are rife, and both the "ins" and the "outs" are so sure of the correctness of the rumor that each have their men in the field, Mr. Dickie being one of the nominees of the "ins." Should he be successful—of which some people have no doubt—the county of Colchester would be well represented and the legislature of Nova Scotia would have another good and successful business man added to its numbers.

Densmore & Co., Stewiacke, have a very nice business—saw mill and box making. They have given their mill a thorough overhauling during the past month, and have added a modern and complete dry house, equipped with the McEachren Heating & Ventilating Co.'s heater, fan and condenser combined, made at Galt, Ontario.

Logan & Sutherland, Stewiacke, merchants, etc., have two portable saw mills in operation, cutting in the vicinity of two million feet of deals.

Lantz & Co., Milford, will cut about one million feet, some deals, but they saw principally for the building trade, supplying Halifax builders with dimension timber and lumber.

R. C. Ervin, Shubenacadie, has several portable mills, and saws from seven to ten million feet yearly, principally deals. He has also installed an electric light plant in the town, in connection with which he has a roller flour mill for custom trade, and has in view the project of extending the electric system to the neighboring town of Stewiacke, about six miles, all of which go to show that a successful lumberman is not afraid to launch out in other enterprises.

R. Richardson & Son, Bedford, have a very finely equipped saw mill, box, stave, heading, re-sawing, hardwood flooring, sheathing, planing, and a lot of other things too numerous to mention. The Messrs. Richardson have been unfortunate, having their mills burned several times. When they rebuilt the last time it was with the idea of making the mill as nearly fire-proof as possible. The boiler house is a brick building separate from the mill, into which all the dust and shavings are carried by conveyors. The mill building is completely encased with iron, so that it would seem impossible for a fire to get any headway. Their manufactures go principally to the West Indies.

Young Bros. & Co., Ltd., St. Margaret's Bay, formerly of Parrsboro and River Herbert, are getting out eight million feet, principally spruce, to saw into deals. They have some hemlock coming in, which they took the bark off during last summer, to saw for American markets.

The Gold River Lumber Co., Gold River, are getting out from two and one-half to three million feet of spruce. They will saw for the South American market principally.

The E. D. Davison Co., Ltd., Bridgewater, are the most extensive lumber operators on the Atlantic coast of Nova Scotia. They will get out from 12 to 15 million feet of spruce and pine.

R. Dawson & Sons will get out a couple of million feet of spruce and pine, along the Central railroad and New Germany.

Edward Zwicker & Son, New Germany, do a large business in hardwood and spruce staves, heading, etc.

The Morgan Falls Pulp Co., New Germany, are running day and night, turning out about twenty-five to thirty tons of ground pulp.

J. & J. Coop, of Milton, will get out about one million feet of logs, which they will manufacture at their steam mill at Brooklyn.

Harlow & Kempton, of Milton, are getting out four million feet of logs. They made repairs and improvements to their mill last season, and during the winter have put a complete outfit in their factory for making sashes, doors and house finishing woodwork.

William Ford, Milton, has taken out the gang and put in a rotary in his mill.

John Millard will run his mills at Milton during the season. He has a planing mill, with sash and door factory, at Liverpool, which has been kept busy getting out stock for new buildings being erected in the vicinity. The new hotel, rebuilt on the site of the burned "Trilby," is a credit to the energy and enterprise of Mr. Millard. On visiting Liverpool the traveller, of course, will stop at the "Thorndike," and "Mine Host" Schultz will treat him white.

Allen & Henry L. Tupper, Milton, saw for the West India market, and will manufacture the ordinary quantity.

Ira P. Freeman will saw for the West Indies, John G. Morton for the American market.

Eldred Minard, Milton, will saw about a half million feet of boards for the West India market.

T. G. Nicol, Port Joli, will get out about one million feet, half of which is sawn by the Sable River Mill Company with a portable mill. The remainder will be sawn in a new water power mill just being completed, in which there will be planers, clapboard and shingle machines, etc.

F. G. Nicol, Granite Village, is getting out half a million feet of pine and spruce, to be sawn for the West India markets.

H. W. Freeman, Jordan River, will manufacture three and a half to four million feet. The spruce will be cut into deals for Great Britain, and the pine for the West Indian and South American markets.

James R. Bower, Shelburne, saws ship plank and timber for vessels and houses, shingles, staves, heading, laths, etc.

George W. Durfee, Shelburne, has a nice business in staves and heading, besides carrying on a ship's block and pump business.

Bower Bros., Shelburne, are securing about 750,000 ft. of logs, which will be sawn for the West India and South American markets. They also supply a lot of oak lumber to car builders and furniture factories.

J. A. & J. H. McKay, Clyde River, saw about a half million feet of pine and spruce, besides some oak.

Dickie & McGrath, Tusket River, purchased the mill and timber lands from the Tusket River Lumber Company last season, and have operated extensively during the winter. They have in the vicinity of five million feet of logs in the streams, and are looking forward to a good season's cut. They are making extensive alterations and improvements in the mill, which is steam power, and consists of a steam feed rotary, edger, trimmers, live rolls for handling the sawn lumber, lath, box and shingle machines, planer, etc. Their shipping facilities are unexcelled, the lumber going on the wharf, then loaded into vessels for any port desired. They also run a large general store. Mr. Alfred Dickie, of Stewiacke, is a member of the firm, and Mr. McGrath was formerly superintendent of the Stewiacke business. His record there assures success here.

Blackadars & Co., Methegan and Hectanooga, are getting out three million feet, to be sawn into South American specifications and shipped from Yarmouth.

G. D. Campbell, of Weymouth, will saw about two million feet for the American and South American markets.

The Messrs. Stehlin, New France, will saw about three million feet in their new mill. This lumber will be taken to shipping point at Weymouth, on a pole railroad they are building, about twelve miles long. Mr. Stehlin, sr., came here from France about three years ago and brought a family of stalwart sons and fair daughters to found a colony and make a home in this new country, and the name under which the colony goes, New France, indicates a warm feeling for the home he has left and the hopes he has in making the new home equal the old.

R. W. Hardwick, Annapolis, has moved his saw mill and sash and door factory to a new site, where he will have a better water front to hold logs. He is doing a lot of building under contract and reports business good.

The R. W. Kinsman Co., Ltd., successors to F. W. Borden Co. at Canning, will get about three quarters of a million feet of lumber to be sawn into deals. They then intend removing their mill to a place near the water, and on lower ground, so that the haul will be down grade. They have some good timber on Blomidon.

S. P. Benjamin, Wolfville, will saw in his two mills about seven or eight million feet of deals. He is just putting the finishing touches on a new band mill, put in by the Waterous Engine Works Co., of Brantford, from which he expects good results. The lumber from the band mill will be run down a sluice about six or seven miles, then put on scows and taken to the ship's side.

T. G. McMullen & Co., Truro, is said to be the largest handler of lumber in Nova Scotia. This year they will have about fifty million feet for shipment, about eight millions of which will be sawn in a band mill at Ellerhause, all to be shipped from Halifax.

W. J. P.

## FORESTRY IN ONTARIO.*

By Thomas Southworth.

Practical scientific forestry has no existence in Ontario —a land of forests. We have no trained foresters, and, so far as I know, there has been no attempt made to apply the principles of correct forestry practice in this country. As a rule when we use the term we are apt to refer only to that incidental phase of the science which relates to the influence of forests on climate and soil and water supply, as well as the loss, from an æsthetic point of view, resulting from the removal of trees from the landscape. These are but minor factors in the science of forestry proper, important in themselves, but not constituting the chief aim of its exponents.

Forestry is a business just as farming is a business. It is the art of growing and harvesting crops of the most valuable sorts of trees in the cheapest and quickest manner, but having regard at the same time to certain incidental effects of masses of woodland vegetation on soil, on climate and on water supply, and consequently on the health and prosperity of the community. The pioneer settlers of Ontario were confronted with a vast tree-covered wilderness, the extent of which was unbroken except by the labors of the industrious and ingenious beaver. Aside from these few and small "beaver meadows," each pioneer, in order to build a home, had to begin his battle with the forest, and soon the sound of the white man's axe and the smoke of his wasteful but necessary log heaps were apparent along the frontier from the Ottawa to Lake Ontario. After a time of struggle and hardship, when communication had been opened with the sea by way of the St. Lawrence, a market was found in Britain for some of our giant pine trees. From this time the lumberman reinforced the farmer in the onslaught upon the trees, and much of the reckless waste of the burning log heaps was avoided. When we consider the conditions surrounding the early settlement of this country, we need not be surprised that the pioneer came to regard a tree as his enemy. Nor is it very much to be wondered at that the man of that day, whose horizon was limited by the solid wall of trees surrounding his cabin, could not be brought to believe that there would ever come a time when he would have to use coal for fuel or send beyond our own immediate neighborhood for timber for barns or houses. Yet that time has arrived, and it has taken but a short time to bring this state of affairs about in many parts of Ontario.

The history of settlement and of lumbering in Ontario has been similar to that of other wooded countries. In every case the forest has had a battle against odds. The tree is the king of the vegetable world, as man is the undisputed monarch of the animal kingdom. They have both struggled for existence in their upward march, and when they meet in combat who can doubt the result of the issue between these two "survivals of the fittest." In the first place, the forest has had to battle with a reluctant and sterile soil created for it, in great part, by lower forms of vegetable life. The algae, lichens, grasses that cultivate the rock and gravel, taking most of their nourishment from the air, live out their brief existence, die and decay, thus adding to the scanty soil, which is still further augmented by the action of the rocks, of the gases generated in their dissoluion. These vegetable pioneers create and fit the soil for the occupation of the forest monarchs and trees "go in and possess the land."

When man appears on the scene he takes issue with the trees and the conflict is begun again. Wheat cannot grow in the forest, nor will the latter produce sustenance for large numbers of human kind. Ground must be cleared for crops of grain and for pasture, so the battle must go on and man must win. It involves much and continuous effort, though the victor must not relax his vigilance. The forest is most persistent, and upon any cessation of man's fight with axe and fire and plow will re-occupy the abandoned position and is soon in full possession, as the abandoned farms of New England testify. Man's warfare with the forest is so severe that he is apt not to be satisfied with mere conquest, but proceeds to extermination, realizing, when too late, that it would have been wiser to convert the erstwhile foe into an ally, making the conquered forest a protector from other enemies and a contributor to his welfare and comfort. When the discovery is made, when only a remnant of the vigorous foe is left, man proceeds to expend much treasnre and labor to encourage the presence of a tribe no longer regarded as an enemy, but valued as a friend. This has been the history in the old world and history is repeating itself in the new. In the Republic to the south of us the evils that follow in the train of denudation of forest lands are already seriously felt in many places. Michigan, Minnesota, Pennsylvania, once great pine states, are so no longer. The mills of Michigan are now supplied from Ontario forests. Vast sums of money are being expended in various states in restoring from individual hands to state control large areas of land that are the sources of streams, in an attempt to preserve the water powers so essential for industrial improvement.

In Ontario, however, our smaller population and the great extent of our forest resources have tended to postpone the evils of forest destruction. The factors that have so far caused our safety in this regard make all the more difficult the task of bringing our people to realize the gravity of our present position, and the necessity of taking steps now to prevent the disastrous effects that have everywhere resulted from the reckless extermination of the forests, and that will inevitably follow the same course here. "Experience teaches," but it would seem that experience must needs be personal to have the desired effect. The history of forest destruction in France, Germany, Switzerland and other European countries, followed by expensive attempts at reforestation when the disasters cansed by the destruction became painfully apparent, is well known to all students of forestry or of history. Yet this history failed to teach the people of the American republic that there was danger in the indiscriminate and reckless waste of their forest wealth. They know it now, but it took a personal experience to instill the lesson, which has been a very expensive one. It is stated that the State of New York will appropriate one million dollars this year to add to their forest area in the Adirondacks. Other states, notably Minnesota, Pennsylvania and Wisconsin, are moving in the same direction.

In Ontario there are two problems for the forester to solve—problems quite diverse in their character and requiring radically different treatment. The first and most important is a forestry problem pure and simple, and refers to the management of the forest lands of the Crown. The other is incidentally a part of the forester's work, and refers to the necessity of replanting or reforesting on lands held by individuals, lands that have been too closely stripped of their timber, with the resultant ill effects on climate and water supply. Despite the fact that this is a young country, only a fringe of which is at all well settled, we have arrived at the stage early in our history when this latter problem confronts us, a question by no means easy of solution. A great many people are disposed to regard as cranks and alarmists those who make the statement that we in the settled part of Ontario have passed the danger line and cut away our forests beyond the safe proportion of wooded to cleared land. They drive through the country and see in the distance what appear to be extensive woods, and conclude we have more trees than are necessary for fuel or timber or for climatic protection. They fail to notice how these supposedly extensive forests degenerate into non-productive and valueless copses of stunted and shrub bushes as we approach them. Their attention is then directed to other extensive forests still in the distance. I must confess to have been at one time numbered among those who thought the people who cried danger were disturbing themselves needlessly. My personal observations had been largely confined to a county which, though an old one, is still fairly well wooded, and I found it hard to believe so small a percentage of woodland existed anywhere in Ontario, as I now know to be the case in many counties.

I think it may safely be assumed that in a country such as this, depending upon rainfall for its water supply, and where there are so great demands for wood as fuel and in the arts, the proportion of woodland to the whole area should not be less than 25%. Even in the more densely settled portion, where farming is more intensive than in the newer sections, 20% is little enough for protection and for the local needs of the farming community as fuel and building timber. What makes it all the more imperative that this proportion of wooded to cleared land should be maintained is the fact that that percentage may be said to fairly represent the proportion of the non-cultivatable land, or more strictly speaking, land on which it will pay better in financial returns to grow trees than any other crops.

Of the countries in Europe the proportion under forest is in Russia 40%, Norway and Sweden 34%, Austria 29.1%, Germany 26.1%, Turkey and Roumania 22.2%, Italy 22%, France 17.3%, Greece 14.3%, Spain 7%, Portugal 5.1%. In Great Britain there exists only 4.1%, but in spite of the great value of land there and the humidity of the atmosphere from other causes, the forest area is being increased. In Germany and France, where forestry has reached its greatest perfection, the Governments are increasing the forest areas under their management and exercise a restrictive control to some extent over the forest lands of private owners. Taking this province as a whole the proportion of wooded to cleared land is much greater than in European countries, greater even than Russia, yet in many of our older counties the proportion is very low, despite our comparative youth as a nation.

In trying to arrive at an estimate of the proportion of woodland in settled parts of the province, I had recourse to the returns of the township assessors to the Bureau of Industries. I found, however, that the assessors were somewhat careless in their classification, including in the term woodland a great deal of waste and barren land that was not tree-covered. A circular was issued directing their attention to this matter, and in the next assessment greater efforts were made to accuracy in this regard. From the last assessment returns to the Bureau of Industries I find many of the older counties have less than 25% of woodland, and others would also come under this limit except that, like Hastings and Addington, they extend into the northern regions not yet well settled. From these returns the following table is compiled:

| County. | Per Cent of Woodland. |
|---|---|
| Elgin | 23 |
| Bruce | 20 |
| Grey | 21 |
| Leeds | 19 |
| Dundas | 17 |
| Grenville | 14 |
| Lanark | 21 |
| Kent | 19 |
| Norfolk | 18 |
| Haldimand | 16 |
| Carbeter | 15 |
| Halton | 15 |
| Welland | 12 |
| Oxford | 12 |
| Perth | 11 |
| Dufferin | 10 |
| Lincoln | 13 |
| Waterloo | 13 |
| Northumberland | 12 |
| Durham | 11 |
| Wentworth | 10 |
| Huron | 10 |
| Prince Edward | 9 |
| Wellington | 8 |
| Brant | 8 |
| Peel | 7 |
| York | 7 |
| Victoria | 5 |
| Essex | 14 |
| Lambton | 9 |

If the front group of townships in each be taken into account, in Frontenac, Peterborough, Lennox and Addington, and Hastings, the same condition will be found to exist. This indicates a serious state of affairs. Not only must we call a halt in the work of deforestation, but we need to in some measure repair the injury already done, by increasing our woodland areas. How this is to bs done is a problem not easy to solve. The land question is in the hands of individual and small owners, mostly men engaged in farming. If you can convince the individual farmer that it will pay him financially to grow trees instead of grain or stock, he will very soon proceed to plant trees. You cannot well do this for two very forcible reasons. In the first place, except so far as hilly or otherwise uncultivated land is concerned, it will not pay to grow trees instead of other crops, and in the second place, farmers in this country, where there is no large land-holding class, where we have no old feudal families and estates, look with small favor on the sowing of a crop which they are not likely to live to reap. They lose sight entirely of the value of the crop as an investment, and fail to see that the very presence of this crop, though only partly grown, would greatly increase the selling value of their farms. So far we have raised no crops of trees in Canada or in America to prove the actual profit in the operation, and in the absence of practical demonstration of results, theories cut very little figure with the Ontario farmer. If you point out to him that the absence of trees on his farm deleteriously affects the climate, he naturally thinks his farm is not large enough to have much effect, and besides, the welfare of the general public is no immediate concern of his. It is hard to make him see that the cutting away of the bush around the pond at the head of the creek on his place will injure his neighbors by lessening the flow of water miles away on this creek, and he is not disposed to fret very much over it if he does. I am afraid this matter will not be settled satisfactorily by appealing to the patriotism or the pride or the altruistic sentiments of the individual land-owner. The remedy must be applied by the land-owners, but I have grave doubts of the necessary work of reforestation being accomplished without the aid of some form of governmental encouragement, perhaps not in the way of financial assistance, but at least by governmental interference.

Much may be accomplished in this direction by the cultivation of a public sentiment in favor of tree planting, and the newspaper press of the province is assisting nobly in that work. Various local influences tend to the growth and preservation of trees for commercial purposes, and in some ways this can be fostered. The united counties of Leeds and Grenville, in which the woods were at one time in danger of total extinction to feed the locomotives of the Grand Trunk Railway, are still comparatively well wooded because of the manufacture of maple sugar. Of the 5,665,000 pounds of maple sugar made yearly in Ontario, according to the last census returns, over one-sixth, or 981,147 pounds, were made in those counties, hence there is still 19% of woodland there, largely maple. I am afraid, however, that we cannot cultivate a public sentiment in favor of tree planting fast enough to keep pace with the destruction of our woodlands or to restore soon enough the too much denuded areas. For the general benefit of the community as a whole there must be considerable replanting, even if a direct financial profit to the planter cannot be shown. The farmer is apt to say when urged to plant trees, "I cannot see any profit to me in the operation, and if, as you say, the presence of the trees would benefit the general community, why, the general community should contribute towards the expense of planting." This very factor of the general benefit of forests to the public has in Europe caused governmental interference in the direction of exercising a control over private forests, and the owner

*Paper read before the Canadian Institute, Toronto.

of forest land is not allowed to remove the forest cover entirely if it is likely to be inimical to the general interest. Repugnant as this control would be to the democratic sentiments of the people of this country, it would be no more arbitary legislation than the law by which a man is prevented from polluting a stream passing through his lands which waters the lands of his neighbors.

Various suggestions have been made as to the encouragement of tree planting in our settled areas, and they are for the most part in the form of government assistance, either by remission of taxes on woodlands, by supplying seedling trees at the public expense, or by a cash bonus. Just what form this governmental interference should take is still an open question, but in my opinion such action, coupled with the education of public opinion on the matter, will be found necessary to restore that proportion of wooded to cleared land which experience has taught us to be necessary to national prosperity.

The other and vaster phase of the forestry problem in Ontario requires different treatment, and becomes easier of solution as we learn more of the condition of the country and the habit of growth of our more important commercial timber trees. As remarked before, the forest is very persistent and will perpetuate itself if given a chance. Time and protection of the land from fire would restore in all its primeval glory the magnificent forest growth that once covered this country. In a country where all the land is arable, where grain can be raised profitably, it is difficult to prevent the forest from being removed to make way for crops of grain or grass. Fortunately, I think, this is not the case in Ontario. While we have a very large extent of arable land along the great lakes and the St. Lawrence river, south of the elevated plateau we call the height of land, and north of it, on the slope towards the Hudson Bay, there is a strip of land, generally speaking from east to west across the province, not suited for general agriculture, but well adapted for forests. It is impossible even approximately to estimate the amount of valuable white pine that has been cut and burned off this height of land, and we are still cutting and burning further west on the same ridge. It was eminently right that we should cut this timber as fast as the demands of commerce warranted. The forests were old and much of the timber past its prime. Through the Algonquin Park country the lumbermen now operating there report that much of the pine timber is defective from over age.

Two principal causes have acted against the practice of scientific forestry in this country. In the first place, our wondrous wealth in forests tended to the belief that they were practically inexhaustible, and that careful or provident methods in their exploitation were not necessary. Fortunately for the revenues of the province, however, both in the past and for the future, our legislators had a due regard for the welfare of the province in a financial sense, and these forests were not given away, nor was the land in which they grew placed in the hands of speculators, but held by the Crown for the use of bona fide settlers.

In marked contrast to the policy pursued by the people of the United States, in selling to large lumbering firms or other speculators great areas of timbered land at a merely nominal price per acre, Ontario has sold her timber by auction to the highest bidder, subject to a small stumpage tax when cut, and has held the land for the use of settlers. This policy has not been without its opponents. Men from purely unselfish motives have sometimes urged a different course. As long ago as 1862 the late John Langton, M. A., in a paper read before the Historical Society of Quebec, pointed out the danger of too rapid extinction of our forests. He took the position that with a proper system of administration of the forests a comparatively small area would grow successive crops of timber sufficient for our demands for local use and for export at the then rate of cutting, but that with the wasteful methods then in vogue there was danger that our revenues from that source would soon be exhausted. As a preventative measure Mr. Langton advocated the selling of many blocks of timber land outright to lumbermen, who would be interested in their protection and in the perpetuation of the timber crops. Mr. Langton saw that dividing up the land into small holdings for settlers was likely to produce the results that now are seen in our older countries, but his remedy, in the light of subsequent history in the United States, would not have cured the evil. It has been very fortunate for us that the large areas on which grow our finest forests were not sold to lumbermen, but remained the property of the whole people, leaving us now in a position to grow another forest in place of the one removed, without having to buy back the land to do so. Our timber policy has consisted in realizing as much as possible for the public revenue from the use of the vast timber wealth with which we are endowed. So far it has not included any provision for replacing the crop destroyed, and this has been the case largely because of the other factor I have referred to, which consisted of a very general belief that this could not be done except by an expensive system of sowing or planting.

Our great timber tree of commerce is the white or Weymouth pine, a tree that has no successful rival in any country, and in any scheme of reforestation for commercial purposes this tree must be the main feature of the forest growth. Under our system of lumbering the tops and branches of the trees are left on the ground where the trees are felled. In coniferous forests this refuse is extremely inflammable, and in consequence, when the lumberman has gone through a pinery, fire invariably follows him and sweeps away what he has left—not the refuse only, but the young trees not large enough to cut. If it should happen that this forest fire does not entirely destroy the growing timber, there is apt to be another one to complete the work. This succession of fires after logging operations has come to be looked upon quite as a matter of course, though I venture to express the opinion that the enormous waste of wealth occasioned thereby is not at all necessary, and could be materially checked by some slight change in the method of lumbering and by the expenditure of some money in forest protection, an expenditure that would be a good investment by reason of the increased revenue from the timber lands of the Crown.

However, we must consider the situation as we find it. Forest fires occur, and the cut over pine lands are completely stripped, not only of the young trees that would make the future forest, but the seeds on the ground are destroyed, and occasionally the soil that has been centuries in forming is burned away as well. When any soil is left the pine forest burned away is generally first succeeded by a growth of less valuable trees, such as poplar, birch, fire cherry, etc.. and from this fact has been drawn the conclusion that when once pine forests are cut away we need never hope for other pine forests to take their place unless we replant them. Experienced woodmen have repeatedly given this as their settled conviction, and it has almost come to be regarded as an axiom that nature provides a sort of rotation of crops of trees, by which white pine is succeeded by some other tree and it in turn replaced by others till the circle is complete. As an evidence of this it is alleged that there are trees that will not reproduce till their seeds are subjected to the action of fire. One of these trees is our own Jack or Banksian pine. Concerning this tree a very distinguished authority, in a paper read before one of the sessions of the American Forestry Congress, states :—

"Referring to the evidence afforded by the trees themselves that forest fires are natural phenomena, I shall mention the case of the Banksian pine. The cones of this tree are hard and remain closed as long as the tree lives. The older ones become weathered and covered with lichen, often indicating great age, still adhering firmly to the branch. The tree may fall down and rot and the cones drop from the decayed branches, yet they will not open. But should the tree become scorched by a forest fire, they will immediately gape open, and the healthy seeds will become scattered far and wide by the wind."

If this position be correct, and we cannot reap successive crops of our most valuable timber trees on the same land without artificial sowing or planting, then our hope of successful reforestation of the cut and burned-over areas on the Crown lands must needs be very faint. With all due deference to the views of these experienced men, and in spite of the general concensus of opinion to the contrary, I am convinced that white pine will succeed white pine even after a forest fire if any pine trees capable of bearing seed are left in the vicinity, and even if the new growth is largely deciduous trees it will be found, on close inspection, that there are many young pines among them that will in a short time overtop and subdue the less valuable trees. Even in the case of Jack pine referred to above, some investigations undertaken by Mr. E. C. Jeffrey last summer go to prove conclusively that it will reproduce itself in just the same manner as other trees, and that it does not require the assistance of a forest fire to do so.

All over the province where lumbering operations have been carried on and the land has not been cultivated, young pines in varying numbers may be seen growing thriftily until some tourist or prospector or settler causes it to be burned over. In the original pine region, wherever fire has been kept out for a few years, pine is now growing among the other trees, and there are large areas of unproductive land on which, if properly protected, there will be a valuable forest in twenty-five years from now. Fifty years is a short time in the life of a nation, but in that time we could begin cutting timber in the Ottawa valley again and get from it a greater revenue for the province than was obtained from the original forest. The land is still ours ; it will inevitably be tree-covered if protected, and it will not require a heavy expenditure to protect it. The forest problem in the Crown lands seems to me to require for its solution simply the setting aside of the now tillable areas throughout the height of land or the water shed of the province as permanent timber reserves not open for settlement. Keep out fire and allow the forest to grow till the trees are a merchantable size. When this period is reached these forest areas should be worked on correct forestry principles, and the lumbermen allowed to cut only as directed by the government foresters, and not indiscriminately as at present. The time required to grow this new forest would be less than is commonly supposed. There are now, over large tracts of country suitable for forest reserves and useful for little else, quantities of young pine growing of various ages that, if protected, and more particularly if thinned out, would be suitable for timber in from ten to forty or fifty years. The growth of pine per year has been variously estimated. In any computation it must be remembered that pine is not found growing alone, but always with other trees ; hence when we compute the amount of pine on an acre we should not lose sight of the value of the other trees, many of them of commercial value, such as oak, maple, elm, birch, spruce and others, and this value is increasing yearly.

Sir Henry Joly, referring to some calculations in the last report of the Ontario Bureau of Forestry, states that he has from personal measurements through several years concluded that "It takes about ten years to add two inches to the diameter of a tree. At this rate of growth I find that a white spruce twelve inches in diameter will gain in ten years eight cubic feet, which would give four-fifths of a cubic foot every year, and if you allow 75 spruce trees to the acre it will give you 60 cubic feet for the yearly growth." Continuing, Sir Henry says : "Perhaps there are not many acres on which will be found 75 good sized spruce, but on moderately well timbered land the equivalent in bulk of the timber represented by 75 spruce trees of say, 14 inches at the stump, will be found in other trees, and it can be ascertained by comparing the yearly rings of the white spruce with those of the black walnut, butternut, pine, oak, ash, poplar, elm and some others, that the growth of the white spruce is slower than that of the above mentioned trees, so that I feel justified, like Mr. Southworth, in adopting the United States figures of 59½ cubic feet, the more so that we have the statement of eminent authorities in England who estimate the annual growth of one acre of Scotch pines at 100 to 120 cubic feet, nearly double the rate allowed by Mr. Southworth."

Our present annual cut of timber on the Crown lands of the province aggregates over 60 million feet cubic, and it will require a great many years at this rate of cutting to go over the uncut and unexplored regions of pine land in the Crown domain even with the assistance of occasional fires. Taking the figures of 60 cubic feet as the annual growth yer acre under ordinary forest conditions without culture, it would only require a million acres of land to grow the amount of timber annually cut on the Crown lands, and we have more than that area in Algonquin Park alone. It is impossible at present to more than guess at the extent of the areas that could be set aside as forest preserves without encroaching on our agricultural lands, but it will reach many millions of acres. It is but fair to add that to the amount of timber annually cut on the Crown lands may be added fully as much more cut by settlers. I have not yet the complete figures, but am safe in saying it will be found to be fully that much, and this must be taken into account as well, because the woodlands of the farmers are being depleted to make it up. Throughout these areas of cut-over land that might be utilized for forest preserves there are scattered settlers wherever there is soil fit for agriculture, and in some places where there is none. In any scheme of protection of these young forests the services of these settlers could be used, thus lessening the cost to the country and helping these settlers to make a living.

As to the profits on the investment, we have only to look at the example of Germany to see. Their Crown forests have been cut over again and again, yet their 6,050,445 acres of Crown forests return a net yearly revenue to the state of $8,000,000, and this despite the fact that their forestry system is a semi-military and expensive one and the expenditure includes yearly purchases of land and the maintenance of an expensive system of forest schools.

Aside from the question of provincial revenue derived from our timber we must not lose sight of the fact that the extinction of our forests means the decay of our lumbering interests. It has been customary in many quarters to denounce the ruthless and reckless course of the lumbermen, but they have been a very important element in our industrial development and now represent the largest industry, aside from agriculture, in the province, employing a very large number of men, with a heavy capital investment. Lumbering operations provide a paying market for the produce of the pioneer farmers, many of whom are employed in the woods during the winter. It would be a national calamity if this industry were to die out, and if it does it will be our own fault. Another happy circumstance in connection with the proposed forest preserves lies in the fact that the land most suited for an extensive system of forestry because of its inutility for general agriculture is that section of country where the existence of forest cover is demanded for the protection of our main water courses flowing both north and south.

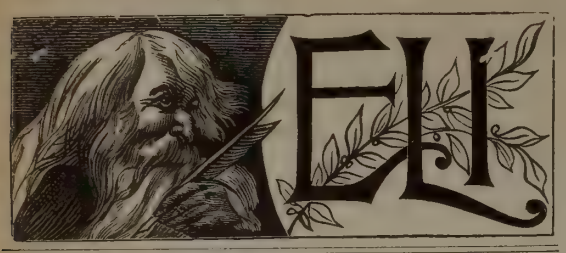
## PUBLICATIONS.

The annual supplementary editions of the Winnipeg Commercial have become a fixture. The number just to hand surpasses all previous issues.

The contrast in the condition of the country between the time of Lincoln's first inauguration and that of President-elect McKinley is said to be vividly portrayed in an article by Stephen Fiske, for the March Ladies' Home Journal.

The twenty-second annual special issue of the Timber Trades Journal, of London, England, is devoted largely to a description of the lumbering industries of Canada, particularly the eastern provinces. For this purpose a director of the journal visited Canada last fall, and the result of his labors is the publication of a volume of information which should be of great interest to importers in foreign countries. The journal is freely illustrated and altogether a creditable number.

One of the most complete publications which has yet come under our notice is a special edition of The Paper Mill and Wood Pulp News, of New York. The many interesting illustrations of mills and prominent persons connected with the paper trade are printed on first-class paper, in such a manner as to produce the best results, and the success with which the publishers have met in their efforts to produce a journal second to none should be gratifying in the extreme. The advertisements as arranged constitute an important feature of the number.



Mr. J. B. McWilliams, crown timber agent, of Peterboro', Ont., returned early in March from an inspection of the lumber camps in Northern Ontario. From Huntsville he drove through a rough section of country, sheltered, however, from cold winds by thick forests and almost insurmountable walls of rock. Passing through the townships of McClintock and Livingstone to the village of Dorset, the former headquarters of the Gilmour Company, Mr. McWilliams proceeded to the headquarters of the superintendent of Algonquin Park at Canoe Lake. He visited during his tour the camps of the Rathbun Co., Gilmour Co., Mickle, Dyment & Son, J. D. Shier and the St. Anthony Lumber Co., and inspected operations amounting to 80,000,000 feet board measure of saw logs, and 530,000 cubic feet of board timber, representing a total revenue to the government of over $110,000. Mr. McWilliams found the largest stick of board timber on the limits of Mr. Dyment. It measured 305 cubic feet. In the St. Anthony Lumber Co.'s limits he found a log 4,069 feet, board measure. The largest average in the size of logs were those of the Gilmour Co., 230 feet being the average. Mr. McWilliams declares the Rathbun Company to have the best camp and the best accommodations for the men. They do the closest cutting and take greater care in preserving their timber.

* * *

How the position of the lumber business in many parts of Canada has changed of late! Where a few years ago the business was chiefly confined to a few large operators, we now have a very large number of small mills, and many farmers who have a few thousand feet of timber to dispose of, put in a portable saw mill and cut the lumber, either for their own use or for market. There are several reasons for this change, among which may be mentioned the perfecting of the portable saw mill, the meagre returns from farming, and the increase in the price of lumber as compared with twenty-five years ago. I was recently given access to some returns showing the number of small mills in Ontario which cut entirely from timber obtained from private lands, and was surprised to find that such mills numbered well up to fifteen hundred. Of course the average annual cut of most of these would probably not be more than a few thousand feet, but it would go a long way towards supplying the local demand from the farming community. In New Brunswick similar conditions exist, and as a result property has materially advanced in price. Lands which at one time were considered almost valueless are now held at a high figure, owing to the general adoption of the portable mill.

* * *

I had a conversation recently with the head of a large manufacturing firm which had become insolvent. His account to me of the business of the firm since its establishment was interesting and suggestive. Starting in business about fifteen years ago with a very limited capital, the combined possessions of the partners in the enterprise, success was at once met with, and year after year showed an increase in the profits of the company. In keeping with the increasing business, it became necessary almost every year to enlarge the plant, and to this end nearly all the profits were devoted, until the almost insignificant establishment of a few years ago became an extensive and modern concern. But during the general business depression of the past two or three years, orders commenced to slacken, a condition the company were ill prepared for, having their funds largely locked up in manufacturing plant. Profits decreased, and it became necessary to mortgage the plant to meet their expenses. No assistance coming in the way of renewed activity, the abandonment of their estate was the only resort. In the above lines there may be a lesson for some one. While enterprise is at all times to be commended, there is danger in branching out to such an extent as to jeopardize one's position when unusual financial or commercial depression is experienced. The shrewd business man is he who makes ample provision for the many ups and downs which are certain to be encountered in business life. Had the firm referred to been content with a smaller plant, and retained some of their capital for an emergency such as subsequently was met with, they would undoubtedly have weathered the storm more successfully. Slow but steady progress is certain to attain the best results.

## QUERY FOR LUMBERMEN.

May & Son, of Weston, Ont., were cutting in their mill an elm log, third from butt of tree, say 30 feet from ground, and the saw ran on to five iron spikes, half inch thick. They were imbedded in about 8 inches, and eighty growths were outside of them. How did they get there?

The Lumberman solicits the opinions of its readers as to the most feasible solution of the problem.

## BRITISH COLUMBIA LETTER.

[Regular Correspondence of the Canada Lumberman.]

The subject of forest preservation has received considerable attention in the local legislature. Mr. Kennedy moved that more efficient means for preventing forest fires be adopted, by some system of patrol by the provincial police during the months of July, August and September. Hon. Mr. Martin suggested that, owing to the large area of timber limits, a steam yacht be employed to cruise along the coast. Mr. Kennedy suggested the establishment of fire districts and the appointment of a warden for each district, such warden to have the power of a police officer and authority to call on the public for assistance in putting out fires. He thought loggers should be required to burn over their cuttings at the close of the cutting season.

Mr. E. J. Palmer, manager of the Victoria Lumber and Manufacturing Company's Chemainus mill, spoke as follows with regard to the lumber trade: "Business is rushing—so much so that we are running night and day, and even then find it hard to keep up with the orders. Oh yes, the lumber trade is looking up at last, I'm glad to say."

According to the report of Timber Inspector Skinner, the timber cut during 1896, not including that from the Dominion and the E. & N. lands, was 112,957,106 feet, of which 61,845,798 feet was from Crown lands, 30,575,180 from timber leaseholds, 13,549,228 from private property, and 6,986,900 from timber limits. The royalty payable was $30,922 in respect of Crown lands, $15,287 timber leaseholds, and $3,493 timber limits, making a total of $47,703. The rebates allowed for exportation were $18,395, leaving the net royalty on timber $31,307. The royalty collected on cordwood was $7,863. The rent accruing on timber leases during 1896 came to $45,733. The total revenue from timber sources was $90,402. The largest payments for royalty were made by the Moodyville Lands and Saw Mill Co., $7,893 less $3,919 rebate; B. C. Mills, Timber & Trading Company, Vancouver and New Westminster, $20,432 less $10,216; Victoria Lumber & Manufacturing Co., Chemainus, $3,874 less $1,937; Geo. Cassady & Co., Ltd., $1,298 less $649; and Louis Blue, Rossland, $1,705.

### COAST CHIPS.

The large mill of the Takush Harbor Lumber Co. has closed down.

A shipment of 80,000 feet of cedar timber and shingle bolts was recently made to Japan as an experimental order.

Mr. J. C. Schermerhorn, formerly of the Sayward Mill Co., of Vancouver, has been appointed manager of Mr. Sayward's mill at Pilot Bay, and assumed his new duties a fortnight ago.

Mr. E. F. Stephenson, Dominion Land and Timber Agent, of Winnipeg, was in this province early in the month investigating the affairs of the Crown Timber Agency here. A commission was held yesterday to inquire into matters, the result of which I have not yet learned. Pending the result, Mr. T. S. Higginson has been suspended.

New Westminster, B. C., March 20, 1897.

## NEW BRUNSWICK LETTER.

[Regular Correspondence of the Canada Lumberman.]

Much interest is taken here by lumbermen in the proposal of the United States government to impose a tax upon Canadian lumber. A number of American firms holding timber limits in Maine have mills on this side of the border, in which they manufacture the logs from their Maine limits. Among those may be mentioned the following: Stetson, Cutler & Co., two mills; Miller & Woodman, two mills; J. R. Warner & Co., S. T. King & Sons, A. Cushing & Co., Dunn Bros., James F. Hamilton, Charles Miller, and E. L. Jewett, all of whose mills are located at St. John. The above firms find it more advantageous to manufacture their logs on the Canadian side, and are therefore opposed to a duty on lumber.

St. John is coming to the front as a winter shipping port. A statement recently prepared shows that when the season is completed 48 vessels will have sailed to British ports and eight to the West Indies, carrying a total of 106,162 tons. The figures for 1895-96 were 76,228 tons. The regular liners have taken a large quantity of lumber in small lots, which has enabled light importers in Great Britain to obtain goods direct.

J. A. Sinclair, brother of Mr. Edward Sinclair, the well-known lumber operator of Miramichi, is manager of one of the largest saw mills in California. He went to the Pacific coast in the early seventies and located in Humboldt County. The town of Scotia, Humboldt Co., was built principally by Mr. Sinclair. An idea of the size of the mill may be obtained from the fact that the outfit was the largest single contract for saw mill machinery ever taken in the United States.

### BITS OF LUMBER.

The annual meeting of the St. John River Log Driving Company is annonnced to take place in this city on the 7th of April.

Charles D. Stanford and F. W. Hall, of Bangor, Me., have decided to erect a large mill on their property at Tracadie next summer.

Messrs. Timothy Lynch, Michael Welsh, David Lynch, James Love, John Reynolds and Peter B. Miller are seeking incorporation as the Upper Southwest Miramichi Log Driving Company.

Leonard & Son's mill at Annidale, Queens Co., is now sawing. Their mill at Armstrong's Corner will be supplied this year with lumber cut on Canaan river and the north-east branch of Long creek. There will be a cut of two and a half millions to supply these mills this year.

St. John, N. B., March 23, 1897.

The McEachren Heating & Ventilating Co., of Galt, Ont., will shortly remove their works to the larger factory premises recently occupied by the Cant Bros. Co. The company propose to extend their business by adding several new lines of manufacture.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.*

VOL. III. TORONTO, ONT., MARCH 31, 1897 No. 13.



## CANADA LUMBERMAN

PUBLISHED BY

**C. H. MORTIMER**

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING,
MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.


**Lumbermen visiting Toronto are invited to call at the office of the CANADA LUMBERMAN. We shall have pleasure in giving them any information desired.**

## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

FOR SALE.

CEDAR POSTS, ETC. APPLY TO S. R. BEETON, Anten Mills, Ont.

FOR SALE.

FOR HEMLOCK DIMENSION STOCK AND bill stuff, write to REID BROS., Hepworth Station, Ont.

WANTED.

3 CARS OF 2" No. 1 AND 2 AND COMMON Soft Elm. Address, BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

STEAM SAW MILL AND STAVE FACTORY for sale, with stock of logs on hand of upwards 500,000 feet, consisting of oak, elm, ash and maple; terms liberal. Apply to THOS. ROBINSON, Newbury, or DR. ROOME, London.

SITUATION WANTED.

BY MAN OF 18 YEARS' EXPERIENCE, IN woods, on river, manufacturing, grading and selling hardwood and pine lumber; desires a permanent position, or will accept temporary employment at present. For particulars and reference address Box 75, CANADA LUMBERMAN.

FOR SALE.

A CAR LOAD OF THE FOLLOWING KINDS of dry llumber: Grey ash, soft elm, soft maple, sycamore, red oak, chestnut, 1st and 2nds; one car wormy chestnut, one half car cherry, ditto sassafras; one car cull oak. Shipping point, Bismark Station, Mich. Central Railway.
J. C. SCHLIEHAUF, West Lorne P. O.

Send four 3-cent Canadian postage stamps for a copy of the LUMBERMAN'S VEST-POCKET INSPECTION BOOK, containing rules for the inspection of Pine and Hardwood Lumber in the leading markets of Canada and the United States.

## FOR SALE

### Timber Limits and Mill Property in Newfoundland

ALL THE PROPERTY OF THE EXPLOITS Wood Co'y in Newfoundland, consisting of 820 square miles Timber Limits, Saw Mill of 150 M. ft. B.M. capacity for 24 hours, Wharves, Booms, Chains and Anchors, Steam Launch of 75 h. p, and all necessary rolling stock ready for immediate operation.

The limits are covered largely with spruce, making it a most desirable property for the manufacture of wood-pulp, besides possessing a large belt of white pine, which has competed successfully against Canadian goods in the English markets

St. John's, Newfoundland, may be reached in 48 hours from Halifax, Canada, and to the mill is 15 hours' ride by rail from St. John's.

Correspondence Solicited.

J. T. SMYTH,
7 Angele St., Quebec, Canada.

### CURRENT TRADE CONDITIONS.

ONTARIO

The transactions of the past week would seem to indicate that the spring demand for lumber had commenced, the shipments being in excess of any previous week since the beginning of the year. The fine weather has no doubt had a stimulating effect upon the market, influencing purchasers to stock up for the season's business. There is yet, however, a wide gap between present business and what might reasonably be expected at this season of the year, more especially when we take into consideration the light supplies held by retailers and consumers. Any improvement in trade is nevertheless acceptable after a long period of depression, and the hope is expressed that this improvement will continue to expand throughout the spring and summer months. Apart from local trade, the shipments to the United States have been active. Buyers are apparently desirous of obtaining Canadian lumber, and to avoid the probability of paying a duty thereon, are purchasing freely for immediate shipment. Several schooners are now loading at Toronto, and this same condition prevails at many other lake points. The railway companies report an active business, the Grand Trunk having brought fifty car loads of square timber to Toronto for rafting to Quebec. There is also a fair trade doing in hardwoods. Elm, basswood and red oak show more activity than the other classes. Cedar and hemlock are being used quite extensively for local building purposes.

QUEBEC AND NEW BRUNSWICK.

Quebec merchants are commencing to return from Great Britain, Mr. Billingsley, Mr. Evans and Mr. John Stain having already arrived. Messrs. William Power and Harcourt Smith, both of W. & J. Sharples, are expected to arrive this week. They report having made good contracts, and anticipate an active season. As soon as navigation opens, which is likely to be early this year, heavy shipments will go forward. The market is firm for nearly every class of Quebec goods, and square white pine shows signs of advancing in price. Birch timber continues dull, and indications point to a surplus of this stock being again placed on the market. This has already affected prices, which are slightly lower. Lumbermen throughout the province report the roads breaking up, and many camps have been closed down. Several gangs of timber makers from Ontario, Michigan and Ohio have also returned from the woods. At New Brunswick ports a considerable quantity of deals is waiting shipment to Great Britain, notwithstanding that the regular steamers have taken part cargoes all winter. The United States market shows a slight improvement, and several mixed lots have been sent across the border. The prospects for successful stream driving have brightened, and lumbermen look forward to a prosperous season.

BRITISH COLUMBIA AND MANITOBA.

General business in British Columbia has shown a marked improvement since the first of March, and collections are reported to be much easier. Unusual activity exists in lumbering, as the result of the local demand for mining purposes and the increased foreign orders which have been placed. Although the organization of the combine to control the foreign trade, to which reference was recently made, has not yet been completed, there is every prospect of the manufacturers experiencing a more profitable year than in 1896, which was an improvement over the previous year. The Japanese Consul states that fifteen million feet of lumber will be shipped from Vancouver to Japan this season, and calls attention to a new industry which gives promise of good profits, viz., the manufacture of boxes for shipping tea from Japan. It is estimated that these boxes can be made from Pacific coast wood at about one-half what they cost in Japan. The construction of railways to the mining districts is providing a market for a quantity of timber. The situation in Manitoba and the Northwest has not changed since last writing. Railway traffic has been interfered with by the large quantity of snow, which is now fast disappearing.

UNITED STATES.

The reports from the white pine sections of the United States convey no tidings of an enlarged demand for lumber such as might be expected on the approach of the buying season. Outdoor operations have been checked by unfavorable weather, which has also made the handling of lumber difficult. The call for supplies from builders usually becomes quite active before the close of March, but this year an apparent backward tendency towards placing orders has restricted trade. Besides the better grades, which have been moving freely for some time, box lumber appears to be most sought for. Although shipments have been light, stocks at mill points promise to be considerably reduced before the new cut is in shape for market. At Duluth more than half the lumber remaining on the docks at the close of navigation has been sold, leaving only 50,000,000 feet available, which is largely No. 2 and better. In the east trade is improving, although somewhat slowly. Buffalo is receiving some lumber, and a less quantity is being shipped out. Some of the wholesalers have sent representatives to the west to look after stock, and some purchases may be expected as a result. It is thought that the first two weeks of April will witness a large movement of stock to wholesale points, as consumers must, by that time, make arrangements for their season's trade. At Philadelphia the shipments of pine and spruce show the spring movement to be commencing. Short lumber is moving moderately at Boston. Spruce frames are firmer, and a little more is doing in white pine. More encouraging words may be spoken of hardwoods than pine. The sash and door factories are buying freely, furniture factories are encouraged by a promising season, and altogether the outlook is favorable. More inquiries for stock are reported from Michigan points, Minneapolis, Boston and New York. Prices are firm, and the tendency is towards an advance. Oak, maple, poplar and ash have been good sellers.

FOREIGN.

The tone of the British market is decidedly buoyant. A large amount of buying is being done by country customers, and indications now point to the fact that present quotations will be maintained throughout the summer at least. Goods to arrive have been sold extensively, and buyers will probably have reason to congratulate themselves before the season is over. At the late auction sales Canadian goods brought average prices. Foy, Morgan & Co., of London, offered a small stock on the 17th ultimo. Breakey's 3 x 9 spruce deals brought £10, and Quebec 4th pine £7 15s. The Liverpool trade is active, and prices keep firm. There is no reckless buying, but a steady and prosperous business is being done. Much interest is taken in the opening of navigation, which will shortly take place, and arrivals are expected to be heavy for the first month. Representatives of Quebec houses who recently returned home will no doubt rush goods forward, as dealers are now in a buying mood and feel encouraged by the prospects for building, etc.

## STOCKS AND PRICES.

### CANADA.

Burke Bros., of Lindsay, Ont., sold over 60,000 barrels last year.

Wm. Stoneman, of Humphrey, Ont., has sold a quantity of hardwood lumber to Lewis & Gillies.

Vigars & Co., of Port Arthur, Ont., sold during March about a half million feet, mostly timber.

The Sauble Falls Lumber Co., of Sauble Falls, Ont., report a fair demand for elm and basswood.

S. G. Parkin & Company, of Lindsay, Ont., have taken out 10,000 pieces of pine in Digby township, above Norland.

Booth & Shannon, of Pembroke, have commenced shipping timber by the C. P. R. to Papineauville, where it will be rafted.

The Cookshire Lumber Company, of Cookshire, Que., shipped during the month of February 730 car loads of pulp wood to the United States.

It is reported from Buffalo that a deal is about to be closed for the shipment from Canada to that point of 12,000,000 feet of pine, presumably for storage.

The outlook for the building season at Lindsay, Ont., is encouraging. George Ingle, of the Lindsay Planing Mill, has already received orders for thirteen houses.

The Scott timber limits, situated in the townships of Anstruther, Cavendish and Harvey, Peterboro' county, will be offered for sale at Peterboro' on Thursday, April 15th.

Williamson & Crombie, of Kingsbury, Que., recently sold 500,000 feet of spruce and hemlock boards, at $12.50 and $11 at Boston points. Suitable stocks for shipment are not large.

H. Raney, of the firm of Buck & Raney, has purchased 35,000 cubic feet of timber along points of the Kingston & Pembroke railway. This timber will be shipped to Quebec.

M. Doody, of Cobourg, Ont., is shipping elm and birch timber from Gelert and Haliburton to Montreal, intended for the British market. He expects to have about fifty car loads.

It is reported that over 3,000,000 feet of lumber will be shipped from Prescott, Ont., to the yards of the Skillings, Whitney and Barnes Lumber Company at Ogdensburg, N. Y., within the next six weeks.

Hale & Booth, of Ottawa, are reported to have sold their large production of Michigan waney pine for Quebec shipment. The quantity is estimated at about 3,000,000 cubic feet, and will be for early delivery. This lot is reported as being very prime.

The estimated cut of lumber on the Restigouche river, in New Brunswick, this winter is 14,000,000 feet of spruce and 8,000,000 feet of cedar. Log hauling is completed on this river, as well as on the Miramichi and St. John, and the lumbermen look forward to a good driving season.

The Quebec government advertises a sale of timber limits for Wednesday, the 28th of April, at the Department of Lands, Forests and Fisheries. The limits are in the Upper and Lower Ottawa, the St. Francis, St. Maurice, Montmagny, Grandville, Matapedia, Rimouski, Bonaventure, Gaspe, St. Charles, Lake St. John and Saguenay districts.

On account of the good demand for spruce in European markets, this article in 3" deals will be extensively manufactured in Quebec and New Brunswick during the coming season. Several mills that have catered to the American market for years will this season saw deals, instead of thin lumber. The result will be that an exceedingly large quantity of spruce deals will be sent forward this year, and it is hoped that the article will not glut the markets.

### FOREIGN.

David Ward will bring down to Bay City, Mich., this season, 20,000,000 feet of pine logs.

Thompson Smith's Sons have a stock of 18,000,000 feet of logs for their Cheboygan, Mich., mill.

Kent & Macdonald, of Duluth, Minn., have made a sale of 3,000,000 feet for the Canadian market.

About 3,000,000 cubic feet of waney pine timber has been taken out this winter in the vicinity of Ashland, Wis.

Some sizes of shingles are scarce at Buffalo and other eastern points, and a new supply will be required before a very large spring trade can be done.

At Bay City, Mich., box lumber is held at $8.50 to $9, log run at $15 upward, and selected stock at $20 upward. Little demand is reported for bill stuff.

It is estimated that 30,000,000 feet of logs will be rafted from the Georgian Bay to Alpena the coming season, mostly for Albert Pack and F. W. Gilchrist.

The lumber cut this season on the Kennebec, in Maine, is estimated at 140,000,000 feet. From 15,000,000 to 20,000,000 feet was held over from last year.

At Foy, Morgan & Co.'s last sale at London, Eng., Quebec goods, per steamer Aswauly, sold as follows: 14/16 x 3 x 9, 1st spruce, £10; 12 x 3 x 9, 1st spruce, £10.

C. W. Morrison, of Ellsworth, Me., has secured a bond of all the timber lands owned by the Penobscot & Kennebec Land Company, consisting of 100,000 acres.

Orders for 10,000,000 feet of spruce for the British market have lately been obtained by Bangor, Maine, dealers, and a still greater trade is looked for early in April.

Logging operations on the Muskegon river, in Michigan, are closed for the season. The output has been about 40,000,000 feet, as compared with 33,000,000 feet last season.

A short log crop is reported from the vicinity of Duluth, Minn., and as a result good logs are in active demand at quotations about $1 in advance of ruling prices last fall. Present prices range from $6 to $8 per thousand feet of white pine, delivered at mill.

The Kirby-Carpenter Company, of Menominee, Mich., has sold 10,000,000 feet of lumber to Montgomery Bros., of Buffalo, to be shipped during the coming season. The prices paid are stated to have been $28 and $30 a thousand.

Some sales of hardwoods have lately been made at Philadelphia below ruling quotations, but it is said that this was done only in a few cases where it was necessary to meet maturing bank paper. It is not believed that hardwoods will be obtainable in April at the present prices.

Messrs. Allison, Cousland & Co., Glasgow, Scotland, held an auction sale of Canadian goods on the 17th March. Prices ruled firm, and the following were among the principal items sold:

| | | | | Per cubic ft. |
|---|---|---|---|---|
| 1st | Minnesota pine deals | | 12/16x 9/26x3 | 3s 1d |
| " | " " " | planks | 12/16x 8/21x1½ | 2s 4d |
| 1st | Quebec pine deals | | 14/16x14/27x3 | 3s ½d |
| " | " " " | | 13 x 7/10x3 | 2s 4d |
| " | " " " | | 10 x 7/10x3 | 2s 2½d |
| " | " " | planks | 12/16x8/20x2 & 1½ | 2s 3d |
| " | " " | ends | 2 x 7/22x3 | 1s 3d |
| " | " " " | | 2/5 x 4/14x3 | 1s 4½d |
| 2nd | " " " | | 6/9 x 7/21x3 | 1s 6d |
| " | " " " | | 2/5 x 5/17x3 | 1s 1d |
| 4th | " " | deals | 10/16x1../15x3 | 1s |
| Quebec red pine deals | | | 17/22x 11 x3 | 1s 2d |
| " | " " | | 19/22x 7/9 x3 | 11d |
| " | " " | | 12/20x 6 x3 | 11d |
| " | " " | | 13 x 7/8 x3 | 10¾d |
| St. John spruce deals (avg. 2nd) | | | 10/19x 11 x3 | 1s 6d |
| " | " " | " | 18/30x 9 x3 | 10½d |
| " | " " | " | 16/17x 9 x3 | 11d |
| " | " " | " | 10/13x 9 x3 | 10½d |
| " | " " | " | 11/21x10/15x3 | 10¾d |
| " | " " | " | 11/18x 5/10x3 | 10d |

## BUSINESS NOTES.

D. L. Shannon & Co., saw mill, Prince Albert, N. W. T., have sold out to S. McLeod.

A. B. Bettes, planing mill, Bracebridge, Ont., is announced to have assigned to J. W. Bettes.

The steam saw mill previously owned by Alex Scott, of Buckingham, seven miles from the Lievre river, has been sold to Christopher Todd for $1,030.

The Wilson Company, of Montreal, is seeking incorporation, with a capital of $100,000, to manufacture lumber, wood and tan bark. Among the promoters are Wm. Mitchell, of Drummondville, and David Mitchell, of Forestdale.

## SHIPPING MATTERS.

Further charters of lumber from Montreal direct to British ports have been made at 40s.

The steamships North Gwalia and Coquet will arrive in Montreal at first open water to load deals for the United Kingdom.

The steamship Treasurer, reported chartered to load at St. John, N. B., in May, will return and load two cargoes of deals at 40s for w. c. England.

The following sailing vessels are reported to have been recently chartered for timber cargoes from Quebec, for spring loading: "Alf," Quebec to Ayr, and "Prince Leopold," Quebec to Greenock.

R. P. Rithet & Co. say of British Columbia freight rates: "Rates for lumber vessels still maintain an upward tendency and the quotations for most destinations show some advance on those ruling a month ago."

Lumber freight rates from British Columbia points are as follows: Sydney, £1 11s 3d asked, £1 10s bid; Melbourne and Adelaide, £1 17s 6d; Port Pirie, £1 13s 9d; Freemantle, £2 7s 6d. West coast rates are: Valparaiso for orders, Pisagua range, £1 13s 9d; Callao direct, £1 12s 6d to £1 13s 9d. For the Orient, the rate to Shanghai is quoted at £2 2s 6d, and to Japanese ports, £1 15s to £1 16s 3d. To U. K., £2 12s 6d to £2 15s is the range, and to South Africa £2 15s to £2 17s 6d.

The following charters are reported: A ship, 1,111 tons, Dalhousie to Barcelona, deals, 51s 3d; two barks, 525 tons and 832 tons, Bathurst to Marseilles or Oran, deals, 56f.; steamer, 1,066 tons, Montreal to east coast United Kingdom, deals and timber, 47s 6d and 70s respectively; schr. Canaria, King's Ferry to Teneriffe, lumber, $11; barque Violet, hence to w. c. England or e. c. Ireland, spruce and birch deals, 42s 6d and 45s respectively; Nor. barque Eira, West Bay to w. c. England, deals 42s 6d; a steamer, 1,519 tons, St. John, N. B., to Cape Town, deals, 72s 6d; steamer, 1,885 tons, St. John, N. B., to west coast England, deals, three trips, beginning May, 40s.

## LUMBER FREIGHT RATES.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Ottawa to Oswego, $1.00 per M ft., Ottawa to Syracuse, $2.20 per M ft, (3,000 lbs. and under per M ft.); Ottawa to Montreal, $1.00 per M ft.; Arnprior to Montreal, $1.50 per M ft.; Parry Sound to Montreal, $3.00 per M ft.; Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. To New York for boat delivery, lots 50 M ft. and over, $3.00 per M ft., under 50 M feet $3.25 per M ft. Arnprior to New York, track delivery 17 cts. per 100 lbs., lightered 19 cts. per 100 lbs. Boat delivery, lots 50 M ft, and over $3.50 per M ft., under 50 M ft. $3.75 per M ft Parry Sound, $4.00 per M feet; Ottawa to Boston, Portland and common points, local 15 cents; exports 13c. per 100 lbs.; Arnprior to Boston, Portland and common points, local 17 cents; export 15 cents per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cents per 100 lbs.; Ottawa to Burlington, 6 cents per 100 lbs.; Ottawa to Albany, 10 cents per 100 lbs.; Arnprior to Albany, 12 cents per 100 lbs.; Parry Sound to Albany. 17 cents per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N. Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22½ cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

Lumber freight rates for pine on the Grand Trunk Railway have been made a fixture, as below. Of any intended change due notice will be given lumbermen.

General instructions in shipping by Grand Trunk are embodied in these words in the tariff schedule: On lumber in carloads, minimum weight, 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be charged, and must not be exceeded. Should it be impracticable to load certain descriptions of light lumber up to 30,000 lbs. to the car, then the actual weight only will be charged for, but not less than 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond, to the same desination. For instance, the rates from Tara or Hepworth to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Wiarton to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, but in no case are higher rates to be charged than as per mileage table published on page 9 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale and Sundridge, to Toronto, 8c.; South River, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 11c. The rates on hardwoods average about from 1c. to 2c. per 100 lbs. higher than on softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other

What have you FOR SALE? We Buy all kinds of... HARDWOOD LUMBER / W. N. McEACHREN & CO. 21 Yonge St. Arcade, TORONTO

Telephone 5332 Established 1851
JOHN B. SMITH & SONS,
MANUFACTURERS OF
LUMBER Lath, Shingles, Doors, Sash, Blinds, Mouldings, Boxes, &c.
BILL LUMBER a Specialty
Cor. Strachan and Wellington Avenues, TORONTO.

MILLS
Having Brown Ash 12, 14 and 16 ft. firsts and seconds, inch Bass firsts and seconds 12 feet, or any other Hardwood Lumber, can sell same for cash by addressing
H. D. WIGGIN
No 89 State St., BOSTON, MASS.
Inspection at mill.

Do You Use Mahogany?
If so don't buy until you have seen or inquired about our now famous . .
TABASCO MAHOGANY
Finest figured wood on the market; is hard and takes elegant finish. Brings highest prices in Europe, but we sell here about same prices as ordinary mahogany. Specially adapted for fine cabinet and interior finish . . . . . .
LAWRENCE & WIGGIN
Importers and Manufacturers BOSTON, MASS.

WANTED 1in. No. 1 and No. 2 Basswood
BOSTON LUMBER CO.
No. 27 Kilby St. - BOSTON, MASS.

RONAN LINE
HUDSON RIVER LUMBER TRANSPORTATION. Water Connection from Albany with lumber points in Canada via Canadian Pacific Railway to New York Harbor, Long Island Sound and inland waters of New Jersey. . . .
CONNECTION—Canadian Pacific Railway; Rome, Watertown & Ogdensburgh; New York Central & H. R. Rd. Ronan Line.
OFFICES—Lumber District, Albany, N. Y.; 20 South St., New York. Telephone 711 Broad.
PARKER C RONAN, Manager.

valuable woods, application must be made to the district freight agent.

On the Canadian Pacific the rates on pine and soft woods may be illustrated as follows: Cache Bay, North Bay, Sturgeon Falls and Warren, to Toronto, 9c.; Algoma, Cook's Mills, Massey, Spanish River and Whitefish to Toronto, 12c.; Ottawa to Toronto, 10c From Ottawa, Hull, Aylmer and Duchesne Mills to station on the Lake Erie and Detroit River, Erie and Huron, Toronto, Hamilton and Buffalo, and Michigan Central Railways, the rate is 14½c. per 100 lbs. Regulations apply as to minimum size of carload of 30,000 lbs., and an advanced rate is charged for hardwoods.

MODIFICATION OF HARDWOOD RATES.

THE Grand Trunk Railway and Canadian Pacific have made the rates on hardwoods from certain points to Toronto and Hamilton as follows. The regulations are over the signature of Mr. John Earls, W.D.F.A., of the G. T. R., and given in reply to a letter from Toronto hardwood men:

"After careful consideration we have come to the conclusion that, on and after Jan. 1st, 1895, a modification will be made in the present arrangements for hardwood lumber, to the effect that the rate will be 7½c. per 100 lbs from our Northern and Northwestern branches to Toronto and Hamilton. This rate, however, will not apply from main line points and the straight run between Toronto, Sarnia and Windsor; also that so far as rates on common lumber to points like Guelph, Galt, London, Woodstock, Ingersoll, etc., from all lumber shipping stations the rate will be the same on hardwood as on pine." On the old principle, we suppose, that half the loaf is better than none, hardwood men have something, possibly, to be thankful for, though there is no good reason why the rates generally on hardwood should not be as low as on pine. It is understood that the C. P. R. rate will be made uniform at 7½c. from same points.

## CANADIAN EXPORTERS AND WHOLESALERS


THOS. MEANEY & CO.
103 Bay Street - TORONTO
WANT ..ANY THICKNESS DRY SOFT ELM..
Send Particulars and Prices.

Huntsville Lumber Co., Ltd.
—: HUNTSVILLE, ONT. :—
MANUFACTURERS OF LUMBER LATH AND SHINGLES
We are open to cut White Pine and Hemlock Bill Stuff. Have for Sale a Quantity of Dry Mill Stocks and Sidings, also 16in. Pine Shingles and 4ft. Lath 1½ in. wide.
CORRESPONDENCE SOLICITED

THE PEMBROKE LUMBER CO. LTD.
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT

Wm. Mason & Sons
Dimension Timber, Lath and Shingles, Dressed Lumber, Mouldings, Sash and Doors.
LUMBER
Correspondence Solicited. - OTTAWA, CANADA - P.O. Box 1020. 'Phone 135.

ROBERT WATT - WIARTON
Pine and Hardwood WHOLESALE LUMBER PINE LATH, CEDAR AND PINE SHINGLES
HEMLOCK BILLS A SPECIALTY -:- CORRESPONDENCE SOLICITED
Have for sale a quantity of Dry Mill Cull Stocks and Sidings; also 6/4 No. 2 Cuts and better.

A. & P. WHITE
Manufacturers of and Dealers in.....
Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.
A Large Quantity of Dry Lumber in Stock - PEMBROKE, ONT.

JAS. G. CANE & CO.
WHOLESALE HARDWOOD • LUMBER •
35 Adelaide East, Toronto, Ont.
Send us full description and lowest price for any lumber you have for sale.

JAS. PLAYFAIR & CO.
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . . MIDLAND, ONT.

T. L. BAILIE, PENETANGUISHENE, ONT.
Wholesale Hardwood Lumber
Winter-Cut Basswood, Red Oak and Red Birch a Specialty
CORRESPONDENCE SOLICITED.

FOR SALE
Electric Railway Ties, Cedar Telegraph and Telephone Poles, Hemlock Dimension Lumber of any length or size cut to order.
Birch, Beech, Basswood, Maple, Rock and Soft Elm Lumber cut to order; also Piece Stock cut in these varieties. . . . . Elm Barrel Hoops and Heading.
Write . . . J. E. MURPHY, Hepworth Station, Ontario

FOR SALE

| | | | |
|---|---|---|---|
| 600,000 4x18" White Pine Shingles. | | 700,000 4/4 Box and Common. | |
| 400,000 3x18" White Pine Shingles. | | 100,000 6/4 " " | |
| 600,000 1x18" White Shingles. | | 50,000 5/4 " " | |
| 100,000 4/4 Log Run Basswood. | | 400,000 1" No. 2 Culls. | |
| 100,000 4/4 Cull Basswood. | | 200,000 1¼" No. 2 Culls. | |
| 20,000 2" Select Mill Culls. | | 100,000 1" Log Run Hemlock. | |
| 100,000 1½" " " | | 100,000 2" Log Run Hemlock. | |

L. H. SWAN
FENELON FALLS - ONTARIO

KILN-DRIED BIRCH FLOORING SHEETING ..and.. CEILING Flooring from $12.00 Ceiling " 10.00 SAMPLES BY MAIL KNIGHT BROTHERS CO. Burk's Falls, Ont.


## FOREIGN EXPORTERS AND IMPORTERS


Write us if you have any . . .
RED OAK, SOFT ELM OR ROCK ELM
We Want a Number of Cars for Immediate Shipment.
SCATCHERD & SON - 1053 Seneca Street, BUFFALO, N. Y.

James Smith & Bro.
AGENTS FOR WOOD GOODS
Market Reports Given and Advances Made Against Shipments.
14 Canada Dock, LIVERPOOL, ENGLAND
Cable Address—WALMER, LIVERPOOL.

WANTED 1", 1¼", 1½", 2", 3" and 4" 1sts and 2nds Grey Elm. Also 1⅛" Rock Elm, Log Run.
Please quote prices delivered Black Rock, Buffalo, N. Y
T. SULLIVAN & CO. ◎ Buffalo, N. Y.

Lumberman's Inspection Book
Send four 3-cent Canadian postage stamps for a copy of the LUMBERMAN'S VEST-POCKET INSPECTION BOOK, containing rules for the Inspection of Pine and Hardwood Lumber the Leading Markets of the United States and Canada.
Address:
The CANADA LUMBERMAN, Toronto, Ont.

BUFFALO HARDWOOD LUMBER COMPANY
940 Elk St., BUFFALO, N. Y.
50,000 ft. of 2½" No. 1 and 2 and common Soft Elm. } WANTED { 100,000 ft. of 1¼" No. 1 and 2 and common Red Oak.
Are also in the market as CASH BUYERS for other kinds of Hardwoods. CORRESPONDENCE SOLICITED.

CANADA ATLANTIC RAILWAY
Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
R. A. CARTER, Contracting Agent, 115 Board Trade Montreal
JOHN SMITH Ontario Agent, Union Station, Toronto
Shortest and Quickest Route from OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR and all points on Grand Trunk Ry. TO . . . BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
CAPT. J. H. WILLIAMS, 16 Lumber Dist., Albany, N.Y.
C. J. SMITH General Freight Agent Ottawa, Ont.

◎ Ottawa & New York Lumber Line ◎
- - - BONDED LINE BETWEEN - - -
CANADIAN POINTS, NEW YORK CITY AND ALL POINTS REACHED BY WATER FROM ALBANY
CANADA ATLANTIC RAILWAY. DELAWARE & HUDSON CANAL CO. WILLIAMS' LINE. } J. H. Williams Agent { 15 Lumber District, ALBANY, N.Y. NEW YORK OFFICE, 93 Wall Street Telephone 531 Broad.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

## BELTING

Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
Sadler & Haworth, Montreal and Toronto.
The Waterous Co., Brantford.

## DRY KILNS

Parmenter, J. S., Flushing, N. Y.
The Emerson Co., Baltimore, Md.

## ELECTRICAL APPARATUS

Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

## LUMBERMEN'S SUPPLIES

Eckardt, H. P. & Co., Toronto.
Rice Lewis & Son, Toronto.
Scully & Co., John, Toronto.

## MACHINERY

Bell, Robt., Jr., Hensall, Ont.
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston, Ont.
Dunbar, Alex., & Sons, Woodstock, N. B.
Darling Bros., Montreal.
Lancaster Machine Works, Lancaster, Ont.
Northey Mfg. Co., Toronto, Ont.
Petrie, H. W., Toronto, Ont.,
Sawyer & Massey Co., Ltd., Hamilton, Ont.
Small & Fisher Co., Woodstock, N. B.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Phelps Machine Co., Eastman, Que.
The Waterous Co., Brantford.
Williams Machinery Co., A. R., Toronto.

## SAW MANUFACTURERS

Burns, E. R., Saw Co., Toronto, Ont.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.

## SPLIT PULLEYS

Dodge Wood Split Pulley Co., Toronto, Ont.

## WHOLESALE LUMBER DEALERS

Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

## MISCELLANEOUS

Axes, Campbell Bros., St. John, N. B.
Canadian Photo Engraving Bureau Toronto.
Contractors' Plant, John Scully & Co., Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Illinois Central R.R.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Magnolia Metal Co., New York.
Machine Knives, Peter Hay, Galt, Ont.
Metal Roofing, Pedlar Metal Roofing Co., Oshawa, Ont.
Rails, John Gartshore, Toronto.
Shanks and Chisel Bits, A. McPherson, Oxford, N. S.
Scribner's Lumber and Log Book, S.E.Fisher, Rochester, N.Y.
Silver Solder, P. W. Ellis & Co., Toronto.
Turbines, J. C. Wilson & Co., Glenora, Ont.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, March 31, 1897.

CAR OR CARGO LOTS.

| | | |
|---|---|---|
| 1¼, 1½ and 2 inch cut up and better | 32 00 | 34 00 |
| 2 inch picks and uppers | 34 00 | 36 00 |
| 1x12 dressing and better, 60% 16 ft | 22 00 | 24 00 |
| 1x10 fine dressing and better | 21 00 | 23 00 |
| 1x10 and 12 Canadian dressing and better | 20 00 | 22 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 |
| 1x10 and 12 common | 12 00 | 14 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 |
| 1 inch clear and picks | 28 00 | 30 00 |
| 1 inch dressing and better | 20 00 | 22 00 |
| 1 inch siding mill run | 14 00 | 15 00 |
| 1 inch siding common | 11 00 | 12 00 |
| 1 inch siding ship culls | 10 50 | 11 50 |
| 1 inch siding mill culls | 8 50 | 9 00 |
| Cull scantling | 8 00 | 9 00 |
| 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1 inch strips, common | 11 00 | 12 00 |
| 1 1-4 inch flooring | | 16 00 |
| 1 1-2 inch flooring | | 16 00 |
| XXX pine shingles, 16 inch | | 2 25 |
| XX pine shingles 16inch | | 1 40 |
| Lath, No. 1 | | 1 60 |
| Lath No. 2 | | 1 30 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Ash, white, 1 to 2 in. | | $26 00 | $28 00 | Cherry | 1 to 1½ | $50 00 | $60 00 |
| " " 2½ to 4 | | 30 00 | 32 00 | " | 2 " 4 | 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in. | | 17 00 | 19 00 | Elm, soft | 1 " 1½ | 14 00 | 15 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in. | | 19 00 | 21 00 | " " | 2 " 3 | 15 00 | 16 00 |
| Ash, M. R., | 1 " 2 | 15 00 | 18 00 | " rock | 1 " 1¼ | 16 00 | 18 00 |
| Birch, | 1 " 2 | 18 00 | 20 00 | " " | 1½ " 3 | 20 00 | 22 00 |
| " | 1½ " 2 | 20 00 | 23 00 | Hickory | 1½ " 2 | 28 00 | 30 00 |
| " sqrs. 4x4 " 8 x8 | 24 | 00 | 26 00 | Maple | 1 " 1½ | 16 00 | 17 00 |
| Basswood | 1 " 1¾ | 16 00 | 18 00 | | 2 " 4 | 17 00 | 18 00 |
| | 1½ " 2 | 19 00 | 20 00 | Oak, red, p'n | 1 " 1½ | 26 00 | 30 00 |
| " m. r. | 1 " 1¾ | 14 00 | 16 00 | " " | 2 " 4 | 29 00 | 32 00 |
| Butternut | 1 " 1½ | 23 00 | 25 00 | " white | 1 " 1½ | 28 00 | 30 00 |
| " | 2 " 3 | 25 00 | 28 00 | " " | 2 " 4 | 30 00 | 35 00 |
| Chestnut | 1 " 2 | 24 00 | 26 00 | "quart'd | 1 " 2 | 46 00 | 50 00 |
| | | | | Walnut | 1 " 3 | 85 00 | 100 00 |
| | | | | Whitewood | 1 " 2 | 32 00 | 36 00 |

## OTTAWA, ONT.

OTTAWA, March 31, 1897.

| | | |
|---|---|---|
| Pine, good sidings, per M feet, b.m. | $29 00 | 35 00 |
| Pine, good strips, " " " | 23 00 | 30 00 |
| Pine, good shorts, " " " | 17 00 | 25 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m. | 17 00 | 20 00 |
| Pine, " " strips, " " " | 14 00 | 18 00 |
| Pine, " " shorts, " " " | 12 00 | 14 00 |
| Pine, 10 s.c. and better stock, " " " | 13 00 | 15 00 |
| Pine, 8 s.c. " " " " " | 11 50 | 13 00 |
| Pine, " sidings " " " | 13 00 | 15 00 |
| Pine, " strips " " " | 9 00 | 12 00 |
| Pine, " shorts " " " | 6 50 | 9 00 |
| Pine, box culls " " " | 9 00 | 11 00 |
| Pine mill culls " " " | 6 50 | 10 00 |
| Lath per M No. 1 | 90 | 1 20 |
| Lath per M No. 2 | 60 | 1 00 |
| 1x10 No. 1 barn | | 18 |
| 1x10 No. 2 " | 16 | 17 |
| 1x8 & 9 No. 1 " | 15 | 17 |
| 1x8 & 9 No. 2 " | 14 | 16 |

## QUEBEC, QUE.

QUEBEC, March 31, 1897.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Common and railroad, for interior and ordinary according to average, quality, etc., measured off | 20 @ | 22 |
| For 40 to 45 feet average, measured off | 25 | 27 |
| For good and good fair average, measured off | 29 | 33 |
| First class " " | 34 | 36 |
| In shipping order " " | 34 | 37 |
| First class Ottawa waney, 18 inch average | 37 | 39 |
| " " " 19 to 21 inch average | 39 | 42 |
| First class Michigan waney board, 18 inch average | 41 | 43 |
| " " " " 19 to 21 inch average | 43 | 46 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 26 |
| In shipping order, 35 to 45 feet " " | 38 | 40 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 47 | 50 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 28 | 32 |
| " " " " 30 to 35 feet | 26 | 29 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average an quality | 21 | 28 |
| To average 16 inch | 26 | 29 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 13 | 16 |
| 16 " " | 14 | 18 |
| 18 " " | 20 | 22 |

TAMARAC.

| | | |
|---|---|---|
| Square, according to size and quality | 17 | 19 |
| Flatted, " " | 15 | 18 |

DEALS.

Bright spruce, according to mill specification, $40 to $43 for 1st, $26 to $28 for 2nd, $23 to $26 for 3rd, and $19 to $22 for 4th quality. F.O.B. batteau

## SAGINAW AND BAY CITY, MICH.

SAGINAW, Mich., March 31, 1897.

UPPERS AND SELECTS.

| | | | |
|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $45 00 | Selects, 1in., 8in. and up wide | $40 00 |
| 1¼, 1½ and 2 in. | 45 00 | 1¼, 1½ and 2 in. | 41 00 |
| 2½ and 3 in. | 53 00 | 2½ and 3 in. | 47 00 |
| 4 in. | 56 00 | 4 in. | 50 00 |

FINE COMMON.

| | | | |
|---|---|---|---|
| 1 in., 8 in. and up wide | 33 50 | 2½ and 3in., 8in. and up wide | 42 00 |
| 1¼, 1½ and 2 in. | 35 00 | 4 in. | 45 00 |

B FINE COMMON OR NO. 1 CUTTING.

| | | | |
|---|---|---|---|
| 1 in., 7 in. and up wide | 23 50 | 2½ and 3in., 7in. and up wide | 37 00 |
| 1¼, 1½ and 2 in. | 31 00 | 4 in. | 40 00 |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 34 00 | 1 in., 4, 5 and 7 in. wide | 32 00 |
| 6 in. wide | 36 00 | 6 in. wide | 36 00 |

FINE COMMON OR C.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 30 00 | 1 in., 6 in. wide | 30 00 |
| 1 in., 4, 5 in. wide | 29 00 | | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 24 00 | 1 in., 4, 5, 6 in. wide | 22 00 |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 in | 16 00 | 1¼ in., 4, 5 and 7 in. | 15 00 |
| 1 in., 6 in. | 17 00 | 1¼ in., 6 in. | 17 00 |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 | 1¼ in., 4 to 7 inch | 14 00 |
| 1 in., 6 inch | 14 00 | No. 3 Fencing, 1 in., 6 inch | 12 00 |

SHELVING.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 | No. 2, 1 in., 7 and 8in. stocks | 19 00 |
| 1 in., 10 in. and up wide | 26 00 | 1 in., 10 in. stocks | 21 00 |
| 1 in., 12 in. stocks | 29 00 | 1 in., 12 in. stocks | 24 00 |
| 1 in., 12 in. and up wide | 30 00 | 1 in., 10 in. and up wide | 22 00 |
| 1¼ in. 1½ and 2in., 8in. and up wide | 29 00 | 1 in., 13 in. and up wide | 25 00 |

BARN BOARDS OR STOCKS.

| | | | |
|---|---|---|---|
| No. 1, 12 in. | 21 00 | No. 2, 9 in. | 13 50 |
| 10 in. | 16 50 | 8 and 7 in. | 13 50 |
| 9 in. | 16 00 | No. 3, 12 in. | 12 50 |
| 8 and 7 in. | 16 00 | 10 in. | 11 00 |
| No. 2, 12 in. | 16 00 | 9 in. | 11 00 |
| 10 in. | 14 00 | 8 in. | 11 00 |

SHIPPING CULLS OR BOX.

| | | | |
|---|---|---|---|
| 1 in., 4 and 5 in. wide | $8 50 | 1 in., 13 in. and up wide | $11 00 |
| 1 in., 6 in. wide | 9 50 | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 |
| 1 in., 7 in. wide and up | 9 50 | | |

SHAKY CLEAR.

| | | | |
|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9in. wide | 19 00 | 1 in., 10 in. and up wide | 20 00 |
| 1 in., 6 in. wide | 20 00 | 1¼, 1½ and 2 in., 8in. and up wide | 20 00 |

COFFIN BOARDS.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 13in. and up | 20 00 | No. 1, mill culls | 8 00 |
| No. 2 | 17 00 | No. 2, or red horse | 6 50 |

BEVELED SIDING—DRESSED.

| | | | |
|---|---|---|---|
| Extra clear (perfect) | 23 00 | No. 2 | 18 00 |
| No. 1 (nearly clear) | 21 50 | No. 3 | 14 00 |

TIMBER, JOIST AND SCANTLING.

| | | | |
|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $8 50 | Hemlock, 2x4 to 10, 12 to 16 feet | 8 00 |
| 18 ft. | 10 50 | 2x12 | 8 50 |
| 20 ft. | 11 50 | Add $1 to each additional 2ft. in length. | |
| 22 and 24 ft. | 12 50 | | |

SHINGLES, 18-IN.

| | | | |
|---|---|---|---|
| Fancy brands, XXXX | 3 00 | Standard brands, river made, XXXX | 3 00 |
| Clear Butts | 1 90 | Clear Butts | 2 00 |

WHITE PINE LATH.

| | | | |
|---|---|---|---|
| No. 1 | 1 50 | No. 2 | 1 00 |
| | | Hemlock | 1 00 |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., March 31, 1897.

WHITE PINE.

| | | | |
|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in. | $46 00 | 50 00 | No. 3, 1¼ to 2 in. 15 00 16 00 |
| 2½ and 3 in. | 51 00 | 55 00 | Shelving, No. 1, 13 in and up, 1 in. 32 00@34 00 |
| 4 in. | 58 00 | 60 00 | Dressing 1¼ in. 27 00 29 00 |
| Selects, 1 in. | 41 00 | 42 00 | 1¼x10 and 12. 28 00 |
| 1¼ to 2 in. | 42 00 | 43 00 | 1½ in. 28 00 30 00 |
| 2½ and 3 in. | 47 00 | 50 00 | 2 in. 29 00 30 00 |
| 4 in. | | 52 00 | Mold st'ps, 1 to 2 in. 33 00 34 00 |
| Fine common, 1 in. | 35 00 | 36 00 | Barn, No. 1, 10 and 12 in. 20 00 21 00 |
| 1¼ and 1½ in. | 35 00 | 37 00 | 6 and 8 in. 17 00 18 00 |
| 2 in. | 36 00 | 38 00 | No. 2, 10 and 12 in. 15 50 17 00 |
| 3 in. | | 45 00 | No. 3, 10 and 12 in. 12 00 14 00 |
| 4 in. | | 47 00 | 6 and 8 in. 11 00 12 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | Common, 1 in. 15 00 16 00 |
| 1¼ to 2 in. | 30 00 | 32 00 | 1¼ and 1½ in. 17 00 18 00 |
| No. 2, 1 in. | | 16 00 | 2 in. 18 00 20 00 |
| No. 2, 1¼ to 2 in. | 22 00 | 25 00 | |

WHITE ASH.

| | | | |
|---|---|---|---|
| 1st & 2nd, 1 inch, | 30 00 | 32 00 | 2½ to 4 in. 36 00 40 00 |
| 1¼ to 2 in. | 33 00 | 35 00 | Strips 17 00 18 00 |
| | | | Culls 11 00 14 00 |

BLACK AND BROWN ASH.

| | | | |
|---|---|---|---|
| 1st & 2nd, 6 inch up, | 24 00 | 27 00 | Com. & good culls 9 00 10 00 |

BIRCH.

| | | | |
|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 28 00 | 30 00 | 1st & 2nd, white, 6" & up, 18 00 20 00 |
| | | | Com & good culls 10 00 12 00 |

ELM.

| | | | |
|---|---|---|---|
| 1st & 2d, rock, 8in. & up | 23 00 | 25 00 | 1st & 2d, soft, 8 in. & up, 16 00 18 00 |

MAPLE.

| | | | |
|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 18 00 | 20 00 | 1st & 2d, soft, 6in. & up, 17 00 19 00 |

WHITE OAK.

| | | | |
|---|---|---|---|
| 1st & 2nd, plain, 8 in. & up | 33 00 | 36 00 | Clear squares, 5x5 to 8x8 45 00 |
| Good common | 20 00 | 22 00 | 1st & 2nd quartered, |
| Good culls | 12 00 | 14 00 | 6 in. up 48 00 50 00 |
| | | | Common quartered 30 00 32 00 |

RED OAK.

| | | | |
|---|---|---|---|
| 1st & 2nd | 31 00 | 32 00 | Quartered 1st & 2nd 44 00 47 00 |
| Common | 20 00 | 22 00 | Common 29 00 30 00 |
| Cull | 12 00 | 14 00 | |

## NEW YORK CITY.

NEW YORK, N. Y., March 31, 1897.

WHITE PINE LUMBER

Prices for white pine lumber are governed entirely by source of supply rendering it useless to give prices for local market.

WHITE PINE TIMBER.

| | | | |
|---|---|---|---|
| Bridge timber | $28 00 | @ 40 00 | Building orders $27 00 @ 37 00 |
| Decking | 44 00 | 50 00 | |

SPRUCE.

| | | | |
|---|---|---|---|
| 6 to 9 in. | 14 00 | 14 50 | 10 to 12 in. 16 25 17 00 |
| 6 to 12 in. | 14 50 | 15 75 | Lath 1 85 1 95 |
| 9 to 12 in. | 15 75 | 16 25 | |

HARDWOOD.

| | | | | | |
|---|---|---|---|---|---|
| 1 inch, | No. 1 and 2 | Black Ash, | 10 to 16 | | 25 00 |
| 1¼ to 2 in. | " | " | " | " | 26 00 |
| 1 inch, | " | Soft Elm, | " | | 19 00 |
| 1¼ in and thicker, | " | " | " | | 21 00 |
| 4/4 | " " | Hard Maple, | " | | 21 00 |
| " | " " | Basswood, | " | | 20 00 |
| " | " " | Birch, | " | | 23 00 |
| " | " | Black Ash, Com. and Shipping Cull, M.C.O. | | | 14 00 |
| " | " | Soft Elm, | " | " | 12 00 |
| " | " | Hard Maple, | " | " | 14 00 |
| " | " | Basswood, | " | " | 12 00 |
| " | " | Birch, | " | " | 14 00 |

## ALBANY, N.Y.

ALBANY, N. Y., March 31, 1897.

PINE.

| | | | |
|---|---|---|---|
| Uppers, 3 in. up | $52 | $55 | Dressing boards, narrow $19 $21 |
| 2½ in. | 52 | 55 | West India shipping boards. 15 17 |
| 1 to 2 in. | 45 | 48 | Box boards. 10 12 |
| 4 inch uppers | | 55 | 10-in. dressing and better 26 34 |
| Selects, 2½ in. up | | 45 | 10-in. common 14 15 |
| 1 to 2 in | | 40 | 12-in. dressing and better 26 32 |
| Fine common, 2½ in. and up | 40 | 42 | Common, 1x12 14 16 |
| 1 to 2 in. | 36 | 40 | No. 1 barn, 1x12 20 |
| No. 1 cut, 1 to 2 inch | 25 | 35 | 1x10 18 21 |
| No. 2 | 18 | 25 | 1x8 16 18 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 16 17 |
| No. 1 molding, 1 to 2 in. | 33 | 36 | 1x10 15 16 |
| No. 2 molding, 1 to 2 in. | 25 | 28 | 1x8 13 15 |
| Stained saps | | 20 | Shaky or star clear, 1 to 2 in. 19 21 |
| Bracket plank | 30 | 35 | Dressing 16 18 |
| Shelving boards, 12-in. up | 30 | 32 | Common 11 15 |

LATH.

| | | | |
|---|---|---|---|
| Pine | $2 | 25 | Spruce $2 00 |

SHINGLES.

| | | | |
|---|---|---|---|
| Sawed Pine, ex. XXXX | $4 25 | $4 30 | Bound butts, 6 x 18 $6 00 $6 15 |
| Clear butts | 3 25 | 3 35 | Hemlock 2 15 2 30 |
| Smooth, 6 x 18 | 5 40 | 5 50 | Spruce 2 20 2 30 |

## BOSTON, MASS.

BOSTON, March 31, 1897.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $11 50 | 12 00 | ¾ inch | $ 9 25 | 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 11-16 inch | 8 50 | 8 75 |
| Refuse | 13 00 | 13 25 | ⅝ inch | 8 00 | 8 25 |
| Outs | | 9 00 | Clapboards, sap ext. | 45 00 | 48 00 |
| Boxboards, 1 inch | 10 00 | 10 50 | Sap clear | 41 00 | 43 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, 2nd clear | 32 00 | 35 00 |
| | | | No. 1 | 23 00 | 25 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in. | $50 00 | @52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in. | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in. | 58 00 | 62 00 | 1¼, 1½ and 2 in. | 30 00 | 32 00 |
| Selects, 1 in. | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in. | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in. | 52 00 | 55 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| | | | Cut ups, 1¼ to 2 in. | 24 00 | 38 00 |
| 60 per cent. clear | 32 00 | 34 00 | Coffin boards | 19 00 | 22 00 |
| Fine common, 1 in. | 40 00 | 41 00 | Common all widths | 22 00 | 26 00 |
| 1¼, 1½ and 2 in. | 40 00 | 42 00 | Shipping culls, 1 in. | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 75 | 1 90 |
| Cedar, extra | 2 65 | 2 90 | Extra No. 1 | 1 25 | 1 50 |
| Clear | 2 25 | 2 40 | | | |

HEMLOCK.

| | | | |
|---|---|---|---|
| Rough | | | $10 00@10 50 |
| Northern and Eastern, planed one side, No. 1 | | | 11 00 |
| " " " " " " No. 2 | | | 9 50 10 00 |
| Pennsylvania, " " " No. 1 | | | 12 00 12 25 |
| " " " No. 2 | | | 10 00 |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | | | By cargo. | 1 30@ | 1 90 |
| By car | 1 80@ | 2 00 | | | |

# THE RETAILER AND Wood-Worker

## SHARPENING PLANE CUTTERS.

Apart from the importance of properly constructing the details of wood-cutting machines, the keeping of the cutting edges in good condition, both as to their sharpness and quality of temper, is one of the elements necessary to produce economical results. In the case of saws it is needful to have appliances for keeping the teeth of correct shape, and of the proper depth, and with the proper amount of set. Machines for this class of work are constructed by various makers, and mostly of one pattern, which experience has, no doubt, determined as being the best. The sharpening of the cutters for planing machines is equally important; but in the method of adapting machines to the grinding of the edges various systems have been tried. In emery wheels most generally applied to the grinding of bevel edges on the cutters, and which had continued in use for some years before the system was departed from, a wheel was used of such large diameter that the surface produced on the cutters was but very little concave or hollow. In practice it was found that as the wheel was reduced in diameter the concavity was increased to such an extent as to leave insufficient material at the back of the cutting edge for supporting it properly and carrying away the heat generated. No doubt for this reason the later plan was brought forward for producing a flat surface on the bevel of the cutter; the gradual wear of the grinding wheel does not here affect the uniformity of the cutting edge. Both of these systems are open to very grave objections, and, in fact, any mode of grinding based on this arrangement of the wheel and material must present a difficulty in obtaining good results. As the grinding wheel is in contact with the cutter, each particle of metal and of stone or emery that is separated in grinding must pass for a short distance between the wheel and the cutter. However small such a particle may be, it is impossible for it to be carried away without first being pressed between the two surfaces, and as the emery wheel is more porous than the metal the small particles get embedded in the wheel. From a large experience in the process of grinding the writer believes that any mode of grinding according to either of these plans must result either in only a small amount of metal being ground away or else in constant difficulty in keeping the grinding wheels in condition for acting. In a new machine recently brought out by the writer's firm for grinding cutters, the grinding wheel has a transverse movement given to it equal to two-thirds of the breadth of its face, so as to bring every part of its face over the work. By this plan its face is kept straight. The pressure of the wheel on the cutter is regulated by gravity. As the cutter is traversed beneath the wheel the grinding continues until the wheel comes to the limit of the adjustable stop in its lateral traverse; so that in the case of small "nicks" in the edge of the cutter, the machine can be set in operation and the grinding continued at a uniform rate until the "nick" is ground out. The result of experience with the grinding wheel acting in this way under a number of conditions proves that the particles of steel ground off the cutter get away so freely that no heat is generated in the grinding. In practice this means that the cutting edges themselves are left with their original temper, and will work for a much longer time without the necessity for re-sharpening. The traversing movement of the table is obtained by a very simple frictional reverse movement.

## WHAT CAUSES BUSINESS FAILURES.

In an effort to point out some of the causes for business failures, John Shaw, in Lumber, gives some suggestions in which retail dealers may find food for reflection. He says:

In every case a man, on contemplating going into any business, should be positively sure that he thoroughly understands it himself and is able to handle it without employing someone to manage it for him. This is especially the case in the lumber trade.

In perhaps no other business in the world is it necessary to use so much tact and keen diplomacy as in the lumber business. Many men fail from just a lack of this propensity. They are just square, honest, easy-going men, thinking that because they are square and right everybody else is. In these days of close competition, however, a man who has not got his eye teeth cut is "not in it."

That a man's honesty and integrity does not always bring a premium goes without saying, but a man who has these qualities established will certainly stand a storm that would strand a trickster. But no matter how much integrity a man has, if he wants to succeed in the lumber trade he has got to get right down to business, and must run on high-grade business principles. He must buy the stock that will sell, and keep his trade moving along. He must keep his finger on the public pulse, catering to its constantly changing whims. He must keep posted on the market so as to anticipate, if possible, any change in styles, for sometimes our architects are as changeable as the weather. If he has a lot of wainscotting or mouldings on hand that are "old style," he can charge them up to profit and loss—they are no good. Many other things in the builder's line need watching, but the things mentioned are especially liable to change in style.

One very prolific source of failure seems to be the idea that the lumber business will run itself and pay its own bills. Many a man has found out the mistake of this, and still there are many more who still hold on to the idea as if infatuated with it. It's no use talking, any man in any department of the lumber business must be in it early, and be there to stay the day out, and give it his whole, undivided, close attention. From the saving of small pieces there may often be enough realized to make a margin of profit. No man can expect to run the business successfully without looking after every detail of it.

When a man is sure he knows his business in every detail, and couples with this knowledge a vim and willingness to take hold anywhere and of anything that will help his business along, when he is able to catch on to little things as well as big ones, it is fairly safe to say that he will succeed in any business he may engage in. And if he lacks these qualifications he might as well stay out of business, for it is safe to say that he will eventually go to the wall.

## A NEW MACHINE.

The Timber Trades Journal, of London, Eng., calls attention to a new machine which Messrs. George Gordon & Co., timber merchants, Aberdeen, have added to their plant. It is a horizontal board-sawing machine, said to be the only machine of the kind in Scotland. The feature of the machine is that it has two horizontal parallel saws. The effect of having two saws is, of course, says the journal quoted, that the machine cuts a log into boards in half the time that a single-saw machine can. The log or tree to be divided into boards is placed by means of a crane on a massive iron table, 30 feet long and about five tons in weight. It is fixed firmly to the table by means of dogs, and the table is then run up along rails to the sawing machine by means of a revolving screw working on a rack. The end of the log is thus fed against the saws, one of which projects a little in front of the other. The saws are, as regards height one above the other, placed a distance apart equal to the thickness of the boards which are desired to be cut. The saw frames in which the saws are fixed are driven from side to side by connecting rods of a two-throw crank with opposite centers, so that the motion of the one balances that of the other and prevents vibration. The crank makes 200 revolutions a minute; each saw, therefore, making double that number of journeys across the machine in a minute. The machine can saw boards up to 48 inches in width, and its cut is found to be very clean. The makers are Messrs. Robinson & Son, Limited, of Rochdale.

## THE BEST IN THE DOMINION.

Mr. A. E. Prest, Mooseland, Halifax Co., Nova Scotia, writes: "Find enclosed $1.00 for my subscription to the Canada Lumberman. I think it is the best paper in the Dominion for those interested in the lumber business."

## FILLS THE BILL.

Mr. Richard Lockhardt, Riversdale, Ont., writes: "Enclosed find $1.00 to renew my subscription to The Lumberman. I think your paper fills the bill exactly, and is just what lumbermen need to keep them posted. I would not be without your valuable paper."

Provided no adverse change is made in the tariff the McMillan & Haynes Co., of St. Catharines, Ont., will erect a new saw factory.

# WOOD PULP DEPARTMENT

## PULP STATISTICS.

ACCORDING to the Trade and Navigation Returns of the Dominion of Canada for the fiscal year ending June 30, 1896, the total value of the pulp wood exported in that year was $627,865, as against $468,359 in 1895, says the Canadian correspondent of the Paper Mill. All of it, with the exception of $27,580 worth, went to the Uniited States. That is, the value of our pulp wood exports to the United States during the last fiscal year was $600,285. More than two-thirds of this was sent from the Province of Quebec, its total exports across the line amounting to $426,949. In 1895 the value of Quebec's shipments to that market was only $275,076. It therefore increased its sales there during the past year by $169,873. Ontario's sales to the United States have fallen off somewhat, those of 1895 amounting to $203,666, while those of 1896 amounted to only $196,016. Very little was sent in either fiscal year from Nova Scotia or New Brunswick.

Unless this pulp wood was bought at very low prices, there can hardly have been the one million cords of it that the advocates of the export tax have all along assumed to be the amount of our pulp wood exports to the United States. Half a million cords would probably be nearer the mark. For $600,285 the Canadian farmers would hardly furnish a greater quantity, especially as most of the wood was got out near the border, at a point where the cost of transportation to American mills is comparatively low, namely, along the part of the Quebec frontier in the neighborhood of Lake Champlain. Consequently the price realized by the producers for most of it would almost certainly be the highest obtainable on wood intended for export. It should be much higher, for example, than if the wood had been cut in an interior district, where the producer could get only what remained of the market price after paying the freight to the frontier. This $600,000, representing, as it does, prices paid for wood obtained for the most part close to the border, probably did not bring more than half a million cords. If that is correct, the process of ravaging our spruce tracts is not being carried on so rapidly by American pulp manufacturers as some of our alarmed advocates of an export tax imagine.

We have increased our exports of wood pulp. In the fiscal year covered by the report our total sales abroad amounted to $675,777, as against $590,874 in 1895. Our exports to Great Britain fell off from $251,848 in 1895 to $113,557 last year, while our exports to the United States increased from $336,385 in 1895 to $557,085 in 1896. That is, while we lost ground on the British market to the extent of $137,291, we more than made up for it by our gain of $220,700 in the United States market. Here again our export taxers find themselves confronted by a stubborn fact. The free movement of our spruce wood to the United States is not proving fatal to the development of an export trade in pulp across the border. It is true our sales of pulp wood there have increased from $458,813 in 1895 to $600,285 in 1896, or by $141,472, but at the same time our sales of wood pulp there also increased, and by the larger sum of $220,700. France took a small quantity of our pulp. Last year, as the year before, Quebec took the lead among the provinces as an exporter of pulp, the foreign sales of the provinces being as follows: Ontario, $194,409; Quebec, $251,485; Nova Scotia, $187,106; New Brunswick, $42,777.

## DUTY ON PULP WOOD ADVOCATED.

STRONG pressure is being brought to bear upon the Dominion Government to impose an export duty on pulp wood shipped from Canada to the United States, with what results will be known when the tariff of the new administration is placed before the country. Scarcely a week passes in which a deputation from some point does not make known to the government their opinions in regard to the matter, and it is only reasonable to suppose that the arguments presented will be given careful consideration at the hands of the authorities. A strong resolution passed by lumbermen and others in the vicinity of Penetanguishene is referred to elsewhere, and we note that a representation from the province of Quebec last week urged the imposition of an export duty upon all wood used for making pulp. Mr. Clergue, manager of the large pulp mills at Sault Ste. Marie, Ont., also had an interview with members of the government, and asked that an export duty on pulp wood should be imposed conditionally. It would, he thinks, lead to the dropping of the McKinley duty on lumber and to other results beneficial to Canada. Mr. Clergue says that the world's supply of pulp wood is confined to Canada, Norway and Sweden, and that were these supplies of raw material cut off the newspapers of London and New York would have to suspend publication for want of paper. The Government, it is understood, did not commit themselves to the expression of any view.

## WOOD FIBRE BOX.

THE wood fibre box is the latest thing to compete with old fashioned sawed boards. It is made of pulp, something after the style of fibre woodenware. It is supported by a light frame around the outside, and has no joints except at the corners. A factory has been started on the north side in this city, which will employ a force of 70 men. Thus the utilization of the wood pulp develops into enlarging fields. If the thing keeps on as it has in the last few years, pulp manufacture will beat the ordinary lumber business. It looks as if the time would come when wood grinding will be a bigger industry than saw milling. Improved methods of reduction are likely to be such that everything in the shape of wood and bark will be converted into pulp.

There is a concern in Wisconsin now that is buying millions of feet of hemlock to be worked up into fibre. The wood pulp business, when it reaches its full development, will utilize much timber that cannot be converted into lumber, and thus hasten the extinction of our forests, unless vigorous and widespread measures shall be taken to plant and cultivate anew. More New England and New York spruce is worked into pulp than is cut into lumber. This fibre business, moreover, will greatly add to the value of standing timber and timber lands, because it will render wood salable that once went to waste. —Northwestern Lumberman.

## PULP NOTES.

The project to establish a pulp mill at St. George, N. B., has not yet been abandoned.

About 20,000 cords of pulp wood will be shipped from Windsor Mills Station, Que., this season.

The town council of Chicoutimi, Que., have voted a bonus of $10,000 towards the establishment of a pulp mill.

Mr. H. R. McLellan was in Fredericton, N. B., recently investigating the chances for procuring a supply of poplar wood with which to manufacture pulp.

The Paper Makers' Association, represented by Mr. J. C. Wilson, Lachute; Mr. Barber, Georgetown; W. H. Rowley, of the E. B. Eddy Company, and others, lately appeared before the Tariff Commissioners at Ottawa in private. It is understood they asked, among other concessions, an export duty on pulp wood.

Dr. Drewsen, an expert chemist, of New York, was recently in Ottawa on business with the E. B. Eddy Company dealing with their wood pulp manufacture, and stated that the pulp wood supply is fast failing in the United States, and manufacturers are looking to Canada for the keeping up of their supply. If an export duty on pulp wood was imposed by the Canadian government there would be no alternative but for the Americans to come and manufacture their pulp here.

Pulp mills in New York, Massachnsetts, Maine and New Hampshire are receiving large quantities of their raw material from Canada in the form of spruce logs. The middlemen who buy the wood from Canadian farmers and lumbermen and deliver them to the pulp mills on the other side of the line make a handsome profit. What is the matter with Canadians working their own pulp wood in their own country? The Robb Engineering Co., of Amherst, N. S., are now making a full line of pulp machinery.

The Sault Ste. Marie Pulp & Paper Company have expended $2,000,000 in developing power, new buildings and plant, and have surpassed the wildest dreams of the most sanguine theorists. They have the largest pulp mill in the world in full operation day and night, and a second mill well under way, all of substantial stone, and most of the machinery in place. They also have a large moulding and smelting foundry and extensive machinery in full blast, together with carpenter shop, sash factory, etc., railway sidings, and the best docks on the river.

The Roberts Grinder Co., of Kingston, N. Y., have taken out patents in Canada for an improved apparatus for pulping, consisting of a moving pulping agent, a stationary table, through which the pulping agent extends, a pocket, means for continuously pressing pulping material through the pocket and against the table and against the pulping agent, and means for simultaneously moving the pocket across the pulping agent substantially in the plane of movement of the said pulping agent until the material in the said pocket is clear of the pulping agent and in contact with the table.

A dispatch from Washington states that the Republican members of the Ways and Means Committee have decided upon the rates for pulp and printing paper in the new tariff bill. The duties on pulp were changed from ad valorem, as in the Wilson bill, to specific duties somewhat below the McKinley rates. The new rates, compared with the McKinley rates, follow: Mechanically ground wood pulp, new rate 1½ cents per pound, McKinley rate $2.50 per ton; chemical wood pulp, unbleached, new rate ⅛ cent per pound, McKinley rate $6 per ton; chemical wood pulp, bleached, new rate ¼ cent per pound, McKinley rate $7 per ton.

A French paper contains the following in regard to wood pulp in France: All kinds of wood will answer for paper-making, but the quality and quantity of the product differ widely; 100 parts of oak or walnut will only furnish 26 to 29 parts of pulp, while 38 parts may be obtained from the same weight of willow or chestnut. The aspen (tremble) gives a very white paper, massy, but of slight tenacity. A mixture of 95 per cent. fir (sapin) and 5 per cent. aspen gives a good result. The fir is exported from Norway either as short logs (a length of 1.10 metres will avoid the payment of the French duty) or as damp pulp ready for the chemical process. The process is known as the bisulphite method. Its details are not yet made public.

# THE NEWS.

—Neibergall & Co. are putting in a hoop mill in connection with their stave mill at McGregor, Ont.

—G. D. Campbell & Co., of Weymouth, N. S., have placed an electric plant in their saw mill.

—Craig & Austin, of Kinmount, Ont., have started their shingle mill and expect to keep it at work the year round.

—M. J. Nealon, of Woodville, Ont., intends putting in a portable saw and shingle mill in the vicinity of Bloomfield.

—The quantity of lumber which passed through the Canadian Sault Ste Marie canal in 1896 is given as 26,346,000 feet.

—C. Meikle, Gravenhurst, Ont., is having a $4,000 steam yacht built at Kingston, Ont., for service in the Muskoka Lakes.

—It has been rumored that the Dominion government will hand over to the local government all the remaining crown lands in the province of Manitoba.

—Berry & Watson have dissolved partnership in the stave and heading business at Kinmount, Ont. The business will be carried on under the name of Watson & Davis.

—Joseph Turenne is reported to have been dismissed from the position of forest ranger in Manitoba, and Mr. Martin Jerome, ex-M.P., has been appointed in his place.

—Messrs. Seaman & Newman, of Wiarton, Ont., have dissolved partnership. Mr. J. P. Newman continues the old business, and Mr. A. G. Seaman has rented a mill at Barr Bay.

—A. G. Peuchen, of Toronto, has waited upon the council of Fenelon Falls, Ont., asking assistance towards starting a manufactory for wood, alcohol, charcoal and other products.

—Suit has been entered by Don. J Leathers against John Caufield, of Manistee, Mich., for $40,000 commission alleged to be due for negotiating a sale of timber limits to the Thayer Lumber Co., of Muskegon.

—President Cleveland celebrated the 165th annniversary of the birth of the First President of the Republic by signing and promulgating thirteen proclamations, establishing thirteen additional forest reservations, containing an aggregate area of 21,379,840 acres.

—A dispatch from Bangor, Maine, states that a petition asking that logs cut on the American side, manufactured in the Canadian provinces and re-shipped to the American market, shall be exempted from the proposed duty on lumber in the new tariff bill, has received many signatures in northern and eastern Maine.

—The proposed headquarters of the Dominion Rifle Association at Bisley, England, is to be constructed entirely of Canadian woods. It has been suggested that the native wood of a province be used for a particular room or hall, and that a neatly engraved plate be placed at a conspicuous point in such room, indicating the province which supplied the wood.

—Mr. Alex. Hamilton writes the LUMBERMAN from Cache Bay as follows: "I propose commencing to saw at our new mill at Warren on the 1st of April, and have about 8,000,000 ft. laying at mill to cut. I also have some hopes of securing a stock for the Cache Bay mills later on. We propose to build about seven miles of railroad to bring logs to the Warren mill."

—In the case of Harnwell vs. Parry Sound Lumber Co., the courts have decided that where a book-keeper is engaged for the term of one year, and his employment is continued after the expiration of that time, there is no presumption that it is to continue for another year, says the Court of Appeal. The employer may dismiss him at any time upon reasonable notice, and in this case, there being no evidence of usage to the contrary, three months' notice was held to be reasonable.

—The stevedore committee of the Buffalo Lumber Exchange have arranged to continue the same system for discharging cargoes of lumber in the port of Buffalo that has been in effect for the past four years. The following is the schedule of prices adopted for the season of 1897:

| | Per M. |
|---|---|
| White pine, log run, including strips and mill culls | $0.22 |
| Shorts | .40 |
| Four-inch strips in lots, in hold | .32 |
| Norway, 1 to 2 inch, and not over 18 feet | .22 |
| Bill stuff, 3, 4 and 5-inch | .28 |
| Lath | .07 |
| Shingles, 18-inch | .04 |
| " 16-inch | .03 |
| Basswood and elm | .25 |
| Ash, maple and oak | .35 |
| Cedar posts, 1 cent each. | |

On lath, shingles and posts a discount of 12½ per cent. is allowed. All barges and steamers over 12 feet in the hold must pay $5 for every 6 inches depth or fraction thereof in excess of 12 feet. Boats with more than one cross beam amidships, or with overhead arches, pay 3 cents per thousand extra on the entire cargo.

—A broad gauge charter is sought from the Dominion government by the Canadian Douglas Saw Manufacturing Company, Limited, composed of United States and Toronto capitalists, with a capital stock of $700,000. The head office will be in Toronto, and the company ask authority to manufacture all kinds of circular and band saws, saw-sharpeners, saw tables, logs, lumber, staves, shingles, etc.

## CASUALTIES.

—Mr. Dodds, of Mayo, was killed in the lumber woods at Whitney, Ont., by a log rolling on him.

—John Moore, of Otonabee township, was loading saw logs in the woods when he fell and had his leg broken below the knee.

—Word comes from Stanhope, Que., that a man named Lessard, from St. Joseph, was killed at Norton's camp by the fall of a tree.

—Onesime Fortier, of St. Sauveur, Que., while working in a saw mill at Cedar Hall, fell upon the circular saw and had his left arm nearly severed from his body.

—A serious accident occurred recently at Klock's limits, above Mattawa, by which a young man named Geo. Demeule, of L'Ille Verte, Que., was instantly killed by a log crushing his head.

—Ward Reid, a young man employed in Jas. Sim's saw mill at Blackville, N. B., was caught in the shafting. His legs and arms were bruised, and it is feared he sustained fatal injuries.

—A boiler explosion in a saw mill in Bruce county, seven miles from Tiverton, Ont., killed the fireman, Kenneth McDiarmid, aged 18 years. The boiler jumped about 50 feet endwise.

—Samuel Fleming, jr., of Hockley, Ont., was recently struck in the head by a belt which flew from the drive wheel of an engine in his saw mill, and died from the effects a few hours later. The deceased was a very industrious man of 35 years of age.

## TRADE NOTES.

When our correspondent was in Brantford lately he called on the Waterous Engine Works Company, who had just started on their second year in their new premises. Although built during 1895-96, the dullest year to many, they have been kept more than busy. They are now running with 246 men and working till 10 o'clock every night. Their shipments extend from the mines of the Pacific to the lumber and pulp mills of the Atlantic. Their reputation, established during the last 50 years, is such as to keep them busy even during the dullest season.

The Magnolia Metal Co., of New York, state that they have just closed their fiscal year on the first of March, and find that sales of Magnolia metal in America have been 25% larger than they were the year before, and that the volume of business exceeded that of any previous year during the past ten years. Their European business was found to be larger than the American business. The prospects for the ensuing year are very good. On the first of May the offices of the company will be changed from 74 Courtland street to Nos. 266 and 267 West street, where they will occupy the entire buildings. This change is made to give increased facilities for storage, shipping, etc.

The Small & Fisher Company, of Woodstock, N. B., have just completed for Mr. Fred Moore, an extensive lumberman of that locality, a rotary saw mill, probably one of the best that has been built in the province. The carriage is 37 feet long, equipped with Green Mountain dogs, and driven by rope feed. The saw arbor is 3½" diameter hammered steel, with saw collar forged solid, that is, upset from the bar itself. The log is set by man riding on carriage. The same company recently shipped three shingle machines to British Columbia, making about a dozen machines sold in that province within a year or two. They have completed an addition to their machine shop, and put in a new 80 h. p. boiler of E. Leonard & Son's manufacture. This addition provides fully 50 per cent. additional space.

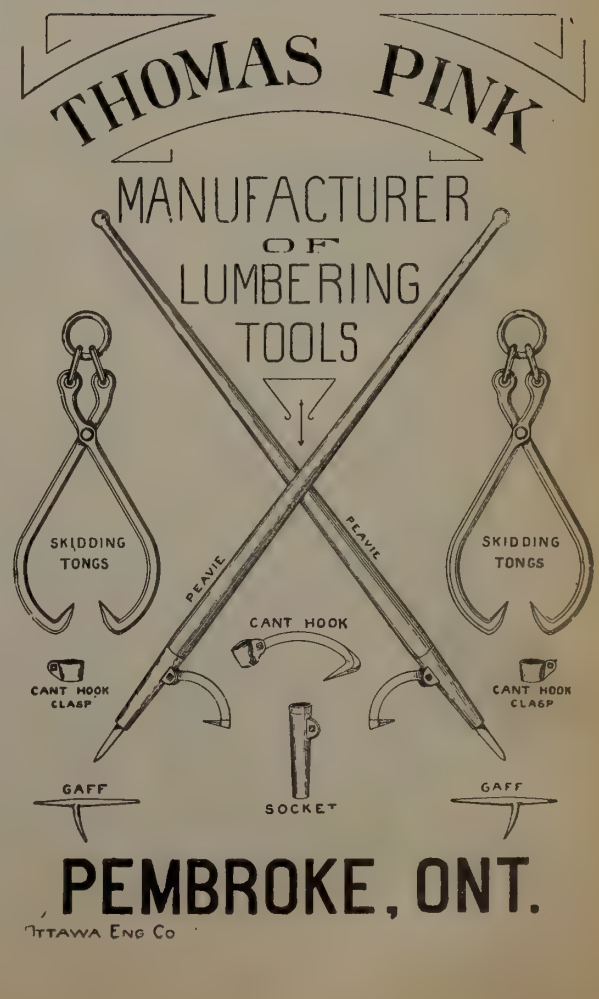
The Emerson Company, of Baltimore, Md., advise us that they have closed the following orders during the past two months: Warner Moore, Richmond, Va., one 52′ kiln; Anderson Lumber Co., Charleston, S. C., one 100′ kiln; A. J. Cottingham, Maxton, N. C., one 52′ kiln; H. B. Short, Lake Waccamaw, N. C., one 100′ kiln; E. L. Halsey, Charleston, S. C., one 66′ kiln; Hines Bros. Lumber Co., Kinston, N. C., two 100′ kilns; M. J. Clagett & Co., St. Louis, Mich., one 100′ kiln; Elizabeth City Lumber Co., Elizabeth City, N. C., three 100′ kilns; Watson Lands Lumber Co., Mayburgh, Penna., one 85′ kiln; Dixie Mill Co., Mobile, Ala., two 100′ kilns; Main & Co., Norfolk, Va., one 68′ kiln; Charleston Lumber Co., Charleston, W. Va., one 68′ kiln; Cummer Lumber Co., Jacksonville, Fla., four 100′ kilns.

The Dodge Wood Split Pulley Company's works at Toronto Junction are running fifteen hours per day, with a full complement of men. The company tell us that never in the history of their eleven years' business in the Dominion have they been so crowded with work. The manufacture of their celebrated wood split pulley is constantly increasing. Recent large shipments have been made to Madras, India, and to agencies in Central America, while one order alone for over 1,000 pulleys is at present being prepared for shipment for the English market. In addition to the manufacture of wood split pulleys the Dodge Company are also general machinists and millwrights, and have now in work complete power transmission for several electric stations, including shafting, floor stands, friction clutch pulleys, bearings, heavy iron centre driving pulleys, etc. The Dodge Company are also doing a lot of special work for some of our largest mining plants. In the company's machine shop at present are sixteen friction clutches in work for contracts on hand.

We notice from the Official Gazette that an application has been made to incorporate The Montreal Lumber Company, Limited. The three principal promoters of this company are men well known in their different localities: John McKergow, recently elected president of the Montreal Board of Trade, a man highly esteemed for his business qualities; W. K. Grafftey, who for 19 years was with G. A. Grier, the well known lumberman, afterwards becoming a partner for three years with E. J. Maxwell & Co., the hardwood dealers; and Geo. I. Dewar, the manager of the Export Lumber Co. at Ottawa, whose general knowledge of the trade could hardly be surpassed. The headquarters of the company will be at Montreal, but Mr. Dewar being always on the ground at Ottawa, will give valuable assistance to the business there. The intention is to do purely a wholesale trade, and as soon as business brightens they will no doubt receive their fair share. We wish them all success in the new venture. Until 1st May, when they commence operations, the temporary address of the company is, care of W. K. Grafftey, 27 Tupper street, Montreal.

There are 4,350 firms engaged in the timber trade of Great Britain and Ireland, 773 in London, 2,668 in England and Wales, 634 in Scotland and 275 in Ireland.

A Parrsboro, N.S., paper says: Six masts and twelve spars, forming a load for four cars, arrived here last week from the Tacoma Mill Co., Tacoma, Wash. The masts and spars, which are for the new barques, are sawed on eight sides and are remarkably handsome sticks.



## IMPORTS AND EXPORTS.

The tables of the trade and navigation of the Dominion of Canada for the year ending June 30th, 1896, contain some interesting statistics of the imports and exports of forest products, as compiled from the official returns. The total value of exports of wood goods is shown to be $19,996,803, against $17,504,302 for the previous year. The imports reached in value $1,942,708, as compared with $1,642,337 in 1895. The following table gives the value of the different classes of logs, timber and lumber exported, together with the proportion shipped to Great Britain and the United States:

| Article Exported. | Total Value. | Great Britain. | United States. |
|---|---|---|---|
| Logs, cedar | $ 3,458 | ..... | 3,458 |
| " elm | 124,988 | 627 | 124,361 |
| " hemlock | 18,607 | ..... | 18,419 |
| " oak | 6,627 | ..... | 6,627 |
| " pine | 1,423,989 | 500 | 1,423,489 |
| " spruce | 86,075 | ..... | 86,075 |
| " all other | 71,035 | 12,763 | 58,172 |
| Lumber, planks and boards | 8,513,710 | 583,393 | 7,041,074 |
| " spruce deals | 5,579,746 | 4,865,305 | ..... |
| " pine deals | 3,061,537 | 3,025,569 | ..... |
| " deal ends | 520,646 | 506,331 | 5,192 |
| " basswood | 35,963 | 16,535 | 15,724 |
| " battens | 35,267 | 35,162 | 105 |
| Laths | 492,224 | ..... | 485,839 |
| Joists | 14,747 | ..... | 14,747 |
| Scantling | 387,707 | 52,649 | 255,678 |
| Headings | 699,155 | 87,176 | 603,538 |
| Piling | 67,355 | ..... | 67,355 |
| Telegraph poles | 38,498 | ..... | 38,498 |
| Posts | 60,949 | ..... | 60,949 |
| Sleepers and railroad ties | 213,662 | 5,368 | 208,254 |
| Stave bolts | 34,672 | ..... | 34,672 |
| Box shooks | 72,133 | 33,915 | 34,767 |
| Other shooks | 53,499 | 29,184 | 2,280 |
| Shingles | 899,547 | ..... | 886,103 |
| Square timber, ash | 52,950 | 50,964 | ..... |
| " " birch | 228,876 | 226,335 | 945 |
| " " elm | 209,409 | 206,843 | ..... |
| " " oak | 614,028 | 613,306 | ..... |
| " " red pine | 108,436 | 107,826 | 200 |
| " " white pine | 1,570,652 | 1,567,370 | 432 |
| " " all other | 67,754 | 61,956 | 5,251 |
| Pulpwood | 627,865 | 27,580 | 600,285 |
| Wood pulp | 675,777 | 113,557 | 557,085 |
| Spoolwood | 99,576 | 99,045 | 531 |
| Doors, sashes and blinds | 190,004 | 168,673 | 1,150 |

Besides Great Britain and the United States, we find boards and planks were exported largely to other countries, chief among which were Australia, $96,482; British Africa, $76,149; British West Indies, $85,421; Argentine Republic, $224,118; Chili, $53,390; China, $86,628; South West Indies, $96,172; Brazil, $34,500; and to the British possessions in Africa, $16,295. Doors, sashes and blinds were exported to British Africa to the value of $18,883, and wood pulp to France to the value of $5,135.

Pine deals were imported by Germany totalling in value $11,145, while France imported spruce deals valued at $110,653. Other spruce deal importing countries were: Spain, $32,468; Brazil, $15,456; Portugal, $16,859; Australia, $7,791.

The principal increases over 1895 are in the case of pine deals, planks and boards, square pine timber and shingles. A falling off is shown in the exports of pine logs, owing to the depression in the Michigan manufacturing district.

Turning to imports of forest products, we find that Canada purchased from the United States the following: Logs and round unmanufactured timber, value $286,683; cherry, chestnut gumwood, hickory and whitewood, $145,312; mahogany, $21,974; oak, $207,191; pitch pine, $131,540; red wood, $4,829; Spanish cedar, $14,604; walnut, $52,998; white ash, $2,848; African teak, black heart ebony, lignum vitae, red cedar and satin wood, $3,565; ship timber and shipping plank, $2,577; hewn or sawed timber, $9,584; squared or sided timber, $341,048; sawed boards, planks and deals, $255,712; pine clapboards, $694; lath, $4,267; shingles, $28,741; staves, $23,992; veneers of wood, $1,742.30; manufactures of wood, $65,954.98; wood pulp, $2,856.50.

## FAVOR RETALIATION.

The ratepayers of Penetanguishene, Ont., are a unit in favor of protecting Canadian industries. A public meeting was held recently, at which a number of prominent lumbermen and others were present, when resolutions were passed favoring the imposition by the Dominion government of an export duty on saw logs equal to the foreign import duty imposed upon Canadian lumber. This resolution was moved by Dr. Spohn and seconded by C. G. Gendron. The former stated that nine-tenths of the timber in Ontario was owned by Americans, and if a duty was imposed on logs, this timber would certainly be manufactured in this country.

One of the speakers remarked that there were too many changes in the United States government. It took them about two years to get their machinery oiled up and in working order, and just when things begin to move smoothly another change takes place and upsets everything.

A. B. Thompson thought the duty should be imposed on saw logs whether the United States taxed our lumber or not. He did not believe in making our laws to suit the Americans.

On motion of H. H. Thompson, it was resolved to advocate a duty upon pulp wood leaving Canada. Mr. Beck favored a high duty, which would necessitate the manufacture of the timber in this country.

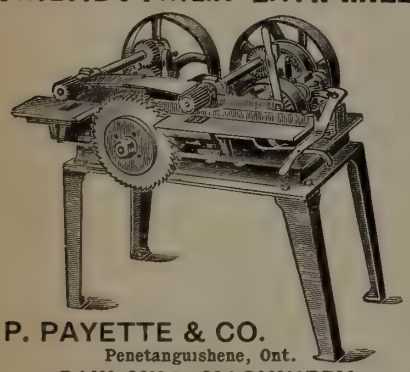
A resolution was then passed referring to hemlock timber. It was in substance, that whereas large quantities of hemlock timber are being cut down for the purpose of being stripped of the bark, and such timber is likely to be of greater commercial value at a later date, and in addition the forests are endangered by fire by reason of such timber lying around, therefore be it resolved that the government of Canada be requested to impose such an export duty upon tan bark as will prevent our hemlock trees from being slaughtered and wasted. At present there are 40,000 cords of tan bark used in Ontario alone, and 25,000 cords exported to the United States.

Another resolution favored the adoption of a similar alien labor law to that in force in the United States.

## CAN'T DO WITHOUT IT.

Mr. N. D. Seaman, of Woodford, Ont., in remitting renewal subscription, writes: "I am not ready to give up the Lumberman yet. I could not do without it while I am in the business."

PAYETTE'S PATENT LATH MILL



P. PAYETTE & CO.
Penetanguishene, Ont.
SAW MILL MACHINERY

BEST MAIN DRIVE. CANDY'S PATENT REGISTERED TRADE MARK GUARANTEED.
CANDY'S AMERICAN COTTON BELTING
Sole Canadian Agents Prices Reduced.
WATEROUS, BRANTFORD, CANADA.

LUMBERMEN'S SUPPLIES.
Let us know your address. We want your business and will send samples and low prices to get it.
H. P. ECKHARDT & CO.
Wholesale Grocers - TORONTO

Galt Machine Knife Works

MACHINE KNIVES OF EVERY DESCRIPTION
FOR Woodworking Machines
...Send for Price List...
PETER HAY - - - - - Galt, Ont.

RAILS FOR TRAMWAYS
NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.
JOHN J. GARTSHORE,
49 Front St. West, Toronto.

FOR SALE—LOW
2 150 Light Dynamos
1 250 Light Dynamo
Compound Wound, 110 volts; Complete with Rheostat, Sliding Base, etc.
Just the thing for an Isolated Plant in a Factory or Mill.
These Dynamos are perfectly new and guaranteed, and will be sold very low to close consignment.
*Write for Particulars*
John Starr, Son & Co. LTD.
Electrical Contractors
HALIFAX, N. S.

### HARD MAPLE.

Hard maple, or rock maple, as it is called in the eastern states, is one of the most staple of all our native woods, and in gross bulk it is the most plentiful of all the hardwoods. At first thought this would seem to indicate that it should be an easy and profitable wood to handle. But the reverse is the case, as many an operator has discovered by experience, to his sorrow and the depleting of his pocket book.

In the first place, a large percentage of growing trees are so defective that they will not produce merchantable lumber sufficient to pay for hauling the logs to the mill. Another large proportion of the logs will barely pay for logging and saw bill, and a large proportion of the logs apparently good and sound, are found on sawing to be worthless.

There is probably no kind of logs in the entire list so deceptive in appearance and so hard to inspect and scale satisfactorily as hard maple.

A good buyer and scaler of maple logs is a rarity and a treasure to the saw mill man. Where there is one who can make his winter's scale of logs come within a whole row of apple trees of the actual product of merchantable green lumber as shown at the tail of the mill, there are nine who will scale so wildly that if their work was on anything except hard maple, they would be run out of the country.

But the trouble does not stop here, for let the mill scaler scale never so wisely, if the lumber is put into pile to await weather drying before shipment, the discrepancy between the shipping clerk's scale and the mill scale will be enough to take away the breath of the novice in the business, and generally, to cap the climax, when the mill man gets his returns for his dry stock shipped to the consumer, he generally receives another paralyzing shock.

Altogether, although hard maple is an honest, reliable and valuable wood and one of the most important in all the list of the native species, it is, nevertheless, about the most unsatisfactory to handle in the whole catalogue.—Hardwood.


CANADIAN RUBBER COMPANY

A. ALLAN, President.
J. O. GRAVEL, Secretary-Treasurer.
J. J. McGILL, General Manager.
F. SCHOLES, Managing Director.

Capital, $2,000,000.00.

of MONTREAL, TORONTO and WINNIPEG

MANUFACTURE

SUPERIOR QUALITY
Rubber Goods
For Mechanical Purposes
Rubber Belting, Packing, Hose, Etc.

TRADE MARK

FORSYTH
Seamless Rubber Belting
Seamless Tube Hose
These Patents we control for Canada

Head Offices and Factory MONTREAL — Ontario Branch . . . Corner Front and Yonge Sts. TORONTO — J. H. WALKER Manager

Pumps & HYDRAULIC MACHINERY

DUPLEX AND SINGLE STEAM AND POWER

The Northey Mfg. Co. Ltd.
TORONTO

THE LAURIE ENGINE CO. - MONTREAL
Sole Agents for Province of Quebec.

OAK TANNED BELTING

TORONTO
20 FRONT ST EAST
TELEPHONE 475

THE J.C.McLAREN BELTING Co MONTREAL

### VIGARS & COMPANY'S NEW MILL.

A large mill is nearing completion at Port Arthur, Ont., for Vigars & Co. It will be 35 x 100 feet, two stories, covered by an iron roof, and is most substantial in character, resting upon heavy tamarac beams, which in turn are set upon several rows of piles, driven five feet apart. In the basement or ground floor is contained the shafting, a Cunningham steam feed engine and a Kalamazoo nigger—a machine calculated to do four times the work of the old nigger it replaces. On the south side of the main building is located the boiler and engine rooms. In the latter room a solid stone foundation is being laid, on which will rest the big engine. A battery of two 45 and one 75 horse power boilers is required to furnish power to the 120 and 40 horse power engines which drive the machinery. A second smoke stack will raise its lofty head beside the one which now towers above the mill. In the second storey will be located the various saws. The mill will be equipped with the latest devices for the speedy handling of all kinds of lumber.

On the north side of the mill, and attached thereto, is the lath mill, equipped with a machine of a capacity of 30,000 laths per day. Separated from the saw mill and about 60 feet south are the large dry kilns, and south of the kilns again is the planing mill.

The improvements to the saw-mill will, it is estimated, add from 5,000 to 8,000 feet of lumber per day to the capacity of the mill, which will have a total capacity of from 40,000 to 45,000 feet per day.

The work of finishing and equipping the mill is being pushed forward as rapidly as possible. The 25th of April will see the mill in operation, as it is necessary that a start should be made then in order to fill a large order for the C.P.R. for timber required to make repairs to the company's dock.


# SADLER & HAWORTH

FORMERLY

**ROBIN, SADLER & HAWORTH**

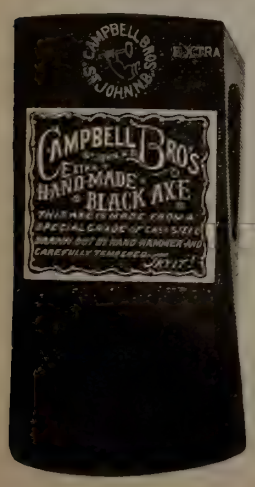
Manufacturers of

# OAK-TANNED LEATHER BELTING

MONTREAL AND TORONTO

Orders addressed either to our Toronto or Montreal Factory will have prompt care.
Goods will be forwarded same day as order is received.

SEND TO H.W. PETRIE FOR CATALOGUE OF NEW & 2ND MACHINERY TORONTO, CANADA.

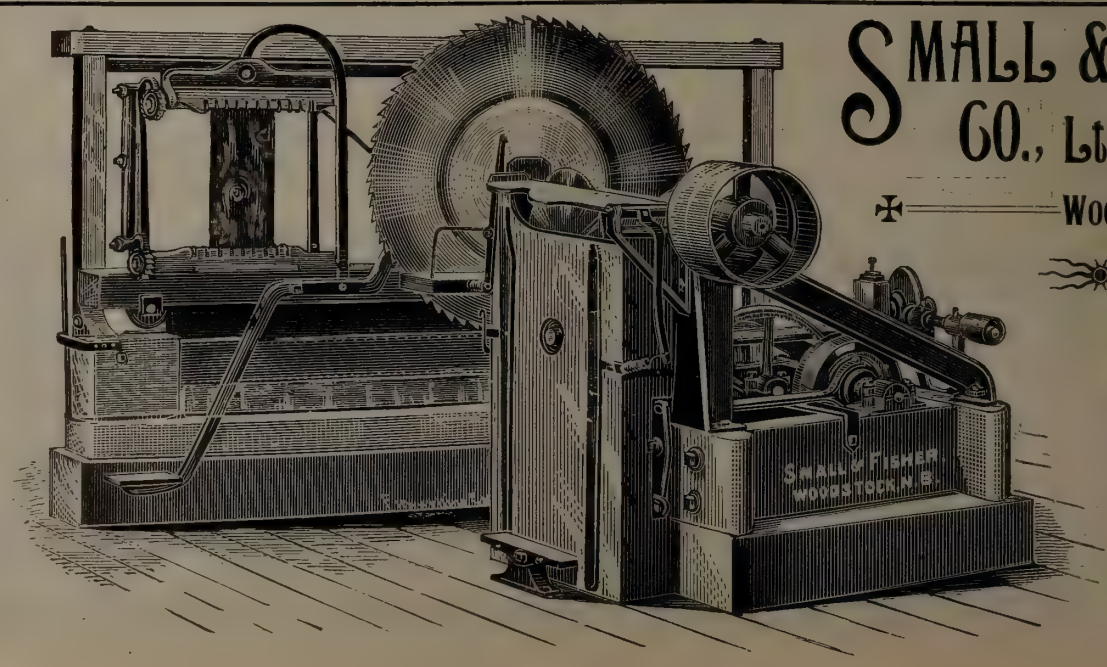



OUR EXTRA HAND-MADE

AXE

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N.B.




SMALL & FISHER CO., Ltd.

Woodstock, N. B.

Patent Shingle Machine

## JOHN SCULLY & CO.

Established 1878. TORONTO

TIMBER LIMITS BOUGHT AND SOLD

Contractors', Lumbermen's and Mining Co.'s Plant and Supplies.

Light Locomotives; Rails of all kinds.

Air Compressors, Pumps, Steam Drills, Blasting Batteries, Wire and Hemp Rope.

MINING MACHINERY—New and Second-Hand.

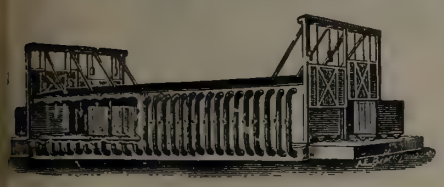
## J. D. SHIER

Manufacturer of

**Lumber, Lath & Shingles**

BRACEBRIDGE, ONT.

## THE PARMENTER PATENT DRY KILN



For Drying **LUMBER**

**Staves, Heading, Shingles, &c.**

**The Latest**
**The Cheapest**
**And Best**

Chatham, Ont., June 19th, 1896.

JAS. S. PARMENTER, Flushing, N. Y.

Dear Sir: We take very great pleasure in being able to say from nearly one year's use of your Patent Dry Kiln, we find it away ahead of anything we ever yet tried for thoroughly drying lumber without injuring it in the least. So far we have found exhaust steam alone sufficient for our purpose, so that it absolutely costs us nothing to run it. We thoroughly dry white oak, rock elm, balm and other hardwood lumber in less time than we ever did with a blast kiln, and especially find it a splendid kiln for drying white oak hubs. It does its work so naturally that neither hubs nor lumber are injured by it.

CHATHAM MFG. CO., Ltd.

D. R. Van Allen, President.

## J. S. PARMENTER

PATENTEE

Canadian Office— **WOODSTOCK, ONT.** Head Office— **FLUSHING, N.Y.**

## ARE YOU LOOKING

**FOR A CHANGE IN LOCATION?**

If you are not satisfied with your present site, or if you are not doing quite as well as you would like to, why not consider the advantages of a location on the Illinois Central R. R. or the Yazoo & Mississippi Valley R. R.? These roads run through South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Indiana, Kentucky, Tennessee, Mississippi and Louisiana, and possess

**FINE SITES FOR NEW MILLS**
**BEST OF FREIGHT FACILITIES**

CLOSE PROXIMITY TO

**COAL FIELDS AND DISTRIBUTING CENTERS**

AND

**INTELLIGENT HELP OF ALL KINDS**
**MANY KINDS OF RAW MATERIAL**

For full information write to the undersigned for a copy of the pamphlet entitled

**100 Cities and Towns WANTING INDUSTRIES**

This will give you the population, city and county debt, death rate, assessed valuation of property, tax rate, annual shipments raw materials, industries desired, etc.

To sound industries, which will bear investigation, substantial inducements will be given by many of the places on the lines of the Illinois Central R. R., which is the only road under one management running through from the North-Western States to the Gulf of Mexico. GEO. C. POWER, Industrial Commissioner I.C.R.R. Co., 506 Central Station, Chicago.

## SCRIBNER'S LUMBER AND LOG BOOK

**Over One Million Sold.** Most complete book of its kind ever published. Gives measurements of all kinds of Lumber, Logs, Planks, Timber; Hints to Lumber Dealers; Wood Measure; Speed of Circular Saws; Care of Saws; Cordwood Tables; Felling Trees; Growth of Trees; Land Measure; Wages, Rent, Board, Interest, Stave and Heading Bolts, etc.

Standard book throughout the United States and Canada. Illustrated edition of 1895. Ask your bookseller for it.

Sent postpaid for 35 cents.

S. E. FISHER, Box 238, Rochester, N. Y.

## IT COSTS YOU NOTHING

FOR OUR

**Automatic "Compression"**

# DRY KILN

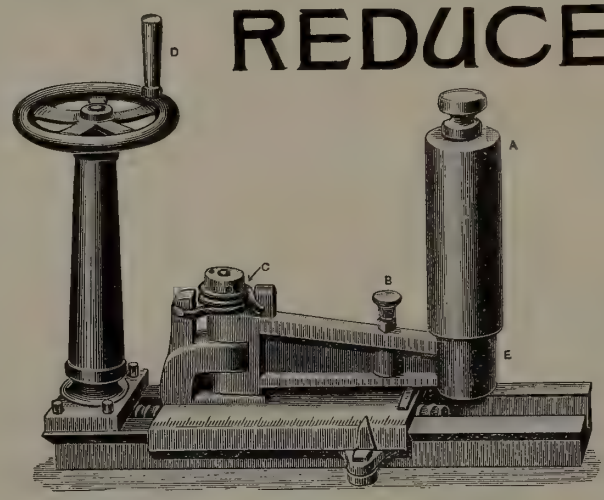
UNLESS OUR GUARANTEE IS FULFILLED

To convince you of the Superiority of our Process, write us for Catalogue "C" and Testimonials.

**Have you ever seen our Channel Steel . . ?**
**Roller Bearing Trucks and Lumber Buggies ?**

**THE EMERSON COMPANY** FIDELITY BUILDING **BALTIMORE, MD., U.S.A.**

## REDUCED




To Clear Off a Surplus Stock we have reduced the price of these

**SET ROLLERS**

Take Advantage of the Cut. . . .

**LANCASTER MACHINE WORKS - LANCASTER, ONT.**

# DODGE...

## Wood Split Pulleys

AND

Split Friction Clutch Pulleys

AND

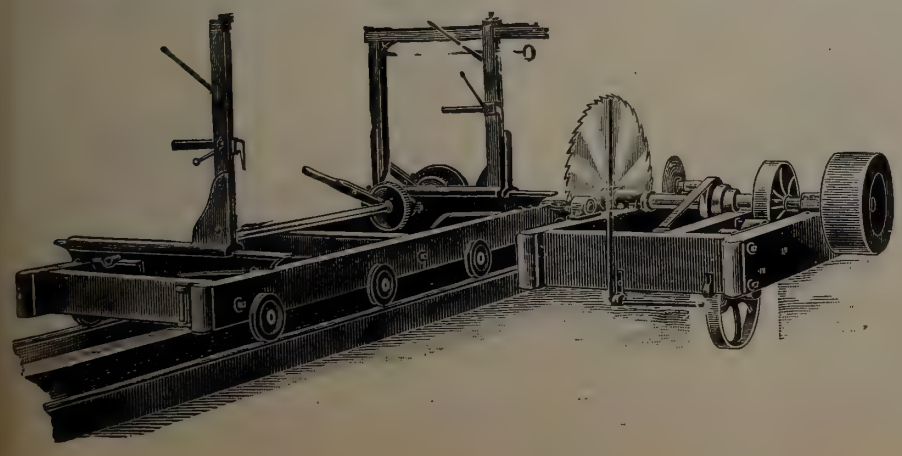
Cut-Off Couplings, in use in all the Big Mills.

SAW MILL MEN GET OUR PRICES

**DODGE WOOD SPLIT PULLEY CO.** - Office: 74 York Street, TORONTO

Works: TORONTO JUNCTION

# Bell's No. 0 Mill



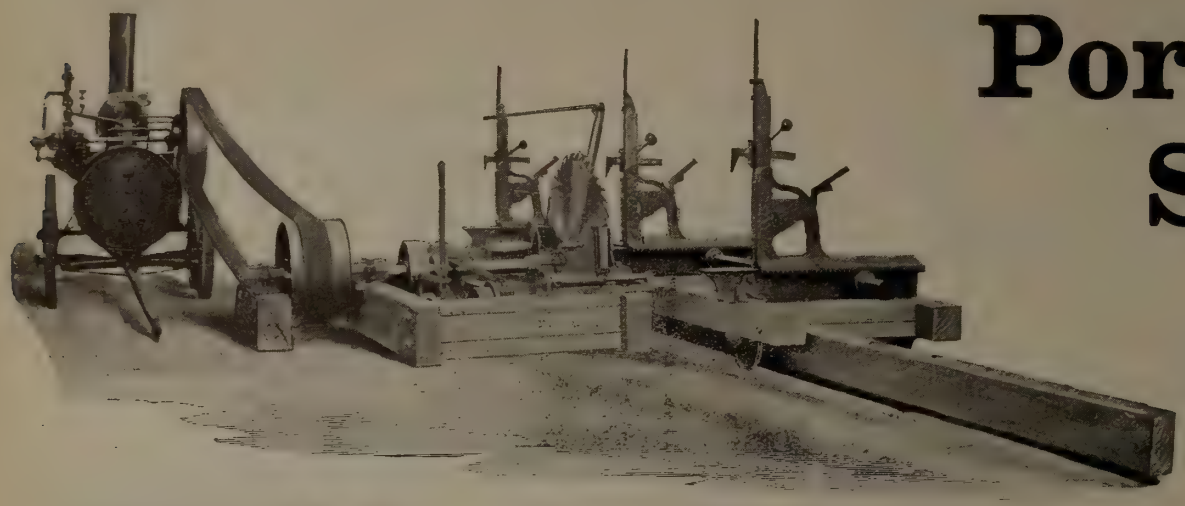
This is a Light Portable Mill for 12 to 20 H. P. It will cut from 3,000 to 8,000 ft. per day, acording to power. Can be set down ready for work in a few hours. Just the thing for light power.

**The Ireland Shingle Machine and Jointer—**

An Entirely New Machine, and without doubt Best on the Market.

Besides these we build four larger sizes of Saw Mills; also Trimmers, Slab Slashers, Single and Double Edgers, Bolting Saws, Stave Machinery. Several Second-Hand Portable and Stationary Engines and Boilers. . . . . Send for Catalogue.

**ROBT. BELL, JR., BOX 35, HENSALL, ONT., CANADA**



# Portable . . Saw Mills

in many instances are indispensable.

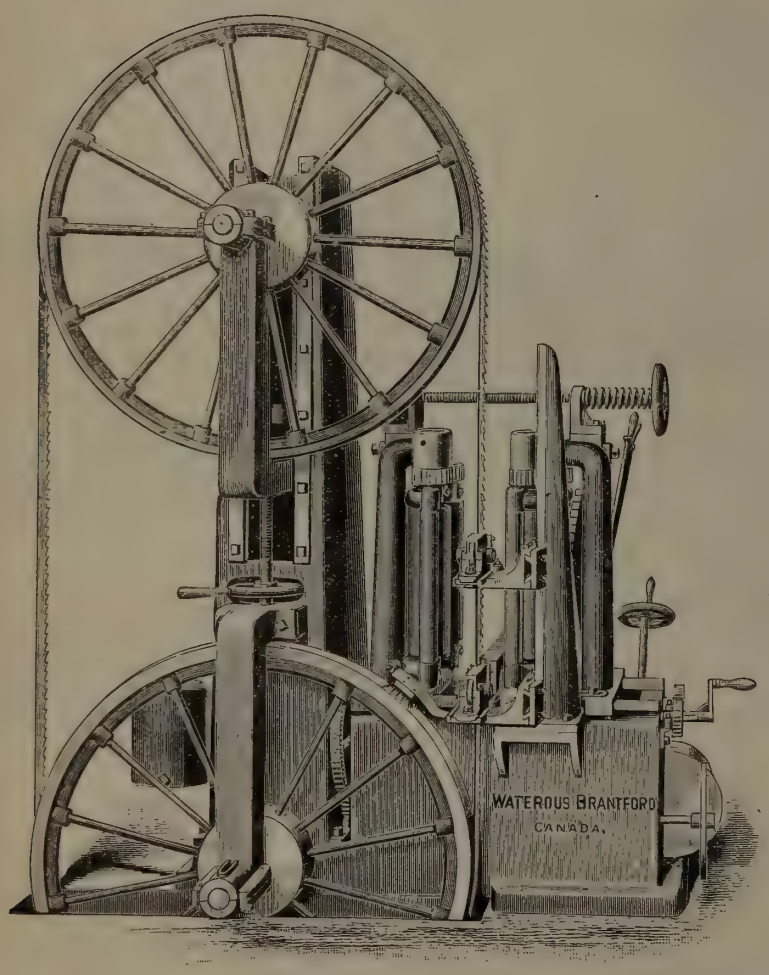
Our experience in building them extends over half a century.

Sizes run from 12 to 100 H. P.

Prompt Shipments.

Write or Wire Us.

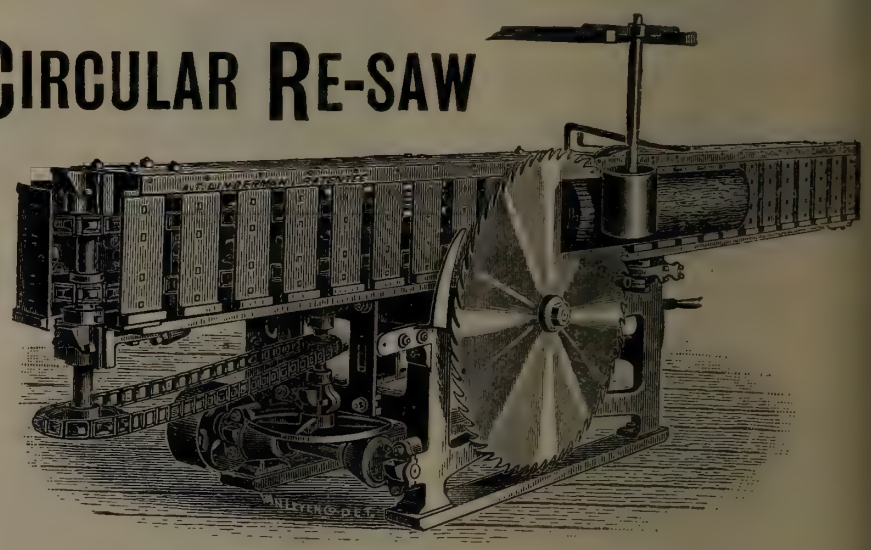
**16 H. P. SAW MILL**— Capacity 4,000 to 6,000 feet Lumber in 10 hours. Slab Saw, Edger, Planer, &c., can be attached.




## Re-Saws for Large Mills.

A Band Re-Saw converts a Cull Deal into say a one-inch Thin Cull and a two-inch Clear. Re-saws Thick Slabs and is largely used to increase Capacity of Mill 25 to 35%.

## CIRCULAR RE-SAW



### Re-Saws Slabs Equally as Well as Lumber.

It will convert your Slabs and other Mill Refuse into Lumber at a Small Cost. The lumber cut from slabs is usually of upper grades, much being clear; the amount that can be taken from a cord of ordinary slabs is from 400 to 700 feet surface measure, according to the thickness. Instantly changed to cut from 7/16 to 2" thick. In a single band or circular mill the daily saving, customers report, is 7,000 to 9,000 feet of ⅝ box lumber.

**A THOROUGHLY REBUILT.... NO. 5½ ECAN BAND RE-SAW**

FOR SALE CHEAP—60" Wheels; takes 4½" Saw; Re-saws 30" wide and 12" thick.

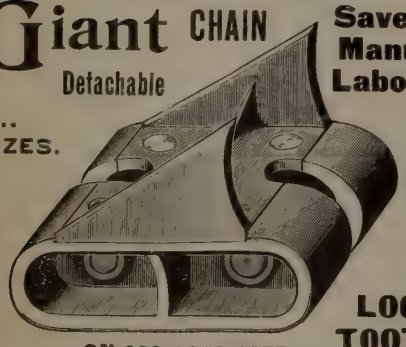
Several Good Second Hand Saw Mills

Correspondence Solicited - Prices Close

If your Log Jack troubles you try Giant Chain

**Giant CHAIN** Detachable

4... SIZES.



ON 600-1050-1075

**LOG TOOTH**

**Save Manual Labor..**

10 to 15 tons of Link Belting, covering All Sizes, constantly in Stock.

A most satisfactory and durable chain for Log Haul-Up, Heavy Refuse Conveyors, Etc.

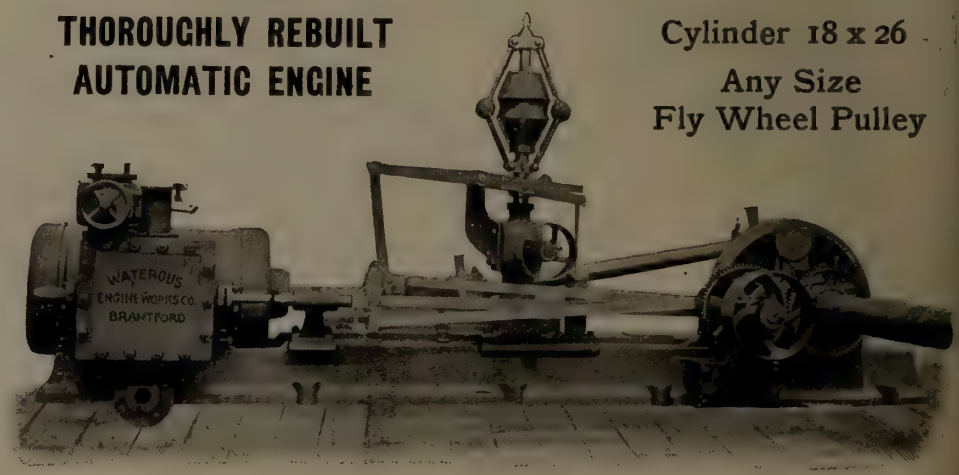
**EVERYTHING FOR**

Saw Mills, Wood-Working Establishments and Pulp Mills.

**THOROUGHLY REBUILT AUTOMATIC ENGINE**

Cylinder 18 x 26

Any Size Fly Wheel Pulley




# WATEROUS, BRANTFORD, CANADA

# NEW PORTABLE SAW MILLS

*Traction and Plain Engines of different sizes*

*Threshers, Clover Hullers, Horse Powers and Road-Making Machinery.*

MANUFACTURED ...BY... SAWYER & MASSEY CO., LTD. - HAMILTON ONTARIO, CANADA

SEND FOR CATALOGUE

# SHURLY & DIETRICH

GALT, ONT.

MANUFACTURERS OF

SAWS

THE ONLY SAW MANUFACTURERS IN THE WORLD WHO EXPORT SAWS IN LARGE QUANTITIES TO THE UNITED STATES

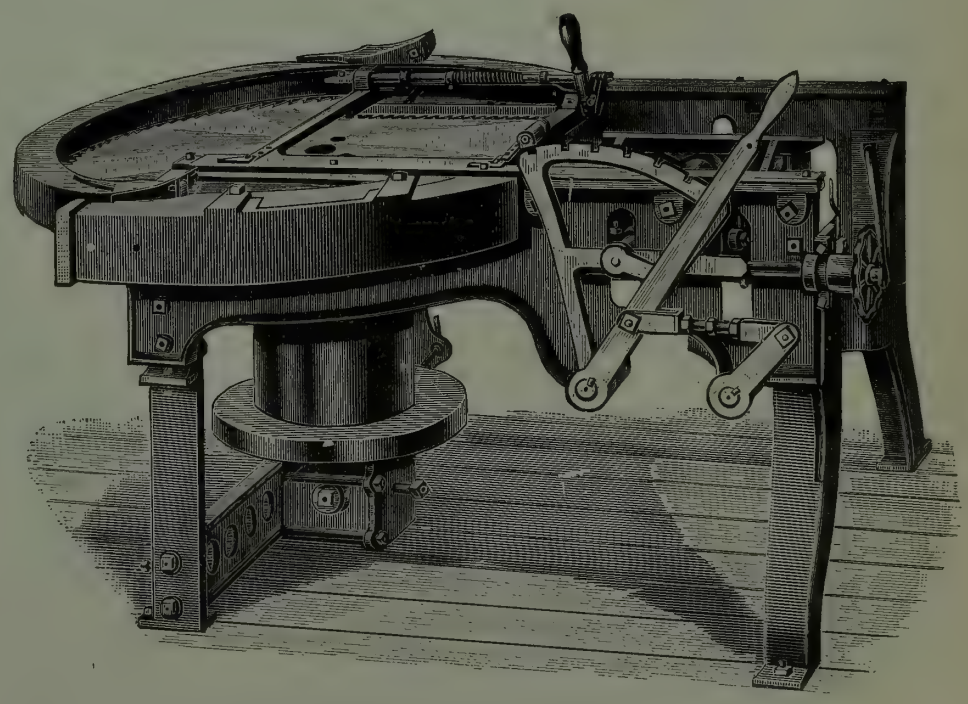
SOLE PROPRIETORS OF THE SECRET CHEMICAL PROCESS OF TEMPERING : : Our Silver Steel Saws are Unequalled

# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON - - ONTARIO

Manufacture

- Band Saw Mills
- Gang Saw Mills
- Circular Saw Mills
- Portable Saw Mills
- Shingle Mills
- Lath Mills
- Saw Filers and all of F. J. Drake's Patents



DAUNTLESS SHINGLE AND HEADING MACHINE.

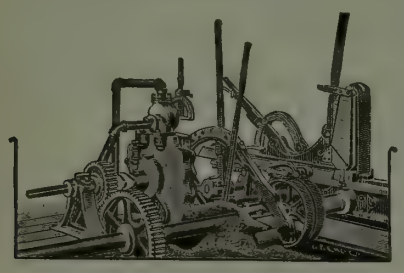
Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter. Capacity 25,000 to 50,000 per day.

Our Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.

CORRESPONDENCE SOLICITED

# THE DAKE ENGINE

The accompanying cut shows the Dake Engine as attached to saw mill carriage set work. The engine, as shown, is reversible, advancing and receding head blocks at the will of the operator. Does away with coil springs used for receding head blocks, and is a practical assistant to a saw mill carriage, enabling the setter to handle the heaviest logs with ease. Steam is carried to engine by means of steam hose, or by swinging steam pipe with knuckle joints, taken from near the centre of carriage travel. As applied to carriage work, it has been in actual operation for over a year.



CORRESPONDENCE INVITED.

## PHELPS MACHINE CO.

EASTMAN, QUE.

# SUPPLIES

OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

## RICE LEWIS & SON

(LIMITED)

Cor. King and Victoria Sts. - TORONTO

## A. McPHERSON

Manufacturer of

## SHANKS AND CHISEL BITS

For Inserted Tooth Saws.

Warranted equal to any on the market.

Also Manufacturer of

**Locomotives and Trucks** for the Pole System of Tramways for handling logs and lumber in the woods.

Correspondence Solicited.

**A. McPherson** - OXFORD, NOVA SCOTIA

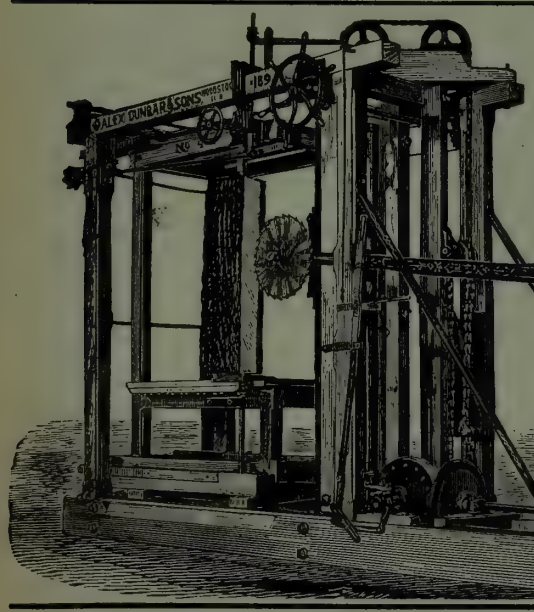
Every Lumberman wants it — **35** cents buys it

## Scribner's Lumber and Log Book

SAVES TIME SAVES MISTAKES SAVES MONEY

BRIMFUL OF EVERY-DAY, PRACTICAL INFORMATION

Address: THE CANADA LUMBERMAN, Toronto




DUNBAR'S CLAPBOARD MACHINE

## ALEX. DUNBAR & SONS

**Woodstock, N.B.**

Manufacturers of . . . . .

# Saw-Mill Machinery

OF ALL KINDS

Including ROTARY SAW MILLS (3 sizes), CLAPBOARD SAWING MACHINES, CLAPBOARD PLANING AND FINISHING MACHINERY, SHINGLE MACHINES, STEAM ENGINES, Etc.

WRITE FOR FURTHER PARTICULARS

**ALEX. DUNBAR & SONS - Woodstock, N. B.**

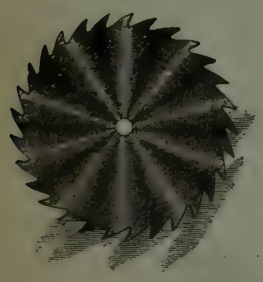
USE THE FAMOUS .. **PINK LUMBERING TOOLS**

Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks

Cant Hook Handles
Peavy Handles
By Car Load or Dozen

Pike Poles, Skidding Tongs, Boom Chains

**Lowest Prices** ◎ THOMAS PINK ◎ **PEMBROKE, ONT.**



## OTTAWA SAW WORKS Co.

SAWS

MANUFACTURERS OF ALL DESCRIPTIONS OF

*Circular, Mill & Gang, Shingle, Butting, Concave, Band, Cross-cut, Billet Webs.*

MIDDLE ST. *Ottawa, Ont.*

OFFICE OF

OTTAWA SAW WORKS CO.
OTTAWA, ONT.

WRITE FOR QUOTATIONS

# THE CANADA LUMBERMAN

WOOD-WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XVIII. NUMBER 5. | TORONTO, ONT., MAY, 1897 | TERMS, $1.00 PER YEAR. SINGLE COPIES, 10 CENTS.

## MAGNOLIA METAL

In Use by Ten Leading Governments.

BEST ANTI-FRICTION METAL

For All Machinery Bearings

## MAGNOLIA METAL CO.

OWNERS AND SOLE MANUFACTURERS

266 and 267 West Street, NEW YORK

Chicago Office: TRADERS BUILDING.

Montreal Office: Messrs. Caverhill, Learmont & Co., Agents.

London Office: No. 49 QUEEN VICTORIA STREET, LONDON, E. C.

## THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office: TORONTO, ONT.

Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

## Electrical Machinery and Apparatus

... FOR ...

LIGHT and POWER

SPECIAL ATTENTION GIVEN TO——

LONG DISTANCE TRANSMISSION OF ELECTRICITY FOR LIGHT AND POWER

ALSO FOR

ELECTRIC PLANTS FOR MILLS

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

## MEWER AUTOMATIC DRILLER $3.00 NET.

The Cheapest and Most Convenient Drilling Machine ever produced. Drills holes from 1/8 to 7/8". Is Quick to Adjust, requires very little Power to Operate, and can be used in connection with any ordinary Breast Brace.

DARLING BROTHERS

Reliance Works - MONTREAL

Feather-Edge 4 Ft.

## SPRUCE .. CLAPBOARDS

Write for Prices. For Sale in Car Lots.

C. H. PARKER

Scotstown - Compton Co., Que.

Please mention the LUMBERMAN when corresponding with advertisers.

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED.*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING .... AND LACE LEATHER

Danville, Que.

## Silver Solder

For Repairing BAND SAWS.

Price $1.00 per ounce, in 10 ounce lots.

P. W. ELLIS & CO.,

31 Wellington St. East, TORONTO, ONT.

MANUFACTURING JEWELERS.

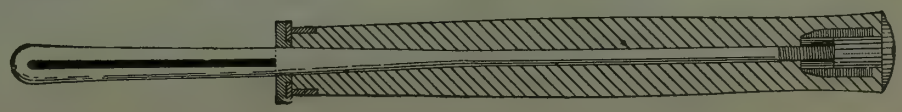
All Grades of

## CROSS-CUT SAWS

at Lowest Prices

.... SOLE MANUFACTURERS OF ...

## The "Burns" Patent Handle



PATENTED JUNE 26th, 1893

**Positively the Strongest Handle Made**

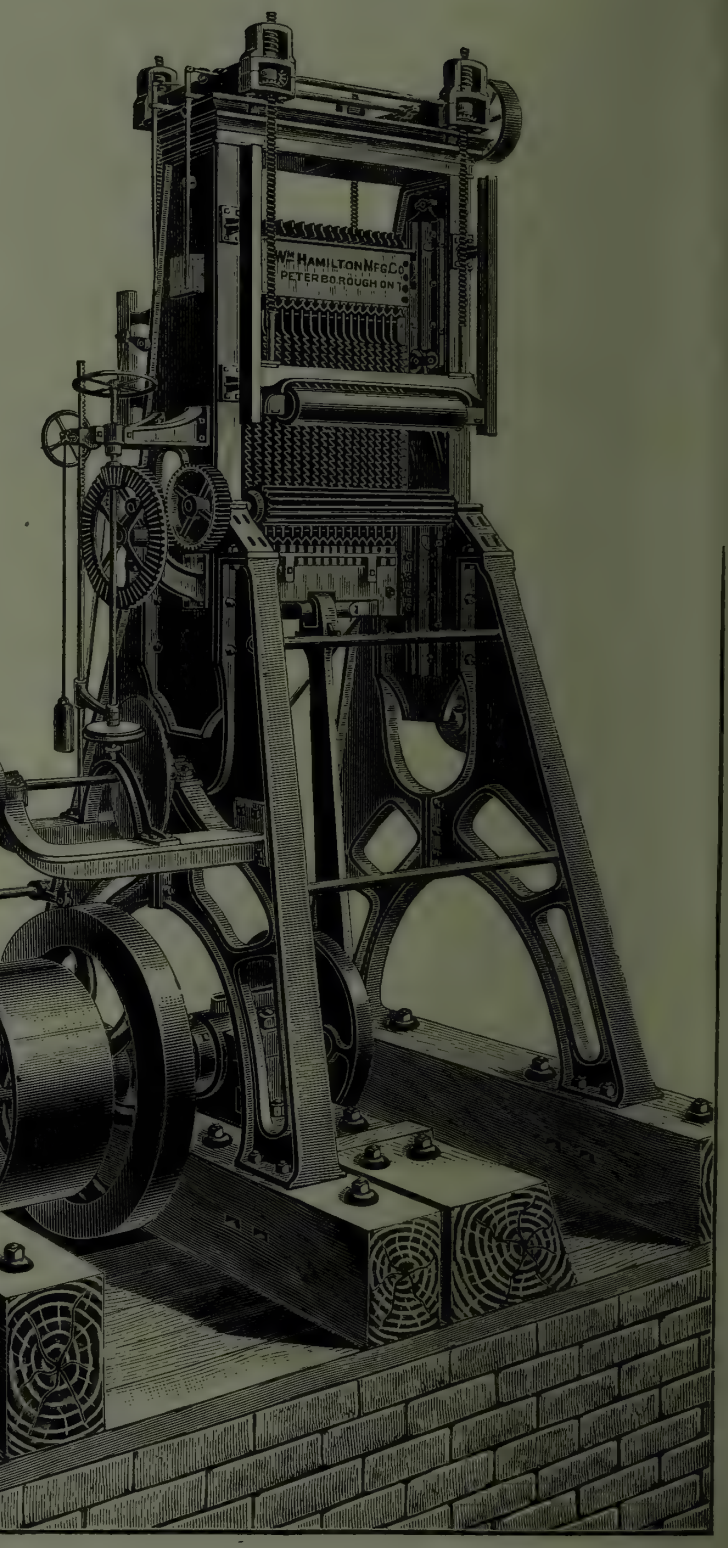
Ask your Hardware Merchant for our Goods. -:- Special Quotations on Large Quantities.

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a
Complete Line of

HIGH GRADE
SAW-MILL
MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

We are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Ltd.

**Branch Office: VANCOUVER, B. C.** **PETERBOROUGH, ONT.**

# THE CANADA LUMBERMAN

VOLUME XVIII. NUMBER 5. | TORONTO, ONT., MAY, 1897 | TERMS, $1.00 PER YEAR Single Copies, 10 Cents.

## FORESTRY AND THE LUMBER INDUSTRY.

BY THOMAS SOUTHWORTH.

THERE appears to be an impression among many of the men engaged in the lumbering business in this country that the methods and aims of the advocates of a rational system of forestry are not only impracticable in Ontario, but would, if a serious attempt were made to carry them out, prove inimical to the interests of the lumbermen. This attitude of many of our lumbermen towards the forestry movement is based on a misapprehension of the methods and aims of forestry advocates, excusable, perhaps, but a misapprehension nevertheless.

On the other hand, it is only fair to state that many forestry advocates have been apt to look upon the lumbermen simply as ruthless despoilers of the forest, and failed to fairly take into account the surroundings of an industry attended with so much risk. Foreseeing the disastrous consequences that must inevitably follow upon the reckless and complete destruction of our forests by axe and fire, these men endeavored to arouse public opinion to the realization of the impending danger. They saw many of the older settled counties in the province being rapidly stripped of trees—in some the percentage of woodland being as low as five per cent.; they found streams that once afforded considerable water powers drying up; they noticed that a period of dry weather has a greater effect on grain crops now than in former years; in fact they saw deterioration in the climate and resources of Ontario, and perceiving the cause they called for a cessation in the work of forest destruction. In their alarm it is, perhaps, not to be wondered at if some forestry advocates should seek first to stop the cutting of trees, overlooking the fact that forest trees are a crop to be harvested, and one that could and should be harvested in such a way as to secure successive crops of the same kind, where for various reasons it is desirable that a forest cover should be maintained, and a constant supply of timber for industrial purposes provided.

Forestry advocates do not now ask that lumbermen should cease their operations. They know they are engaged in harvesting a valuable crop that would go to waste except for them; they know the lumber industry is a very extensive one, employing a large capital and many men—an industry absolutely essential to our economic welfare.

What they contend is that the present wasteful method of exploiting our forest wealth, in which only a small part of the timber is taken out and the rest burned up, is unwise and unnecessary. They believe that certain areas of this province, areas that are unfitted for general agriculture and are the sources of streams, should be kept tree-covered, and suggest that some more rational system, some application of scientific forestry, be adopted by the government and by the lumbermen, to the greater profit of the lumbermen, and with increased and continual revenues ot the province. Lumbermen do not pose as philanthropists, neither are they in the business merely for their health. They know it would pay them better as a rule to take out only the trees of large growth, leaving the small ones to grow to maturity, but their experience teaches them that what young trees are left are apt to be a total loss from fire, so the practice is to cut anything that will make fence posts, despite the greater waste in trees of small diameter. It is generally conceded that more timber has been destroyed by fire than has been cut by lumbermen, and it had come to be regarded as useless to save the young growth where the highly inflammable tops and branches of the coniferous trees were left by the loggers to spread the fire.

RATHBUN LIMITS—SHOWING BLOW-DOWN, AUGUST, 1896.

The first important step towards a rational forestry system was the adoption of the fire ranging system proposed by Mr. Aubrey White, Assistant Commissioner of Crown Lands. This attempt to check the ravages of forest fires was not at first very heartily approved of by the lumbermen, who were very doubtful of its success. The results have, however, been so beneficial that now few limit holders fail to take advantage of it, though it is optional with them to do so or not.

The saving effected in the past few years, both to the provincial revenue and to the limit owners who have employed fire rangers, has been very great, and there is reason to hope that not only will the government endeavor to protect the revenue by more advanced regulations and restrictions in future sales of limits, but that the present owners of pine limits will, with the added safety from fire, adopt more economical methods and prolong indefinitely the period of profitable working of their forest areas. This can only be accomplished with greater immunity from fire, and with a more thorough knowledge of the habit of growth and other sylvicultural conditions surrounding Canadian forest trees. Some other qualifications than knowing how to fell a tree quickly and saw it into logs will be required on the part of foremen in the woods, just as some knowledge of scientific agriculture has been found advantageous in successful farming.

Where there has been so much haphazard and waste in our lumbering operations, it is interesting to know that there have been exceptions to the rule; that some, at least, of our lumbermen have pursued a different course, and, despite the added danger from the careless methods of neighboring limit holders, with considerable success. Among these may be classed The Rathbun Company, of Deseronto. Having secured timber limits on the streams tributary to Lake Ontario and the Bay of Quinte, this firm proceeded to erect mills of a substantial character and at an expense that would scarcely have been warranted had they not considered it possible to protract their operations in these limits over a much longer period of time than has ordinarily been found practicable in this country. Having this idea of permanency constantly in view, their limits have been worked in a manner that would have been disastrous if the usual fire had followed the winter's cutting. Instead of taking out all the pine, large and small, the foremen were instructed to cut selected trees throughout the area to be cut over, and particular stress was laid on the necessity of taking out and utilizing everything that was down. No trees were to be left on the ground to decay or burn because of being partially defective. As their license included other trees than pine, they were able to drive to their mills all the floatable timber, and, after the introduction of railways, some that could not be floated was also utilized in various

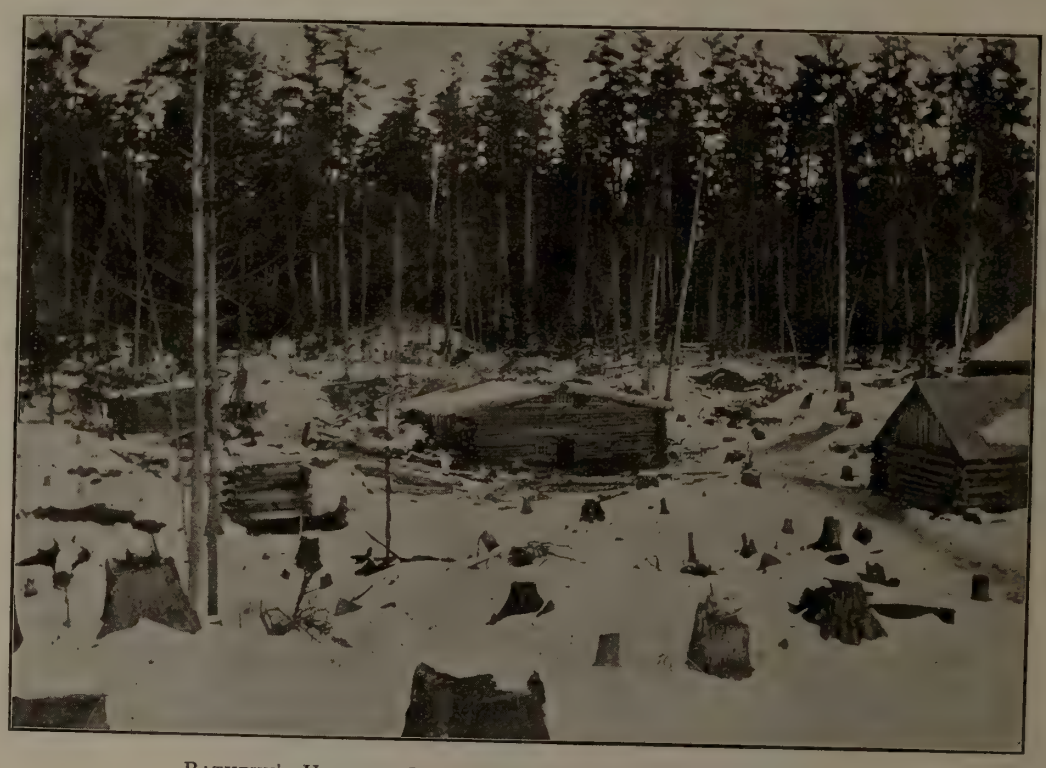
ways. The necessity of disposing of all the fallen timber of every sort as a safeguard against fire and as a prevention of waste, necessitated an extension of their plant beyond a mere saw mill, and brought about the extensive charcoal, chemical, brick, cement, and other industries located at Deseronto.

The fact that this company is still operating in limits that have been worked for many years is not the result of chance. They have been saved because precautions were taken to protect them. The question of disposing of the waste after logging is a very serious one. We cannot dispose of it here as is done in Germany, where even the little twigs are used for firewood. It is extremely dangerous if left in the woods, yet the expense of taking it out renders that plan impossible. The plan followed by one or two Michigan lumbermen, of burning the tops and branches as they lie on the ground early in the spring, has been pronounced impracticable by many of our principal lumbermen, yet this plan has been in successful operation in the county of Hastings for some time. Mr. James Scantlin, chief fire ranger in Rathbun's Hastings limits, in reporting to the Department of Crown Lands on the season's work, writes :

"I have made it a practice for the past five years to burn all the tops and rubbish of our previous winter's cut as early in the spring as it is dry enough to burn, and watch it so that it does not burn into the green woods. In this way we have had no heavy fires in the summer. Another advantage I find is that the young pines, both white and red, come right up and grow well, but I find where the heavy summer fire goes it burns too deep into the soil and seems to burn all the seed of the pine, so that other kinds of timber grow up, poplar and birch taking the lead and outgrowing all the other trees."

Mr. Scantlin writes that if the fire rangers, after this early spring burning, would give careful attention to the young pines, another cut could be taken out from them in 25 or 30 years. While Mr. Scantlin may be slightly optimistic in his views as to the time required to grow a pine tree to timber size, his experience in preventing fires is valuable, and his conclusions as to the conditions of growth of young pine correct.

Does it pay? Would it not have paid the Rathbun Company better to cut off the valuable timber as soon as possible, and then buy other limits? This question is frequently asked by those among whom the Rathbun methods are known. I have no doubt more immediate profit could have been shown by the speedy method of getting over a limit and taking out the pine. The expense of logging and driving per thousand feet would perhaps be less and the returns on the investment quicker, but that method of figuring does not take into account the permanence of the business, and a visit to the Rathbun limits in the township of Grimsthorpe will afford a fairly satisfactory answer to part of the query. The limits alongside have long been burned over, and the mills they supplied are idle, yet in this old limit that has been worked for many years it is estimated there is from 150 to 200 million feet of white and red pine still standing, most of it of good timber size. About ten million feet B. M. was taken out of it this season, and, to one not an expert no thinning out of the forest was apparent, except where a cyclone had left an extensive blow-down, which was cleared up by the loggers down to "anything that would make matches," as Mr. E. W. Rathbun's instructions to the efficient manager, Mr. Callahan, tersely put it. The photo appearing on the previous page was taken by the writer before the loggers had completed their work in the "blow down." Notwithstanding that many very small trees blown down in this cyclone were made into logs, thus reducing the average, I was informed by the government culler that the whole drive would average 90 feet B. M. to the log, thus showing the timber to be of good average size.



RATHBUN'S HASTINGS LIMITS, SHOWING CLEARING AROUND CAMP.

Good permanent roads have been built all through the forest, and the camps are in better shape than would likely be the case if they were only intended for temporary use. Around each camp a space of about five acres has been completely cleared, as shown in the accompanying illustration, and I understand it is proposed to cultivate and seed to pine and other trees each of these five acre plots this spring. While I believe this method of lumbering has paid the Rathbun Company better than the other, there certainly can be no doubt of its greater advantage to the province in the increased stumpage dues on timber that is cut instead of burned up.

---

Have any changes taken place in the lumbering business in your locality? If so, write a few lines to the CANADA LUMBERMAN giving the particulars.

The most beautiful trays and cabinets which come from Japan are made of the dark, irregularly-grained and wavy-lined wood of the kiaki, a tree closely allied to the elm.

## ONTARIO TIMBER LANDS.

A COMPARISON of the quantity of timber cut from the crown lands of Ontario in 1896 with that of the previous year shows a considerable increase in the output of white pine. Of hardwoods no definite returns are given. The following table, compiled from the reports of the Commissioner of Crown Lands, shows the estimated cut of different classes of wood :

| | 1895. | 1896. |
|---|---|---|
| Saw-logs, pine | 800,565,355 | 904,379,710 feet B.M. |
| " other than pine | 12,917,017 | 15,197,752 " |
| Boom and dimension timber, pine | 32,170,013 | 34,373,465 " |
| " " " other | 1,854,061 | 2,056,660 " |
| Square timber, white pine | 873,304 | 1,128,666 cub. feet. |
| Pulpwood | 31,115 | 35,057 cords. |
| Railway ties | 907,862 | 708,451 pieces. |
| Telegraph poles | 1,518 | 655 " |
| Stave and shingle bolts | 2,430 | 1,339 cords. |
| Piles and head blocks | 69,354 | 55,688 feet. |

In the year 1895 the area covered by timber licenses was given as 17,851 square miles, while last year only 13,722 miles were under license.

Regarding forest fires, the Commissioner in his report says :

"It has become evident that if the Crown domain is to be protected from forest fires some organized system of fire ranging will have to be put in force on the unlicensed territory similar to that which is in operation on the licensed lands. Owing to the excitement which now prevails in connection with gold mining and to the wide area over which the precious metal has been found to exist, there will scarcely be a corner of the newer parts of the province in which the explorer will not be plying his vocation during the coming summer. Explorers, like others, are good or bad, careful or careless, and as they continually use fire for cooking, keeping off flies, lighting their pipes, etc., the danger to the forest areas will be considerably increased. Every precaution possible has been taken to keep explorers out of the pine areas. Notices have been posted in the Rainy River district warning them not to survey or attempt to take up as mining lands areas which are covered with pine timber, and the surveyors have been instructed not to survey in pine areas. But notwithstanding all this it is found that explorers pay little attention to these regulations and notices, where they have reason to believe there is a prospect of finding gold. Nothing short of an active surveillance of the pine areas by a staff of fire rangers will have any deterring effect in preventing explorers entering upon pine lands in the prosecution of their search for gold. There is a large area of pine territory in an exposed position in the Rainy River district which ought to be carefully guarded during the coming summer, and in the territory north and east of Wahnapitae there is understood to be an immense body of pine timber which ought to have some supervision, with the object of preventing its being damaged by fire."

---

Another log raft will be built on the Columbia river at Stella, Washington, for San Francisco.

## THE CANADIAN TARIFF.

BELOW will be found the schedule of import duties on articles affecting the lumber and woodworking industries, as provided by the new tariff which went into effect on April 23rd last. The tariff is divided into four sections. By schedule "A" the following duties are imposed :

DUTIABLE GOODS.

Cane reed or rattan, split or otherwise manufactured, n.o.p., 15 per cent. ad valorem.

Corks and other manufactures of cork wood, or cork bark, n.o.p., 20 per cent. ad valorem.

Lumber and timber, manufactured, sawed boards, planks and deals, planed or dressed on one or both sides, when the edges thereof are jointed or tongued and grooved, 25 per cent. ad valorem.

Shingles of wood, 20 per cent. ad valorem.

Pails and tubs of wood, churns, brooms and whisks, washboards, pounders and rolling pins, 20 per cent. ad valorem.

Veneers of wood, not over three-thirty-seconds of an inch in thickness, 10 per cent. ad valorem.

Mouldings of wood, plain, gilded or otherwise, further manufactured, 25 per cent. ad valorem.

Wood pulp, 25 per cent. ad valorem.

Manufactures of wood, n.o.p., 25 per cent. ad valorem.

Fishing rods, walking sticks and walking canes of all kinds, n.e.s., 30 per cent. ad valorem.

House, office, cabinet or store furniture, of wood, iron or other material, in parts or finished, 30 per cent. ad valorem.

Belting, of leather, rubber or other material, 20 per cent. ad valorem ; former duty, 32½ per cent.

Saws, cant dogs, adzes, hammers, etc., 30 per cent. ad valorem ; former duty, 32½ per cent.

Steam engines, boilers, derricks, cranes and portable engines, 25 per cent. ad valorem ; former duty, 30 per cent.

FREE GOODS.

Timber or lumber of wood, viz., lumber and timber planks and boards of amaranth, cocoboral, boxwood, cherry, chestnut, walnut, gumwood, mahogany, pitch pine, rosewood, sandalwood, sycamore, Spanish cedar, oak, hickory, whitewood, African teak, black heart ebony, lignum vitae, red cedar, redwood, satinwood and white ash, when not otherwise manufactured than rough sawn or split or creosoted, vulcanized or treated by any other preserving process ; sawed boards, planks, deals and other lumber, when not further manufactured than dressed on one side only or creosoted, vulcanized or treated by any preserving process ; pine and spruce clapboards ; timber or lumber, hewn or sawed, squared or sided or creosoted ; laths, pickets and palings ; staves not listed or jointed, of wood of all kinds ; firewood, handle, heading, stave and shingle bolts, hop-poles, fence posts, railroad ties ; hubs for wheels, posts, last-blocks, waggon or gun, heading and all like blocks or sticks, rough hewn or sawed only ; felloes of hickory wood, rough sawn to shape only, rough sawn and bent to shape, not planed, smoothed or otherwise manufactured ; hickory billets and hickory lumber, sawn to shape for spokes of wheels, but not further manufactured ; hickory and oak spokes, rough turned, not tenoned, mitred, throated, faced, sized, cut to length, rough tenoned or polished, the wood of the persimmon and dog trees and logs and rough round unmanufactured timber, ship timber or ship planking not specially enumerated or provided for in this act.

Shovel handles, wholly of wood.

Corkwood or cork bark, unmanufactured, and sawdust.

RECIPROCAL TARIFF.

The preferential resolutions are as follows : That when the customs tariff of any country admits the products of Canada on terms which on the whole are as favorable to Canada as the terms of the reciprocal tariff herein referred to are to the countries to which it may apply, articles which are the growth, produce or manufacture of such country, when imported direct therefrom, may then be imported direct into Canada or taken out of warehouse for consumption therein at the reduced rates of duty provided in the reciprocal tariff set forth in schedule "D." That any question that may arise as to the countries entitled to the benefits of the reciprocal tariff shall be decided by the Controller of Customs, subject to the authority of the Governor-in-Council.

## NEW BRUNSWICK CROWN LANDS.

THE twenty-sixth annual report of the Crown Lands Department of the province of New Brunswick, for the year ended 31st October, 1896, gives the total receipts as $143,867,33, a slight falling off as compared with the previous year. The following is a comparative statement of the receipts from timber lands :

| | 1895. | 1896. |
|---|---|---|
| Sales of timber licenses | $ 13,896.25 | $ 5,179.75. |
| Renewals of timber licenses | 25,974.00 | 27,238 00. |
| Net stumpage | 100,142.39 | 98,421.82 |

There was a considerable reduction in the sales of timber licenses, as fewer licenses were applied for and the competition was not so keen as usual. During the past winter, however, the competition for timber lands has been marked. The cost of scaling, collection and protection of lumber was $9,337.27.

The statement below shows the quantity and kind of lumber cut from crown lands during the year, with the amount of stumpage charged thereon :

| Kind of Lumber. | Quantity. | Stumpage Charged. |
|---|---|---|
| Spruce and pine logs | 76,985,459 s. ft. | $ 77,559 14 |
| Hemlock logs | 12,785,743 " | 5,152 91 |
| Cedar logs | 14,279,880 " | 11,424 85 |
| Hardwood logs | 301,499 " | 301 39 |
| Hardwood timber | 40 23/40 tons. | 397 79 |
| Pine timber | 302 tons. | 302 00 |
| Spruce timber | 156 tons. | 78 00 |
| Wood : fire, stove, spool, pulp | 1,423 cords. | 240 22 |
| Hemlock bark | 156½ " | 149 20 |
| Sawn shingles | 8,519 M. | 888 80 |
| Railway ties | 117,440 pieces. | 2,348 82 |
| Cedar posts | 1,200 " | 6 00 |
| Spruce poles | 1,800 " | 4 50 |
| Telegraph poles | 725 " | 47 75 |
| Boom poles | 1,290 " | 25 80 |
| Brackets | 200 " | 2 00 |
| Knees | 2,525 " | 219 40 |
| Spool wood, white birch | 1,865,666 s. ft. | 1,212 28 |
| Stove wood | 460 pieces. | 7 80 |
| Fence rails | 5,100 " | 22 50 |
| Wier poles | 800 " | 8 00 |
| Fir logs | 11,000 s. ft | 5 50 |
| Rafting pins | 107 M. | 10 50 |
| Total stumpage charged | .... .... | $100,415 45 |

## WHY TREES DO NOT THRIVE.

IN the annual report of the Geological Survey Department, Ottawa, Prof. J. Macoun gives the following particulars of his observations in connection with the growing of trees :

"Later in the season I made collections at Prince Albert and in Southern Manitoba and was struck with what I shall call the hardiness of the trees and shrubs in these regions. I had seen that the Canadian Pacific Railway gardens at Moose Jaw and Medicine Hat grew trees and shrubs without being winter-killed and that the cause of the want of hardiness must be looked for in other directions than severity of climate. I had long suspected that the trees on the prairie died for the want of nourishment and exposure to biting winds and not from severe cold, and this year I became convinced of it. Were a supply of moisture given to trees, grown from seed, so that they could mature their wood in July or early August for a couple of years, and the grass allowed to grow around them without being cut or pastured over, enough snow would gather in the winter to give all the moisture needed for the next summer's growth. A study of any thicket on the prairie will prove this. Did the farmer but realize the importance of collecting the snow on his farm, he would begin at once to grow hedges around, say, ten-acre fields. These hedges besides being valuable wind-breaks, would be snow-gatherers, and in a few years belts of trees would spring from the seed sown within the hedge, and while the hedge would protect the young trees it would also gather the snow for the next year's growth. Success in tree planting will only be assured when steps are taken to collect the snow by means of hedges or some other way, and successful tree growing means the settlement of the prairies."

## ST. JOHN RIVER LOG DRIVING COMPANY.

THE above company held their annual meeting on the 7th ultimo, at which there were present W. H. Murray, J. F. Gregory, Geo. A. Murchie, John A. Morrison, B. W. Mallett, D. H. Nixon, D. H. Keswick, Donald Fraser, jr., C. F. Woodman, Edward McCollom and Cornelius Hagerman. The first business was the election of directors which resulted as follows : W. H. Murray, president ; G. A. Murchie, Calais ; John A. Morrison, Fredericton ; B. W. Mallett, Fort Kent ; D. H. Nixon, Hartland. Mr. J. Fraser Gregory was re-elected secretary.

It was resolved to continue in force the driving charges of last year, the actual sum to be paid by the operator for driving from Grand Falls being seventeen cents. All claims against the company on account of the drive of 1895 were settled, excepting that of F. H. Hale, who asked $3,000 damages. The company passed a resolution asking Mr. Hale to put his claim in such a way that the company could take action upon it, either through arbitrators, a defence at law or a settlement by payment in full. Last year the company drove 146,668,657 feet, and the tolls amounted to $23,810.36.

## RUNNING CIRCULAR SAWS.

WHEN everything is right and proper the saws will run and make good lumber. If a saw gets mulish and won't go, I would like to see it explained as to the wherefores and whyfores ; it may help some other fellow out, says a writer in the Woodworker.

Very few saw mills have sufficient power to drive a circular. There is half your trouble—motion up and down. You will find lots of thick and thin lumber. Why? Because your motion is up ; your saw is strained up to its running motion when it goes into the log ; when it comes out the motion is down. The sawyer gigs back and gets into the log before the saw has time to straighten up. If the saw happens to be laying out you will have a thin board ; if it happens to lay into the log you will have a thick one. Superintendent comes around and goes for foreman ; foreman goes to sawyer ; sawyer says it is in filing ; filer lays it to setworks. Every man has his excuses. Pretty soon your mill crew is at loggerheads, besides a poor lot of lumber. How will we remedy it? Take off your saw, hammer lightly on both sides close to rim ; if you get it too much it will snake.

First, see that track and arbor are level, collars true, and saw has proper amount of lead—say one-half inch in 60-foot track. I have run without any lead and done good work. One half inch should be the limit. I can remember when they run 5/8 to 3/4-inch in 60 feet. A close observer can tell pretty quickly if his lead is right. If your saw heats on rim and doesn't snake you have too much lead ; on the other hand, if the saw warms on the eye, there is not enough lead.

A correspondent writes that the make-shift saw grinder described in our March number is a dangerous piece of mechanism, and adds that it is just such contrivances that account for the injury of many persons.

# CORRESPONDENCE

Letters are invited from our readers on matters of practical and timely interest to the lumber trades. To secure insertion all communications must be accompanied with name and address of writer, not necessarily for publication. The publisher will not hold himself responsible for opinions of correspondents.

## AUSTRALIAN FORESTS AND N. S. W. TIMBER TRADE.

To the Editor of the CANADA LUMBERMAN:

DEAR SIR,—Those who saw the magnificent display of timber made by New South Wales at the World's Exposition at Chicago would imagine that this colony, at least, was well wooded with varied trees of great value. Their conception would be true so far as the variety and value is concerned, but not as to the quantity.

New South Wales is divided into three natural divisions. The first the Pacific slope, lying east of the coastal mountain range, a strip of country averaging, perhaps, forty miles in width. The second is the Table Land, and the third the comparatively dry Western Plains. The first section was fairly well, and, in some places, is now, densely wooded, but the soft, straight-grained woods, the colonial pine, cedar and rosewood, have largely been cut down. The Table Lands have some forests of valuable trees, but they are scattered. The central region has few trees except along the watercourses, and these are of no great value.

No forests largely composed of one variety are found here as in Canada. Sometimes they are dense and tropical in character, the trees being hung with creepers, but more frequently they are open and park-like. Here will be found a pine, there a cedar, interspersed with a variety of eucalypti or gums. The latter embrace a great range of hardwoods, many of them of great toughness and strength, beautifully grained, taking a high polish, and of great durability. Some of them are almost impervious to the attacks of the teredo, the white ant and other marine and land enemies of timber. The fact that their specific gravity is too great to allow of their being floated the distance which they require to be carted to reach a mill or shipping point, and so many of the logs being found to be defective through checks or decay at the heart, makes the timber expensive. Efforts have been put forth by the government and those engaged in the trade to build up an export in these hard timbers, particularly for wood-blocking, but the efforts have not produced, and are not likely to produce, large results. The total export trade of 1895 was less in value than $150,000, and the major portion of this went to the other Australian colonies. The cut of timber in New South Wales in 1895 was less than six years ago. Queensland is somewhat better supplied with soft building timbers—nearly meets its own demand and yet exports a little. The export is rapidly diminishing, and were it not for the duty levied considerable quantities of building timber would now be imported. West Australia has its famous jarrah and karri, used in paving the streets of London, but is deficient in soft woods. Victoria and South Australia require both hard and soft woods.

What is the available forest area of Australia no one knows, but the government of more than one colony which deemed that it had sufficient timber for its own use and export for years to come, has awakened to the unpleasant fact that this is not so. Some effort is being put forth for the preservation of existing forests and the cultivation of new areas. Australia must, however, depend at an increasing ratio upon other lands for its timber supply.

The value of the importations into New South Wales in 1895 and 1891 were:

| | 1895. | 1891. |
|---|---|---|
| Dressed Timber | £ 35,986 | £ 147,018 |
| Rough " | 239,541 | 575,642 |
| Laths and palings | 6,432 | 9,643 |
| Doors | 7,224 | 25,537 |

This shows a great diminishment in 1895, owing in part to a lessened demand from the reduction of construction following the crisis of 1892-3, and a lowering in price. A portion of these imports were hardwoods and re-imports from other colonies. Excluding these the chief supplies came from the following countries:

DOORS.

| | |
|---|---|
| United States | £ 6,335 |

DRESSED TIMBER.

| | |
|---|---|
| United Kingdom | £ 5,022 |
| Canada | 765 |
| Norway | 20,975 |
| United States | 2,690 |
| New Zealand | 929 |

LATHS.

| | |
|---|---|
| Canada | £ 1,240 |
| United States | 4,618 |

ROUGH TIMBER.

| | |
|---|---|
| United Kingdom | £ 2,611 |
| New Zealand | 60,111 |
| Canada | 19,112 |
| Norway | 2,820 |
| United States | 67,236 |

From South Australia there came timber to the value of £78,513. This, however, was almost wholly re-shipments originating in New Zealand, Norway and Sweden, Canada and the United States.

SHOOKS AND STAVES.

| | |
|---|---|
| New Zealand | £ 2,333 |
| United Kingdom | 788 |
| Canada | 47 |
| United States | 1,979 |

These importations were under a duty which was removed last year, the trade returns for which have not been published. An examination of these figures will prove interesting and will require some comment.

DOORS.

The doors shipped to this market are mainly from San Francisco, made from California redwood. As soon as the city recovers from the depression, which has not yet passed away, the demand must grow. I had hoped that British Columbia would have shared in the trade, and an attempt was made to introduce cedar doors from Vancouver. The result was unsatisfactory. There is some prejudice here against cedar on the ground that it is too soft. It necessarily follows that they must sell at lower figures than the redwood until a proper appreciation of the wood is secured or else some other means are used to properly bring them before the public. Then, I am bound to say that the samples sent, which I saw, were not equal to those from San Francisco. The mouldings were not as well finished or fitted, and in some, wood of a coarse grain had been selected for the mouldings which apparently had been worked with a dull tool and a little across grain. This, added to the notion regarding the wood, compelled the agent to whom they were consigned to sell at an unremunerative price. Some of those sent were sizes not often used, and this further tended to reduce the net return. I am still of the opinion, after making careful enquiry, that a good share of the trade can be secured by a courageous persistence of properly directed effort.

Some pine doors once came from Canada to Melbourne and even to Sydney, I am told, though I have not found anyone as yet who remembers them. Whether a trade can be made in them is a question. I have not the facts at hand to form anything like an opinion. It will depend upon price. Those who know pine say that a better price could be obtained for the pine than the redwood. Of that there is no doubt, but how much better cannot be told until an experiment decides. The quotations of the Sierra Lumber Company, of San Francisco, a little while ago, were as follows:

| Size. | | |
|---|---|---|
| 2′ 6″ × 6′ 6″ × 1¼″, | double moulded | $2.50 |
| 2 6 × 6 6 × 1½ | " | 2.75 |
| 2 8 × 6 8 × 1¼ | " | 2.75 |
| 2 8 × 6 8 × 1½ | " | 3.00 |
| 2 8 × 6 8 × 1¾ | " | 3.50 |
| 2 10 × 6 10 × 1½ | " | 3.25 |
| 2 10 × 6 10 × 1¾ | " | 4.00 |

Less a discount of 40%, 5% and 2½% cash.

The sizes most used are 2′ 6″ and 2′ 8″ × 1½″.

An important item in deciding the cost of these doors would be the freight rate. One thing is certain, they could not come by any existing lines. The only chance will be by vessel direct from the St. Lawrence. There is no reason known to me why there should not be such a line of vessels. The other industries of Canada need it, and must have it if they are to succeed here as they ought.

DRESSED TIMBER.

It will be seen that in this class Canada cuts an insignificant figure. The bulk of the trade is from Norway and Sweden or re-exports from the United Kingdom. On my arrival I sought to advance this dressed timber trade. It is certain that it is more advantageous to Canada, whether it always is to the shipper or not, to ship dressed instead of rough timber. The dressed stuff shipped from Norway and Sweden consists of flooring, siding and shelving. It is not clear stuff, but most of it is full of small and tight knots. These knots, of course, wear unevenly in flooring, and do not take paint easily in siding and shelving. There was prejudice against Douglas fir flooring because its coarse grain splintered. I was told that much of this could be overcome by proper selection and sawing. One British Columbia firm had taken up this trade and its agent here prosecuted the work vigorously and got an entrance into the market for spruce shelving, also for fir flooring, and others were working at it. The Canadian steamers were used to bring the stuff, but just when trade had got on a permanent footing, flour came into demand and the lumber was shut out. Upon seeing steamer after steamer come in without any timber on board, the orders were sent to San Francisco, from where there are frequent sailing vessels. It does now look as if the first results of my efforts in this direction will accrue to the United States. Nevertheless, I think the B. C. millmen will soon find a way to overcome this difficulty. Dressed stuff has already come and more is under way as part cargo of sailing vessels.

There is here a matter on which I should like to get the views of Eastern millmen. They meet the Baltic timber in England, where the freight is against them; could they not dress certain classes of timber and ship to this market, where, if the vessels sailed from the St. Lawrence, they should be on equal terms so far as freight is concerned? The Baltic flooring is 6 × ⅞; the British Columbia is dressed out of 6 × 1, and is therefore ½ an inch narrower than the Baltic. The latter is quoted at 13s. 6d. per one hundred superficial feet, while Oregon, as it is known from B. C., has sold at 11s., but 11s. 6d. would be paid for it if it could be had.

Laths do not call for special reference.

ROUGH MERCHANTABLE TIMBER.

Under the low prices prevailing some of the owners of limits in British Columbia have concluded that their timber will pay better to permit it to remain in the forest than to cut and ship it. A telegram is to hand that the Pacific Coast combine has been reconstructed. It was rotten from the start last year, and it certainly did not greatly help the Canadian mills, which had the reputation of pretty fairly keeping their agreements. Whether the reconstruction will do better is to be seen. The trade is done through importers, known as "Indent Merchants." He takes orders from what in Canada would be known as the owner of a lumber yard, to which a planing and resawing mill is attached, and then orders from the mill or its broker. Formerly anything shipped as rough merchantable was accepted without demur and the cargoes were paid for in advance or on receipt of the bill here. Three or four years ago a lot of inferior stuff was shipped by a decaying mill, and at once demands were made for a reduction in price for inferior quality. Since then these reductions have been of frequent occurrence, and have been a serious loss to shippers. In some cases the claim was a just one; in others it was made as a matter of course. The buyer had nothing to lose, while the seller had to pay the cost of the survey or arbitration in addition to any reduction that might be found against him. The importer fell back on the mill that shipped the stuff. The result was that the millman, who was not really represented in the arbitration, was the sufferer.

Shortly after my arrival I suggested a temporary plan for meeting this difficulty, and it was tried soon after on a cargo on which there was a dispute. It did not last, for two good reasons. In the first place, there are two very different opinions held on the opposite sides of the Pacific as to what constitutes "rough merchantable timber." The verbal definition was the same on both sides—timber with a certain proportion of sap and tight knots—but when logs were cheap and lumber dear the stuff sent here was really "selected and clear." Now that the conditions of trade are reversed the millman wishes to ship according to the literal definition, while the Sydney man demands that his timber be of the old type. Until there is an understanding upon this point no method of settling a dispute can be satisfactory. The other trouble is worse still. So long as the seller is very much more anxious to sell than the buyer is to buy, so long will the buyer get concessions in his favor in the drawing up of an agreement that practically puts the case in his hands.

No scheme for a general settlement of a dispute is of any value in the face of a special agreement that was designed to override it.

SHOOKS AND STAVES.

Here again Canada is out of it. Some oak staves do come here from Ontario via New York, and are credited in the return to the United States. There is an opening

here for Canadian enterprise. About one hundred thousand tallow casks are required annually in this colony. The material is imported from B. C. as pickets, made into casks in Sydney, mainly by hand, and then taken to pieces and shipped in the knock-down to the interior boiling-down factories. There should be an opening for a barrel factory to do this work in British Columbia.

A promising business was opened up three or four years ago in spruce butter boxes. When I came out it had received a set back. It was said the spruce tainted the butter. A commission man who had written a good deal to Canadian newspapers was urging the Canadians to ship the boxes. He said he could sell any quantity of them. It was true, as he said, that well seasoned spruce did not taint the butter, but there was another obstacle in the way which he could not be brought to see. New Zealand has a white pine that is odorless and well adapted to this purpose. It is perishable and useless for building purposes, and therefore cheap. So long as that New Zealand wood can be landed here at past prices, there is no profitable market for Canadian spruce. When the white pine gets scarcer and dearer, as it must by and by, there will be.

Correspondence has been opened up to see whether a trade cannot be done in soap, candle and other merchandise boxes.

In conclusion, if asked what can be done to improve trade, in addition to what I have said. I should point out this fact: Much of the lumber coming here from British Columbia mills is brought through San Francisco houses. The course of the trade is millman, San Francisco broker, Sydney importer, timber merchant, builder or contractor. The trade passes through five hands, making numerous delays, expenses and misunderstandings. At least two of these middlemen are unnecessary. It is possible that a Cananian mill owner will, not long hence, open a yard and do the trade direct. If placed under proper management it will succeed, but that "if" is an important one.

J. S. LARKE.

Agency Gov't of Canada,
Sydney, N.S.W., Feb'y 20, 1897.

## DIFFERENT RESULTS IN SCALING LOGS.

BAY CITY, MICH., April 6th, 1897.

To the Editor of the CANADA LUMBERMAN:

DEAR SIR,—Observing the communication in your last issue under the caption, "Different Results in Scaling Logs," I have prepared the following, which may interest some of your readers.

BAND AND ROTARY LOG SCALE.

An experience of several years tallying lumber cut by different saws mentioned, after it had been through the edger and trimmer, and a comparison of the lumber with the log scale, as shown by the different systems of log scaling, has revealed a difference in favor of the lumber scale of from 20 ft. to over 300 ft., except by the system of band and rotary log scale. In the first place, logs are not cut to waste as they were a few years ago, nor is there the same desire to saw a large number of logs into lumber and waste without regard to quality and manufacture. Conditions have changed. The object now sought is to saw straight, cut all you can and do it well, slab light, and be conversant with the different grades of lumber, so as to cut the logs to the best advantage. I claim that a 4" face on straight logs is all that should be left when slab is taken off. This scale is figured for plump inch, as lumber will surface one side when seasoned ⅞" strong. The band saw scale is figured on light ⅛" kerf and the rotary scale on light ¼" kerf.

It will be noticed that the number of feet does not always increase in the same ratio as the diameter of logs increases, viz., a log 12 inches in diameter and 12 feet long, band saw scale, contains 84 feet, and one of 13 inches in diameter and 12 feet long has 102 feet, a difference of 18 feet; while a log of 14 inches in diameter 12 feet long has 117 ft., a difference of only 15 ft. as between logs 13 and 14 inches diameter, and 3 ft. less than the difference between logs 12 and 13 inches diameter. The reason for this is as follows, as a test will prove: By increasing the diameter of logs in inches only one-half an inch is gained all round for every additional inch to the diameter, and there is not sufficient log left on the outside to make an inch board. The next size being ½ inch larger all round, there is an inch board on each side more than on the log one inch smaller, besides the additional width on every board cut, and this makes the seeming inexplicable difference between logs of different diameters. I claim that logs and standing timber scaled by this scale will cut very close to the actual scale of the lumber. Apply this test and you will be convinced.

HOW LOGS SHOULD BE MEASURED.

All logs, good, bad and indifferent, should be measured for full quantity without any allowance whatever for defects. The variation in quality by this rule would then be offset by variation in price. The theory is that a quantity of fairly good logs might be reduced in quantity to good wood, but a buyer would base his estimate of value from superficial appearances as a whole, and if he secured the logs, would pay for perfect stock at a reduced price. In lumber, culls are measured for full contents and sold at almost one-half price of good stock. Why should not logs be measured the same way?

| BAND SAW LOG SCALE. | | | | ROTARY SAW LOG SCALE. | | | |
|---|---|---|---|---|---|---|---|
| Diam. in Ins. | 12 ft. | 14 ft. | 16 ft. | Diam. in Ins. | 12 ft. | 14 ft. | 16 ft. |
| 6 | 15 | 17 | 20 | 6 | 13 | 15 | 17 |
| 7 | 26 | 30 | 34 | 7 | 24 | 28 | 32 |
| 8 | 31 | 36 | 41 | 8 | 31 | 36 | 41 |
| 9 | 46 | 53 | 61 | 9 | 36 | 42 | 48 |
| 10 | 55 | 64 | 73 | 10 | 53 | 61 | 70 |
| 11 | 70 | 81 | 93 | 11 | 62 | 72 | 82 |
| 12 | 84 | 98 | 112 | 12 | 79 | 92 | 105 |
| 13 | 102 | 119 | 136 | 13 | 90 | 105 | 120 |
| 14 | 117 | 136 | 156 | 14 | 109 | 127 | 145 |
| 15 | 136 | 158 | 181 | 15 | 124 | 144 | 165 |
| 16 | 157 | 183 | 209 | 16 | 145 | 169 | 193 |
| 17 | 182 | 212 | 242 | 17 | 164 | 191 | 218 |
| 18 | 203 | 236 | 270 | 18 | 183 | 213 | 244 |
| 19 | 232 | 270 | 309 | 19 | 210 | 245 | 280 |
| 20 | 255 | 297 | 340 | 20 | 233 | 271 | 310 |
| 21 | 276 | 322 | 368 | 21 | 254 | 296 | 338 |
| 22 | 313 | 365 | 417 | 22 | 287 | 334 | 382 |
| 23 | 336 | 392 | 448 | 23 | 308 | 359 | 410 |
| 24 | 375 | 437 | 500 | 24 | 343 | 400 | 457 |

| LOG RULES. | Length. | Diam. | Feet. |
|---|---|---|---|
| Bangor | 12 | 8 | 33 |
| Oughtred | " | " | 28 |
| Scribner | " | " | 22 |
| Quebec Government | " | " | 24 |
| Doyle's Rule | " | " | 16 |
| Bangor | " | 12 | 78 |
| Oughtred | " | " | 68 |
| Scribner | " | " | 59 |
| Quebec Government | " | " | 50 |
| Doyle's Rule | " | " | 48 |
| Bangor | " | 24 | 327 |
| Oughtred | " | " | 300 |
| Scribner | " | " | 303 |
| Quebec Government | " | " | 315 |
| Doyle's Rule | " | " | 300 |

Yours truly,
R. A. JOHNSTON.

## DUTY ON LUMBER AND SAW-LOGS.

ORILLIA, ONT., March 31st, 1897.

To the Editor of the CANADA LUMBERMAN:

DEAR SIR,—It has been stated that a change is coming over the spirit of a large proportion of the Liberal party in regard to trade relations with the United States. The fact is, Canada has frequently shown her willingness to make any honorable arrangement that would lead to freer trade with the Americans, and all such efforts have been repulsed, more bluntly recently than ever before. The Dingley bill, should it pass, will impose a duty of $2 per thousand feet board measure on white pine lumber, and twenty-five per cent. ad valorem is to be added on lumber entering the States from any country that places an export duty on saw-logs. It is to be hoped that such an unreasonable bill will never pass the Senate, but if it does become law then the only honorable course for Canada to pursue will be to meet tariff with tariff, regardless of results. The United States cannot expect Canada to submit to the payment of an import duty on lumber entering the States from here, and at the same time permit Americans to buy, cut, and take to their own country, vast quantities of the choicest pine on the continent, from here, without paying an export duty thereon, and this export duty should in no case be less than the import duty charged by themselves. If the Dingley bill had imposed $10 duty instead of $2 it would have been no worse, because either is sufficient to prohibit the common grades of lumber from being shipped to the States, therefore if the threatened twenty-five per cent. be added it can do no further harm. There is no question, however, that the lumber manufacturers of Canada would for a brief time feel keenly the loss of the American market for coarse cheap lumber, but not for the better qualities, for fortunately the time has now come when not only white pine deals but all other thicknesses of the upper grades of lumber can be shipped with profit to the British and other trans-Atlantic markets, at better prices than the Americans can afford to pay; and doubtless when necessity demands manufacturers will find a profitable market in South America and elsewhere for all the rough grades of lumber not required for home consumption in Canada. It is pretty well understood that the Americans can get along for a few years without Canadian lumber, but the time will soon come when they will need it and will not be able to get it, because other more profitable and more reliable markets will have been found for the total output of this country. And even at the present time closing the door of American markets to Canadian lumber will benefit only a few of the Americans, namely, the manufacturers, who will be in a position to charge higher prices, causing a direct loss to the many thousands of American consumers. It is possible, however, that the Dingley bill, now before the House, will be amended as far as the import duty on lumber is concerned. And I hope it will, as we desire neither an export nor import duty to be imposed on logs, lumber or shingles. The freer the trade between ourselves and our neighbors the better, and only in the event of their refusing to deal with us on fair, even terms, and in self-defence, would we desire an export duty to be imposed. With reference to pulp and pulpwood, it seems most unfar to Canadians that hundreds of thousands of cords of spruce should annually be allowed to be taken to the States free from export duty, and at the same time we submit to payment of an import duty on every ton of pulp that is shipped across the line. And the Dingley bill claims to increase this unjust duty. It has been estimated by experts who have explored the spruce localities of the United States that they have only sufficient pulpwood to last their mills about five years, if they import none from other countries, while Canada contains enormous spruce forests, together with numerous immense water-powers, which advantages place her in a position to almost lead the world in the manufacture of pulp.

Yours truly,
A. TAIT.

## PERSONAL.

Mr. Levi Crannell, of the Bronsons & Weston Lumber Company, Ottawa, has been elected president of the Reform Association in that city.

Mr. Francis H. Clergue, manager of the Sault Ste. Marie Pulp and Paper Co., Sault Ste. Marie, Ont., gave THE LUMBERMAN a pleasant call early last month.

Mr. Richard Hall, formerly manager of the Ontario and Western Lumber Company at Rat Portage, Ont., has gone into the mining business, and will devote his time to the preparation of plans for stamp mills and mining machinery.

Mr. Jules E. Tache, of the Department of Crown Lands, Quebec, died in the provincial capital on the 19th ultimo. Deceased was a son of the late Col. Sir Etienne Pascal Tache, K. C. M. G., A. D. C. to Her Majesty, and was a descendant of one of the most illustrious families.

Mr. Lewis H. Swan, late manager for J. W. Howry & Sons, of Fenelon Falls, Ont., is said to have decided to remove to Buffalo, where he will conduct a wholesale lumber business. Mr. Swan is an energetic business man, and will no doubt secure a fair share of patronage.

On Sunday, April 4th, Mr. Herbert Burt Rathbun, son of Mr. H. B. Rathbun, of Deseronto, died at Belleville, Ont. Deceased was born in Deseronto and graduated as B. A. in 1883. On his return from college he became connected with the business of the Rathbun Company, supervising the yard department until failing health forced him to relinquish the work. The disease developed into consumption, and although he rallied for a long time, no hopes were held of his recovery. He was a director of the Rathbun Company, Bay of Quinte Railway Company and Deseronto Navigation Company, and was for five years deputy-reeve of Deseronto.

The Jenckes Machine Co., of Sherbrooke, Que., are supplying the machinery for a pulp mill at Chicoutimi.

Barber & Watson, manufacturers of water wheels and mill machinery, Meaford, Ont., have dissolved partnership. Mr. C. Barber continues the business.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

C. H. MORTIMER
PUBLISHER
CONFEDERATION LIFE BUILDING, TORONTO
BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:
One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

*TO VISITING LUMBERMEN.*

*Lumbermen visiting Toronto are invited to use the office of the CANADA LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way they may desire.*

## THE UNITED STATES TARIFF.

THE Finance Committee of the United States Senate, by whom the Dingley tariff bill has been uuder consideration for some time, are not to be charged with hasty legislation. It was announced that before this date the bill would be presented to the Senate, that the lumber section would be the first to be considered, and that in case the proposed duty should be sanctioned, it would become operative by the first of June. The probability of this taking place is now out of the question, and no one ventures to predict the exact time when the interesting document will be reported to the House. After this stage is reached probably a month will be spent in discussion before the bill is ready for the president's signature, and it is safe to say that the tariff will not become law until late in the summer.

The announcement was recently made that a retroactive clause had been added to the Dingley bill, providing that, should the bill become law, all imports should be dutiable from the first of April. Later information, however, is to the effect that this provision is not likely to appear in the bill when it reaches the Senate, as the present tariff will not be repealed until the new one goes into effect, and there cannot justly be two conflicting laws on the same subject at the same time. The main object in inserting the clause was to prevent importers from making large purchases of lumber and other foreign goods, thus weakening the market.

A bitter fight is being made by Michigan lumber manufacturers against the imposition of the duty. In this they have the support of the paper trade, who are interested in obtaining free pulp wood, and of the consuming public, who will not consent to the imposition of a tax which they will be called upon to pay. These combined forces, together with the wholesale dealers interested in Canadian lumber, represent a strong opposition, and already rumors are afloat that the bill has been greatly modified in its protective features by the Senate committee.

A study of the new Canadian tariff furnishes little light as to the probable action of the Dominion government regarding an export duty on saw logs and pulp wood, but without doubt an American import duty of $2 per thousand feet on lumber will be met by retaliatory measures. It is probable, however, that the final revision of the United States tariff will be such as to render unnecessary any such steps. Should this not prove to be the case, our lumbermen must accept the situation, and at once take steps to devise ways and means to develop our foreign trade. How this can best be accomplished is a question which requires thoughtful consideration, and in any policy which should be decided upon the interests of the small manufacturer should be carefully guarded.

## COMMERCIAL AGENTS AND FOREIGN TRADE.

CIRCULARS were sent out some time ago by the Minister of Trade and Commerce to the various boards of trade throughout Canada requesting suggestions as to the best methods to be adopted for the extension of our foreign trade. The replies in nearly every instance recommended the appointment of commercial agents in all countries where there is a fair probability of placing Canadian goods. It is understood that the government has decided to act upon the recommendations, and will shortly appoint suitable persons for the positions. This would appear to be a step in the right direction, and if properly carried out will certainly result in developing our export trade to a much greater extent than has been done in the past. To this method of making its manufactures known the United States owes no small amount of its foreign trade, and to-day it ranks among the largest exporting countries of the world.

That Canadian manufacturers are realizing the importance of foreign markets is shown by the fact that several firms have already sent special agents abroad to report on the possibilities for trade, the success which they have met with only confirming the conviction that Canadian goods are little known in many foreign markets where bright prospects for trade exist. The pioneeer work, however, such as the introduction of the goods and the establishing of a connection, has invariably been found expensive—so much so, indeed, that only a very limited number of Canadian manufacturers could thus afford to investigate for themselves the possibility of foreign markets. Considering the wealth of Canadian forests, the number of lumbermen who have visited the markets of Europe and other countries with the object of learning their requirements is so small as to count for little, and here is where commercial agencies may be of service to the country if judiciously and carefully managed. The Canadian consuls who have been stationed in foreign countries in past years have certainly been of some benefit, and many of them are fully alive to the duties of their positions. That others might have been of much greater service will probably be admitted. The reports sent to the government are frequently so general in character as to be of little value to persons desiring information of any particular class of goods. It should be the duty of our consuls to give as far as possible specific information regarding the classes of goods which are in most demand in the country in which they are located, to furnish suggestions as to best methods of manufacture and shipping, to give approximately the cost of freight, and similar data, thus placing the Canadian manufacturer in a position to estimate his chances for developing a profitable trade.

By the courtesy of Mr. J. S. Larke, commissioner for Australia, we are permitted to publish a communication on another page descriptive of the timber trade of New South Wales, which should be carefully read by lumber manufacturers in this country. Mr. Larke clearly points out that a much larger trade might be done by Canada in dressed timber and doors, but unless mill men exercise greater care in the manufacture of stock the advancement in that direction is likely to be slow. In placing goods upon a new market, it is especially necessary that the specifications should be exactly complied with, otherwise opportunities of developing an increased trade may be permanently lost. Mr. Larke is of the opinion that we could compete successfully with the Baltic flooring, and provided that a line of steamships sailed from the St. Lawrence or maritime province ports, there would seem to be no reason why this could not be done. The question of shipping facilities is a very important one, and on which depends to a large extent the future of the Canadian lumber industry. Therefore we express the hope that before many years shall have passed the government of Canada will take such steps as will provide for a regular line of steamers between Canada and her principal importing countries.

In this connection mention might be made of the fact that, acting under instructions from the Minister of Agriculture, Mr. C. C. Eldridge, of Vancouver, is now making a collection of British Columbia products, to be exhibited at the World's Exhibition at Stockholm. Included in the display will be sections of trees, sawn timbers, and other manufactures of the forest.

THE red cedar shingle business of the Pacific coast appears to be taking on new life. For the past year or two the manufacture of shingles on the Pacific coast has been greatly curtailed, owing to the depression in the trade and the low prices ruling. Manufacturers have preferred to allow their mills to remain idle rather than operate them at a loss. The wisdom of this is now proven, as at a recent meeting of twenty of the largest manufacturers it was resolved to advance prices for eastern shipment, owing to the fact that the spring demand had increased beyond the supply.

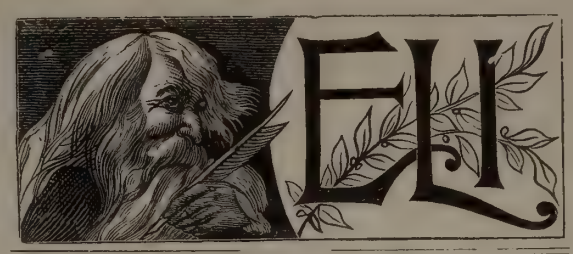
## EDITORIAL NOTES.

The bill proposed to be submitted to the Ontario legislature at its recent session, providing for the better sanitation and inspection of lumber camps, will not become law for another year at least. For some reason, probably known only to a few friends of the government, the measure was not introduced in the House. It is hinted that this step was the indirect effect of the invalidation of the statute compelling inspection of cattle at the expense of owners, inasmuch as it was intended by the act that lumbermen should bear the cost of inspection of camps and of procuring a physician and nurse in case of infectious diseases.

Apropos of our remarks in the last issue of The Lumberman regarding the necessity of uniform inspection rules for the purchase and sale of lumber, the report published in another column of a suit which was recently heard in the County Court at Toronto affords interesting reading. It was shown by the evidence that there was really no general understanding as to what constituted firsts and seconds in birch, and the contentions of the plaintiff and defendant differed widely. The decision declared that sap was not a defect. The learned judge was nonplussed at learning that the lumber business was conducted in such a manner, and suggested that the legislature should sanction some code of inspection rules which would remove the opportunities for law suits such as now exist, and which only serve to divert to the pockets of lawyers the profits which rightly belong to the lumber dealer. This and other similar suits which are fought out from time to time afford a strong argument in favor of some action being taken by lumbermen looking to the adoption of standard rules of inspection.

The Ontario government is apparently becoming convinced of the expediency of protecting from fire the unlicensed timber limits of the province, as we observe that at the last session of parliament, at the request of the Commissioner of Crown Lands, an appropriation of $3,000 was made for the employment of fire rangers for this purpose. It is gratifying that a step in this direction has been taken, yet we cannot but express regret that the amount was not larger, thus placing the department in a position to protect more efficiently an asset from which is derived annually a very large revenue. In the case of licensed limits, the expense of fire ranging is borne equally by the licensee and the government, while the latter would, of course, be compelled to bear the total cost of protecting unlicensed territory. The appropriation of $3,000 would, therefore, only provide protection for a very small section of country, leaving the balance to suffer destruction by fires such as have occurred in past years in many parts of the province, and which should have served as object lessons. Now that the government has shown itself to be in sympathy with the movement, however, we trust we may receive a much larger grant for this object at the next session of the legislature.

Saw mill owners in every part of Canada are asked to assist in making The Lumberman of greater interest to its readers by furnishing information regarding the condition of the lumber market. Particulars of sales of stock, estimated cut, current prices, etc., are solicited.



One of the latest industries to which my attention has been drawn is the collection of white pine seeds for sowing. I recently learned of a gentleman in Ontario who was devoting much of his time to this work, which he described as being very tedious and laborious. His method was to purchase the cones from the lumbermen in his vicinity. These were gathered in the fall of the year, the month of September being the best time, and threshed out by a flail in much the same manner as peas. The seeds were sold at fifty cents per pound, the principal market being in the United States.

* * *

Mr. E. W. Rathbun, the Deseronto lumber king, upon being interviewed, stated that Canadian lumbermen should not permit the United States to impose a duty on our lumber. "Within seven years," he said, "the American pine forests will be wiped out at the present rate of cutting. Then they will be as dependent on us for pine as they are for pulp wood now. Let the Canadian Government say: If you impose any duty at all upon our lumber, we will impose an export duty upon all logs, pine and pulp wood. When that fact is grasped by the Americans they will change their attitude." "There is another thing that the public have not realized," said Mr. Rathbun. "The timber limits of the country are passing into the hands of Americans who have no interest beyond clearing off the lumber. They bring in supplies free and American labor, and tow away the logs. They are protected against our competition in the lumber market by the duty of $1 or $2. That means that when they bid for the timber limits they have an advantage over Canadian bidders equal to the duty. We cannot compete against them, and every years sees fewer Canadian purchasers of timber limits and more Americans." Mr. Rathbun thinks that European capitalists will shortly establish paper mills in America, and under favorable circumstances they would locate in Canada.

* * *

A Montrealer interested in lumber, referring to the system of protection which he considers it preferable for Canada to adopt, recommends a little paternalism. He says: "I would have the government get reports from its Commissioner in England and from British consuls abroad as to lumber markets, and would have instructors travel among our smaller mill men to teach them how to saw for the foreign market. The government should advance to these small manufacturers 75 per cent. of the value of the lumber on board the vessel at the shipping port, after payment of insurance, and I would have the lumber sold for them, just as has been done in the cheese business—done so successfully that young Canada supplies 55 per cent. of the cheese used in Great Britain." The query whether a policy such as this would not meet with strong opposition, was answered thus: "At first, possibly. But when the public become educated to the fact that no sale for lumber means destruction to millions of dollars of our natural resources—that stagnation in this trade means starvation to tens of thousands of employees from Quebec to Port Arthur—that it means no freights for our railroads—they will favor the policy. Our small lumbermen need help and need it at once; for three years they have been lumbering at a loss. This policy would mean the manufacture of our logs into lumber in Canada. It means its transportation from Sault Ste. Marie and Georgian Bay, Toronto, the Bay of Quinte, Ottawa and all St. Lawrence ports on Canadian railroads or ships to the sea and to Europe. In fact, I think that if the government acts on these lines at this crisis, the McKinley Bill will do as much good as it did before when it was in force."

* * *

The season of rafting timber to Quebec for shipment across the Atlantic has now opened, and passengers enjoying an early summer tour down the St. Lawrence will pass a number of huge rafts, with their jolly crew, quietly floating along. Within the past fortnight a considerable quantity of timber has left Toronto, to which point it was brought by railroad from Ohio and Michigan. In former years all this timber was rafted at Toronto, but the risk of loss by storms on the lake is now avoided by taking the timber to the vicinity of Kingston by vessel, where it is made into rafts for floating to Quebec. This method is now adopted by most of the timber merchants. While the square timber trade is not by any means what it was years ago, when as much as twenty million cubic feet of white pine alone was exported from the St. Lawrence, and twenty firms were engaged therein, it is yet quite an important feature, and one which the average lumberman knows little about. Talking with Mr. Bickell, of McArthur Bros. & Co., the other day, he referred to the great change which had taken place in the timber trade of late years. "Less than twenty years ago," he said, "sailing vessels were employed almost altogether for carrying timber, but now very few of such found their way to Quebec, owing to the difficulty in securing a charter. The steamers were now built in such a manner as to take in a log 75 feet in length. A point in favor of the steamer was that the wood was landed at its destination in much better condition, being free from discoloration such as is likely to occur when shipped by a sailing vessel, which could only make about two trips a season, while a steamer would make half a dozen. The cost of insurance by steamers was also a mere trifle. During the summer months the rate was only one-quarter of one per cent., which was increased in the fall season." Mr. Bickell expressed the opinion that Quebec would continue to hold the timber trade, as Montreal did not afford the necessary cove and other accommodation. He hoped for the early extension of the Ottawa, Arnprior and Parry Sound Railway to the ancient city, which would be the means of restoring some of its old-time activity. He could well remember when as many as fifty vessels were built each year at the port of Quebec, affording employment to thousands of workmen. Now, owing to the general use of iron and steel, this trade had been diverted to the Clyde. Mr. Bickell goes to Quebec early in May, where he takes charge of the shipping of the timber for his company, and will remain there until the close of navigation.

# THE RETAILER AND Wood-Worker

## THE BUILDING OUTLOOK FOR 1897.

INFLUENCED by the general depression in business, the building trade in Canada has for some years been in a state of inactivity, and much below what might be expected in a young and vigorous country. As each year passed by, it was hoped that the worst had been encountered, yet the season of 1896 proved to be one of the least prosperous. The unsettled condition of the country politically, and the uncertainty with regard to the tariff both in Canada and the United States, had a depressing effect, and many buildings which would otherwise have been erected still remain in a embryo state until the action of the government is made known. The low rentals obtainable in many of the larger cities offered little inducement to speculators, and consequently a few office buildings constituted the major portion of construction. Thus the local demand for lumber has been reduced to a very fine point, and retail dealers have suffered in common with every other line of business in any way dependent upon building operations.

With the object of learning as far as possible the conditions likely to prevail in the building trades during the approaching season, letters were dispatched to architects in the different cities, asking their opinion of the outlook. The replies received, although pointing out that many projected works are yet in an unsettled state, and may or may not be proceeded with, afford some degree of encouragement. It is generally conceded that little change will be made in the tariff by the government, and the official announcement of this fact will be certain to stimulate building operations and restore confidence to business in general.

In Toronto, the new building at the northwest corner of Yonge and King streets is perhaps the largest yet arranged for; the plans are being prepared by Messrs. Darling & Pearson. A large hotel and several other buildings of some prominence are spoken of, but are not yet regarded as certainties. The renovation and remodelling of office buildings is likely to account for a considerable expenditure, as the owners will be compelled to improve their properties in order to retain their tenants. Montreal architects report the season to be opening up somewhat brighter than last year, with several undertakings hanging in the balance. The towns adjacent to Montreal are apparently more prosperous. In the city of Ottawa the prospects for building operations are decidedly encouraging, a number of recent fires having assisted in this direction. The rebuilding of the departmental block and the new building of the C. Ross Company are the most important works now under construction. The addition to the Protestant hospital and a proposed opera house will reach in value $100,000, while other buildings equally costly are either under way or contemplated. In western Ontario architects do not take a discouraging view of the future. A $60,000 hospital is talked of at London, and two buildings of good size will be erected in Hamilton. The bulk of the work in the latter city, however, will consist of residences and alterations to existing buildings. In the vicinity of Stratford a fair amount of building is reported, and at Owen Sound elevator and flour shed extensions comprise the main work. There are a large number of buildings commenced or projected at Rat Portage and other mining towns in northwestern Ontario, and in these will be consumed a large amount of lumber, the structures being mostly of frame.

Very few large buildings are likely to be erected this year in Manitoba and British Columbia. A large university building will probably be built at Winnipeg, at a cost of $60,000. In the Pacific coast province the cheaper class of buildings promise to predominate, particularly in the vicinity of mining operations. From the maritime provinces favorable reports are received, the work now in sight at St. John being greater in extent than for any season for the past ten years.

No small amount of material and labor promises to be utilized in 1897 by government work, the appropriation made by the Dominion parliament for canals alone reaching five million dollars. Comparing the situation with past years, we think there is a fair prospect of an improvement in building during the present season. The low price of lumber and other building materials affords a splendid opportunity for speculators to erect good buildings at a very low cost, and it is reasonable to suppose that this fact will be given due consideration by the wise investor, and that projected works will be proceeded with during the present season.

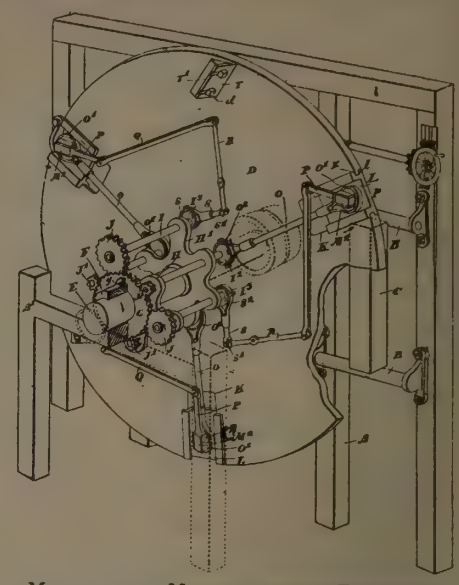
---

An English exchange states that furniture manufacturers of that country, especially the chair trades, are importing large quantities of American birch timber.

The story is told how a dry kiln failed to give satisfaction. When first built the thermometer showed 200 to 210 degrees of heat in all parts of the kiln, but this temperature ran down gradually until only 140 to 160 degrees could be obtained. Placing a recording thermometer inside the kiln and a recording gauge on the steam supply pipe resulted in the discovery that the fireman was in the habit of closing the steam admission valve in order to favor his boiler. After the fireman was duly warned, and the steam coil, which was badly clogged with grease and dirt, had been cleaned out, the temperature went up to the proper degree again.

## RECENT WOOD-WORKING PATENTS.

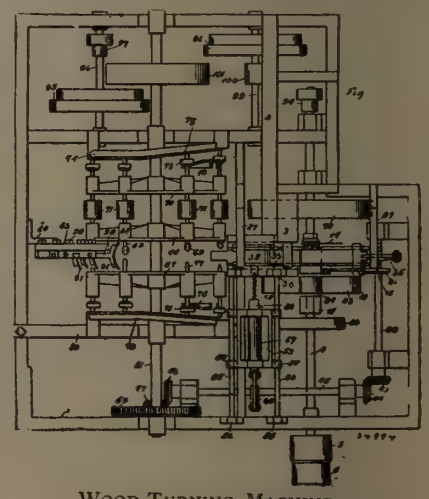
THE following patents for wood-working machinery have recently been granted to Canadian inventors:



MACHINE FOR MANUFACTURING EXCELSIOR.

Patentee: H. A. Rider, Toronto, granted 8th February, 1897; 6 years.

Claim.—In a machine for making excelsior packing, in combination a rotating disc secured on an adjustable shaft, sets of scoring knives equidistant and supported in radial guideways, and means for causing reciprocating movement to knives to cause them to travel in a straight line over the chords of the arcs of a concentric circle, and to simultaneously keep them parallel with the chords of each arc from end to end as they rotate. In combination with a rotating disc, supporting blocks peripherially equidistant and provided with side grooves, substantially radial recesses with tongues to fit into the grooves, cylindrical discs provided with a plurality of disc-shaped abutting scoring knives, suitably journalled and having cylindrical shanks extending through corresponding holes in supporting blocks, means for reciprocating the blocks, supplemental shanks to the disc and arms secured to the supplemental shanks, with connecting rods, eccentrics, spindles, gear pinions, spur wheel, etc., etc.



WOOD-TURNING MACHINE.

Patentee: Wm. T. Jones, New Westminster, B. C., granted 15th February, 1897; 6 years.

Claim.—A wood-turning machine, comprising a series of fixed cutters, a rotary block, means for rotating the blocks relatively to the carrier, saw for severing the block from the strip, and reciprocating frame for holding and operating a boring tool. The combination with a saw, a boring device, and a block carrier, of a block shifter comprising a reciprocating carriage, a fulcrumed lever having a link connection with said carriage, an eccentric shaft, a finger extended radially from said eccentric shaft, and pins arranged at opposite sides of a slot opening in said lever and adapted to be engaged successively by the finger on the eccentric shaft, the pivotal point of said lever being forward of a vertical line through the axis of the eccentric shaft, etc.

H. W. Chamberlain, Ottawa, sash and frame.

Wandell P. Jones, Woodstock, N. B., clapboard, having a tongue on one edge and a rabbet on the other edge, and which, when laid on the wall, exactly resembles the clapboard in common use.

D. M. Macpherson, Lancaster, Ont., box, having detachable cover, with notches formed in its edges and rotatable holdfasts set in the body of the box, projecting from the upper edge thereof through said notches and having their ends offset to engage said cover, etc.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.*

VOL. III. TORONTO, ONT., APRIL 28, 1897 No. 17.



## CANADA LUMBERMAN

PUBLISHED BY

C. H. MORTIMER

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING,
MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.


**Lumbermen visiting Toronto are invited to call at the office of the CANADA LUMBERMAN. We shall have pleasure in giving them any information desired.**

## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.


FOR SALE.

CEDAR POSTS, ETC. APPLY TO S. R. BEETON, Anten Mills, Ont.

FOR SALE.

FOR HEMLOCK DIMENSION STOCK AND bill stuff, write to REID BROS., Hepworth Station, Ont.

FOR SALE.

100,000 FEET 1 INCH MILL RUN BASSwood, and some Birch. CRAIG & AUSTIN, Kinmount, Ont.

WANTED.

3 CARS OF 2" No. 1 AND 2 AND COMMON Soft Elm. Address, BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.

FOR SALE—IMMEDIATELY.

PLANING FACTORY, GOOD BUSINESS, IN perfect running order; also run of chop stones, water power. Good reasons for selling. Address Box 236, Flesherton, Ont.


### BUSINESS NOTES.

W. Donough, lumber jobber, Grattan township, has assigned to T H. Grant.

George Wilson, planing mill, St. Catharines, Ont., is reported to have assigned.

F. & F. Corbeil, lumber merchants, Ferries township, have assigned to A. E. Landrian.

J. R. Vanfleet, lumber, Brantford, Ont., has assigned to A. K. Bunnell. Creditors will meet on the 29th inst.

The failure is reported of Fitch & Aldrich, sash and door manufacturers, Elmira, N. Y. Tonawanda dealers are said to be creditors to the amount of $40,000.

### CURRENT TRADE CONDITIONS.

#### ONTARIO

The reports which come to hand from mills throughout the province tell of more activity in the lumber business. Stocks which were sold in the early spring for first open water are now being shipped out, and United States dealers are buying more freely in anticipation of the duty. Manufacturers appear to be more hopeful, and are holding stock at firm prices, in the belief that the worst has been passed. In the Ottawa district shipping is quite brisk, the entire fleet of the Ottawa Transportation Company being employed loading lumber. The Canada Atlantic Railway also reports a steady call for cars for the timber trade. Several of the mills have commenced sawing, including those of W. C. Edwards & Co., Bronsons & Weston, Hawkesbury Lumber Co., Ottawa Lumber Company, J. R. Booth, and the McLaren Estate. Good lumber is constantly asked for, while there is little demand for the common grades. Culls have been in fair request, also pine and hemlock bill timber. Of hemlock some fair sales are reported for local work. Cedar also meets with some favor. Comparatively, hardwoods are in greater demand than pine. Sales have been made at better prices than last year, and stocks are smaller. Elm, maple and oak are the leaders, and in some sections these woods are commanding advanced prices. Wholesale dealers in Toronto report business fair, with prospects brightening.

#### QUEBEC AND NEW BRUNSWICK.

Preparations for shipping are now engaging the attention of the shipping houses at Montreal and Quebec, where indications give promise of a busy season. Nearly everything suitable for the British market has been contracted for, at prices equal to or in advance of last year's quotations. The stocks of timber at the coves in Quebec are small, and are given in another column. The sale of about one thousand miles of government timber limits, which is being held to-day at the Crown Lands Department, is attracting some attention. A report of the result will be given in our next issue. New Brunswick and Nova Scotia spruce continues in active demand, and the requirement of the British market has placed mannfacturers practically in an independent position so far as the United States is concerned. Such cargoes as have been sent to American ports have realized fair prices, the average being about $12, while the same stock last year sold at $10.50. The cedar shingle trade is active, and large quantities of stock have been shipped from provincial mills across the border.

#### MANITOBA AND BRITISH COLUMBIA.

In the British Columbia market very little change has taken place. The mills are busily engaged on export and local orders, and in some sections it is impossible to obtain the lumber as required for building purposes. The situation as a whole presents an encouraging outlook. Weather conditions in Manitoba and the North-west account for the depression in the lumber trade at the present time. Recent floods have paralyzed business in some parts, but as soon as the waters subside there is certain to be a brisk demand for lumber for repairs. In the city of Winnipeg more building is projected than last year.

#### UNITED STATES.

The lumber trade of the United States has not yet returned to normal conditions, and generally there is less business doing than usual at this season of the year, when the spring demand should present itself. Dealers are somewhat backward about making contracts, and only purchase when there is a fair prospect of turning over the stock. The holdings by retail and wholesale dealers have become reduced to a very low point, and the season's business can only be carried on by a replenishment of their stocks at an early date. There is a buoyant feeling shown in the west, and agricultural improvements are looked to as likely to consume a fair quantity of lumber. In the northern states the mills are preparing for the season's work, and to make piling room are shipping some stock to wholesale points. Wholesale dealers at Buffalo and Tonawanda have experienced somewhat of a revival of demand, especially for white pine for shipment to the east. Barn boards, siding and good thick boards are becoming scarce, in comparison with the stocks which have been held of late. There is also a short supply of 5/4 and 2-inch fine common. A better business is reported from Philadelphia and New York, and at the latter city spruce lumber and lath are strong. Orders are coming in freely for hardwoods, and the requests for immediate shipment show that stocks have been allowed to run low. Oak leads in the requirement, but prices are below those ruling in more prosperous years. Birch has taken on new life, and several manufacturers are reported to have made large sales at fair prices. Basswood, poplar and rock elm are in moderate request.

#### FOREIGN.

The demand in Great Britain for wood goods generally continues fair, and contracting on that side during the past winter has been exceedingly heavy, being fully one-half greater than last year. The temporary structures to be erected in connection with the Jubilee celebration have materially stimulated the demand for the lower grades of deals, particularly pine and spruce culls and 4th quality, and business throughout the summer is certain to be brisk. The first-open-water stocks have all been sold, and offerings are now confined to late arrivals, but buyers do not feel disposed to contract so far in advance. On the west coast pine and spruce are gaining ground, the number of inquiries increasing each week. At Hull shippers are holding out for high prices. The arrivals at the Clyde continue light, and stocks have been freely sold. The consumption of St. John spruce deals has absorbed the import as well as reduced the yarded stock. High prices are obtainable for 7 x 3 in. and 8 x 3 in. spruce. Deals are in favor at London, especially large lines of 2½ x 7.

Shippers have this year been somewhat disappointed in the South American market, which so far has been very dull. Several manufacturers have considerable stock which was cut for that market on their hands, which they find difficult to dispose of. The Australian and South African markets are improving.

### STOCKS AND PRICES.

#### CANADA.

A couple of American boats are loading lumber at Penetanguishene, Ont.

Three large schooners are loading lumber at the mill at Chemainus, B. C., for export.

The Rathbun Company is shipping large quantities of shingles and ties from Lindsay, Ont.

Nearly 8,000,000 feet of lumber were shipped from St. John, N. B., to British ports last week.

Alfred Dickie, of Lower Stewiake, N. S., has 10,000,000 feet of logs ready to be floated to his mill.

The steamer Coquet cleared from Parrsboro, N. S., last week, for Garston, with 1,036 standards of deals.

John Kilburn, of Kingsclear, N. B., has 250 men at the headwaters of the river waiting to commence stream driving.

John Carew, of Lindsay, Ont., has 20,000 pieces of timber in his Gull river drive and 5,000 pieces in the Burnt river waters.

Thomas Mackay, of Ottawa, is reported to have sold to W. C. Edwards, M. P., of Rockland, a quantity of board timber valued at $40,000.

A quantity of logs are held at Georgian Bay points, for which the owners are asking $11 per thousand feet. There is said to be very little demand.

The C. Beck Mfg. Co., of Penetanguishene, Ont., are shipping 2,000,000 feet of hemlock and mixed grades of pine. This stock was sold some weeks ago.

The Spanish steamer Santanderino will load at St. John, N. B., for Liverpool. Her cargo will consist of timber from Jarvis Wilson and deals shipped by W. M. Mackay.

The Ottawa Transportation Co., of Ottawa, have an exceptionally large number of barges loading at the different mills at Ottawa, Hull, Hawkesbury, Calumet, etc., for Quebec and Montreal,

and as the quantity of lumber to be moved for first open water shipment is very large, a scarcity of barges is among the probabilities.

The Calvin Co. dispatched their first raft of the season from Garden Island, Ont., on the 20th inst. This should reach Quebec, with favorable weather, about the first week in May.

Carew & McDonald, of Lindsay, Ont., have shipped over 70 car loads of rock elm blocks to the American market. These blocks are used for the manufacture of harness hames.

The city of Winnipeg invites tenders until May 5th for supplying from 500,000 to 1,250,000 feet of pine lumber. Tenders are to be addressed to H. Wilson, Chairman Committee on Works.

The steel barge Seguin, owned by the Parry Sound Lumber Company, is loading a cargo of lumber at the Conger Lumber Co.'s docks at Parry Sound for Tonawanda. She will load from 900,000 to 950,000 feet.

Two and one-half million feet of pine are being supplied for the C. P. R. elevator at Owen Sound by John Harrison and Maitland, Rixon & Co. The latter firm have in stock 3,000,000 feet of pine, and 1,000,000 feet each of hemlock and cedar.

The steamships "Eleanor" and "Cameo" are daily expected at Quebec. Both these boats will load a cargo of deals and timber, the shippers being Dobell, Beckett & Co. These will probably be the first ocean steamers to arrive in port this season.

For the week ended April 17 there cleared from St. John, N. B., for the United States, 1,500,000 feet of long lumber, 5,715,060 cedar shingles and 2,235,000 laths. To British ports there were shipped 5,315,000 feet of deals, battens and boards.

The Scott timber limits were sold at Peterboro', Ont., last week to the Dickson Company, of that town, for $298,200. This company originally owned the limits, which were sold a few years ago to J. W. Howry & Sons, who took therefrom some 10,000,000 feet of timber.

The Rathbun Company are this season driving all of Gilmour & Co.'s timber on the Trent water and its tributaries to Trenton. Their men are now at work driving on Square river, Deer river and Beaver creek, of the Trent waters, and on the Madawaska river and its tributaries.

The Tourville Lumber Mills Company, who have large mills at both Louiseville, on the north shore of the St. Lawrence, and Pierreville, on the south shore, in Quebec, have sold their 1897 cut of spruce and pine deals to Dobell, Beckett & Co., of Quebec. These deals are usually loaded on ships and steamers at Pierreville anchorage, and are shipped direct to United Kingdom.

The different timber coves along the river front at Quebec are getting ready to resume operations for the season. They start spring business with stocks much below the previous year. The quantities on hand are about 2,000,000 feet of white pine, 82,000 feet red pine, 637,000 feet oak, 78,000 feet ash, 124,000 feet merchantable pine and 524,000 feet spruce deals, 70,000 feet culls, 7,500,000 feet of spruce plank and 104,000 feet of hardwood plank, besides small lots of other woods.

FOREIGN.

A. W. Wright & Co., of Saginaw, Mich., will not operate their mill this season.

The stock of shingles at Buffalo is small, and such dealers as have a stock are meeting with ready sale.

It is estimated that 20,000,000 feet of logs will be taken to Bay City, Mich., this season from the David Ward limits.

An order for 100,000 feet of inch beech was recently given to a dealer in Bradford, Pa., for shipment to Jamestown, N. Y.

W. H. Gilbert, of Saginaw, Mich., has purchased 10,000,000 feet of logs from A. A. Bigelow & Co., of Chicago. The timber is in Wisconsin.

Since the opening of navigation there has been shipped from Alpena, Mich., 13,061,000 feet of lumber, 870,000 shingles and 19,600 pieces of cedar.

Hemlock is in better demand at New York, and some good sales are reported, including one of 1,500,000 feet. At Boston this wood is also improving.

Estimates of the Penobscot and Kennebec cuts, in Maine, place their combined totals at 300,000,000 feet. A large percentage of spruce will be required for pulp mills.

Bliss & Van Auken, of Saginaw, Mich., will shortly commence lumbering operations in the vicinity of Vienna, Mich., which, when completed, will clean up their pine in that district.

It is reported that Messrs. Swan Bros., wholesale lumber dealers, who will handle the cut of lumber made at Fenelon Falls under the name of the Bank of Toronto, have decided to locate at Tonawanda.

At Saginaw, Mich., log run is held at $14 and upwards, box at $8.50 to $9, and bill stuff at $8 to $9. White pine shingles are quoted at $1.50 to $2.50, with cedar 20 cents below. The shingle output on the Saginaw river is likely to be less than last season.

At Minneapolis, Minn., 12-inch No. 3 and 10-inch No. 2 12-foot stuff are in short supply. Very little dimension is obtainable, and shingles are scarce, both pine and cedar. Pacific coast shingles are now selling at $1.85. First and second basswood sells at $15 to $17, shipping culls, $7 to $8; box-boards, 12-inch and up, are worth $10 to $20.

A large sale of lumber was recently effected in Marinette, Wis. The H. Nitbeck Company sold to Perley, Low & Co., of Chicago, the season's cut of white pine, amounting to 35,000,000 feet. This stock has in former years been handled by Holland, Graves & Montgomery, of Buffalo. The consideration is given as $400,000, and it is intended to cut the lumber for the eastern market.

## THE COOPERAGE STOCK MARKET.

The Sutherland, Innes Co., Chatham, Ont., write as follows regarding the condition of the cooperage stock market:

It is a long time since the cooperage stock market was in such good condition as it is at the present; the demand is far in excess of the supply for all classes of goods, and it is only a question now of cooperage stock manufacturers hustling to get out all the stock they can so as to be able to fill the orders which are pouring into them by every mail. It does not seem to be a question of price with the coopers, millers and other consumers, but a question of getting stock.

From present appearances, the scarcity is going to continue till the end of June at the very earliest, as while a little stock has already come in of this year's cut, the inclement weather has prevented the staves getting dry, and as far as we can see there will be little or no stock of this year's cut on the market before the 1st of June, and it will take all June for manufacturers to catch up with their orders.

There has been a little flurry in the United States on account of the Dingley Bill, which proposes to put a duty of 10 per cent. on staves, and if this duty goes into effect it will be a case of the consumers in the United States paying the duty for at least this year, as there will not be nearly enough stock manufactured in the United States to fill the wants of the trade there. This constant occurrence of disturbing elements every election time in the United States has made manufacturers and contractors in other countries very dubious about accepting any orders from that country, and it has been proposed (and we believe will be carried into effect), that all contracts made with users in the United States should be subject to tariff changes, the consumer in every case paying the duty, if any, which may be put on by the American Congress.

We are informed by our agents in Europe and other countries that it is more than likely that the government there will retaliate by putting a duty on American forest products in all cases where duty is put on goods of the manufacture of the countries to which the Ameriean forest products are exported. As we are very heavy manufacturers of cooperage stock in the United States as well as in Canada, we have felt this threat of retaliation quite a little, and some of our largest consumers of cooperage stock on the continent of Europe have stopped shipments going forward until the tariff matters are settled, the consequence being that in the tight barrel stock in the south there has been a slight lull.

## CANADIAN GOODS IN SCOTLAND.

Allison, Cousland & Co., Glasgow, Scotland, held an auction sale of deals and timber on the 14th inst., at which the following prices were realized:

| | | Per cubic ft. |
|---|---|---|
| 1st Quebec deals | 12/13x12/23x3 | 2s 9d |
| " " | 11/16x 11 x3 | 2s 4d |
| " " | 9/10x 11 x3 | 2s 2d |
| " " | 16 x 7/10x3 | 2s 2d |
| " " | 13 x 7 | 2s |
| " " | 10/11x 7/10x3 | 1s 11d |
| " " | 9 x 7/8 x3 | 1s 10½d |
| 1st Quebec scantlings | 9/13x 3/6 x3 | 1s 6½d |
| 1st Quebec pine boards | 12/16x 8/20x1½ | 2s ½d |
| 2nd " " | 12/16x 8/20x1½ | 1s 3d |
| " " deals | 14/16x12/20x3 | 2s 2½d |
| " " " | 9/10x 11 x3 | 1s 6d |
| " " " | 9/11x 7/10x3 | 1s 5d |
| " " " | 13 x 7/8 x3 | 1s 2d |
| 4th Quebec pine deals | 12/16x12/ 0x3 | 11d |
| " " " | 13/16x 11 x3 | 10½d |
| " " " | 7/10 x3 | 10d |
| " " " | 9/16x 7/8 x3 | 9d |
| Quebec red pine deals | 16/21x 11 x3 | 1s 1½d |
| " " " | 12/13x 11 x3 | 10¼d |
| Bathurst spruce deals | 16/22x 11 x3 | 12½d |
| " " | 12 x 10 x3 | 11¾d |
| " " | 9/10x 10 x3 | 10¾d |
| " " | 11 x 8 x3 | 10½d |
| " " | 9 x 8 x3 | 10d |
| " " | 16/22x 7 x3 | 10½d |
| " " | 9 x 7 x3 | 10d |
| St. John spruce deals | 18/30x 11 x3 | 12¾d |
| " " | 9/11x 11 x3 | 11d |
| " " | 15/15x 9 x3 | 11d |
| " " | 10/14x 9 x3 | 10½d |

A large quantity of 1st ends, 2 to 5 ft. long by 3, at 1s ½d to 1s 9½d, and 2nd quality, 2/5 ft. x 4/19 x3, at 9d to 11d.

## SHIPPING MATTERS.

A steamer has been chartered from Quebec to Roun, deals, 46s 3d.

The bark Avoca will load deals at West Bay for w. c. England at 41s 3d.

The steamer Langham has been chartered to load deals at St. John, N. B., for Bristol Channel at 39s.

Steamer Coquet finished loading deals at West Bay last week for the U. K. Two other barks are now loading there.

The steamer City of Wakefield, 1937 tons, has been fixed to load deals at Grindstone Island for w. c. England at 40s.

Navigation is now open in the port of Quebec, and the channel is clear between that port and Montreal. The shipping booms at the different coves, however, are still full of ice, and it will be a week or ten days before these are free and in a condition to permit of putting timber in shipping order and shipping same.

The following charters are reported: A bark, 274 tons, Richibucto to Rhyl, deals, 52s 6d; three barks, 247, 257 and 279 tons, Richibucto to United Kingdom, deals, 51s 3d; bark, 794 tons, same, 50s; two barks, 307 and 289 tons, Richibucto to Belfast, deals, 48s 9d and 51s 3d respectively; bark, 216 tons, Richibucto to Preston, deals, 51s 3d; bark Angola, West Bay to w. c. England, 41s 3d; ship Ellen A. Reed, Herring Cove to Liverpool, timber and deals, 19s and 40s respectively.

## LUMBER FREIGHT RATES.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse, $2.20 per M ft., (3,000 lbs. and under per M ft.); Ottawa to Montreal, $1.00 per M ft.; Arnprior to Montreal, $1.50 per M ft.; Parry Sound to Montreal, $3.00 per M ft.; Ottawa to Buffalo, 12 cents per 100 lbs.: Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. To New York for boat delivery, lots 50 M ft. and over, $2.50 per M ft., under 50 M feet $3.25 per M ft. Arnprior to New York, track delivery 17 cts. per 100 lbs., lightered 19 cts per 100 lbs. Boat delivery, lots 50 M ft, and over $3.00 per M ft., under 50 M ft. $3.75 per M ft Parry Sound. $4.00 per M feet; Ottawa to Boston, Portland and common points, local 15 cents; exports 13c. per 100 lbs.; Arnprior to Boston, Portland and common points, local 17 cents; export 15 cents per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cents per 100 lbs.; Ottawa to Burlington, 6 cents per 100 lbs.; Ottawa to Albany, 10 cents per 100 lbs.; Arnprior to Albany, 12 cents per 100 lbs.; Parry Sound to Albany 17 cents per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghamton, N. Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22½ cents per 100 lbs Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

Lumber freight rates for pine on the Grand Trunk Railway, according to the tariff issued 15th February, 1897, will be found below. General instructions in shipping by Grand Trunk are embodied in these words in the schedule: Minimum weight 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination. For instance, the rates from Orillia to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Gravenhurst to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, and the rates from Hanover or Hepworth would not be higher than from Wiarton to the same destination, but in no case are higher rates to be charged than as per mileage table published on page 15 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale Sundridge and South River, to Toronto, 8c.; Trout Creek, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 10c. The rates on hardwoods average about from 1c. per 100 lbs. higher than on pine and softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On spruce and balsam (partly seasoned) for pulp manufacture, the rate from Longford, Wiarton, Penetang, Coldwater, Waubaushene, Victoria Harbor, Haliburton, Kinmount, etc., to Toronto, is $2.20 per cord; and to Merriton and Thorold, $2.60; Katrine, Callendar, North Bay, etc., to same points, $2 45 and $2.60 respectively. Beeton, Allandale, Orillia, etc., $2.20 and $2.60. On green spruce and balsam the rate is 25 per cent. higher.

On the Canadian Pacific the rates on pine and soft woods may be illustrated as follows: Cache Bay, North Bay, Sturgeon Falls and Warren, to Toronto, 9c.; Algoma, Spragge, Massey, Spanish River and Whitefish to Toronto, 12c.; Ottawa to Toronto, 10c From Ottawa, Hull, Aylmer and Duchesne Mills to station on the Lake Erie and Detroit River, Erie and Huron, Toronto, Hamilton and Buffalo, and Michigan Central Railways, the rate is 14½c. per 100 lbs. Regulations apply as to minimum size of carload of 30,000 lbs., and an advanced rate is charged for hardwoods.

Telephone 5332 Established 1851

JOHN B. SMITH & SONS,

MANUFACTURERS OF

LUMBER Lath, Shingles, Doors, Sash, Blinds, Mouldings, Boxes, &c.

BILL LUMBER a Specialty

Cor. Strachan and Wellington Avenues, TORONTO.

What have you FOR SALE? We Buy all kinds of... HARDWOOD LUMBER — W. N. McEACHREN & CO. 21 Yonge St. Arcade, TORONTO

MILLS

Having Brown Ash 12, 14 and 16 ft. firsts and seconds inch Bass firsts and seconds 12 feet, or any other Hardwood Lumber, can sell same for cash by addressing

H. D. WIGGIN

No 89 State St., BOSTON, MASS.

Inspection at mill.

Do You Use Mahogany?

If so don't buy until you have seen or inquired about our now famous . .

TABASCO MAHOGANY

Finest figured wood on the market; is hard and takes elegant finish. Brings highest prices in Europe, but we sell here about same prices as ordinary mahogany. Specially adapted for fine cabinet and interior finish . . . . . .

LAWRENCE & WIGGIN

Importers and Manufacturers BOSTON, MASS.

## CANADIAN EXPORTERS AND WHOLESALERS

### THOS. MEANEY & CO.
103 Bay Street - TORONTO

**WANT** 5/4 and 8/4 Dry White Pine Cut-Up and Better
Send Particulars and Prices.

### Huntsville Lumber Co., Ltd.
—: HUNTSVILLE, ONT. :—
MANUFACTURERS OF LUMBER LATH AND SHINGLES

WE are open to cut White Pine and Hemlock Bill Stuff. Have for Sale a Quantity of Dry Mill Stocks and Sidings, also 16 in. Pine Shingles and 4 ft. Lath 1½ in. wide.
CORRESPONDENCE SOLICITED

### THE PEMBROKE LUMBER CO. LTD.
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills — PEMBROKE, ONT

### Wm. Mason & Sons
Dimension Timber, Lath and Shingles, Dressed Lumber, Mouldings, Sash and Doors.
LUMBER
Correspondence Solicited. - OTTAWA, CANADA - P.O. Box 1020. 'Phone 135.

### ROBERT WATT • WIARTON
Pine and Hardwood } WHOLESALE LUMBER { PINE LATH, CEDAR AND PINE SHINGLES
HEMLOCK BILLS A SPECIALTY -:- CORRESPONDENCE SOLICITED
Have for sale a quantity of 6/4 and 8/4 Pine No. 1 Cuts and Better; also a few cars of 5/4 Dry Basswood.

### A. & P. WHITE
Manufacturers of and Dealers in.....
*Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.*
*A Large Quantity of Dry Lumber in Stock* - PEMBROKE, ONT.

### The M. BRENNEN & SONS MFG. CO., Ltd.
*Manufacturers Pine and Hardwood Lumber, Laths, Shingles, Etc.* *Wholesale Lumber Dealers*
*Pine and Hemlock Bill Stuff Cut to Order.*
*Head Office, 63 to 69 King William St. (P.O. Drawer 12.) HAMILTON, ONT.*
*—Correspondence Solicited.—*
Saw Mills and Timber Limits at Sturgeon Falls, Huntsville and Tioga. Yards and Planing Mills, Hamilton, Ont.

### JAS. G. CANE & CO.
WHOLESALE HARDWOOD • LUMBER •
**35 Adelaide East, Toronto, Ont.**
Send us full description and lowest price for any lumber you have for sale.

### JAS. PLAYFAIR & CO.
Manufacturers and Wholesale Dealers
**LUMBER • LATH • SHINGLES**
Contractors for Railway Supplies
BILL TIMBER a Specialty . . . MIDLAND, ONT.

### T. L. BAILIE, PENETANGUISHENE, ONT.
Wholesale Hardwood Lumber
Winter-Cut Basswood, Red Oak and Red Birch a Specialty
CORRESPONDENCE SOLICITED.

### DRY BEECH LUMBER FOR SALE
Also one or two cars of 4/4 Soft Elm, Dry Common. . .
8 M 5/4 • 8 M 6/4 • 2 M 8/4
J. E. MURPHY - HEPWORTH STATION, ONT.

### FOR SALE

| | |
|---|---|
| 600,000 4x18" White Pine Shingles. | 700,000 4/4 Box and Common. |
| 400,000 3x18" White Pine Shingles. | 100,000 6/4 " " |
| 600,000 1x18" White Shingles. | 50,000 5/4 " " |
| 100,000 4/4 Log Run Basswood. | 400,000 1" No. 2 Culls. |
| 100,000 4/4 Cull Basswood. | 200,000 1¼" No. 2 Culls. |
| 20,000 2" Select Mill Culls. | 100,000 1" Log Run Hemlock |
| 100,000 1½" " " | 100,000 2" Log Run Hemlock. |

### SWAN BROS.
TONAWANDA, N.Y.

### ONE DOLLAR
will pay your subscription to the weekly and monthly CANADA LUMBERMAN for
### ONE YEAR

**KILN-DRIED BIRCH FLOORING** SHEETING ..and.. CEILING Flooring from $12.00 Ceiling " 10.00 SAMPLES BY MAIL KNIGHT BROTHERS CO. Burk's Falls, Ont.

## FOREIGN EXPORTERS AND IMPORTERS

WE have a large bill of
**RED OAK, ROCK ELM AND SOFT MAPLE**
that we want sawed at once for delivery next Fall. Please write us if you have such logs and can take care of such a bill, and we will send particulars.
**SCATCHERD & SON - 1053 Seneca Street, BUFFALO, N. Y.**

### WANTED
1", 1¼", 1½", 2", 3" and 4" 1sts and 2nds
Grey Elm. Also 1⅛" Rock Elm, Log Run.
Please quote prices delivered Black Rock, Buffalo, N. Y
**T. SULLIVAN & CO. ◎ Buffalo, N. Y.**

### James Smith & Bro.
AGENTS FOR WOOD GOODS
Market Reports Given and Advances Made Against Shipments.
14 Canada Dock, LIVERPOOL, ENGLAND
Cable Address—WALMER, LIVERPOOL.

### Lumberman's Inspection Book
Send four 3-cent Canadian postage stamps for a copy of the LUMBERMAN'S VEST-POCKET INSPECTION BOOK, containing rules for the Inspection of Pine and Hardwood Lumber the Leading Markets of the United States and Canada.
Address:
The CANADA LUMBERMAN, Toronto, Ont.

### BUFFALO HARDWOOD LUMBER COMPANY
**940 Elk St., BUFFALO, N. Y.**
*50,000 ft. of 2½" No. 1 and 2 and common Soft Elm.* } WANTED { *100,000 ft. of 1¼" No. 1 and 2 and common Red Oak.*
Are also in the market as CASH BUYERS for other kinds of Hardwoods. CORRESPONDENCE SOLICITED.

### CANADA ATLANTIC RAILWAY
Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
R. A. CARTER, Contracting Agent, 115 Board Trade Montreal
JOHN SMITH Ontario Agent, Union Station, Toronto

Shortest and Quickest Route from
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR and all points on Grand Trunk Ry. TO . . .
BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
CAPT. J. H. WILLIAMS, 16 Lumber Dist., Albany, N.Y.
C. J. SMITH General Freight Agent Ottawa, Ont.

◎ Ottawa & New York Lumber Line ◎
- - - BONDED LINE BETWEEN - - -
CANADIAN POINTS, NEW YORK CITY AND ALL POINTS REACHED BY WATER FROM ALBANY
CANADA ATLANTIC RAILWAY. DELAWARE & HUDSON CANAL CO. WILLIAMS' LINE. } J. H. Williams Agent { 15 Lumber District, ALBANY, N.Y. NEW YORK OFFICE, 93 Wall Street Telephone 531 Broad.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

## BELTING

Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
Sadler & Haworth, Montreal and Toronto.
The Waterous Co., Brantford.

## DRY KILNS

Parmenter, J. S., Flushing, N.Y.
The Emerson Co., Baltimore, Md.

## ELECTRICAL APPARATUS

Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

## LUMBERMEN'S SUPPLIES

Eckardt, H. P. & Co., Toronto.
Rice Lewis & Son, Toronto.
Scully & Co., John, Toronto.

## MACHINERY

Bell, Robt., Jr., Hensall, Ont.
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston, Ont.
Dunbar, Alex., & Sons, Woodstock, N. B.
Darling Bros., Montreal.
Lancaster Machine Works, Lancaster, Ont.
Northey Mfg. Co., Toronto, Ont.
Petrie, H. W., Toronto, Ont.,
Sawyer & Massey Co., Ltd., Hamilton, Ont.
Small & Fisher Co., Woodstock, N. B.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Phelps Machine Co., Eastman, Que.
The Waterous Co., Brantford.
Williams Machinery Co., A. R., Toronto.

## SAW MANUFACTURERS

Burns, E. R., Saw Co., Toronto, Ont.
Shurly & Dietrich, Galt, Ont.

## SPLIT PULLEYS

Dodge Wood Split Pulley Co., Toronto, Ont.

## WHOLESALE LUMBER DEALERS

Parker, C. H., Scotstown, Que.
Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

## MISCELLANEOUS

Axes, Campbell Bros., St. John, N. B.
Canadian Photo Engraving Bureau Toronto.
Contractors' Plant, John Scully & Co., Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Illinois Central R.R.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Magnolia Metal Co., New York.
Machine Knives, Peter Hay, Galt, Ont.
Metal Roofing, Pedlar Metal Roofing Co., Oshawa, Ont.
Pulp Machinery, Robb Engineering Co., Amherst, N. S.
Rails, John Gartshore, Toronto.
Shanks and Chisel Bits, A. McPherson, Oxford, N. S.
Scribner's Lumber and Log Book, S.E.Fisher, Rochester, N.Y.
Silver Solder, P. W. Ellis & Co., Toronto.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, April 28, 1897.

CAR OR CARGO LOTS.

| | | |
|---|---|---|
| 1¼, 1½ and 2 inch cut up and better | 32 00 | 34 00 |
| 2 inch picks and uppers | 34 00 | 36 00 |
| 1x12 dressing and better, 60⅞ 16 ft | 22 00 | 24 00 |
| 1x10 fine dressing and better | 21 00 | 23 00 |
| 1x10 and 12 Canadian dressing and better | 20 00 | 22 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 |
| 1x10 and 12 common | 12 00 | 14 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 |
| 1 inch clear and picks | 28 00 | 30 00 |
| 1 inch dressing and better | 20 00 | 22 00 |
| 1 inch siding mill run | 14 00 | 15 00 |
| 1 inch siding common | 11 00 | 12 00 |
| 1 inch siding ship culls | 10 50 | 11 50 |
| 1 inch siding mill culls | 8 50 | 9 00 |
| Cull scantling | 8 00 | 9 00 |
| 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1 inch strips, common | 11 00 | 12 00 |
| 1 1-4 inch flooring | | 16 00 |
| 1 1-2 inch flooring | | 16 00 |
| XXX pine shingles, 16 inch | | 2 25 |
| XX pine shingles 16inch | | 1 40 |
| Lath, No. 1 | | 1 60 |
| Lath No. 2 | | 1 30 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | |
|---|---|---|---|---|---|
| Ash, white, 1 to 2 in. | $26 00 | $28 00 | Cherry | 1 to 1½ | $50 00 | $60 00 |
| " " 2½ to 4.. | 30 00 | 32 00 | " 2 " 4.. | 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in.... | 17 00 | 19 00 | Elm, soft 1 " 1½ | 14 00 | 15 00 |
| | | | " " 2 " 3.. | 15 00 | 16 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in..... | 19 00 | 21 00 | " rock 1 " 1¼ | 16 00 | 18 00 |
| | | | " " 1½ " 3.. | 20 00 | 22 00 |
| Ash, M. R., 1 " 2.. | 15 00 | 18 00 | Hickory 1½ " 2.. | 28 00 | 30 00 |
| Birch, 1 .. | 18 00 | 20 00 | Maple 1 " 1½ | 16 00 | 17 00 |
| " 1½ " 2.. | 20 00 | 23 00 | " 2 " 4.. | 17 00 | 18 00 |
| " sqrs. 4x4 " 8 x8 | 24 00 | 26 00 | Oak, red, p'n 1 " 1½ | 26 00 | 30 00 |
| Basswood 1 " 1¼ | 16 00 | 18 00 | " " 2 " 4.. | 29 00 | 32 00 |
| " 1½ " 2.. | 19 00 | 20 00 | " white " 1 " 1½ | 28 00 | 30 00 |
| " m. r. 1 " 1¼ | 14 00 | 16 00 | " " 2 " 4.. | 30 00 | 35 00 |
| Butternut 1 " 1½ | 23 00 | 25 00 | " quart'd 1 " 2.. | 46 00 | 50 00 |
| " 2 " 3.. | 25 00 | 28 00 | Walnut 1 " 3.. | 85 00 | 100 00 |
| Chestnut 1 " 2.. | 24 00 | 26 00 | Whitewood 1 " 2.. | 32 00 | 36 00 |

## OTTAWA, ONT.

OTTAWA, April 28, 1897.

| | | |
|---|---|---|
| Pine, good sidings, per M feet, b.m | $29 00 | 35 00 |
| Pine, good strips, " " " | 23 00 | 30 00 |
| Pine, good shorts, " " " | 17 00 | 25 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m. | 17 00 | 20 00 |
| Pine, " " strips, " " " | 14 00 | 18 00 |
| Pine, " " shorts, " " " | 12 00 | 14 00 |
| Pine, 10 s.c. and better stock, " " " | 13 00 | 15 00 |
| Pine, 8 s.c. " " " " " | 11 50 | 13 00 |
| Pine, " sidings " " " | 13 00 | 15 00 |
| Pine, " strips " " " | 9 00 | 12 00 |
| Pine, " shorts " " " | 6 50 | 9 00 |
| Pine, box culls " " " | 9 00 | 11 00 |
| Pine mill culls " " " | 6 50 | 10 00 |
| Lath per M No. 1 | 90 | 1 20 |
| Lath per M No. 2 | 60 | 1 00 |
| 1x10 No. 1 barn | | 18 |
| 1x10 No. 2 " | 16 | 17 |
| 1x8 & 9 No. 1 " | 15 | 17 |
| 1x8 & 9 No. 2 " | 14 | 16 |

## QUEBEC, QUE.

QUEBEC, April 28, 1897.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Common and railroad, for interior and ordinary according to average, quality, etc., measured off | 20 @ | 22 |
| For 40 to 45 feet average, measured off | 25 | 27 |
| For good and good fair average, measured off | 29 | 33 |
| First class " " | 34 | 36 |
| In shipping order " " | 34 | 37 |
| First class Ottawa waney, 18 inch average | 37 | 39 |
| " " " 19 to 21 inch average | 39 | 42 |
| First class Michigan waney board, 18 inch average | 41 | 43 |
| " " " " 19 to 21 inch average | 43 | 46 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 26 |
| In shipping order, 35 to 45 feet " " | 38 | 40 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 47 | 50 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 28 | 32 |
| " " " " 30 to 35 feet | 26 | 29 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average an quality | 21 | 28 |
| To average 16 inch | 26 | 29 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 13 | 16 |
| 16 " " | 14 | 18 |
| 18 " " | 20 | 22 |

TAMARAC.

| | | |
|---|---|---|
| Square, according to size and quality | 17 | 19 |
| Flatted, " " " | 15 | 18 |

DEALS.

Bright spruce, according to mill specification, $40 to $43 for 1st, $26 to $28 for 2nd, $23 to $26 for 3rd, and $19 to $22 for 4th quality. F.O.B. batteau

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., April 28, 1897.

UPPERS AND SELECTS.

| | | | |
|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $45 00 | Selects, 1 in., 8 in. and up wide | $40 00 |
| 1¼, 1½ and 2 in. | 45 00 | 1¼, 1½ and 2 in. | 41 00 |
| 2½ and 3 in. | 53 00 | 2½ and 3 in. | 47 00 |
| 4 in. | 56 00 | 4 in. | 50 00 |

FINE COMMON.

| | | | |
|---|---|---|---|
| 1 in., 8 in. and up wide | 33 50 | 2½ and 3 in., 8 in. and up wide | 42 00 |
| 1¼, 1½ and 2 in. | 35 00 | 4 in. | 45 00 |

B FINE COMMON OR NO. 1 CUTTING.

| | | | |
|---|---|---|---|
| 1 in., 7 in. and up wide | 23 50 | 2½ and 3 in., 7 in. and up wide | 37 00 |
| 1¼, 1½ and 2 in. | 31 00 | 4 in. | 40 00 |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 34 00 | 1 in., 4, 5 and 7 in. wide | 32 00 |
| 6 in. wide | 36 00 | 6 in. wide | 36 00 |

FINE COMMON OR C.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 30 00 | 1 in., 6 in. wide | 30 00 |
| 1 in., 4, 5 in. wide | 29 00 | | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 24 00 | 1 in., 4, 5, 6 in. wide | 22 00 |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 in | 16 00 | 1¼ in., 4, 5 and 7 in. | 15 00 |
| 1 in., 6 in. | 17 00 | 1¼ in., 6 in. | 17 00 |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 | 1¼ in., 4 to 7 inch | 14 00 |
| 1 in., 6 inch | 14 00 | No. 3 Fencing, 1 in., 6 inch | 12 00 |

SHELVING.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 | No. 2, 1 in., 7 and 8 in. stocks | 19 00 |
| 1 in., 10 in. and up wide | 26 00 | 1 in., 10 in. stocks | 21 00 |
| 1 in., 12 in. stocks | 29 00 | 1 in., 12 in. stocks | 24 00 |
| 1 in., 12 in. and up wide | 30 00 | 1 in., 10 in. and up wide | 22 00 |
| 1¼ in. 1½ and 2 in., 8 in. and up wide | 29 00 | 1 in., 13 in. and up wide | 25 00 |

BARN BOARDS OR STOCKS.

| | | | |
|---|---|---|---|
| No. 1, 12 in. | 21 00 | No. 2, 9 in. | 13 50 |
| 10 in. | 16 50 | 8 and 7 in. | 13 50 |
| 9 in. | 16 00 | No. 3, 12 in. | 12 50 |
| 8 and 7 in. | 16 00 | 10 in. | 11 00 |
| No. 2, 12 in. | 16 00 | 9 in. | 11 00 |
| 10 in. | 14 00 | 8 in. | 11 00 |

SHIPPING CULLS OR BOX.

| | | | |
|---|---|---|---|
| 1 in., 4 and 5 in. wide | $ 8 50 | 1 in., 13 in. and up wide | $11 00 |
| 1 in., 6 in. wide | 9 50 | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 |
| 1 in., 7 in. wide and up | 9 50 | | |

SHAKY CLEAR.

| | | | |
|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9 in. wide | 19 00 | 1 in., 10 in. and up wide | 20 00 |
| 1 in., 6 in. wide | 20 00 | 1¼, 1½ and 2 in., 8 in. and up wide | 20 00 |

COFFIN BOARDS.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 13 in. and up | 20 00 | No. 1, mill culls | 8 00 |
| No. 2 | 17 00 | No. 2, or red horse | 6 50 |

BEVELED SIDING—DRESSED.

| | | | |
|---|---|---|---|
| Extra clear (perfect) | 23 00 | No. 2 | 18 00 |
| No. 1 (nearly clear) | 21 50 | No. 3 | 14 00 |

TIMBER, JOIST AND SCANTLING.

| | | | |
|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $ 8 50 | Hemlock, 2x4 to 10, 12 to 16 feet | 8 00 |
| 18 ft. | 10 50 | | |
| 20 ft. | 11 50 | 2x12 | 8 50 |
| 22 and 24 ft. | 12 50 | Add $1 to each additional 2ft. in length. | |

SHINGLES, 18-IN.

| | | | |
|---|---|---|---|
| Country brands, XXXX | 2 75 | Standard brands, river made, XXXX | 3 00 |
| Clear Butts | 1 75 | Clear Butts | 2 00 |

WHITE PINE LATH.

| | | | |
|---|---|---|---|
| No. 1 | 1 50 | No. 2 | 1 0 |
| | | Hemlock | 1 |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., April 28, 1897.

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in. | $46 00 | 50 00 | No. 3, 1½ to 2 in... | 15 00 | 16 00 |
| 2½ and 3 in. | 51 00 | 55 00 | Shelving, No. 1, 13 in and up, 1 in. | 32 00@ | 34 00 |
| 4 in. | 58 00 | 60 00 | Dressing 1½ in. | 27 00 | 29 00 |
| Selects, 1 in. | 41 00 | 42 00 | 1½x10 and 12 | | 28 00 |
| 1¼ to 2 in. | 42 00 | 43 00 | 1½ in. | 28 00 | 30 00 |
| 2½ and 3 in. | 47 00 | 50 00 | 2 in | 29 00 | 30 00 |
| 4 in. | | 52 00 | Mold st'ps, 1 to 2 in.. | 33 00 | 34 00 |
| Fine common, 1 in... | 35 00 | 36 00 | Barn, No. 1, 10 and 12 in. | 20 00 | 21 00 |
| 1¼ and 1½ in. | 35 00 | 37 00 | 6 and 8 in. | 17 00 | 18 00 |
| 2 in | 36 00 | 38 00 | No. 2, 10 and 12 in. | 15 50 | 17 00 |
| 3 in. | | 45 00 | No. 3, 10 and 12 in. | 12 00 | 14 00 |
| 4 in | | 47 00 | 6 and 8 in. | 11 00 | 12 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | Common, 1 in. | 15 00 | 16 00 |
| 1¼ to 2 in. | 30 00 | 32 00 | 1¼ and 1½ in. | 17 00 | 18 00 |
| No. 2, 1 in. | | 16 00 | 2 in | 18 00 | 20 00 |
| No. 2, 1¼ to 2 in | 22 00 | 25 00 | | | |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 30 00 | 32 00 | 2½ to 4 in. | 36 00 | 40 00 |
| 1¼ to 2 in. | 33 00 | 35 00 | Strips | 17 00 | 18 00 |
| | | | Culls | 11 00 | 14 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 24 00 | 27 00 | Com. & good culls... | 9 00 | 10 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 28 00 | 30 00 | 1st &2nd, white, 6" & up, | 18 00 | 20 00 |
| | | | Com & good culls..... | 10 00 | 12 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 20 00 | 25 00 | 1st & 2d, soft, 8 in. & up, | 16 00 | 18 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 18 00 | 20 00 | 1st & 2d, soft, 6in. & up, | 17 00 | 19 00 |

WHITE OAK.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, plain, 8 in. & up | 33 00 | 36 00 | Clear squares, 5x5 to 8x8 | | 45 00 |
| Good common | 20 00 | 22 00 | 1st & 2nd quartered, 6 in. up | 48 00 | 50 00 |
| Good culls | 12 00 | 14 00 | Common quartered... | 30 00 | 32 00 |

RED OAK.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd | 31 00 | 32 00 | Quartered 1st & 2nd.. | 44 00 | 47 00 |
| Common | 20 00 | 22 00 | Common | 29 00 | 30 00 |
| Cull | 12 00 | 14 00 | | | |

## NEW YORK CITY.

NEW YORK, N. Y., April 28, 1897.

WHITE PINE LUMBER

Prices for white pine lumber are governed entirely by source of supply rendering it useless to give prices for local market.

WHITE PINE TIMBER.

| | | | | | |
|---|---|---|---|---|---|
| Bridge timber | $28 00 @ | 43 00 | Building orders | $27 00 @ | 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in. | 14 00 | 14 50 | 10 to 12 in. | 16 25 | 17 00 |
| 6 to 12 in. | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 to 12 in. | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | | | |
|---|---|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, 10 to 16 | | | | 25 00 |
| 1¼ to 2 in. | " | " | " | | 26 00 |
| 1 inch, | " | Soft Elm, | " | | 19 00 |
| 1¼ in and thicker, | " | " | " | | 21 00 |
| 4/4 | " | Hard Maple, | " | | 21 00 |
| " | " | Basswood, | " | | 20 00 |
| " | " | Birch, | " | | 23 00 |
| " | " | Black Ash, Com. and Shipping Cull, M.C.O. | | | 14 00 |
| " | " | Soft Elm, | " | " | 12 00 |
| " | " | Hard Maple, | " | " | 14 00 |
| " | " | Basswood, | " | " | 12 00 |
| " | " | Birch, | " | " | 14 00 |

## ALBANY, N.Y.

ALBANY, N. Y., April 28, 1897.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $52 | $55 | Dressing boards, narrow | $19 | $21 |
| 2½ in. | 52 | 55 | West India shipping boards. | 15 | 17 |
| 1 to 2 in. | 45 | 48 | Box boards | 10 | 12 |
| 4 inch uppers | | 55 | 10-in. dressing and better | 26 | 34 |
| Selects, 2½ in. up | | 45 | 10-in. common | 14 | 15 |
| 1 to 2 in. | | 40 | 12-in. dressing and better | 26 | 32 |
| Fine common, 2½ in. and up | 40 | 42 | Common, 1x12 | 14 | 16 |
| 1 to 2 in. | 36 | 40 | No. 1 barn, 1x12 | | 20 |
| No. 1 cut, 1 to 2 inch | 25 | 35 | 1x10 | 18 | 21 |
| No. 2 | 18 | 25 | 1x8 | 16 | 18 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 16 | 17 |
| No. 1 molding, 1 to 2 in. | 33 | 36 | 1x10 | 15 | 16 |
| No. 2 molding, 1 to 2 in. | 25 | 28 | 1x8 | 13 | 15 |
| Stained saps | | 20 | Shaky or star clear, 1 to 2 in. | 19 | 21 |
| Bracket plank | 30 | 35 | Dressing | 16 | 18 |
| Shelving boards, 12-in. up | 30 | 32 | Common | 11 | 15 |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Pine | $2 | 25 | Spruce | $2 | 00 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $4 25 | $4 30 | Bound butts, 6 x 18 | $6 00 | $6 15 |
| Clear butts | 3 25 | 3 35 | Hemlock | 2 15 | 2 30 |
| Smooth, 6 x 18 | 5 40 | 5 50 | Spruce | 2 20 | 2 30 |

## BOSTON, MASS.

BOSTON, April 28, 1897.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $11 50 | 12 00 | ¾ inch | $ 9 25 | 9 50 |
| | | | 11-16 inch | 8 50 | 8 75 |
| Coarse No. 5 | 15 00 | 15 50 | ⅝ inch | 8 00 | 8 25 |
| Refuse | 13 00 | 13 25 | Clapboards, sap ext.. | 45 00 | 48 00 |
| Outs | | 9 00 | Sap clear | 41 00 | 43 00 |
| Boxboards, 1 inch | 10 00 | 10 50 | Sap, 2nd clear | 32 00 | 35 00 |
| ⅞ inch | 9 00 | 9 50 | No. 1 | 23 00 | 25 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in. | $50 00@ | 52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in. | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in. | 58 00 | 62 00 | 1¼, 1½ and 2 in. | 30 00 | 32 00 |
| Selects, 1 in. | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in. | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in. | 52 00 | 55 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in. | 20 00 | 32 00 |
| | | | Cut ups, 1¼ to 2 in. | 24 00 | 38 00 |
| 60 per cent. clear | 32 00 | 34 00 | Coffin boards | 19 00 | 22 00 |
| Fine common, 1 in. | 40 00 | 41 00 | Common all widths | 22 00 | 26 00 |
| 1¼, 1½ and 2 in. | 40 00 | 42 00 | Shipping culls, 1 in. | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 75 | 1 90 |
| Cedar, extra | 2 65 | 2 90 | Extra No. 1 | 1 25 | 1 50 |
| Clear | 2 25 | 2 40 | | | |

HEMLOCK.

| | | | | | |
|---|---|---|---|---|---|
| Rough | | | | $10 00@ | 10 50 |
| Northern and Eastern, planed one side, No. 1 | | | | | 11 00 |
| " " " " " " | | | No. 2 | 9 50 | 10 00 |
| Pennsylvania, " " " | | | No. 1 | 12 00 | 12 25 |
| " " " " | | | No. 2 | | 10 00 |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | | | By cargo | 1 80@ | 1 90 |
| By car | 1 80@ | 2 00 | | | |

## NOTES FROM NOVA SCOTIA MILLS.

(Special Correspondence of the CANADA LUMBERMAN.)

IN nearly all lines of commercial enterprise there is a period which is termed "between seasons," and the month of April is that period for the maritime province lumbermen, especially those in Nova Scotia and the eastern part of New Brunswick, where winter sawing is carried on. The winter mills being mostly portable, the owners plan to finish their cut in the woods and get moved out while the roads are passable, and set up in places where logs have been piled for summer sawing. The absence of the shrill shriek of the mill whistle and the "hum" of the rapidly revolving circular saw attests that the "between period" season is here.

The large stationary saw mills are undergoing the usual spring overhauling, so as to be in perfect order when the drives come in. The output of logs generally, owing to the very favorable winter and the stimulus given by an advance in prices in the English markets, has been such that the mills will be fully employed converting the logs into such specifications as the markets call for. This fact tends to inspire all lines of business into greater activity, as there is no business in the maritime provinces that causes the "circulating medium" to flow so freely and directly among all classes of the people as the lumber business.

The Rhodes, Curry Co., Ltd., Amherst, N. S., have three million feet of logs at their mill at Athol, some of which they saw into deals, but the greater part is for use in their building, house furnishing and car building trade. In their mill they have a circular saw, patent edger, lath and shingle machine and planer. Mr. Clarence McCabe is the superintendent. The company also buy a large quantity of sawn lumber outside, which is finished in their large factory at Amherst and shipped to all parts of Nova Scotia and New Brunswick, where they contract to build anything from a modest dwelling to a fully equipped railway station. They also build railway and street cars; a sample of the latter can be seen in Halifax in the new electric railway system. The City Hall, Halifax, Grand Hotel, Yarmouth, and the Intercolonial Railway station, St. John, N. B., besides others too numerous to mention, are monuments of their ability and enterprise as builders.

Curran Bros., Amherst, will saw about one and a half million feet of spruce into deals and building timber.

Kelley Bros., River Hebert, have three million feet of spruce for deals to drive to their steam mill.

Pugsley Bros. & Co. purchased the River Hebert mill and timber property of Young Bros. & Co., Ltd., last year, and are getting out three and a half million feet. Formerly the lumber from Kelley Bros.' and Young Bros.' mills was loaded into scows and floated about six miles to the vessel's side, but Messrs. Pugsley and Kelley have in view the project of building a water sluice and doing away with the scows.

Rufus F. Christie, West River Hebert, has thoroughly overhauled his mill during the past winter, having put in a large engine and new machinery. He will saw about one million feet of deals and boards, as well as some laths and shingles.

E. & R. A. Christie, River Hebert, put a large portable saw mill to work in their timber lands last fall, and have sawn and hauled to shipping point at Two Rivers one million feet of deals.

B. B. Barnhill, Two Rivers, lost his large steam saw mill by fire last fall. He then purchased a new portable mill and sawed through the winter, and about the first of March last had the misfortune to have it burned also. Not to be daunted, however, he began rebuilding at once, and is now sawing again.

Harkness & Sutherland, Maccan, have two portable mills, in which they will saw about two and a half million feet of deals during the winter and spring.

The Londonderry Iron Co., Ltd., Acadia Mines, have a large quantity of spruce on their lands, and have had several mills sawing during the winter. There will be in the vicinity of three million feet of spruce and hardwood deals shipped from their property.

C. B. Lindsay, Belmont, has two mills sawing on a long term contract, and is turning out deals rapidly. T. G. McMullen & Co., Truro, handle the cut.

Henry Hunter, Westchester, will ship one million feet of deals cut in his portable mill on Westchester Mountain.

The Nova Scotia Lumber Co., of Sherbrooke, will cut about eight million feet on the St. Mary river. Their property was formerly owned by James Miller & Co., St. John. The new company are principally the members of the Shulee Lumber Company. They bought the Economy timber lands from James Miller & Co. as well, but are not lumbering it this year. Messrs. John Seaman and Gideon Prescott, members of the company, are in charge of the operations at Sherbrooke.

## NEW BRUNSWICK LETTER.

[Regular Correspondence of the CANADA LUMBERMAN.]

THE St. John saw mills have about all started up, with one or two exceptions, and are just getting the men and machinery warmed up and tested with the logs that laid over winter in the booms, and when the new logs come in they will be ready to slaughter them in good shape. During the past year or two, since the advent of the band saw, the mill owners of St. John have been looking into the new devices for handling logs, and where they have met their views have adopted them, and when repairing and changing have put them in practice, with the result that all the mills now have some of the modern appliances that suit their conditions. Formerly the St. John mills were specially adapted for sawing deals. The price of deals until a few years ago was low, and they turned their attention to the American market, but gang saws were not so well adapted for American specifications as for deals, so some of them put in circular saws, and later the band saw came along, which filled the bill very well, with the result that most of the mills are now fitted up for sawing advantageously for either market.

Hilyard Bros. have put in a continuous log sluice, log kickers, etc., have one gang and shingle saw, with a capacity of 60,000 feet per day, besides laths, pickets and boxes. James Hamilton has one band saw complete, built by the Waterous Company, also lath machine and planer. Their capacity is 45,000 to 50,000 feet per day. J. R. Warner & Co. have one gang and circular, lath and box board machines, capacity 60,000 feet per day. They have also a slab slasher for making short wood. The equipment of Purves & Murchie, Carleton, consists of one gang and circular—the latter put in this winter. This mill was rebuilt last year, having been burned, and started up with gang only. It also has lath machines and planer; present capacity 75,000 feet per day. W. H. Murray has one gang and steam feed circular, lath and stave machinery, the capacity being 90,000 feet daily. A. Cushing & Co. have two band saws and Wilkins gang, with all the latest improvements. The capacity is 125,000 feet per day. Miller & Woodman have two gangs and Mulay saw, lath and shook making machines. They put in a continuous haul-up with modern bed during the winter, with steam jump up cutting-off saw, and now have a capacity of 125,000 feet per day. This firm also have a well equipped shingle mill running thirteen shingle machines. Stetson, Cutler & Co. have two mills, one being at Pleasant Point, of which L. H. Jordan is superintendent, having one band mill and six shingle machines, with lath, box and clapboard machines. Capacity of the band mill, 60,000 feet per day. At Indiantown they have one gang and one band mill, also lath, box and barrel heading machines. Capacity 100,000 feet per day. Charles Miller has one band mill, eight shingle machines and lath machines and planer; daily capacity of band mill 60,000 feet. Mr. Miller also carries on lime burning, utilizing the refuse of the mill for fuel for the lime kilns. The band mill was put in new last year, and a considerable addition was made to the mill. George E. Barnhill has one gang, lath, stave and heading machine; daily capacity about 60,000 feet. William Rivers, superintendent. S. T. King & Sons have one gang and steam feed circular, with lath and shingle machines; capacity about 90,000 feet per day. Mr. Horace King is superintendent. Randolph & Baker have two gangs, with lath, box, stave and heading machines; capacity about 120,000 feet per day. This firm also have lime kilns. John Galey & Co., Carleton, have one circular, also box board machines. Box making is their principal business, large quantities of onion box slats being manufactured for Bermuda. The working mill hours in St. John are nine hours per day, which lowers the capacity of the mills considerably.

John Dewar & Son, St. George, will get two and a half million feet to their steam mill to be sawn into deals chiefly. They also run a large general store in St. George.

The lumber business at St. Stephen and Calais is very quiet this spring. Compared with other years only a small amount of lumber has been taken out. F. H. Todd & Sons are getting only three to four million feet, where formerly they have had 30,000,000 feet in one season. H. F. Eaton & Sons have about the same quantity at St. Stephen, but have eight million feet to drive down the St. John river to St. John, taken from their lumber lands in Quebec.

Hale & Murchie, Fredericton, are getting out six million feet on the Tobique river. They are building a furnace to burn the refuse, which will be about 120 feet high and 20" inside diameter. Mr. A. H. Hale is the superintendent and Mr. James Rankin mill foreman. Donald Fraser & Sons are getting eight million feet to be sawn in their mill at Fredericton, and will also saw a considerable quantity at their River Dechute mill. They also saw clapboards and shingles at both mills. They have sold their season's cut to A. Gibson & Sons. Their logs come down the Tobique river. R. A. Estey will saw about three and a half million feet in his steam mill at the same place, which also come from the Tobique. Mr. Estey saws a lot of dimension lumber for local trade, and runs two shingle machines.

A. Gibson & Sons get their supply of logs for their Marysville mills up the Nashwaak river, and will have about forty million feet this year. They also saw about ten million feet at their Blackville mills, situated on the Canada Eastern Railway.

The Morrison mill at Fredericton, owned by James Murchie & Sons, Calais, is operated by John A. Morrison. They saw shingles exclusively. The mill is the largest of its kind, having about twenty shingle machines in operation. The cedar logs come from the head waters of the St. John river in the state of Maine. James Murchie & Sons operate mills at Deer Lake, Benton and Edmundston, in Canada, besides a large mill at Calais, making a total cut of eight to ten million feet, which they ship principally to the American markets. They also saw large quantities of shingles at their Edmundston mills, the logs coming down the Madawaska river, Mr. George A. Murchie having charge of the latter mill, and Mr. Theodore Murchie of the Deer Lake and Benton mills.

Fred Moore & Sons, Woodstock, have purchased the old Sawyer mill and equipped it with a first-class circular, in which they intend cutting about two and a half million feet, mostly for the American market. The logs come down the Meduxnekeag river. They are also putting in three shingle machines to saw the cedar into shingles. James Hayden & Son will saw about two million feet in their mill at Woodstock. They also make doors and sashes and other house materials, shingles and clapboards, and propose also going into the manufacture of pails, tubs, washboards and other lines of like nature. Mr. Albert Hayden is the manager of the business.

Robert McElroy, Grafton, saws about three quarters of a million feet, largely for the local trade. James T. Car has a nice circular mill on the Fredericton branch of the C. P. R., where he saws about one and a half million feet of spruce, birch and hemlock.

A. H. Sawyer, of Calais, Me., has a fine gang mill at Hartland, and has about five million feet ready to stream drive, some of which will be sawn into deals and rafted to Fredericton for the British market; the balance will be sawn into American specifications and shipped by C.P.R. to St. Stephen, thence by schooner to market.

George W. Upham, Perth, has a circular mill with lath mill, and intends sawing about three million feet of spruce, which he is now getting out from the Tobique river.

James McNair, Arthurette, has a saw mill in which he will saw one million feet. The lumber will be shipped on the Tobique Valley railroad, which is about being taken over by the C. P. R. Mr. McNair also logs extensively for some of the large mill owners in St. John, and has the contract for driving the corporation logs on the Tobique river to the St. John river.

James Burgess & Sons have a fine water power saw and shingle mill at Grand Falls, on Little river. The mill is only a few yards from the Grand Fall on the St. John river. They will saw about one million feet of logs and run four shingle machines, sawing cedar shingles besides.

The Stevens Lumber Co., Salmon River, have a finely equipped saw and shingle mill, circular saw, lath machines and ten shingle machines. Their lumber, lath and shingles are taken in scows down to the St. John river, about four miles, then hauled to Ortenville station, on the C. P. R., and shipped to market, nearly all going to the United States.

The prospect for getting the logs out of the brooks in time to reach the main river are good. There is from two to three feet of snow in the woods yet, which, with the rains pretty sure to come, ought to make very favorable river driving.

W. J. P.

## OTTAWA LETTER.

[Regular Correspondence of the CANADA LUMBERMAN.

GEORGIAN BAY DEPUTATION.

THE city has of late been beseiged with deputations, each seeking some measure of relief from the government. One of the most important came from the Georgian Bay district, and was composed of a number of persons representing the lumber industries of that vicinity, among whom were Messrs. H. L. Lovering, Coldwater; A. L. Vick, Orillia; P. H. Spohn, A. Tessier and T. Payette, Penetang; C. E. Newton, Victoria Harbor, and many others. The deputation was introduced to the Minister of Finance by W. H. Bennett, M. P., and a resolution was presented providing that in the event of a duty of more than $1 per thousand feet on white pine lumber being imposed by any country, then the export of white pine saw logs from Canada be absolutely prohibited. Mr. Fielding in his reply stated that the government fully appreciated the importance of the question, and their requests would receive careful consideration.

FAVOR RETALIATORY LEGISLATION.

Lumbermen in the Ottawa valley have at last recognized the necessity of taking steps to protect their interests, and have declared themselves in favor of retaliatory legislation. An important meeting of persons engaged in the lumber trade was held at the Russell House last week, when the Dingley bill was thoroughly discussed. Mr. Allan Gilmour presided, and there were present Messrs. Alex. Fraser; J. R. Booth; W. C. Edwards, M. P., representing W. C. Edwards & Co., Rockland, and the Canada Lumber Co., Carleton Place; Thos. Mackie, M. P.; E. C. Whitney, St. Anthony Lumber Co.; J. B. Klock, M. P., of R. H. Klock & Co.; Frank Bronson and Levi Crannell, of the Bronsons & Weston Lumber Co.; Peter Whelan, Sheppard & Morse Lumber Co.; E. W. Rathbun; J. Gillies, of Gillies Bros., Braeside; Chas. Reed, Buell, Hurdman & Co., Hull; William Mason, Mason & Sons; Jackson Booth; H. K. Egan, Hawkesbury Lumber Co.; Ward Hughson, Gilmour & Hughson; and Claude McLachlin, McLachlin Bros., Arnprior. Upon motion of J. R. Booth, seconded by Levi Crannell, the following resolution was adopted: "At a meeting of the umber and timber trade of the Ottawa valley it was unanimously agreed that the government should take power from the House to protect the sawn lumber and pulp interests of Canada against serious discrimination threatening it as contemplated under the Dingley bill."

Mr. Albert E. Reed, a large paper manufacturer of Maidstone, England, arrived in the city recently on a visit to his uncle, Dr. Wm. Saunders, of the Experimental Farm.

Some of the mills have commenced sawing, and others are receiving the finishing touches preparatory to commencing the season's work.

OTTAWA, April 21st, 1897.

## BRITISH COLUMBIA LETTER.

[Regular Correspondenc of the CANADA LUMBERMAN.]

CROWN TIMBER COMMISSION.

THE chief topic of conversation among lumbermen in this province is the investigation which is now being made by the Dominion government into the working of the crown timber agency. Mr. Archer Martin was appointed commissioner, and the managers of nearly all the mills and a very large number of loggers and farmers have been examined under oath. Pending the result of the investigation, Mr. T. C. Higginson, crown agent, sent in his resignation, in accordance with the departmental rules in such cases. For some time past rumors of dissatisfaction have been current, and the government resolved to make a thorough investigation. From the evidence submitted it would appear that the authorities had not received payment for all the timber cut on government land, and that many inconsistencies had been brought to light, but as the country is of immense area, rendering it necessary to give the agent much latitude to enable him to act in the best interests of the country, it is probable that everything may be satisfactorily explained.

The commission is far reaching, the companies being compelled to submit figures showing the amount of timber cut and the dues paid thereon. Mr. Higginson explained that he sometimes gave verbal permits, as the settlers could not always pay the cash deposits for a regular permit before they commenced cutting, and his object was to assist the settler. The result of the commission is awaited with interest.

TAKUSH HARBOR TIMBER COMPANY.

According to reports, the manufacture of cypress lumber which was commenced about a year ago at Takush Harbor is to be abandoned. This was a new industry on the Pacific coast, and was somewhat of an experiment. An English syndicate purchased some cypress limits from Vancouver capitalists situated about 300 miles north of Vancouver, and fitted up a mill on an extensive scale. The men were recently paid off, and it is stated that work will not be resumed, as the timber is not there for profitable working, the majority of the trees having turned out to be of inferior quality.

G. O. Buchanan, of the Kootenay Lake saw mill, has acquired 1,000 acres of fir and white pine timber lands on the Moyie river, East Kootenay. A gang of men is taking out 1,000,000 feet of logs.

NEW WESTMINSTER, B. C., April 19, 1897.

# THE NEWS.

—Laking, Thompson & Patterson, of Hamilton, have lately put in an improved dry kiln.

—D. & J. Hadden, of Foxmead, Ont., intend putting in a stave mill this spring.

—Sargent's mill at Nelson, N. B., has been fitted with an electric light plant for night sawing.

—J. P. Ryley, of the Victoria planing factory, Lindsay, Ont., has added a new dry kiln to his plant.

—A joint stock company has been organized at Summerside, P. E. I., to erect a woodworking factory.

—Mr. Douglas, of Stanley, N. B., is making improvements to his mill and putting in an electric light plant.

—Alexander McKinnon, of Hillsburg, Ont., has purchased from the Waterous Engine Works Co., Brantford, an improved shingle mill.

—At Coggin's mill, near Sission, Cal., loggers cut a tree which was 404 years of age. It was eight feet in diameter and produced 15,000 feet of lumber.

—Ritchie Bros., of Aylmer, Ont., have purchased the old Cormier saw mill for the sum of $3,500. The mill and adjoining factory will be thoroughly repaired.

—The Shultz Bros. Co., of Brantford, Ont., are seeking incorporation to acquire the business of Shultz Bros., contractors and lumber dealers. The capital stock is $90,000.

—W. C. Edwards & Co., of Ottawa, have donated the lumber necessary for finishing a room in the Canadian headquarters at Bisley, Eng. Other materials have also been given by different firms.

—The Wilson Company, of Montreal, is a new company which proposes to manufacture lumber, tan bark, etc. The capital stock is $100,000. Among the promoters is David Mitchell, lumber merchant, of Forestdale.

—The Dominion government has increased the quantity of green timber which may be cut by a settler from 1,800 to 3,000 lineal feet, and no restriction is placed upon burnt or fallen timber which may be taken for building purposes.

—The Woodstock Woodworking Co., of Woodstock, N. B., have elected the following officers: Wendell P. Jones, president; James W. Astle, manager; Herbert A. Seely, secretary-treasurer. The company have now about fifty men engaged at the factory and in sawing, hauling and piling lumber.

—A company is seeking incorporation, to be known as Twidale, Dunn & Company, for the purpose of carrying on business in the city of Montreal as manufacturers and dealers in lumber. The capital stock is $20,000. Among the promoters are Michael Dunn, of Montreal; Henry Aylen, of Ottawa; and Duncan McPhail, of the township of Wakefield.

—A meeting of lumbermen engaged in operations in the Georgian Bay district was held in Toronto on the 20th ultimo, at which there were present, Ald. Scott, H. H. Cook, John Bertram; Robt. Thompson, Hamilton; W. Thompson, Longford; J. B. Smith, W. H. Pratt, and T. D. Master. Resolutions were passed favoring an export duty on saw logs in case a duty is imposed upon lumber by the United States, and disavowing all reports to the effect that they were willing to pay an import duty of $1 per thousand feet.

—In a paper read before the Imperial Institute, London, Eng., entitled "The Timber Supply of the British Empire," Dr. Schlich, C. I. E., Professor of Forestry at the Royal Indian Engineering College, stated that Canada was estimated to contain 1,248,798 square miles of woodlands, but enormous tracts of that area did not contain any useful timber, while the remainder was by no means so well taken care of as it ought to be. Fires were frequent and disastrons, and the quantity of timber thus lost to the colony was calculated to be many times more than that cut down and exported. Notwithstanding those drawbacks, however, he believed that with proper management and careful conservation of the forests Canada might, at a moderate relative expenditure, supply the whole world for many years to come. He advocated the creation of a forest department in this country, the careful conservation of existing and the creation of new forests by planting vacant lands, the establishment of schools of forestry, and model plantations for the guidance of private owners, and government grants in aid of those objects.

## CASUALTIES.

—Hormidas Tailleur, an employee of the W. C. Edwards Company, Ottawa, died in the bush near the firm's shanty on the Kippewa, having lost his way in the woods.

—Frank Armstrong, of Pennfield, employed in the lumber mill of S. H. White & Co. at Alma, N. B., caught his arm in the belting and was instantly killed.

—A serious accident occurred to Samuel Anderson, of Kazabazue, Que., recently. By the breaking of a picket that was holding a rollway of logs, he was knocked down and thirteen logs rolled over him. It is thought he will recover.

## SHAVINGS.

Mr. W. H. Winnett, lumber dealer, London, in renewing his subscription to the LUMBERMAN, reports business very good, and that he finds the LUMBERMAN very interesting.

Patents have recently been granted in Canada as follows: Fred. Cluff, Mar, Ont., saw guide; H. M. Wilcox, Owen Sound, Ont., cutter-head for wood-working machinery; J. A. Ulman and Victor L. Emerson, Baltimore, U. S., lumber truck.

Mr. Campbell, of Barrie, Ont., is making a jubilee cane for the Queen. It will contain 1,897 pieces of wood, birch, maple, cedar, ash, oak, walnut, thorn, Russian mulberry, sumach, lilac, cherry and acacia, with pearl and ivory, inlaid with foreign wood. The cane is 2 feet 10 inches long.

The McEachren Heating & Ventilating Co., of Galt, Ont., have started in their new premises recently occupied by Messrs. Cant Bros., where they will manufacture a full line of ventilating fans, electric fans, shaving fans, blowers, exhausters, etc., besides their dry kiln machinery and "Little Wonder" boiler. They have received a number of orders recently from Ontario and the lower provinces.

Many persons feel that the loss of one brace or one stay is not of very great importance, and go on using a boiler with full knowledge that one or even more braces are broken. The loss of one stay throws double the work upon others adjacent; but, more than this, the plate protected by it, while it may not give way at the moment, is unsustained, and will be depressed to a greater or less extent. Braces and stays should be carefully looked after every time the boiler is opened for inspection, which last duty should be done every month.

Speaking of the reduction of duty on rubber belting made by the new tariff, Mr. J. H. Walker, manager of the western branch of the Canadian Rubber Company, remarked that the present duty would permit of the importation of some inferior grades of belting, and for a time competition would be felt in this connection. The public would soon become convinced, however, of the economy of purchasing a first-class article, and the trade would then resume its normal condition. "We manufacture the best frictional belting in America to-day," said Mr. Walker, "and this fact has been acknowledged even by our competitors. The business of the western branch last year showed a gain over 1894 of $140,000."

# WOOD PULP DEPARTMENT

## THE PULP INDUSTRY AND ITS POSSIBILITIES.

STRONG pressure has been brought to bear upon the Dominion government within the past month to induce them to impose an export duty upon Canadian pulp wood, but as is the case with every question having different bearings, this proposal has both its advocates and opponents. Canadian pulp manufacturers are, of course, a unit in its favor, and rightly so, inasmuch as the pulp wood is now exported free of duty, while a tax equal to about $2 per ton is imposed on the manufactured article by the United States government. The opinion is also becoming more general among lumbermen that our pulp wood should be manufactured at home, and many of them have thus declared themselves. The main opposition to the export duty on pulp wood comes from settlers, who have in the past been enabled to earn a livelihood by selling the wood to the American concerns, and who fear they may lose their bread and butter by the change in the tariff.

Foremost among the advocates of the duty has been Mr. P. J. Loughrin, general labor organizer for Canada, who has been lecturing at different points in Ontario. He states that 600,000 cords of pulp wood are exported annually to the United States, for which from $2 to $3 per cord is paid. This raw material is then manufactured into pulp and paper, at a cost of from $7 to $11 per cord, which amount, he claims, should be expended in Canada. In support of his arguments that the United States must have our spruce, he states that there are 232 pulp mills in that country idle for want of raw material.

Mr. Milton Carr, of Trout Creek, does not agree with Mr. Loughrin, and has endeavored to point out through the Toronto Globe wherein he errs. In his vicinity, he says, the sale of pulp wood is the chief source of revenue, and without it the settlers could scarcely maintain themselves.

Mr. E. B. Eddy, of Hull, believes that an export duty on pulp wood would result in building up an immense industry in Canada, and favors a duty of $4 per cord. He says: "If an export duty is levied to the extent I have stated it would lead immediately to the investment of some five or six million dollars in the erection of mechanical pulp mills, stretching all the way from St. John, N. B., in the east to the Lake of the Woods in the west, and this would lead to the building up of scores upon scores of villages where waste lands now exist, and give employment to thousands upon thousands of the laboring class, and the demand for labor would be more than we could supply. The labor required to manufacture one million tons of pulp and to freight it to the border would necessitate an outlay of some $5,000,000 annually."

In view of the many conflicting interests bearing upon this question of an export duty, it may not be amiss to give some figures and review briefly the possibilities of the Canadian pulp industry. First, it must be admitted that Canada possesses a greater supply of pulp wood than any other country in the world, and that no other suitable raw material has yet been found, or seems likely to be discovered in the near future, for the manufacture of pulp for paper making. The quality of pulp produced in Canada is said to be superior to the Scandinavian article, and has been given a favorable reception by British paper manufacturers. It has recently been pointed out by a Canadian paper manufacturer of wide experience that the climate of Canada is particularly adapted for growing spruce for making pulp, that at the close of a comparatively hot summer the advent of winter puts a sudden stop to vegetation and growth of fibre, which is not the case in other climates where the advent of winter is slower, and which leaves a fibre that is too hard, while the trees grow too knotty for the best quality of pulp.

That British capitalists are already turning their attention to Canada for a supply of pulp is shown by the statement published within the past fortnight that Mr. Reed, a large English paper manufacturer, had purchased the Masterman pulp mill at Chatham, N. B. This is believed to be an indication of the trend of the trade.

Norway and Sweden have in the past furnished the pulp supply of Europe, but the timber in these countries is becoming exhausted. Hence the market for Canadian pulp in Europe is at once opened up, an opportunity which manufacturers should not allow to pass.

Turning now to figures, it is estimated that there are in Canada thirty-four pulp using paper mills, operated in connection with which are nine chemical fibre and eight ground pulp mills. The paper made in Canada amounts to about 64,000 tons a year, the chemical fibre to 27,000 tons, and the ground pulp to 125,000 tons a year. The value of the annual output of the mills is given as $6,500,000. Canada exported to the United States last year $557,000 worth of pulp wood. To Great Britain the pulp exported was valued at $113,000, and pulp wood at $27,000.

It is estimated that in the United States the annual output of ground wood pulp is 700,000 tons, and of chemical and sulphite pulp 480,000 tons, for the manufacture of which 1,000,000,000 feet of spruce would be required. The increase of the ground wood pulp business in the past fifteen years has been 1058 per cent.

Some statistics of the foreign imports of Great Britain should prove interesting. In 1895, the last year for which we have any returns, that country imported 297,094 tons of wood pulp, valued at $7,600,000, an increase of over $900,000 over the previous year. Of this Canada supplied only $400,000; United States, $250,000; Sweden, $1,700,000; Germany, $380,000; Holland, $330,000; Russia, $250,000, and Austria, $125,000. The British importations of foreign paper in the same year amounted to $1,442,000.

According to the Statistical Year Book Canadian wood pulp sold in Great Britain in 1893 at $24.80 a ton, while the Scandinavian product only commanded $20.77.

## PULP NOTES.

A pulp mill will probably be erected this summer at Lake Megantic, Que.

The St. Johns News understands that the Canada Paper Co. will build a large pulp and paper mill at the new dam at Windsor Mills, Que.

The new pulp mill at Sturgeon Falls, Ont., is nearing completion. The contract for four large pulp grinders has been given to the Bagley & Sewall Co., of Watertown, N.Y., the machines to be delivered before the first of June.

The Petewawa Lumber, Pulp & Paper Company has been incorporated by the Ontario government, the promoters being A. Drewson, New York; A. T. Mohr, Niagara Falls; and Geo. Urban, jr., T. C. Becker and Geo. Dakin, of Buffalo.

Mr. Windler, of New York, has purchased lands on the Saguenay River, Que., from the Terres Rompers to Caron's Falls, near the mouth of Rievere aux Sables, and will build a pulp manufactory there employing from three to four hundred men.

The St. Raymond Company, of St. Raymond, Que., is seeking incorporation, to carry on business as pulp manufacturers. The promoters are John Macfarlane, F. W. Evarts, W. Drake, G. F. O'Halleran and E. H. Barber, and the capital stock $50,000.

It is reported that Sir William C. Van Horne, president of the Canadian Pacific Railway Company, and Mr. R. B. Angus, president of the Bank of Montreal, have become associated with General Alger in operating the Laurentide Pulp Company, of Grand Mere, Quebec.

Paper and pulp boards are in demand among apple growers in Canada for use in the barrel heads. It is stated that they preserve the apples better than th wooden barrel heads. Paper pulp is also being used in America as a substitute for wood in the manufacture of black-lead pencils.

We learn that a small lot of about 15 tons of Canadian sulphite has been disposed of in the London market, and that the mills it has gone to have given it a very good report; in fact, in some cases we believe it was reported to be better than the best Scandinavian makes. It is said to be very clean and easily bleached.—Wood Pulp, London.

The largest paper mill is at work in Germany, in the straw pulp manufactory of Tannicht, near Croswig, Saxony. It is a cylindrical mill of 4,000 kilogrammes capacity, and fourteen metres in length, worked by electricity. It requires forty to forty-five minutes to fill it, and it is emptied in five to ten minutes. The straw pulp is washed, crushed and bleached in the mill.

Chemical pulp will probably be scarce in Great Britain this year. Half the Norwegian mills are reported to be sold out for the whole year, and the others have only unimportant lots left. Buyers show more and more disposition to meet makers' price ideas, and sellers will most likely soon be able to obtain fully those high prices which they are now quoting. Sulphite pulp has been in active demand lately.

Mr. Albert E. Reed, a large paper manufacturer of Maidstone, Kent, England, is at present on a visit to Canada, and is said to have purchased the Masterman sulphite pulp mills located on the Miramichi river, at Chatham, N. B. He proposes to enlarge the capacity of this mill to thirty tons per day. The greater part of the pulp will be required in England to supply the needs of the paper mills operated by Mr. Reed, which has hitherto been obtained mainly from Norway and Sweden.

Do you propose making any changes in the equipment of your mill? If so, drop a card to the CANADA LUMBERMAN giving the particulars. The publisher is always pleased to hear from subscribers.

PULP MACHINERY

We are prepared to supply Pulp Grinders, Wet Machines and Baling Presses. . . .

WRITE FOR ESTIMATES.

Robb Engineering Co., Ltd., Amherst, N.S.

## LEGAL DECISIONS.

LINDSAY VS. KLOCK.—This suit was instituted in the Superior Court at Hull, Que., by Archibald Lindsay, to recover $20,000 damages from R. H. Klock & Co. for the burning of the former's mill at Aylmer. From the judgment delivered by Judge Gill the following is taken:

The Messrs. Klock had leased the mill and had the right to make certain repairs. They started to make the repairs to the mill; and the twenty-ninth day of the month of March the mill was burned during the night-time.

It was shown that the defendants had a night watchman; that they had made new repairs; that they had put in "Dutch ovens," so as to create more steam, and the fire was attributed to this innovation, from the fact that it is said that the Dutch ovens allow sparks to escape more easily than the former apparatus; and plaintiff endeavored in the evidence to prove facts which would place the responsibility on the defendants. On the other side it was proven that these Dutch ovens are adopted in mills, and that the customary manner of adapting them was resorted to in this mill. Moreover, it is alleged that they are no more dangerous than other appliances, and that it is not known how the fire occurred; that it may have taken place and arisen from sparks, but that they don't know. A steam pump was there in case of fire, and all precautions which are usually taken to protect property from fire were used, and consequently defendants were held not liable.

---

S. C. KANADY LUMBER CO. VS. THE BROADFOOT & BOX FURNITURE CO.—This was an action tried last month at the County Court at Toronto, and will interest lumber dealers in general. The following particulars are obtained from a report furnished by the counsel for defendants: The defendants gave the following order to plaintiff's traveller:

TORONTO, 24th Sept., 1896.

S. C. KANADY.

DEAR SIR: Please ship to Broadfoot & Box Co., of Seaforth:

| Quantity. | Description. | Price where, per M. | Terms. |
|---|---|---|---|
| 1,000 ft. ½ in. | Birch 1 and 2 | | |
| 1,000 ft. 2 in. | Birch 1 and 2 | | |
| Balance of car 1 in. | Birch 1 and 2 | 23 | Seaforth |

Put on 500 ft. of 3 in., if possible 4 in. and up wide, cut two years.

(Sd.) "BROADFOOT & BOX FUR. CO."

Defendants stated in conversation that led up to above order that red dry birch for a particular purpose was wanted. Mr. Broadfoot was not at home when car arrived, and the lumber was unloaded. The inspection made by defendants, however, found the order unsatisfactorily filled, and they refused the car. Plaintiffs sued, and the point fought out in the trial and decided against the defendants was that saps in birch are not a defect, and that if one wants "red," it must be specifically mentioned. The evidence was sadly conflicting, and made the court and counsel wonder how lumber business could possibly be carried on without law suits, when no two lumbermen agreed on the qualifications of Nos. 1 and 2. Defendants' contention was, Nos. 1 and 2 gave them the best two grades in the log; plaintiffs', that the red could be picked out, and an order for 1 and 2 filled. Defendants contended that firsts and seconds called for standard lengths, which were 12, 14 and 16 ft., admitting ten per cent. of 10 foots. Plaintiffs replied that you could go down to 8 feet, provided board was perfect otherwise. As to other qualifications, defendants set up the qualifications of firsts and seconds as follows:

Firsts are to be 8 inches and over in width.
8 to 10 inches wide shall be clear.
11 to 14 " " will admit ⅓ bright sap on one side, or one standard knot.
15 to 20 inches wide will admit ⅓ bright sap on one side, or two standard knots.

Seconds are to be 6 inches and over in width.
6 and 7 inches shall be clear.
8 to 10 " will admit one standard knot.
11 to 14 " " " two " knots.
15 to 20 " " " three " "
In seconds, bright sap shall not be considered a defect.

Culls include all lumber not equal to the grade of seconds, one-half of each piece being merchantable. Other than above shall be classed as mill culls.

A scale of the lumber on this basis showed about ninety per cent. seconds and culls, and ten per cent. firsts, with about ten per cent. red in the whole car.

Defendants further contended they were entitled to fifty per cent. of firsts, and that the reds had been picked out. The evidence of the plaintiffs went to show that the minimum width of firsts and seconds is six inches, and that saps are not a defect in either firsts or seconds; further, that there is no settled proportion of firsts and seconds in a combined order of firsts and seconds. The judge smilingly said the Legislature, as they were so anxious to pass new acts, might try their hands at settling the rules of lumber inspection; but he was unable to find that the defendants had not filled substantially the order.

---

THE following decision in the case of Deslauriers vs. the B. A. Land Company, rendered by Mr. Justice White, will be of interest to proprietors of timber limits: "The plaintiff, one of several laborers employed by his father in the manufacture of logs, ties and pulp wood, sued the company for thirteen days' wages due him by his father. His pretension was that the company was liable, because they had taken from his father a quantity of ties, pulp wood and logs in settlement of their claims for trespass, and had disposed of them. The court held that any rights of accession in value by the added labor belonged to the employer of the labor, who could validly transfer such rights to the owner of the material, and that the several laborers had no privilege upon the wood manufactured in trespass upon the lands upon which the manufacturer had no rights whatever. Action dismissed with costs."

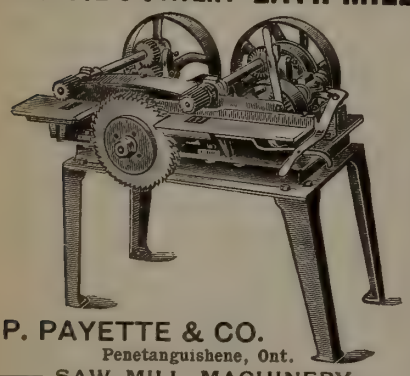
---

## PUBLICATIONS.

The New Brunswick Tourist Association, of St. John, in publishing "The Gripsack," is performing a desirable work. Its main object is to make known the many seaside attractions possessed by the maritime provinces, and the illustrations in the last number convey a clear idea of their beauty.

The April number of the Ladies Home Journal is an Easter issue, and is brimful of entertaining reading. Clifford Howard tells the story of the most beautiful Easter service in America, and ex-president Harrison has timely articles describing "The Social Life of the President." Other equally popular articles go to make up a complete number.

PAYETTE'S PATENT LATH MILL



P. PAYETTE & CO.
Penetanguishene, Ont.
SAW MILL MACHINERY

Sole Canadian Agents :-: Prices Reduced.
WATEROUS, BRANTFORD, CANADA.

CANNED FRUITS 2 lb., 3 lb. and Gallon Tins.
CANNED VEGETABLES 2 and 3 lb. Tins.
CANNED MEATS 1/4, 1/2, 1, 2, 6 and 14 lb. Tins.

When in need of supplies TRY US. We are making a specialty of this class of business.

H. P. ECKARDT & CO.
Wholesale Grocers TORONTO

Galt Machine Knife Works

MACHINE KNIVES OF EVERY DESCRIPTION
FOR Woodworking Machines
...Send for Price List...
PETER HAY - - - - - Galt, Ont.

RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.

JOHN J. GARTSHORE,
49 Front St. West, Toronto.

FOR SALE—LOW

2 150 Light Dynamos
1 250 Light Dynamo

Compound Wound, 110 volts; Complete with Rheostat, Sliding Base, etc.

Just the thing for an Isolated Plant in a Factory or Mill.

These Dynamos are perfectly new and guaranteed, and will be sold very low to close consignment.

*Write for Particulars*

John Starr, Son & Co. LTD.
Electrical Contractors
HALIFAX, N. S.

# SADLER & HAWORTH

FORMERLY

**ROBIN, SADLER & HAWORTH**

Manufacturers of

## OAK-TANNED LEATHER BELTING

MONTREAL AND TORONTO

**Orders addressed either to our Toronto or Montreal Factory will have prompt care.**
**Goods will be forwarded same day as order is received.**

# Pumps

& HYDRAULIC MACHINERY

DUPLEX AND SINGLE STEAM AND POWER

The Northey Mfg. Co. Ltd.
TORONTO

THE LAURIE ENGINE CO. - MONTREAL
SOLE AGENTS FOR PROVINCE OF QUEBEC.

# OAK TANNED BELTING

TORONTO
20 FRONT ST EAST
TELEPHONE 475

THE J.C.McLAREN BELTING Co MONTREAL

## AN ELECTRIC SAW MILL.

AT Folsom, Cal., the American River Land and Lumber Co. recently started its new saw mill. This mill in most respects is like other modern band mills of 75,000 feet daily capacity, or about 120,000 feet when running double time.

The interesting feature about this mill is that all its machinery is driven by electric motors. The motor that runs the band is of 75 horse power and has a speed of 600 revolutions per minute. The edger has a 50 horse power motor that runs 700 revolutions per minute. Then there are three motors of 30 horse power each, one of which runs the log roller and refuse conveyor, another runs the carriage and friction reverse, while the third runs the trimmer and live rolls. A 5 horse power motor runs the filing room machinery.

When the mill was started on the morning of the first day of December, it worked successfully from the start. In the words of a spectator: "At the hour appointed two of the men, with pike in hand, picked out logs that were suitable for the initial sawing and they were drawn up the chute from the pond below and rolled on the table. The switch was touched and the big saw began its work, smoothly and evenly. The machinery began to turn as easily and quietly as if, instead of being new and untried, it had become used to its business, and everything went on without a hitch."

The waterfall which furnishes the power for the motors is 600 feet distant from the mill. The company estimates that there will be considerable saving in wear and tear over the ordinary steam-driven machinery. The comparative cost of equipment and operation are not given in an article in a Sacramento paper, from which these statements are taken. It is the intention of the company to build a planing mill and box factory in connection with the saw mill, using electrically transmitted power.

Readers of THE LUMBERMAN are reminded that correspondence is invited upon all subjects of interest to the lumber trade. A free discussion of current topics will always be given.

Mr. Gregory proposes erecting a saw mill at Midland.

W. H. Kelly is erecting a saw mill at Buckingham, Que.

W. W. Carter is erecting a shingle and planing mill at Fesserton, Ont.

A new saw mill has been erected at Bake Lake, Ont., by Frank Buchanan.

A number of Pembroke citizens, including Hon. Peter White and Francis Inglee, lumber merchants, are seeking incorporation as the Pembroke Navigation Company, for the purpose of towing rafts of timber and saw logs, etc.

SEND TO H. W. PETRIE FOR CATALOGUE OF NEW & 2ND MACHINERY TORONTO, CANADA.

SCRIBNER'S LUMBER AND LOG BOOK

**Over One Million Sold.** Most complete book of its kind ever published. Gives measurements of all kinds of Lumber, Logs, Planks, Timber; Hints to Lumber Dealers; Wood Measure; Speed of Circular Saws; Care of Saws; Cordwood Tables; Felling Trees; Growth of Trees; Land Measure; Wages, Rent, Board, Interest, Stave and Heading Bolts, etc.

Standard book throughout the United States and Canada. Illustrated edition of 1895. Ask your bookseller for it.

☞Sent postpaid for 35 cents.

**S. E. FISHER, Box 238, Rochester, N. Y.**

# McEACHREN'S IMPROVED SYSTEM OF KILN DRYING

(PATENTED)

COST of Erecting, Running and Maintaining the Lowest and Results the Highest of any Dry Kiln and Drying System in the market. Green Elm, Ash, Whitewood, &c., for furniture dried in six days; only Exhaust Steam 10 hours per day used.

**NO CHECKING, WARPING OR CASE-HARDENING**

ALSO { Ventilating Fans, Shaving Fans, Electric Fans, Blowers, Exhausters, &c.

McEACHREN HEATING & VENTILATING CO. - GALT, ONT.

A. ALLAN, President.
J. O. GRAVEL, Sec.-Treas.
FRS. SCHOLES, Man. Dir.
J. J. McGILL, Gen. Mgr.

# CANADIAN RUBBER COMPANY

OF MONTREAL, TORONTO AND WINNIPEG

Capital $2,000,000

..MANUFACTURERS OF THE..

## Highest Grade Rubber Belting

Made in America

**Specially Adapted for Use in Lumber Mills, Pulp Mills, Etc.**

**Western Branch:** Cor. Front & Yonge Sts., **TORONTO** - J. H. WALKER, Mgr.

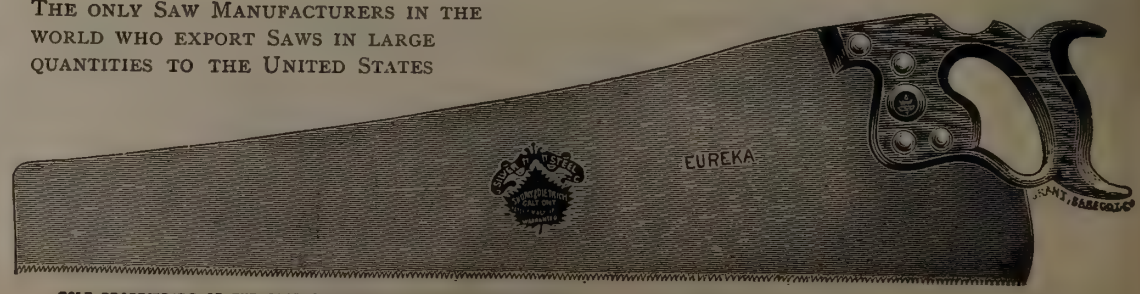
# SHURLY & DIETRICH

GALT, ONT.

MANUFACTURERS OF

SAWS

THE ONLY SAW MANUFACTURERS IN THE WORLD WHO EXPORT SAWS IN LARGE QUANTITIES TO THE UNITED STATES




SOLE PROPRIETORS OF THE SECRET CHEMICAL PROCESS OF TEMPERING : : Our Silver Steel Saws are Unequalled

**ESTABLISHED**
1844

**INCORPORATED**
1874

**NEW WORKS OCCUPIED**
1896

# WATEROUS

Is the name we ask you to remember when about to purchase **SAW MILL MACHINERY, ENGINES, BOILERS, FRICTION GRIP PULLEYS.**

Brantford,—Canada.

Should you contemplate any changes in your plant it will pay you to write us for quotations before placing your order elsewhere.

Our facilities for prompt shipments are unsurpassed, and our 50 years' experience should be ample guarantee of quality.

**Waterous Engine Works Co., Ltd., Brantford, Canada**

## JOHN SCULLY & CO.

ESTABLISHED 1878. TORONTO

TIMBER LIMITS BOUGHT AND SOLD

Contractors', Lumbermen's and Mining Co.'s Plant and Supplies.

Light Locomotives; Rails of all kinds.

Air Compressors, Pumps, Steam Drills, Blasting Batteries, Wire and Hemp Rope.

MINING MACHINERY—New and Second-Hand.

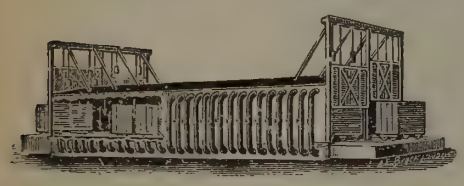
## J. D. SHIER

MANUFACTURER OF

## Lumber, Lath & Shingles

BRACEBRIDGE, ONT.

## THE PARMENTER PATENT DRY KILN



For Drying **LUMBER**

**Staves, Heading, Shingles, &c.**

**The Latest**
**The Cheapest**
**And Best**

CHATHAM, ONT., June 19th, 1896.

JAS. S. PARMENTER, Flushing, N. Y.

DEAR SIR: We take very great pleasure in being able to say from nearly one year's use of your Patent Dry Kiln, we find it away ahead of anything we ever yet tried for thoroughly drying lumber without injuring it in the least. So far we have found exhaust steam alone sufficient for our purpose, so that it absolutely costs us nothing to run it. We thoroughly dry white oak, rock elm, balm and other hardwood lumber in less time than we ever did with a blast kiln, and especially find it a splendid kiln for drying white oak hubs It does its work so naturally that neither hubs nor lumber are injured by it.

CHATHAM MFG. CO., LTD.
D. R. VAN ALLEN, President.

## J. S. PARMENTER

PATENTEE

Canadian Office— WOODSTOCK, ONT.
Head Office— FLUSHING, N.Y.

## ARE YOU LOOKING

### FOR A CHANCE IN LOCATION?

If you are not satisfied with your present site, or if you are not doing quite as well as you would like to, why not consider the advantages of a location on the Illinois Central R. R. or the Yazoo & Mississippi Valley R. R.? These roads run through South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Indiana, Kentucky, Tennessee, Mississippi and Louisiana, and possess

**FINE SITES FOR NEW MILLS**
**BEST OF FREIGHT FACILITIES**

CLOSE PROXIMITY TO

**COAL FIELDS AND DISTRIBUTING CENTERS**

AND

**INTELLIGENT HELP OF ALL KINDS**
**MANY KINDS OF RAW MATERIAL**

For full information write to the undersigned for a copy of the pamphlet entitled

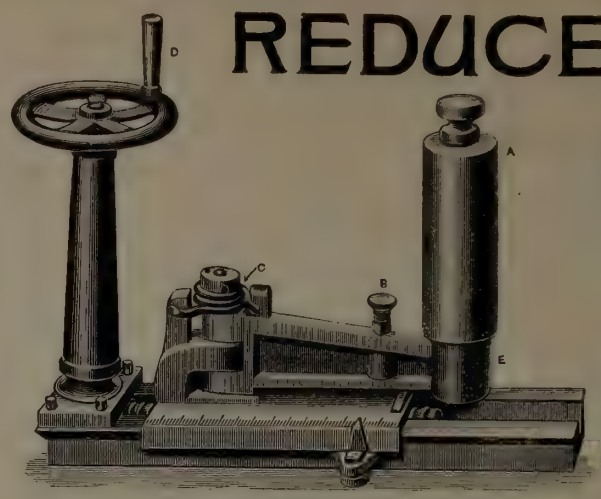
**100 Cities and Towns WANTING INDUSTRIES**

This will give you the population, city and county debt, death rate, assessed valuation of property, tax rate, annual shipments, raw materials, industries desired, etc.

To sound industries, which will bear investigation, substantial inducements will be given by many of the places on the lines of the Illinois Central R. R., which is the only road under one management running through from the North-Western States to the Gulf of Mexico. GEO. C. POWER, Industrial Commissioner I.C.R.R. Co., 506 Central Station, Chicago.

Please mention the CANADA LUMBERMAN when corresponding with advertisers.

## REDUCED




TO Clear Off a Surplus Stock we have reduced the price of these

## SET ROLLERS

Take Advantage of the Cut....

## LANCASTER MACHINE WORKS - LANCASTER, ONT.

# DODGE...

## Wood Split Pulleys

AND

Split Friction Clutch Pulleys

AND

Cut-Off Couplings, in use in all the Big Mills.

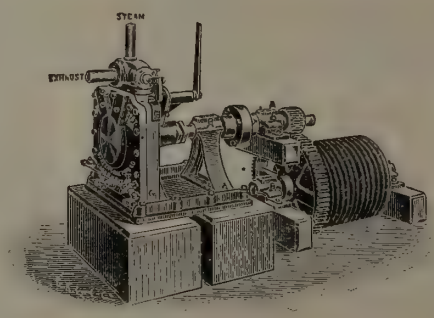
SAW MILL MEN GET OUR PRICES

**DODGE WOOD SPLIT PULLEY CO.** - Office: 74 York Street, TORONTO

Works: TORONTO JUNCTION

THE

## DAKE STEAM FEED




Embodies the following Advantages:

SIMPLICITY OF CONSTRUCTION,
POSITIVE AND EASY MANAGEMENT,
ECONOMICAL USE OF STEAM,
SMALL SPACE OCCUPIED,
CHEAPNESS,
EASY ADAPTATION TO EITHER NEW MILLS OR THOSE NOW IN USE.

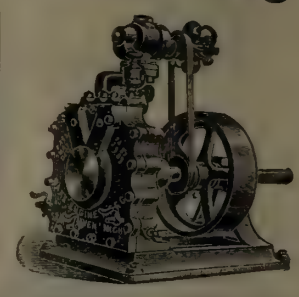
The movement of the engine in either direction is under the absolute control of the sawyer, thus accommodating the speed of the feed to the size of the logs.

Mill men who have used other makes of Steam Feeds comment favorably on the economical use of steam of our feed over others.

Write for Catalogue and full particulars.

## The Dake Engine

For Running Dynamos in



Small Isolated Plants.

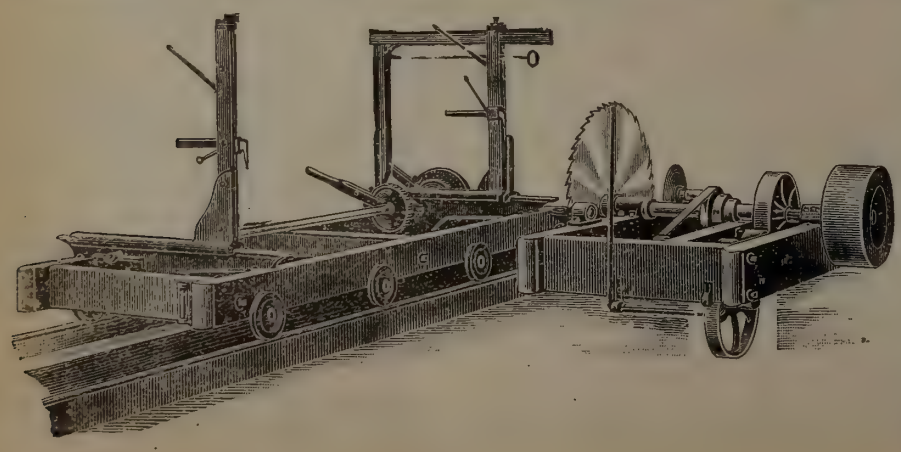
STEADY AND EVEN MOTION

Also for Attachment Direct to Fans, Blowers, Centrifugal Pumps, Filing Room Machinery.

Correspondence Solicited.

## The Phelps Machine Co. - Eastman, Que.

# Bell's No. 0 Mill



This is a Light Portable Mill for 12 to 20 H. P. It will cut from 3,000 to 8,000 ft. per day, acording to power. Can be set down ready for work in a few hours. Just the thing for light power.

**The Ireland Shingle Machine and Jointer—**

An Entirely New Machine, and without doubt Best on the Market.

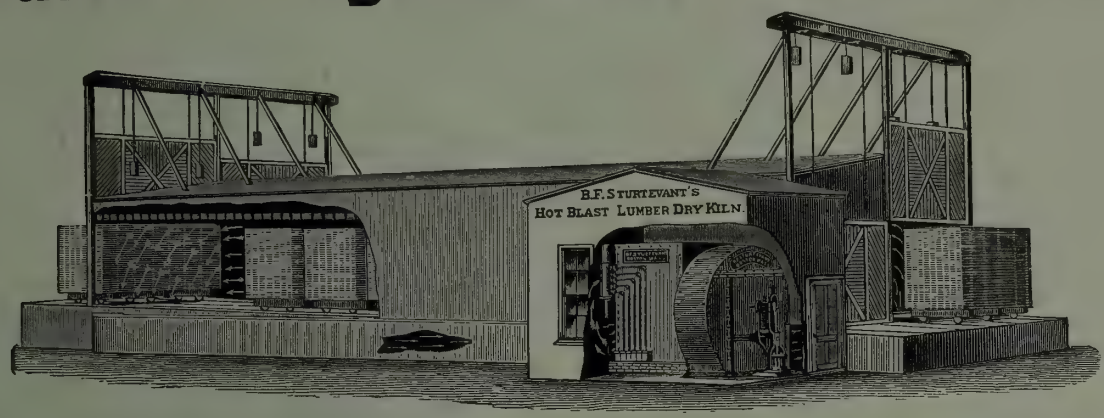
Besides these we build four larger sizes of Saw Mills; also Trimmers, Slab Slashers, Single and Double Edgers, Bolting Saws, Stave Machinery. Several Second-Hand Portable and Stationary Engines and Boilers..... Send for Catalogue.

## ROBT. BELL, JR., BOX 35, HENSALL, ONT., CANADA

THE

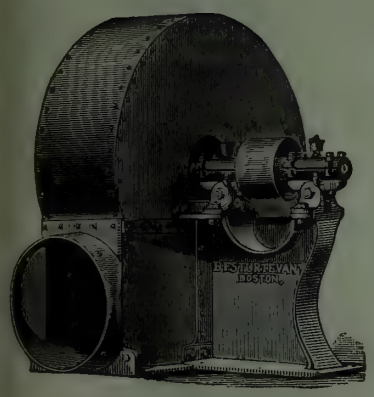
# Sturtevant Progressive Lumber Dry Kiln

COMPLETE PLANS FURNISHED WITH EACH APPARATUS




ABSOLUTELY SAFE AS A FIRE RISK

QUICK DRYING ✦ ECONOMICAL IN USE OF STEAM



## THE STURTEVANT STEEL PLATE EXHAUST FANS

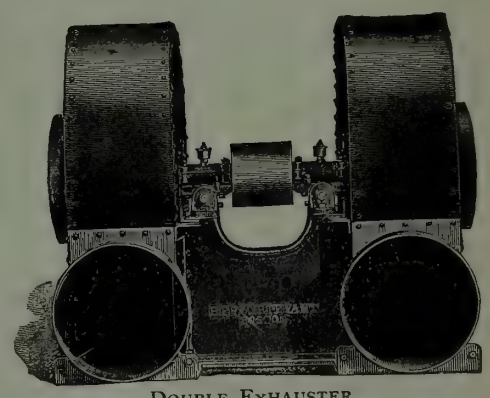
For Removing Refuse from Wood-Working Machinery

SEND FOR CATALOGUES

## A. R. Williams Machinery Co.

GENERAL CANADIAN AGENTS

**Toronto - Brantford - Montreal**



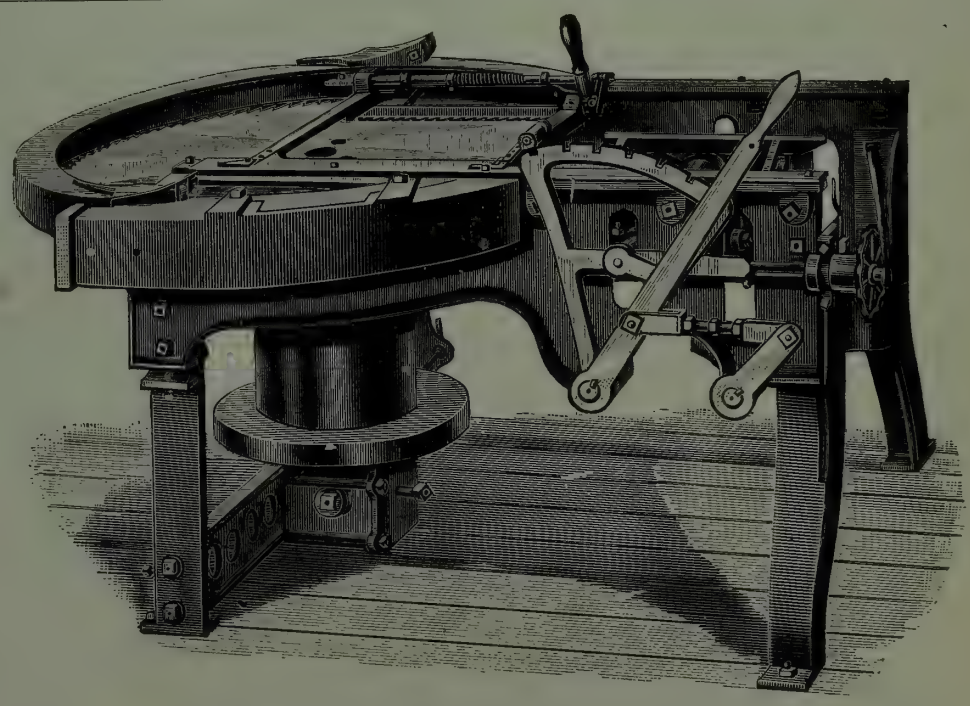
DOUBLE EXHAUSTER.

# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON - - ONTARIO

Manufacture

- Band Saw Mills
- Gang Saw Mills
- Circular Saw Mills
- Portable Saw Mills
- Shingle Mills
- Lath Mills
- Saw Filers and all of F. J. Drake's Patents



DAUNTLESS SHINGLE AND HEADING MACHINE.

Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter. Capacity 25,000 to 50,000 per day.

Our Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.

CORRESPONDENCE SOLICITED

# IT COSTS YOU NOTHING

FOR OUR

**Automatic "Compression"**

# DRY KILN

UNLESS OUR GUARANTEE IS FULFILLED

To convince you of the Superiority of our Process, write us for Catalogue "C" and Testimonials.

**Have you ever seen our Channel Steel . . ?**
**Roller Bearing Trucks and Lumber Buggies ?**

**THE EMERSON COMPANY** FIDELITY BUILDING **BALTIMORE, MD., U.S.A.**

# SUPPLIES

OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

## RICE LEWIS & SON (LIMITED)

**Cor. King and Victoria Sts. - TORONTO**

## A. McPHERSON

Manufacturer of

## SHANKS AND CHISEL BITS

**For Inserted Tooth Saws.**

Warranted equal to any on the market.

Also Manufacturer of

**Locomotives and Trucks** for the Pole System of Tramways for handling logs and lumber in the woods.

Correspondence Solicited.

**A. McPherson - OXFORD, NOVA SCOTIA**

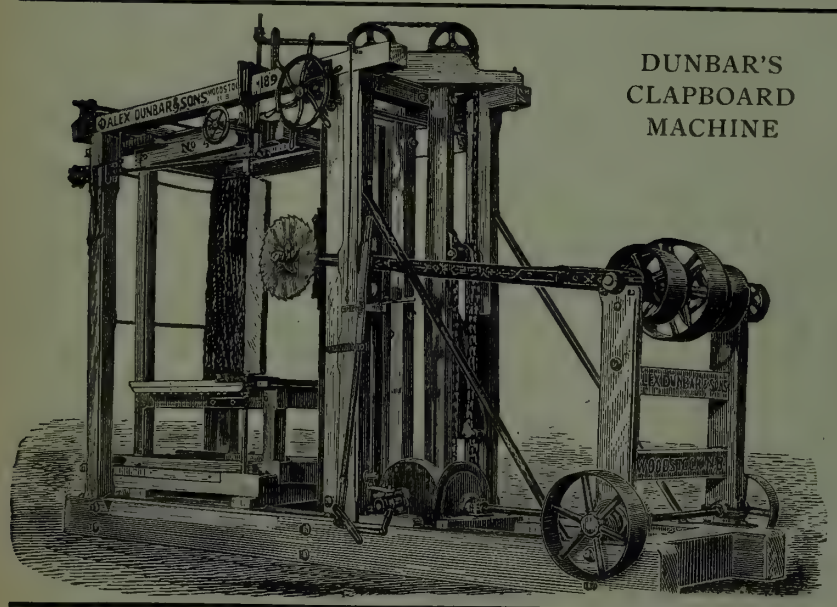
Every Lumberman wants it — **35** cents buys it

## Scribner's Lumber and Log Book

SAVES TIME SAVES MISTAKES SAVES MONEY

BRIMFUL OF EVERY-DAY, PRACTICAL INFORMATION

Address: THE CANADA LUMBERMAN, Toronto




DUNBAR'S CLAPBOARD MACHINE

## ALEX. DUNBAR & SONS

**Woodstock, N.B.**

Manufacturers of . . . . .

# Saw-Mill Machinery

OF ALL KINDS

Including ROTARY SAW MILLS (3 sizes), CLAPBOARD SAWING MACHINES, CLAPBOARD PLANING AND FINISHING MACHINERY, SHINGLE MACHINES, STEAM ENGINES, Etc.

WRITE FOR FURTHER PARTICULARS

**ALEX. DUNBAR & SONS - Woodstock, N. B.**

**USE THE FAMOUS .. PINK LUMBERING TOOLS**

Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks

Cant Hook Handles, Peavy Handles } By Car Load or Dozen

Pike Poles, Skidding Tongs, Boom Chains

**Lowest Prices** ◎ THOMAS PINK ◎ **PEMBROKE, ONT.**

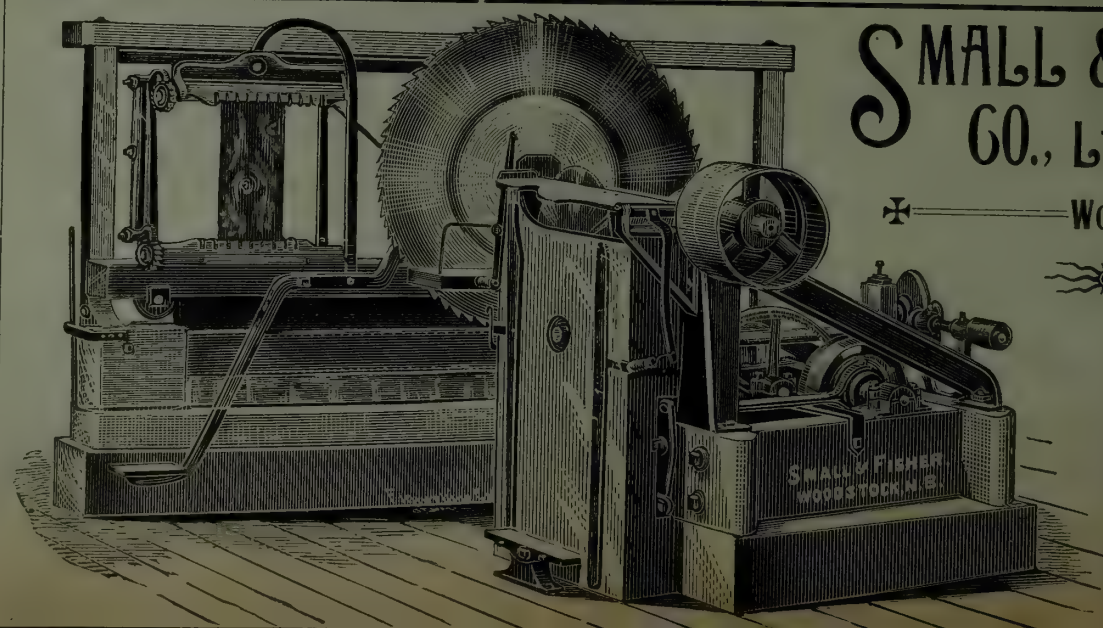
Please mention the CANADA LUMBERMAN when corresponding with advertisers.

OUR EXTRA HAND-MADE

## AXE

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

**CAMPBELL BROS.**
Mnfrs.
**St. John, N.B.**




## SMALL & FISHER CO., Ltd.

**Woodstock, N. B.**

# Patent Shingle Machine

# THE CANADA LUMBERMAN
## WOOD-WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XVIII. NUMBER 6. | TORONTO, ONT., JUNE, 1897 | TERMS, $1.00 PER YEAR Single Copies, 10 Cents.

# MAGNOLIA METAL

In Use by Ten Leading Governments.

BEST ANTI-FRICTION METAL

For All Machinery Bearings

## MAGNOLIA METAL CO.

OWNERS AND SOLE MANUFACTURERS

266 and 267 West Street, NEW YORK

Chicago Office: TRADERS BUILDING.

Montreal Office: Messrs. Caverhill, Learmont & Co., Agents.

London Office: No. 49 QUEEN VICTORIA STREET, LONDON, E. C.

FOR SALE BY ALL DEALERS

For One Three-Cent Postage Stamp we will send any Engineer mentioning this paper a 15-inch Brass-Edged Ruler.

# THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office: TORONTO, ONT.

Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

## Electrical Machinery and Apparatus

... FOR ...

LIGHT and POWER

SPECIAL ATTENTION GIVEN TO

LONG DISTANCE TRANSMISSION OF ELECTRICITY

FOR LIGHT AND POWER

ALSO FOR

ELECTRIC PLANTS FOR MILLS

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

— THE —

## "MORSE" VALVE MACHINE

"The Morse" is the only machine in the market that will reface Steam Valves in position.

3,000 MACHINES IN USE.

Valve Reseating Outfit.

DARLING BROTHERS

... SOLE MANUFACTURERS ...

"Reliance Works," - MONTREAL.

Feather-Edge 4 Ft.

## SPRUCE .. CLAPBOARDS

Write for Prices. For Sale in Car Lots.

C. H. PARKER

Scotstown - Compton Co., Que.

Please mention the LUMBERMAN when corresponding with advertisers.

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED.*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING .... AND LACE LEATHER

Danville, Que.

## Silver Solder

For Repairing

BAND SAWS.

Price $1.00 per ounce, in 10 ounce lots.

P. W. ELLIS & CO.,

31 Wellington St. East, TORONTO, ONT.

MANUFACTURING JEWELERS.




All Grades of

# CROSS-CUT SAWS

at Lowest Prices

.... SOLE MANUFACTURERS OF ...

## The "Burns" Patent Handle



PATENTED JUNE 26th, 1893

**Positively the Strongest Handle Made**

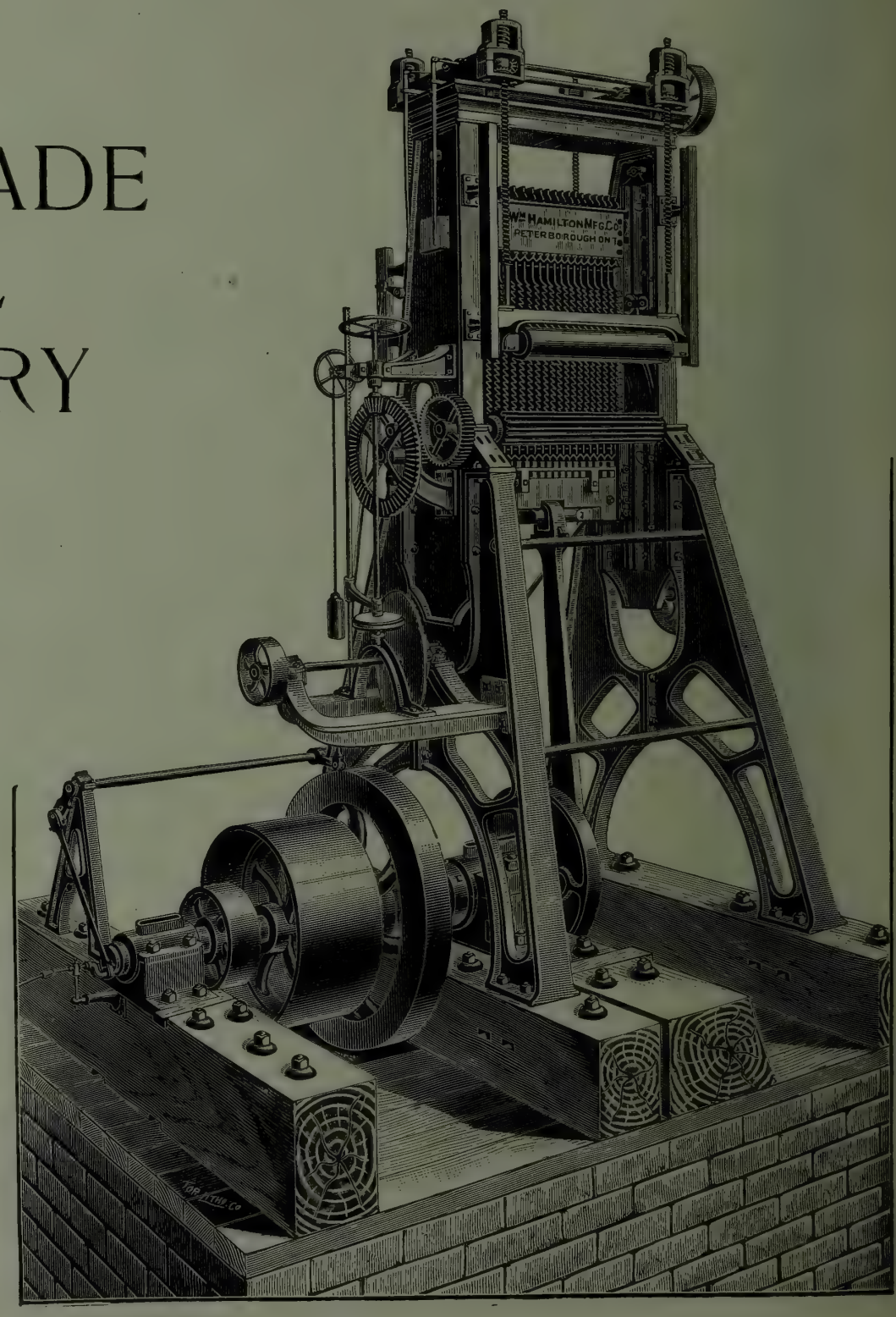
Ask your Hardware Merchant for our Goods. -:- Special Quotations on Large Quantities.

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a Complete Line of

HIGH GRADE SAW-MILL MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

WE are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

## The Wm. Hamilton Mfg. Co., Ltd.

**Branch Office: VANCOUVER, B. C.**

**PETERBOROUGH, ONT.**

# THE CANADA LUMBERMAN

VOLUME XVIII. NUMBER 6. | TORONTO, ONT., JUNE, 1897 | TERMS, $1.00 PER YEAR Single Copies, 10 Cents.

## MESSRS. KING BROS.

AMONG the largest manufacturers of pine and spruce lumber in the province of Quebec are Messrs. King Bros., Limited, whose first operations were commenced nearly seventy-five years ago by the late Charles King, who erected a small mill at St. Antoine de Tilly. The present firm is composed of Messrs. Edmund Alexander, Charles and James King. The particulars given below of the various mills operated by this firm are obtained from a special Canadian edition of the Timber Trades Journal :

At Grand Pabos, in Gaspe county, is situated a large mill, having a capacity of 10,000,000 feet annually. Spruce is the principal lumber manufactured, but on their 500 miles of timber limits adjoining there is also considerable pine.

A mill at Cedar Hall, in the county of Rimouski, has a capacity of 8,000,000 feet, principally spruce, the raw material being obtained from the limits surrounding Lake Matapedia, comprising 125 square miles. The lumber is shipped either from Dalhousie, N. B., Rimouski, or Riviere du Loup, Que., such are the shipping facilities. On the above timber limits there is also a quantity of cedar.

Messrs. King Bros. have two mills at Riviere Ouelle, on the Intercolonial Railway, which we illustrate on this page. Their joint capacity is 8,000,000 ft. The timber is furnished from private lands owned by the firm, and from about 350 square miles of limits under license from the Quebec government. The wood is chiefly spruce, with a light supply of pine. An area of 135 miles of timber land, in the county of Lotbiniere, is also owned by this firm, which furnishes the timber for three mills, located at Kingsbury, Brousseaus and Hadley. The combined capacity of these three mills is probably 16,000,000 ft. per annum.

At Lyster, on the line of the Grand Trunk Railway, about forty miles from Quebec, is another mill, with an annual capacity of 8,000,000 feet, the supply of logs for which is obtained from private and licensed lands.

Three other mills of this firm are situated on the line of the Quebec Central Railway, the output of which finds a market chiefly in the United States, a small portion being shipped to Great Britain from the port of Quebec. The annual capacity of these mills will average from 10,000,000 to 12,000,000 feet. From the above it will be seen that Messrs. King Bros. manufacture in their own mills probably 60,000,000 feet of spruce and pine per year, while in addition they control the output of several smaller mills situated at different points. Their goods have a wide reputation in the European markets for superior quality. The business has recently been converted into a joint stock company.

SAW MILLS OF KING BROS. AT RIVIERE OUELLE, QUE.

## GUARDING AGAINST MIILL ACCIDENTS.

SAW mill owners are endeavoring to guard the machinery in their mills so as to render accidents to employees less liable, says the Mississippi Valley Lumberman. During the last few years many improvements in this direction have been made. Such improvements can only be made as their necessity is seen, and saw mill men say that all accidents occur in a different way, and it is only after they have happened that a need of guarding a machine is seen. During the past winter Minneapolis saw mill men have held several conferences with the state labor commissioners, and the matter of protecting employees in the mills as well as the factories has been carefully considered, and as a result many additional precautions will be taken the coming summer in the Minneapolis saw mills and sash and door factories. This is a move in the right direction. Employers as well as employees realize the necessity of guarding life and limb in mills and factories. Employees are often prone to complain of apparent negligence on the part of their employers in this respect, but no wise and careful manager will omit a single step that will tend to further protect his employees. Accidents often occur because of the negligence of foremen and others to whom the duty of looking after these matters has been entrusted by their employers. To be sure, the employer is liable for the sins of commission or omission on the part of his agents, but we believe that by far the greater part of saw mill owners are anxious to do all they can to prevent the occurrence of dangerous as well as fatal accidents that are frequent in the busy sawing season. It has been noticed that accidents to mill hands occur more frequently with night crews than with those who work in the day time. This is due to the fact that the day crews are made up of old and experienced men, who soon learn to know and understand the machines with which they are working. In the rush season night crews are put on, and usually these men are not as experienced as are the day men, for the best men are selected for the day crews; but after the night crews get their work well under way accidents are less frequent. Still there are certain accidents that will always occur where many men are employed at dangerous machines, and all that employers can do is to lessen this liability as far as lies in their power.

Readers of THE LUMBERMAN are reminded that correspondence is invited upon all subjects of interest to the lumber trade. A free discussion of current topics will always be given.

## ONTARIO CROWN TIMBER AGENTS.

SUCH are the relations existing between crown timber agents and lumbermen that no apology should be necessary for placing before our readers the accompanying portraits and particulars of the gentlemen to whom is entrusted the supervision of the cutting of timber in Ontario. The portraits appearing herewith do not represent the complete staff of crown timber agents, several photos not having come to hand at time of going to press. These we hope to make subjects of the engraver's art in our next issue.

### MR. J. B. MCWILLIAMS.

Located at Peterboro', and having charge of the Midland division, is Mr. J. B. McWilliams,

MR. J. B. MCWILLIAMS, Peterboro'.

who is also superintendent of woods and forests for the entire province, which appointment was made on the 15th of May, 1894. Mr. McWilliams may be said to be a thorough Canadian, his father coming to Canada from Ireland when only eight years of age and settling in the county of Peterboro'. He was born in the township of Belmont in the year 1845, and removed with the family to Peterboro' in 1857, being educated at Norwood and Peterboro' grammar schools. At the age of nineteen years he launched into business on his own account, conducting a successful carriage-making trade for seven years, employing eighteen hands. In 1869, owing to ill-health, he disposed of his business and accepted the position of deputy-sheriff for the county of Peterboro', and three years later, in February, 1872, was appointed crown timber agent for the Midland division, a position for which he was well fitted, having obtained an early training with his father, who was an extensive lumberman in the pioneer days of the province.

Although not aspiring to public honors, Mr. McWilliams has filled a number of offices in the gift of the municipality. In 1877 he was elected a member of the town council, was a director of the Agricultural Society for 1885 and 1886, and in the latter year was appointed Justice of the Peace. He was elected to the School Board by acclamation for four successive years, then retiring, and at the last municipal contest was again elected to the town council by the largest vote ever polled in the town by any candidate. For fifteen years Mr. McWilliams held the position of County Master of the Orangemen, and has also been Deputy Grand Master and Grand Director for Ontario East. His name has been frequently before the Liberal conventions as candidate for the House of Commons and local legislature, but he has refused to accept the honor. Mr. McWilliams served in the Fenian raid as a member of the old Peterboro' Rifles, and many an interesting incident can he relate.

### MR. WM. MARGACH.

Mr. Wm. Margach, who has charge of the Rainy River district, was born in Scotland in 1837 and came to Canada when twenty years of age. He entered the service of the Ontario government in 1879 as superintendent of colonization roads, and was appointed crown timber agent for the district of Thunder Bay in August, 1882, being transferred to district of Rainy River in 1888, with headquarters at Rat Portage.

The boundaries of the district under Mr. Margach's able management extend from Hunter's Island to the north of Minnesota, thence along the international boundary to the north-west angle of Lake of the Woods, a distance of 200 miles, thence north along the western boundary of Ontario to English river, 100 miles, easterly along same river to the eastern end of Lake Seul, 200 miles, and thence south to south-east end of Hunter's Island. In this territory there are large quantities of red and white pine, which is manufactured at Rat Portage for the western market. There are large quantities of pine on the height of land and on the small rivers not yet sold on account of the distance from market. This objection, Mr. Margach claims, would be overcome by the construction of a railway to the south of the C. P. R. But pine is not the only valuable timber to be found in this district, as there is probably no part of the province of Ontario where such large quantities of spruce exist. For a distance of 80 miles along the Rainy river, with a depth of 10 miles, the land is largely covered with spruce and poplar timber, while along other rivers spruce is also to be found in large quanti-

MR. WILLIAM MARGACH, Rat Portage.

ties. These rivers furnish immense water powers, which at no distant date will be utilized in the manufacture of pulp. About half of the territory is covered by water, and many of the lakes abound in fish. As the population of Manitoba and the Territories increase, Mr. Margach looks for a marked improvement in the lumber trade of that section. There is now large quantities of ties taken out for the C.P.R., probably about 500,000 each season, as well as stave bolts for the Lake of the Woods Milling Co.

### MR. HUGH MUNRO.

The territory known as the Thunder Bay agency is under the supervision of Mr. Hugh Munro, whose headquarters are at Port Arthur. It extends from a line running north from the mouth of the Michipicoton river to a point near Fort Henley, on the Albany river, thence west to a line running from the east end of Hunter's Island north to a point between Lac Seul and Lake Joseph, the Albany river being the northern boundary and Lake Superior and the international boundary the southern. The area is probably over 60,000 square miles. The principal timber in the district is spruce, with areas of Norway and white pine, which as far as known would amount to 250,000,000 feet B.M. Owing to the

MR. HUGH MUNRO, Port Arthur.

depression in the lumber business, the amount cut of late years has not exceeded five million feet. The territory north of the C. P. R. track is yet unexplored, either for timber or minerals.

Mr. Munro was born in Aberdeenshire, Scotland, in the year 1833, and came with his parents to New York city in 1836, attending the public schools until apprenticed with a firm of artificers in marble, for whom he became foreman. For a time afterwards he studied medicine, then went into business in New York as a member of the firm of Dillanay, Foster & Co., sculptors and artificers in marble, and in 1858 engaged in general contracting, but owing to ill-health was compelled to give up the business. He then removed to Canada, settling in West Zorra, where he taught school for several years, afterwards devoting his attention to farming. In 1863 Mr. Munro was appointed a Justice of the Peace for the county of Oxford, and in 1882 received a similar appointment for the district of Algoma. In 1872 he was appointed Clerk of Works under the late Archibald McKellar, afterwards holding a similar position under the late Alexander McKenzie. Owing to political changes his services were dispensed with, when he removed with his family to Texas, where a partnership was formed to survey, explore and assay minerals. While there he was induced to associate with a Galveston company to go to Mexico to explore and purchase mines; made examinations of various mines, but was compelled by ill-health to resign his position of managing superintendent and return to Canada. He was reinstated in his former position by the late C. F. Fraser in 1882, and was in Rat Portage during the transition period. In May, 1889, he was transferred to the Crown

Lands Department as crown timber agent at Port Arthur.

In politics in the United States Mr. Munro was one of the old Abolition Society, being associated with such men as Theodore Parker, Birney and Walker. Upon coming to Upper Canada, as Ontario was then called, he became identified with the Reform party, and gave his first vote for the Hon. Wm. McDougall. He declined the nomination for the first local House offered by the Reformers of West Zorra. For five years Mr. Munro was county deputy of the I.O.G.T.

MR. E. GARROW.

The eastern division of the district of Algoma, in charge of Mr. Garrow, commences at the north-east corner of the township of Rayside, and

Mr. E. Garrow, Webbwood.

includes ten townships west, thence south to Lake Huron, between the townships of Shedden and Victoria, taking in the broken front on Lake Huron and Georgian Bay to the boundary between Nipissing and Algoma districts, which is the eastern boundary. Pine, spruce, cedar, tamarac, birch and balsam are found in this section in large quantities, with separate ridges of maple and hemlock.

Mr. Garrow was born in the township of North Dumfries, county of Waterloo, Ont., in January, 1848. When six years of age he removed with his father to the county of Huron, McKillop township, where he lived on the old homestead until the year 1868, when it became necessary either to get more land or find some other employment, as several members of the family were verging on manhood. The subject of this sketch determined to learn the millwright trade, and with that object in view, on the 6th of January, 1868, he commenced an apprenticeship of 3½ years with Robert Thompson & Co., afterwards Thompson & Williams, of Mitchell. After serving his term of apprenticeship he entered into partnership with a fellow millwright and purchased a grist mill and a small saw mill in the village of Belmont, 14 miles south-east of London, and in this connection obtained his first lessons in running a circular saw. At the end of three years Mr. Garrow sold his interest in the property and entered into partnership with his brother, erecting a good saw and shingle mill in the village of Cranbrook, Huron county, this partnership continuing until the first of January, 1880, when he assumed full control. He continued to operate there until the spring of 1885, when a number of portable saw mills were started in the neighborhood, and competition became so keen as to leave no profit in the local trade. Mr. Garrow then transferred the machinery to Nipissing Junction, in the district of Nipissing, where he continued to operate and do a fairly profitable business until the night of the 22nd of January, 1890, when fire left nothing for years of toil and hardship but a heap of ruins and ashes. This for a time, and probably for life, terminated his sawmilling career and 18 years' of practical experience in manufacturing lumber. One year previous to the burning of his mill, Mr. Garrow was employed by the Crown Lands Department in the capacity of colonization road overseer on a local road, which position was given unsolicited. Afterwards he received the appointment of wood ranger, being dispatched as a special to Rainy River district to watch the government interest during the season of 1891-92. The following season he was placed on the permanent staff of the Department and delegated to assist Mr. P. C. Campbell, crown timber agent at Sault Ste. Marie. This position he held until October, 1895, when it was decided to divide the district of Algoma, and the government gave Mr. Garrow the appointment of agent for the eastern division.

MR. E. J. DARBY.

The Ottawa district, for which Mr. E. J. Darby is acting crown timber agent, contains about 7,000 square miles, and embraces all territory in Ontario drained by streams flowing into the Ottawa river from the mouth of the Mississippi to the head of Lake Temiscamingue, which is the highest point under license up the Ottawa on the Ontario side, going back from the Ottawa to the head waters of the Madawaska, Bonnechere,

Mr. E. J. Darby, Ottawa.

Petewawa and Mattawa rivers. The principal output is pine saw logs, the square timber trade having been of late years comparatively small, but a large trade is now springing up in other woods, owing to railway facilities. The importance of this territory may be estimated from the fact that the revenue therefrom to the province of Ontario since confederation amounts to over $6,000,000.

Mr. Darby was born in the city of London, England, in 1839, being now in his 58th year. He came to this country in 1857, making the city of Ottawa his objective point, where he engaged with the lumbering firm of Messrs. Hamilton Bros., with whom he remained for a year. He was then engaged with Messrs. Gilmour & Co., and continued with them until the spring of 1872, his experiences being altogether in the saw log business in the Gatineau river district. At that time he took charge of Mr. Benson Bennett's business on the Gatineau, with headquarters at Desert, and continued with them for one year. For the next two winters Mr. Darby was employed by the Quebec government as wood ranger in the Upper Gatineau district. In 1875 he entered the employ of the federal government as clerk in the timber office at Ottawa, that government then having the control, and on the abolition of the office in July, 1889, he was employed by the Ontario government as clerk in the new Ontario crown timber office. In January, 1892, W. J. Macdonald, the late agent, died, and Mr. Darby has been in charge since that time.

Saw Mill of W. T. Murney & Co., Sarnia.

## A WESTERN ONTARIO MILL.

The business of Messrs. W. T. Murney & Company, of Sarnia, Ont., was only established last year, but in that short time the firm have built up a fair trade both in Canada and the United States. They manufacture all kinds of lumber, but make a specialty of long bill stuff and ship timbers in white oak and pine, cutting stock 64 feet in length. The mill, which is shown above, is 140 feet long by 40 feet wide, and has a capacity of 50,000 feet per day of ten hours. The principal feature of the mill is its economy in fuel, being fed by sawdust carriers from the machinery edgers, slab saws, lath mill, etc. The logs are conveyed to the carriage by the usual endless chain, the carriage being operated by rope feed. The company's shipping facilities are unsurpassed, and under the able management of Mr. X. Baechler, their trade is certain to increase in volume.

The steamship Montezuma sailed from Montreal last month, having on board the first consignment of building materials for the Canadian building at Bisley. The shipment was composed wholly of Canadian woods, including cedar shingles, hardwood flooring, etc., from the manufactory of W. C. Edwards & Company, Ottawa.

Nathaniel Lusty's mills at Rodney, Ont., are running to their full capacity. Mr. Lusty has secured a large stock of logs during the winter and looks forward to a profitable business for the season. He has hardwoods of all kinds, and showed a correspondent of The Lumberman nineteen different woods. He also deals extensively in pine lumber, and has a well equipped planing mill in connection with his business, furnishing the building trade of his district.

CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

C. H. MORTIMER
PUBLISHER
CONFEDERATION LIFE BUILDING, TORONTO
BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:
One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

*TO VISITING LUMBERMEN.*

*Lumbermen visiting Toronto are invited to use the office of the CANADA LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way they may desire.*

## PROPOSED LABOR ORGANIZATION.

WITHIN the past two months a movement has been commenced among the workmen employed in the different branches of the lumber industry to organize an association, or, more properly speaking, a labor union, having for its object the securing of a higher remuneration for the services of the men thus engaged, the shortening of the hours of daily labor, and the general betterment of their condition. The idea, so far as we can learn, appears to have originated in the mind of Mr. William Hood, who has conducted a general store at Baysville, Ont., for some years, and who, at a meeting held at that place on the 26th of April last, was appointed general president. It is stated to be his intention to put a large number of organizers at work throughout Ontario to form local associations, and eventually to spread the movement to every province of the Dominion. The promoters of the organization claim to have been prompted to take such action by the long hours which men were compelled to work for a small remuneration.

While admitting that any movement which will improve the condition of the masses of the people is to be commended, and without desiring to condemn the proposed organization before giving the subject due consideration, we cannot but question the expediency of taking such a step at the present time, which, for reasons which will be briefly mentioned, we consider to be the most inopportune in the history of the lumber trade.

Indications now point to the fact that Canadian lumber entering the United States will be subject to a duty, probably $2 per thousand feet, a duty which all will admit will shut out from the American market a portion at least of our lumber, while thus far the Canadian government have made no declaration of their intention to impose an export duty on saw logs. Thus it would appear that should the above circumstances come to pass, the result would be that the manufacture of much of our lumber would be diverted to the American side, notwithstanding that the raw material is to be obtained at our doors. This is the outlook at the present time, and anything which will increase the price of manufacturing in Canada will certainly assist this movement.

It is also well known that lumber manufacturers have of late years made very little money, owing to the high figures paid for timber limits and lower prices obtained for lumber. True it is that supplies may be purchased at a less cost to-day than ten years ago, but this and other like advantages are more than offset by the facts mentioned above. Glancing over the province of Ontario, we can scarcely point to one lumber concern which may be said to be making more than a fair interest on the money invested, and we have it on the authority of several leading manufacturers that the lumbermen are not making money to-day in manufacturing lumber. There are some wealthy lumbermen to be found, but in most cases their riches have been obtained by speculation in timber limits and in contracting for getting out logs, rather than in the conversion of the logs into lumber. Manufacturers of white pine lumber have in recent years been confronted with strong competition from southern pine, which is produced by negro labor at the lowest possible cost, and which also has the advantage of cheap transportation. In many of the yards in the Eastern States which were once stocked with millions of feet of white pine, there is now very little of this article to be found, but a much greater quantity of the southern product. This has not only reduced the selling price of white pine, but has made the lower grades very difficult of disposal, hence the absolute necessity of cheapening the cost of production in order to meet the competition from southern pine.

Lastly, the question of remuneration for services is governed almost entirely by the law of supply and demand. During the past winter the number of men seeking employment in the woods was much larger than the requirement, and consequently the average wages paid was correspondingly less. We doubt whether by means of organization the standard of wages could have been raised, inasmuch as the history of similar labor unions is that only a portion of the persons engaged in any particular calling can be induced to become members.

Notwithstanding our views as above expressed, we are free to admit that in some instances workmen have been compelled to give their services for a remuneration altogether too small, yet most manufacturers realize that only by paying a fair wage, as governed by the prices obtained for their product, can the best results be obtained.

## THE DINGLEY BILL AND THE CANADIAN LUMBER TRADE.

ANOTHER step has been taken by the United States government towards the adoption of the Dingley bill. On May 4th the Finance Committee reported the bill to the Senate, having made such changes as were deemed expedient. In the lumber schedule some modifications were made of importance to Canadian lumbermen. The rate of $2 per thousand feet on sawn lumber is allowed to remain, but the extra duty of $1 for planing on one side and tonguing and grooving is reduced to seventy cents, and that for planing on two sides and tonguing and grooving from $1.50 to $1.05. This reduction has met with a strong protest from American lumbermen, who claim that the United States government is simply offering a premium for the establishment of planing mills in Canada. They argue that the difference in weight of lumber after being dressed will enable Canadian manufacturers of white pine to ship their dressed lumber into the American markets as cheaply as they could the rough stock.

Another alteration made by the Finance Committee has reference to the retaliatory clause. The 25 per cent. ad valorem addition to be imposed on lumber in case any country should place an export duty on saw logs or pulp wood is changed to add the amount of such export duty instead of any fixed sum, and the words "pulp wood" are eliminated from the clause. If we clearly understand the revised tariff, the Canadian government may impose an export duty on pulp wood without increasing the duty on lumber, but should an export tax be placed upon saw logs, then the amount of such tax will be added to the duty on rough sawn lumber. On the other hand, another clause of the bill provides that the amount of the export duty placed on pulp wood by any foreign country shall be added to the duty on manufactured pulp entering the United States. By the new arrangement the lumber and pulp industries are in no way dependent upon each other, but are considered as entirely separate. This, to the mind of the writer, is the only fair manner of dealing with the question, as we fail to realize the justice of imposing an additional tax on lumber because a duty is imposed on pulp wood. Let each industry stand upon its own footing.

Reverting to the changes made by the Finance Committee, the duty on shingles is reduced from 30 to 25 cents per thousand, and clapboards are taxed at $1.50. The rebate clause, under which a refund of a portion of the duty was made on such lumber as was manufactured into boxes and shipped to foreign countries, is abolished. These constitute the most important changes.

While it is by no means probable that the bill will become law in its present form, there is, nevertheless, a possibility that Canadian lumber entering the United States will be subjected to a duty, whether great or small. It therefore behooves our lumbermen to take early steps to place themselves in a position independent of the United States market, as should the Dominion government see fit to impose an export duty on

saw logs, it would certainly mean the closing of our markets to the greater portion of our lumber.

The letters from prominent lumbermen printed on another page are worthy of the consideration of the trade. Hon. J. B. Snowball, probably one of the best informed lumbermen in Canada, points out that in may foreign countries there are splendid openings for the extension of the Canadian lumber trade, particularly in manufactured and partially manufactured stock. Instead of our lumber finding a market in the United States, it would be shipped abroad and would replace the lumber which is now shipped from that country to the foreign markets. With the raw material at our door, it seems strange indeed that the United States should export over four times as much lumber to foreign countries as Canada. But two essentials are necessary before any great development can be expected, namely, the investment of considerable capital in manufacturing plant, and a better acquaintance with the requirements of foreign markets.

## EDITORIAL NOTES.

Many of the methods adopted by our American cousins for the extension of trade and a better acquaintance of their customers are worthy of the consideration of Canadian lumbermen. We note that arrangements are being completed for an excursion of eastern retail lumbermen to the Pacific coast, with the object of inspecting the timber of that section of country, much of which finds a market in the Eastern States. The party will leave Minneapolis on the 21st of July, and will be entertained by the Puget Sound lumbermen.

It is a significant fact that manufacturers who have felt the sharp edge of competition to the least extent are those whose mills are equipped with improved machinery and appliances. There are manufacturers who are running along year after year with an equipment which may have been considered modern twenty-five years ago, but for which there is no place at the present day. They cannot understand why their neighbor can undersell them in the same market, and under precisely the same conditions, but the secret frequently lies in the adoption of up-to-date machinery, by which the maximum of production is attained at the minimum of cost. During hard times the tendency is no doubt towards a curtailment of expenses, but money spent in cheapening the cost of production is at all times money saved. The live manufacturer is constantly on the watch for new ideas.

The adoption of an alien labor law by the Canadian government, which at time of writing seems probable, is a step in the right direction. While not in accord with the principle involved, we believe the government of this country is fully justified in taking such action, in view of the unfair treatment which has been accorded Canadians by the United States government. The bill as framed only applies to such countries as shall enact a similar law. So far as the lumber industry is concerned, the bill is certain to be in favor of Canadian workmen, as a very large number of men are brought each year from Michigan to work in the lumber woods in the Georgian Bay district. In the maritime provinces the situation is different, and probably as many Canadians find employment in the woods of Maine as there are Americans engaged to work on the Canadian side.

The contention of American manufacturers that lumber was produced in Canada much cheaper than in the United States has been somewhat shattered by a report made by the Labor Commissioner of the United States, showing the cost of production in the two countries. The statistics were compiled from the books and pay rolls of lumber concerns in the Ottawa district on the one hand and in Wisconsin and Minnesota on the other. While the average wages in saw mills in the United States are shown to be $1.71 per day, and in Canada $1.41, the average labor cost of one thousand feet is given as 91 cents in the United States and $1.23 in this country. This discrepancy is accounted for by the improved machinery used in the United States. The cost of logging in Canada is also shown to be greater by $1.30, making the actual labor cost of producing one thousand feet $1.60 greater in Canada than in the United States. Add to this the additional price paid in this country for timber limits, and we fail to see wherein American manufacturers have suffered from the alleged "ruinous Canadian competition."

Late reports received at this office regarding the condition of the lumber and shingle trade of British Columbia are of an encouraging nature, and lead to the belief that manufacturers in that province have entered upon a new and more prosperous era. During recent years of general business depression, probably no section of the Dominion, so far as the lumber trade is concerned, has suffered to a greater extent than British Columbia, where the price obtained for lumber has been very little greater than the actual cost of production. And so with the shingle trade. Some manufacturers ceased operating their mills rather than carry on business without even realizing the interest on the money invested. The wisdom of this action is now proven. The market has become bare of stock, and the demand has increased to a point where it is reasonable to expect that more remunerative prices will be obtained at an early date. The foreign trade for the first four months has shown a marked expansion, and is, we believe, capable of still further development. The efforts to re-organize the lumber combine, for the purpose of controlling the foreign trade, have so far proved unsuccessful.

## DOMINION GOVERNMENT TIMBER LANDS.

The timber lands owned by the Dominion government embrace those in Manitoba, the North-west Territories, and within the railway belt in the province of British Columbia. According to the annual report of the Department of Interior, the timber dues collected in this territory in 1896 amounted to $69,646.25, being less than the previous year by $3,504.48. Of the revenue derived from timber, $18,793.96 was for bonuses, ground rents, royalties and dues on timber cut from lands in the railway belt in the province of British Columbia, being a decrease of $4,791.96 as compared with the previous year. The total revenue received from timber in Manitoba and the North-west Territories was $1,128,126.25, and the total revenue from timber within the railway belt in British Columbia up to the same date $294,450.55. During the year 34,817,909 feet of lumber were manufactured from timber cut under license. In the Winnipeg agency, which comprises Manitoba and portions of Assiniboia and Saskatchewan, the following quantities of lumber were sold :—

| | Feet. |
|---|---|
| Canadian pine (from Lake of the Woods) | 42,000,000 |
| Canadian pine (from Fort William) | 2,000,000 |
| Canadian spruce (manufactured in Manitoba) | 15,418,185 |
| United States pine and oak | 11,957,740 |
| British Columbia products (approximately) | 10,000,000 |

Following is a comparative statement of the average prices of lumber within the several crown timber agencies during the past twelve years. The cost of this article to the settler has been very much reduced within that time :—

| Agency. | 1885. Per M. | 1894. Per M. | 1895. Per M. | 1897. Per M. |
|---|---|---|---|---|
| Winnipeg | $13.50 to $25 | $17 | $17 to $19 | $16.45 |
| Brandon | 20 to 22 | 15 | 15 | 13.45 |
| Whitemouth | 11 to 12 | ..... | 10 | 12 |
| Calgary | 25 to 30 | $ 8 to 16 | 8 to 16 | $ 8 to $16 |
| Fort McLeod | 30 | 10 | 10 to 16 | 13 to 16 |
| Lethbridge | ..... | 9 to 16 | ..... | ..... |
| Prince Albert | 30 to 45 | 10 to 25 | 8 to 25 | 8 to 25 |
| Edmonton | 25 to 30 | 18 | 13 to 16 | 11 to 12 |
| British Columbia | ..... | 10 | 7 to 9 | 8 to 10 |

Returns received by the Department give the following quantities of building material as having been manufactured and sold during the year within the five Dominion agencies :—

| | Manufactured. | Sold |
|---|---|---|
| Sawn lumber | 34,817,000 feet | 32,545,721 feet |
| Shingles | 3,615,948 " | 3,438,839 " |
| Laths | 338,083 " | 450,375 " |

The areas licensed in the province of Manitoba, the three provisional territorial districts, and on Dominion lands in the province of British Columbia, are as follows :—

| | Sq. Miles. |
|---|---|
| Manitoba | 658.79 |
| Alberta | 1,308.15 |
| Assiniboia | 95.00 |
| Saskatchewan | 246.54 |
| British Columbia | 370.03 |

The figures below show the annual receipts from timber dues since 1873 :—

| | |
|---|---|
| 1873 | $ 109 25 |
| 1874 | 2,710 55 |
| 1875 | 2,335 25 |
| 1876 | 387 00 |
| 1877 | 320 00 |
| 1878 | 1,620 00 |
| 1879 | 325 00 |
| 1880 | 25,121 46 |
| 1881 | 32,028 34 |
| 1882 | 58,753 14 |
| 1883 | 90,066 46 |
| 1884 | 147,983 10 |
| 1885 | 87,474 99 |
| 1886 | 64,820 31 |
| 1887 | 65,111 74 |
| 1888 | 94,964 55 |
| 1889 | 90,290 00 |
| 1890 | 84,642 95 |
| 1891 | 102,902 71 |
| 1892 | 106,461 35 |
| 1893 | 105,865 24 |
| 1894 | 81,200 51 |
| 1895 | 74,079 20 |
| 1896 | 61,923 47 |

A peculiar inquiry, not a little out of the ordinary, was received recently by the American Clay-working Machinery Company, of Bucyrus, from a business man of Saginaw, Mich. The request was for figures on a machine to mix and pug sawdust into shallow blocks, to be used on the market for fire-kindling. The intention was to mix the sawdust with resin and oil, and after a thorough mixing, to pass it to a brick machine to be pressed lightly into blocks about 12x18 in size, and then cut automatically into slabs an inch or two in thickness. The sawdust fire-kindling of this kind is well known on the market, but the trouble has been that the price is too high. The Saginaw man figures that by taking the sawdust of several of the largest mills and handling it in large quantities he will be able to produce a fuel which may not be limited to kindling alone, but may, by making it more compact and lessening the cost of production, come within the realm of possibility as a fuel block.—Ohio State Journal.

## LOWER QUEBEC AND NEW BRUNSWICK NOTES.

[Correspondence of the CANADA LUMBERMAN.]

THE saw and shingle mills are running full swing now, many of them day and night. The season has been an excellent one for the lumbermen, notwithstanding the fact that the snow they looked for in December and January did not put in an appearance till about the first of March, but then they made the best possible use of it, with the result that a full supply of logs was got to the streams ready for stream driving. The large quantity of snow, with some rains, made the streams in good shape for driving, and nearly all the logs cut will reach the mills during the spring freshet.

S. W. Teed has taken the shingle mill at Fort Ingalls, Que., on the Temiscouata railway, and is sawing for James Hoyes & Co. He will run day and night all summer, sawing with two machines. The mill is lighted by electricity, and has a capacity of from sixty to seventy thousand per twenty-four hours.

James Hoyes & Co. have a mill at St. Louis, Que., where they run constantly winter and summer, day and night, sawing shingles, the better grades being shipped to points throughout the Eastern States.

George St. Pierre & Co., of Fraserville, have a gang, circular and shingle mill at St. Honore, Que., on the Temiscouata railway, the saw mills cutting deals principally for English markets.

J. J. Wheelock has bought the Connor's saw and shingle mill at Connor's Station. There is a circular saw and five shingle machines in the mill, which is running to its full capacity. Mr. Wheelock also has a saw mill across the St. John river from Connors in the state of Maine, the stock from which is shipped from Connors to eastern states points, via the Temiscouata railway.

The Kennedy Island Lumber Co. have a fine circular saw and shingle mill near Clair station, on the Temiscouata railway, which was built last summer, and is splendidly situated for getting logs from the St. John river, the product being loaded directly on the car. Mr. Thos. Crockett is the manager and one of the owners of the mill. Mr. Crockett is also manager of the Temiscouata railway, the connecting line between the river St. John, in New Brunswick, and the St. Lawrence river, in Quebec. This railroad also connects the C. P. R. at Edmundston with the I. C. R. at River du Loup, a distance of 87 miles. The road also continues up the St. John river from Edmundston to Connors, some 32 miles.

Joseph Lavoir, Bic, Que., has a fine circular and gang mill, with double edger and re-sawing machine. Mr. Lavoir will this season saw about one hundred thousand logs into deals for the English market.

The Rimouski Lumber Co., of Rimouski, Que., have a water-power circular mill, in which they will saw about sixty thousand logs, a portion into English deals and the remainder into American specifications. They also have a fine shingle plant of ten machines, which they keep fully employed. Mr. Carlton is superintendent and Mr. J. A. Talbot agent.

At St. Moise N. Cayouette has a shingle mill which runs day and night the year round. He is building up a nice village around the mill, which is about one mile from St. Moise station on the I. C. R. F. R. Morneault & Co. have a shingle mill at the lake, three miles east of St. Moise, which runs continually. The product is shipped to western points. Two miles further east E. Bellavance has a circular saw mill and two shingle machines operating throughout the whole year.

At Sayabec John Fenderson & Co. have a saw and shingle mill. The saw mill consists of a fast cutting circular, with double edger and patent trimmer, lath machine, etc. In the shingle department there are five machines which run constantly from early spring till late in the fall. Mr. Fenderson is a New York state man and is well up in the shingle business. Mr. Ahearn, of Ottawa, is bookkeeper. The mill was built by Macpherson & Schell, the well-known mill-owners of Alexandria, Ont., from whom Messrs. Fenderson & Co. purchased it, together with the larger timber limits, about three years ago.

Messrs. King Bros., Ltd., of Quebec city, have a fine circular saw mill at Cedar Hall station, on the I. C. R. It is situated near the station, and the logs are taken from the lands surrounding the lake. The firm own the timber all around the lake for a distance of three miles. The lake is about fifteen miles long and three miles wide. The output is deals, which are shipped from Dalhouse, N. B. Mr. Nolan is resident manager. King Bros. have a number of parties sawing shingles for them at different points in the vicinity, shipment of which is made from Cedar Hall, Sayabec and other stations of the I. C. R.

Messrs. Price Bros. & Co., of Quebec, have a large gang and circular saw mill at Amqui, one mile from Amqui station, where they saw about seven million superficial feet of English deals, which are shipped from the port of Dalhousie, N. B. They have also a large shingle mill about two miles distant, in which they saw large quantities of shingles. Mr. Smith is resident manager. M. Blacquire, St. Alexis, Que., had his mill burned in April. It was a circular saw and shingle mill with three machines. He will probably rebuild. F. Stancliffe, Flatlands, N. B., runs three shingle machines day and night, under the management of David Inglis.

A. E. Alexander has a circular mill and two shingle machines running during the winter and spring at Tobique, six miles from Campbellton. He has a large shingle mill at Campbellton which he runs during the summer, and which contains thirteen machines. Mr. Alexander is in his sixth term as mayor of the town of Campbellton, which speaks well for his ability.

Kilgour Shives is making some changes and improvements in his saw and shingle mill at Campbellton. He has added an engine of 100 h. p., changed the location of his boilers, put in patent furnaces, a new gang, new circular saw rig, patent log chain haul up and live roll bed, as well as improved his shingle bolting department. These improvements make a very complete and convenient mill. Mr. Shives saw the necessity of a machine for cutting up, at the least possible expense, the refuse edgings and slabs into fire wood stove lengths, and devised one to suit his own conditions, which does the work admirably. He has made some for other mills and may possibly add the manufacture of these to his already extensive lumber business. He expects to saw from eight to ten million feet of deals during the season. David Richards, Campbellton, N. B., runs shingle and clapboard machines, getting his logs sawn into deals in mills owned by J. D. Sowerby, Oak Bay, Que., and W. W. Doherty, Campbellton, N. B.

George Moffat, Dalhousie, N. B., has a gang mill, in which he saws six to seven million feet of deals. He also has resaws, lath machine and planer. Mr. Moffat can load any size ship or steamer direct from his mill wharf.

George Montgomery, Dalhousie, is building a new mill having circular saw and shingle machines, which will be ready to start early in June. The machinery is made by the Waterous Engine Works Co., of Brantford. A. G. Wallace, Dalhousie, has a shingle mill, running two machines, and saws summer and winter.

J. & P. Nadeau, Grand Caspedia, Que., have a circular saw mill and three shingle machines. The Caspedia Lumber Co., of Maria, Que., have a fine gang and circular saw mill, built last year. This mill ran only a short time last season, and a quantity of logs were left over. The firm expect to saw from ten to twelve million feet this season. Mr. A. Charlebois is the president of the company and Mr. C. H. J. Maguire the secretary, the office being at Quebec.

Wm. Currie & Co., Eel River Crossing, N. B., has a circular saw and shingle mill which runs day and night, having electric light. Gray & Lawrence Bros., Charlo, have a fine shingle mill of six machines, which runs continuously except in the winter time.

Messrs. Adams, Burns & Co. bought the property of the St. Lawrence Lumber Co. at Bathurst, N. B., and are doing an extensive business, cutting from six to eight million feet. They also have mills at Burnsville, on the Caraquet railway. Mr. P. J. Burns is the superintendent. Messrs. Sumner Co., Moncton, N. B., have a gang mill and two shingle machines at Bathurst village. This mill was thoroughly rebuilt last year, and is now complete. Mr. Frank Curran is the efficient superintendent.

At Newcastle, N. B., Messrs. D. & J. Ritchie have rebuilt on the site of their mill burned last season. It is a two gang mill, complete with all modern appliances for hauling logs and lumber quickly and economically. One very material point kept in view in re-building was to make the mill absolutely fireproof, and in this they appear to have succeeded.

Messrs. Richards & Hickson, of Newcastle, have a one gang mill and four shingle machines, with a capacity of eight million per season. Mr. W. E. Hickson is manager. Clark, Skillings & Co., of the same place, make a specialty of spool wood, which is sawn from white birch. The company seem to have acres of ground covered with the sawn squares piled up to dry. Mr. C. D. Manny is the manager. The firm's headquarters are in Boston. The spool wood is shipped, after drying, to Glasgow, Scotland, the headquarters for thread.

Sargeant Bros., Nelson, N. B., have a gang mill in which they saw a large quantity of logs into deals, also lath, staves, heading and box boards. George Burchill & Sons, Nelson, have one gang and lath machines and small box machinery. T. W. Flett has a gang mill and box factory. E. Hutchinson, Douglastown, N. B., operates a one gang mill, with lath and box board machines. All these mills have a capacity of sixty to seventy thousand feet of deals per day, and usually run from spring until fall. The ships load at the mills.

J. B. Snowball, Chatham, N. B., has a fine three gang mill, with a full equipment of small machinery for manufacturing the refuse into laths, pickets, palings, box boards for lobster canneries, etc. This is the second largest saw mill in the maratime provinces. Mr. Snowball has a large machine shop as well, and a large gang and circular saw mill at Tracadie, some fifty miles up the coast. He is one of the most progressive lumbermen in Canada, and is also a senator. While attending to his outside business his son, Mr. W. B. Snowball, ably fills the position of manager, while each department of his immense business is under the direction of an efficient head.

William Richards, Chatham, is also an extensive and successful lumberman. He has a large two gang mill in Chatham, and supplies several of the large saw mills on the Miramichi river with logs, handling from thirty to forty million feet per year.

George I. Vaughan, Black Brook, N. B., last year bought the mill property and timber limits formerly owned by Guy, Bevan & Co. He is cutting about eight million feet this season. The Maritime Sulphite Fibre Co., Chatham, use in the vicinity of twenty thousand cords of wood in the manufacture of pulp.

W. J. P.

# CORRESPONDENCE

Letters are invited from our readers on matters of practical and timely interest to the lumber trades. To secure insertion all communications must be accompanied with name and address of writer, not necessarily for publication. The publisher will not hold himself responsible for opinions of correspondents.

## THE QUESTION OF LOG SCALING.

WAKEFIELD, QUE., May 3rd, 1897.

To the Editor of the CANADA LUMBERMAN:

SIR,—In regard to the scaling of logs, and the letters published in your journal of April and May, I desire to say that the government cullers, or the wood rangers, appointed to check and look over the operations of lumbermen in the different districts and provinces, cannot measure every log, for the simple reason that their districts are too large, and they have not sufficient time to do the work in a minute way. Therefore, they can simply measure a sample of logs on the skids in the bush during the fall operations, and again on the ice or banks of the streams. All experienced lumbermen will agree with me that except the logs are rolled, it is impossible for the government wood ranger to cull the logs and allow for defects, rots, etc. Mr. R. A. Johnson's clause in his letter of May, showing "How logs should be measured," is quite reasonable, and is the only rule left for wood rangers to adopt under the system at present adopted by the government.

The lumbermen's scalers, who are supposed to be sworn cullers with a certificate and license from the government, measure and cull the logs; they are as a rule placed in charge of one or two camps only, and have ample time to watch the operations very closely, and can even measure the logs almost as fast at they are manufactured. They have a good opportunity of observing the defects, as in many cases they see the trees being felled, and also from day to day study the general quality of the pine in the particular district in which they are placed for the year's operations. Therefore, I consider that if the scaler who represents the lumberman is an honest man, abides by his oath of office, and is true to the government license he holds as a culler, he will do justice both to his master and the Crown.

I would suggest that the government employ more wood rangers, placing a wood ranger in charge of one, two, or three camps at the most, and measure every stump and every pine top belonging to that stump that the lumberman would cut down, as well as establish a scale of duty lower than the present one. This would be the saviour of the pine forests. It would place the brakes on all friction between government and lumbermen; it would make the lumbermen employ more experienced log makers, and wastage of pine would be out of the question. It would also have the effect of making the multi-millionaire kings of our forest study the utility of the coarser grades of pine. In fact, the Crown would reap almost an unknown benefit, in which our farmers and laboring people would derive a very fair share, and the lumbermen would solve the problem of manufacturing at home the coarser grades of pine at present wasted and left in the woods.

Yours truly,

J. D. ROCHE,
Forest Ranger.

# THE RETAILER AND Wood-Worker

## MR. WILLIAM EDWARDS.

We have pleasure in presenting to our readers the accompanying portrait and particulars of Mr. William Edwards, lumber dealer, of Brantford, Ont. Mr. Edwards was born in London, England, in the year 1851. After leaving school and engaging in different branches of business there, he resolved to remove to Canada, arriving here in 1872, and after visiting different parts of the country decided to locate in Brantford, embarking in the lumber business. Under his able management his trade has grown to large dimensions, and now embraces lumber, cement, coal and wood. By a visit to his yards and mills, situated at the corner of Grant and Winnett streets, West Brantford, the visitor will find them commodious and well equipped. The mills are furnished with the latest machinery and every convenience for handling his large trade, all departments being in a high state of efficiency. The shipping facilities are excellent, tracks running into the yard. Mr. Edwards' yards are well stocked with the different grades of lumber demanded by his extensive patronage. He makes a specialty of hardwood lumber, in which his dealings extend over a large part of Canada. His coal, wood and cement business is also extensive.

During his business career the subject of our sketch has been largely interested in timber limits

Mr. William Edwards.

throughout Ontario, his judgment of standing timber being well known among lumbermen as very accurate, and his services being often in demand as a valuator. He has handled a number of limits in different parts of the province, converting the standing timber into lumber with portable saw mills, and giving employment to a large number of men.

Mr. Edwards is held in high esteem by his fellow townsmen. He has unbounded faith in the future prosperity of Brantford, having already invested considerable money in real estate. His staff of employees are at present very busy in getting out the first consignment of lumber for the city contract, which he has again secured this year for the third time.

With an active and vigorous m ind and body, Mr. Edwards attends to all of the many details of his business, giving it that keen supervision which has made his business ventures so uniformly successful. His kindness of heart and courteous manner has procured him many friends in all parts and among all people with whom he has been brought in contact. He is an old subscriber to The Lumberman, and states that the perusal of its columns is always a pleasure, and that no up-to-date lumber dealer can afford to be without it.

## BREAKING SHINGLE BUNCHES.

How much money has been made, or rather lost, in the selling of a part of a bunch of shingles? The aggregate would no doubt be large if it was only known. I never yet met a man, aside from those who were, or had been in the business, that knew what a shingle was, says C. H. Ketridge, in the Mississippi Valley Lumberman. A shingle was a shingle to them, whether it was wide or narrow, and for that reason this one item in the details of retailing lumber is the cause of much dissatisfaction on the part of him who wants so many shingles and thinks the dealer is beating him in his charge for them. It is generally known that 250 of them make a bunch; they figure it out that way because four bunches make a thousand, and if you give a man two or three dozen of loose shingles it takes a good proportion of a bunch. Most dealers are in the habit of guessing at the value of them, but it rarely suits the buyer. I have a way of getting at this that suits me.

It is an accurate way of getting at it, and it can be shown to the buyer as a fair one. Instead of pulling them out of the end of a bunch, I break the band and take them from the top as they are packed. I then count the layers that are left, and charge the buyer for that per cent. of the bunch I have given him. To illustrate, there are twenty-five layers in a bunch. Supposing a customer wants two dozen, this will take on an average five layers, or one-fifth of the bunch. If you sell them at the rate of seventy-five cents a bunch your charge for this part of it will be fifteen cents. This is an easy method of counteracting any charge of unfairness a buyer may make. He can see that you have charged him only for a just proportion of the value of the whole bunch. This is one of the many little things that goes toward the holding of your trade, for the probabilities are that by the overcharging of only a few cents you might lose the sale of several thousand shingles when the man has to shingle his whole roof.

## MESSRS. HAWES & MATCHETT.

Situated on Ross street, in the city of St. Thomas, Ont., is the planing mill and factory of Messrs. Hawes & Matchett. This firm are among our leading wood-workers and contractors, and from their well-stocked yards supply a large quantity of lumber, principally to the local trade. Their planing mill, of which we give an illustration, is equipped with modern machinery, making it possible to produce goods at the lowest possible cost. Twelve years have elapsed since the organization of the firm, during which time a steadily increasing trade has been the result of energy coupled with business ability.

Mr. S. Hawes, the senior member of the firm, was born near London, Ont., in 1846, and after leaving school engaged in several minor mercantile lines before commencing his present business. Mr. Hawes was elected alderman for three successive years, then refused further nomination, is a member of the Oddfellows' Society, and is well-known and highly respected.

Mr. Edmund Matchett, the junior member, was born in the county of Haldimand in 1852. He learned the carpenter trade, and in 1880 engaged in the contracting business in St. Thomas, forming his present partnership five years later.

The trouble with too many in the lumber and shingle business is that they figure too much on their profit and forget their expense. They fail to remember that the profit side will take care of itself if the expense account is all right.

Wood veneer is used to some extent for doing up bundles, instead of paper. Curtain pole manufacturers, for instance, when shipping or delivering poles in small lots, wrap them up in veneer. It costs a little more than paper, but not much, and it is much better for the purpose. Poles thus wrapped up are less likely to be creased by the cords tied around them, and the veneer is a better protection from bruises in handling. The veneer used for this purpose is usually of elm wood and made in the same factories where the poles are made. Veneer is also used for wrapping picture mouldings.

## LETTERS FROM THE TRADE.

PROMINENT LUMBER MANUFACTURERS EXPRESS THEIR VIEWS OF THE PROPOSED LUMBER DUTY.

WITH a view of ascertaining the opinions of Canadian lumbermen regarding the effects of the United States import duty of $2 per thousand feet on sawn lumber, as provided by the Dingley bill recently reported by the Finance Committee to the Senate, letters were sent to a number of manufacturers in the different provinces of the Dominion in which the following questions were asked :

1. To what extent would such a duty injure the Canadian lumber industry ?

2. What action should be taken by the Canadian government in case such a duty is imposed on lumber by the United States ?

3. What class of lumber would be affected to the greatest extent ?

4. Presuming that we are compelled by the duty to abandon the United States markets, what methods would you propose for the extension of our lumber trade with Europe and other foreign countries ?

For some reason, which we hesitate to attribute to a lack of interest in a question so directly affecting their own interests, some manufacturers to whom a letter was sent failed to respond. The replies received are printed below :

MIDLAND, ONT., May 20th, 1897.

DEAR SIR,—Replying to your four questions respectively our views may be summed up as follows :

1. The passage of the clause relating to a $2 import duty on lumber would paralyze the industry in Georgian Bay and Muskoka districts.

2. 1st, put a similar duty on all American lumber coming into Canada. 2nd, give the United States government to understand that the Canadian government deems it a breach of faith, considering the agreement entered into between the late Sir. John A. Macdonald and Hon. Jas. G. Blaine, whereby the duty was taken off logs, to take the stand they are now doing. We should intimate to them that if the Dingley bill is carried out the duty on logs will be reimposed, or if the Canadian government should not be willing to do that, lumbermen should endeavor to bring sufficient pressure to bear on the Ontario government to forbid logs being taken from the country, which, we understand, they have the power to do.

3. Common lumber.

4. That Canada should send agents, thoroughly posted in the lumber business, to different countries of Europe for the purpose of working up trade in this industry and keeping the government posted, and through them the manufacturers, as to condition of trade, necessities, etc. We trust that in case the Americans do not conclude to reduce the proposed import duty to $1.00 per M., such measures will be taken by our government as will protect our interest in this behalf.

Yours truly,

CHEW BROS.

PENETANGUISHENE, ONT., May 13th, 1897.

DEAR SIR,—In reply to your recent letter on the lumber tariff question we are glad to give you our views, and consider the matter a most important one :

1. Such a duty would simply mean the exclusion of our coarse grades from the United States.

2. As a $2.00 duty would exclude our coarse lumber, and we have a good market in England for the better grades, and the Americans if they want them must pay the advanced price, it would be to the benefit of lumbermen and the country at large to prohibit the exportation of saw logs, pulp wood and hemlock bark. As we have almost a monopoly of the pulp wood there is no doubt that if it is manufactured largely here considerable English capital will be attracted to this country. In regard to hemlock bark, it is almost a sin to allow the hemlock to be slaughtered as it now is, when there is a small market for the timber, and so much of it is slashed down and allowed to rot in the woods in order to furnish bark for the Americans, when no doubt in a few years the timber would be valuable if cut only in quantities sufficient to supply bark for our own tanneries. Any one taking a trip through our hemlock woods must realize the truth of this.

3. Coarse grades only.

4. At the present time there are large quantities of Canadian lumber manufactured in the United States into box shooks, etc., and shipped to South America, the West Indies and Europe. Our government, for one thing, should send agents to these countries and divert considerable of this trade to us.

THE C. BECK MANUFACTURING CO., Ltd.

BRACEBRIDGE, ONT., May 20, 1897.

DEAR SIR,—In reply to yours enquiring as to my opinion regarding the lumber tariff, I would say, by all means put an export duty on Canadian logs equal to the import duty on lumber going to the United States, and in my opinion the sooner our government takes this step the better. The export duty on logs should take effect just as soon as the duty on lumber comes into force. We should also impose an export duty of $2.00 per cord on all Canadian pulp wood going into the United States.

Now, I believe that if our Canadian government takes steps firmly and decisively, we will not hear much more about the duty on lumber and shingles. This step should be taken at once, and if the United States government should increase the proposed duty on lumber to the amount of the export duty on the raw material from Canada, there will then be plenty of time to back down, but to back down in the face of a bluff would simply prove disastrous to the Canadian lumber trade in general. I am sorry, indeed, to hear some of our lumbermen talk as though they would be willing to submit to an import duty for fear that the American people would increase such duty in addition to the already proposed $2.00 to the amount of the export duty on raw material. This, to my mind, is a matter of great importance to Canadians, and should be dealt with firmly. We are in a position to do as well without their trade as they without our timber. We have the Americans to blame for the hard times in the Canadian lumber business at present, as it was they who increased the price of stumpage on our timber.

Personally, I am willing to give our American friends equal footing in the trade, but I do protest against paying them tribute and then let them take away our raw material free. I fail to see how, as a loyal Canadian people, we can support any administration that will allow us to be imposed upon in any such manner.

Yours truly,

J. D. SHIER.

HEPWORTH STATION, May 22nd, 1897.

DEAR SIR,—Replying to your recent circular asking what effect the Dingley bill will likely have on our Canadian lumber industry, I beg to say that, in my opinion, it will in no way injure us, under present existing conditions, as far as the hardwood lumber industry is concerned. In the first place, when lumber was made free, we submitted to a reduction in price equal to the amount of the remitted duty of $2 per M. Now, when the Americans see fit to reimpose this duty, are we not entitled to again add this amount to our prices. As far as the hardwood trade goes, I can safely say that any duty our neighbors see fit to impose cannot make trade much worse than it has been for the past three years. There has been no money in the trade with the United States for this period of time. In a conversation recently with a large exporter of Canadian hardwoods, he declared there was no money for him in United States markets, and that he did not care how high they made the import duty, and I am of precisely the same opinion.

Regarding pine, the duty will no doubt for a time injure this branch of the lumber industry, especially in the lower grades, but not to so very grevious an extent that we need to crawl on hands and knees to beg that this duty be not imposed. The tariff is a weapon that is as free for the use of our people as our neighbors. They have thrown down the gauntlet, and if our government do their duty, and I think they will, by striking back good and hard, and placing an export duty on pine saw logs and pulp wood, these coercionists will conclude that they have gone on the wrong track. They want our lumber, our pulp wood, and our saw logs. Let us make them pay for them. They are a good asset, all of them, and if we don't sell to-morrow or the next day they are good things to keep in stock, and it is only a matter of time when our neighbors will realize the fact that our pine is an actual necessity among them. England, Germany and France are all looking towards America, and Canada in particular, for forest products. I regret to observe, however, that the bulk of the wants of these countries are being supplied through American channels, and often are the products of Canadian forests bought by American middlemen and sold again in the markets of Europe.

Whatever evil results may temporarily accrue to the lumber industry through the reimposition of this duty, pine will undoubtedly suffer most. It will not materially affect hardwoods. Better prices, with no closer inspection, can be realized in European markets for our hardwoods than can be obtained in the United States. True, the paths of commerce between here and Europe are not so well trodden as they are to United States markets. This feature can soon be overcome. Let the lumber producer familiarize himself with European methods and learn the wants of European markets, and then carefully manufacture the timber to suit those wants, and if he succeeds in producing a suitable article he will never regret being closed out of American markets. An organized effort should be made by the hardwood lumber dealers or producers to have lumber cut in our Canadian mills to suit European consumers, and to familiarize the trade generally with the various details of railway and ocean freights and to learn the most advantageous routes to forward their goods by, and whom to forward to, for I have no doubt there are as reliable commission men to be found in England, Germany and France as there are in the United States.

Yours truly,

J. E. MURPHY.

CHATHAM, N. B., May 14, 1897.

DEAR SIR,—In answer to question No. 1, I think the injury would be only temporary, excepting, it may be, in laths. I do not know any other market for any large quantity of them.

2. The Canadian government should put an export duty on saw logs and pulp wood, the latter to amount to almost a prohibition of its export, so as to allow the small trees to mature and make good logs. Each year's growth in a good healthy forest would add at least ten per cent. annually to their value.

3. Principally laths.

4. I do not think anything can be done to largely increase our exports to Great Britain. We already consign more to that market than circumstances justify, and unfortunately keep it so crowded that an advance in price is almost impossible. We could, however, cultivate with profit the South American, West Indies, South African, Canary Islands and other such markets with rough sawn and other more fully manufactured stock, such as doors, sashes, frames, small boxes, etc., that are now largely bought from the United States, and on which the extra duty imposed by them will make dearer (if protection is a reality) and enable us to successfully compete. Orange, lemon, banana, fig, date, tomato and other small boxes are wanted by the million, and a profitable business can now be done in them, if any person would embark in their manufacture. The United States have done some of this business, but it has been entirely neglected by Canadians so far as I am aware.

My policy would be to carry the war into the enemies' camp by invading their present markets, which we can well do, having the cheapest stock to manufacture from.

Yours truly,

J. B. SNOWBALL.

AMHERST, N. S., May 19th, 1897.

DEAR SIR,—We beg to reply to your four questions asked in your letter re United States lumber tariff as follows :

1. In the lower provinces we should say that the producer would be injured $1.00 per M, or half the duty on long lumber, and probably the full amount of duty on laths and shingles.

2. As to the action Canadian government should take in case this duty becomes law, we think our government should put an export duty on saw logs of $2.00 per M feet board measure, as well as an export duty on pulp wood of say $2.00 per cord.

3. The classes of lumber most affected in the lower provinces would be spruce and hemlock, also cedar shingles.

4. As to what methods the Canadian lumber trade should adopt to open up new markets, in our opinion we would lose nothing in the long run if compelled to abandon the United States markets. The United States are also exporters of lumber, and their lumber dealers handle large quantities of Canadian lumber for export. If Canadian lumber merchants would visit foreign markets, study the requirements of the different countries, and form good connections, Canadian lumber would net more per M to the producer than it does now, and the merchants or middle-men's profits would be enjoyed by Canadians instead of Americans.

Yours very truly,

RHODES, CURRY & CO., LTD.,
N. Curry, President.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.*

VOL. III. TORONTO, ONT., MAY 26, 1897 No. 21.



## CANADA LUMBERMAN

PUBLISHED BY

**C. H. MORTIMER**

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING,
MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

# Province of Quebec

## DEPARTMENT

OF

# Lands, Forests and Fisheries

## WOODS AND FORESTS

Quebec, 15th May, 1897.

NOTICE IS HEREBY GIVEN THAT CONformabiy to sections 1334, 1335 and 1336 of the consolidated statutes of the province of Quebec, the timber limits hereinafter mentioned, at their estimated area, more or less, and in their present state, will be offered for sale at public auction, in the sales room of the Department of Lands, Forests and Fisheries, in this city, on

**Tuesday, the 15th of June Next, at Half-Past Ten A.M.**

at the upset price hereinafter menti ned opposite each limit :

UPPER OTTAWA.

| Limits. | Area square miles. | Upset price per mile. |
|---|---|---|
| River Ottawa, No. 583 | 15 | $100 |
| " 584 | 32½ | 100 |
| " 595 | 32 | 225 |
| " 596 | 19 | 100 |
| " 607 | 22 | 100 |
| River Ottawa, No. 608 | 26 | 25 |
| " 609 | 11 | 75 |
| " 512 | 50 | 25 |
| " 513 | 50 | 25 |
| " 5 4 | 50 | 25 |
| " 515 | 50 | 25 |
| " 510 | 50 | 25 |
| " 517 | 50 | 25 |
| N. ½ No 12, 2nd range, bl ck A.. | 25 | 50 |
| S. ½ No. 12, 3rd range, block A.. | 25 | 50 |
| N. ½ No. 12, 3rd range, block A.. | 25 | 25 |
| River Ottawa, No. 98 | 50 | 50 |
| " 99 | 50 | 50 |
| " 100 | 50 | 50 |
| " 101 | 50 | 50 |
| River La Peche, 524 | 11½ | 15 |
| " 525 | 16½ | 15 |
| N ½ No. 1, range 4, block A | 25 | 40 |
| S. ½ " | 25 | 40 |
| N. ½ No. 2, " " | 25 | 45 |
| S. ½ No. 2, " " | 25 | 45 |
| N. ½ No. 3, " " | 25 | 20 |
| S. ½ No. 3, " " | 25 | 20 |
| N. ½ No. 4, " " | 25 | 15 |
| S. ½ No. 4, " " | 25 | 15 |
| N. ½ No. 5, " " | 25 | 45 |
| S. ½ No. 5, " " | 25 | 45 |
| N. ½ No. 6, " " | 25 | 20 |
| S. ½ No. 6, " " | 25 | 20 |
| N. ½ No. 7, " " | 25 | 15 |
| S ½ No. 7, " " | 25 | 15 |
| N. ½ No. 8, " " | 25 | 15 |
| S. ½ No. 8, " " | 25 | 15 |
| N. ½ No. 3, range 5, " | 25 | 25 |
| S. ½ No. 3, " " | 25 | 25 |
| N. ½ No. 4, " " | 25 | 20 |
| S. ½ No. 4, " " | 25 | 20 |
| N. ½ No. 5, " " | 25 | 15 |
| S. ½ No. 5, " " | 25 | 15 |
| N. ½ No. 6, " " | 25 | 15 |
| S. ½ No 6, " " | 25 | 15 |
| N. ½ No. 2, " " | 25 | 15 |
| N ½ No. 1, range 6, " | 25 | 20 |
| S. ½ No. 1, " " | 25 | 20 |
| N. ½ No. 2, " " | 25 | 15 |
| S. ½ No. 2, " " | 25 | 15 |
| N. ½ No. 3, " " | 25 | 15 |
| S. ½ No. 3, " " | 25 | 15 |
| N. ½ No. 4, " " | 25 | 15 |
| S. ½ No. 4, " " | 25 | 15 |
| N. ½ No. 5, " " | 25 | 15 |
| S. ½ No. 5, " " | 25 | 15 |
| N. ½ No. 6, " " | 25 | 15 |
| S. ½ No. 6, " " | 25 | 15 |

LOWER OTTAWA.

| Limits. | Area square miles. | Upset price per mile. |
|---|---|---|
| River Rouge South, L | 43 | $ 75 |
| Riv. du Lievre, N.E branch, No. 7 | 31½ | 100 |
| " " " No. 8 | 27½ | 100 |
| " N.W. " No. 3 | 50 | 40 |
| " " " No. 4 | 50 | 40 |
| Lake Nemiskachingue | 25 | 90 |
| South River Rouge, M. | 42 | 75 |

SAINT MAURICE.

| Limits. | Area square miles. | Upset price per mile. |
|---|---|---|
| River Saint Maurice, No. 10 East | 50 | $40 |
| River Trenche, No. 1 West | 31 | 40 |
| " No. 2 West | 50 | 50 |
| " No. 2 East | 40 | 50 |
| River Matawin, No. 10 | 48 | 75 |
| Rear River du Milieu, A | 29 | 75 |

SAINT FRANCIS.

| Limits. | Area square miles. | Upset price per mile. |
|---|---|---|
| Township Chesham | 4⅜ | $200 |

MONTMAGNY.

| Limits. | Area square miles. | Upset price per mile. |
|---|---|---|
| Townships Rolette and Roux, Moose River | 37 | $50 |
| Township Lafontaine | 17½ | 10 |
| Township Roux, No. 2 | 7¾ | 50 |

GRANDVILLE.

| Limits. | Area square miles. | Upset price per mile. |
|---|---|---|
| Black River No. 47 | 33 1/5 | $30 |
| Township Armand, No. 2 | 11¼ | 50 |
| " No. 3 | 13¾ | 40 |
| " No. 4 | 18 | 40 |
| Township Escourt, No. 3 | 8 4/5 | 50 |
| Township Parke, No. 2 | 9 | 20 |

MATAPEDIA VALLEY.

| Limits. | Area square miles. | Upset price per mile. |
|---|---|---|
| Township Awantjish | 5 | $25 |

RIMOUSKI EAST.

| Limits. | Area square miles. | Upset price per mile. |
|---|---|---|
| Township Saint Denis | 14 | $30 |

BONAVENTURE WEST.

| Limits. | Area square miles. | Upset price per mile. |
|---|---|---|
| River Escoumenac, No. 3 | 16 | $35 |
| River Big North, No. 1 | 20 | 50 |
| Turner's Brook | 20 | 50 |
| River Nouvelle, No. 2 | 50 | 50 |

GASPE WEST.

| Limits. | Area square miles. | Upset price per mile. |
|---|---|---|
| Township Duchesnay West | 35½ | $25 |

SAINT CHARLES.

| Limits. | Area square miles. | Upset price per mile. |
|---|---|---|
| River Upika, No. 1 | 43¾ | $7 |
| " No. 2 | 41 | 5 |
| River aux Ecorces, No. 1 | 32½ | |
| " No. 2 | 29¼ | |
| " No 3 | 38½ | |
| " No. 4 | 38½ | |

LAKE SAINT JOHN CENTRE.

| Limits. | Area square miles. | Upset price per mile. |
|---|---|---|
| Township Mesy, No. 2 | 7½ | $9 |

LAKE SAINT JOHN WEST.

| Limits. | Area square miles. | Upset price per mile. |
|---|---|---|
| Township Ross, No. 2 | 4 | $20 |

LAKE SAINT JOHN NORTH WEST.

| Limits. | Area square miles. | Upset price per mile. |
|---|---|---|
| River Mistassini | 6 | $12 |
| " au Rat | 8 | 12 |
| " Mistassini, No. 1 | 6 | 12 |
| " " No 2 | 35 | 9 |
| " " No. 3 | 13 | 9 |

LAKE SAINT JOHN EAST.

| Limits. | Area square miles. | Upset price per mile. |
|---|---|---|
| Moncouche Island, No. 2 | 4½ | $9 |

SAGUENAY.

| Limits. | Area square miles. | Upset price per mile. |
|---|---|---|
| River Malbaie, No. 1 | 9 | $12 |
| River Saint Jean, No. 1 | 26 | 25 |
| " No. 2 | 34 | 15 |
| Riv. Mistassini & Sheldrake, No. 1 | 21 | 25 |
| Riv. St. Nicholas and Sheldrake, No. 1 | 26 | 25 |
| River a la Chasse and River aux Anglais, No. 1 | 34 | 25 |
| Township Tadousac | 1½ | 10 |
| Township Arnaud | 30 | 100 |

CONDITIONS OF SALE.

The above limits will be adjudged to the highest bidder on payment of the purchase price in cash or by cheque accepted by a duly incorporated bank. Failing payment they will be immediately re-offered for sale.

The annual ground rent of three dollars per mile, with fire tax, is also payable immediately.

Those timber limits, when adjudged, will be subject to the provisions of all timber regulations now in force or which may be enacted hereafter.

Plans of limits offered for sale are opened for inspection in the Department of Lands, Forests and Fisheries, in this city, and at the office of the Crown Lands and timber agents in the different agencies in which said limits are situated, up to the day of sale.

N. B.—No account for publication of this notice will be recognized, if such publication has not been expressly authorized by the department.

G. A. NANTEL,
Commissioner of Lands, Forests and Fisheries.

## LAND SALES.

Quebec, 15th May, 1897.

Notice is hereby given that the water powers hereinafter mentioned will be offered for sale at public auction, in the sales room of the Department of Lands, Forests and Fisheries, in this city, on TUESDAY, THE 15TH OF JUNE NEXT, AT HALF PAST TEN A.M., at the upset price hereinafter mentioned :

The "water power" formed by that portion of the river Ottawa, opposite the township of Onslow, at the rapids and falls called Des Chats, together with the islands lying therein situate within the limits of the Province of Quebec, at a distance of four miles from Quyon Station, Pontiac Pacific Junction Railway. Upset price : $35,000.

The water power formed by the river Ottawa, situate in front of lots 14, 15 and 16, 1st range of township Litchfield, at the Grand Calumet falls, with the adjacent islands, the whole lying at a distance of three and a half miles from Clarke Station, P. P. J. Railway. Upset price : $6,900.

The water power formed by the river St. Maurice, at the Great Shawenegan falls, with the islands lying therein and being within a distance of one mile from the line of the Great Northern Railway. Upset price : $10,000.

The sale of the water power of Des Chats to be subject to the following reservations, that is : That the Upper Ottawa Improvement Company will retain the enjoyment and possession of all the works, slides, dams, piers and booms which they have constructed for the purpose of floating logs and timber at the Sturgeon Falls and the use of the north Channel of Black Chute, with the right to repair and have access to the same when required.

The whole as designated on the plans depesited for the information of intending purchasers, in the Department of Lands, Forests and Fisheries, Quebec, and at the agent's office at Hull

The upset price as above is based on valuation derived from special inspection and study.

CONDITIONS OF SALE.

The above water powers will be adjudged to the highest bidder on payment of the purchase price in cash or by cheque accepted by a duly incorporated bank. Failing payment, they will be immediately re-offered for sale.

N. B.—No account for publication of this notice will be recognized, if such publication has not been expressly authorized by the department.

G. A. NANTEL,
Commissioner of Lands, Forests and Fisheries.


## FOR SALE.

FOR HEMLOCK DIMENSION STOCK AND bill stuff, write to REID BROS., Hepworth Station, Ont.

## WANTED.

3 CARS OF 2" No. 1 AND 2 AND COMMON Soft Elm. Address, BUFFALO HARDWOOD LUMBER CO., Buffalo, N. Y.


## TENDERS.

Tenders will be received by the undersigned to the 1ST DAY OF JUNE NEXT, for the purchase of the whole or a portion of those well-situated Pine Timber Limits on the River Ottawa, as follows :

Berths Nos. 512 @ 517..... 300 miles.

Terms : Cash, or ½ cash ; balance on time, with interest.

C. M. BROCKLESBY,
Commission Merchant and Mining Broker,
10th May, 1897. 119 St. Peter St., Quebec.

## CURRENT TRADE CONDITIONS.

ONTARIO

Business in the lumber trade is less active at the present time than earlier in the month. Some lumber is being shipped to the United States, but since the passage by the Senate Committee of that country of the tariff bill imposing a duty of $2 per thousand on lumber, the trade has been somewhat unsettled. Buyers on the American side invariably ask for quotations delivered at certain points across the border, and unless the stock is shipped immediately, the Canadian dealer leaves himself liable to pay the duty. This has a tendency to confine business to such orders as can be filled at once. Trade in the Ottawa district is reported to be fair, all the available barges being engaged. The logs are making good progress in the rivers, and very few, if any, are likely to be hung up. Along the line of the Ottawa, Arnprior and Parry Sound Railway operations are brisk, and the cut of timber this season has been very large. A recent visitor to Long Lake and Canoe Lake estimates the output in the vicinity of the road at five hundrek million feet, but this we believe to be an excessive calculation.

QUEBEC AND NEW BRUNSWICK.

Shipping is now very active at the ports of Montreal and Quebec, and every effort

is being made by shippers to place goods upon the British market. Spruce deals are very firm. Charters from Montreal have been made at lower rates than earlier in the season. The deal market at St. John is easier, and quotations on both spruce and birch have dropped about fifty cents. The demand from the United States shows little life, but manufacturers are looking more to the British trade, and are becoming less dependent on the American markets. The drives are coming along well, but some small quantities have been hung up.

MANITOBA AND BRITISH COLUMBIA.

Prospects continue bright for the lumber trade of British Columbia and Manitoba. The mills are working to their full capacity to fill orders, which continue to come in liberally. Prices remain stationary, with a tendency to harden. There is an increasing call for shingles, and the lower rate on these for shipment to the east is likely to further improve the demand.

UNITED STATES.

Lumber purchases by United States dealers are confined to stock required for the immediate wants of customers. Very little speculation is observable in transactions, while no attention is being paid to stocking up yards. Some large sales of northern pine have been made, but dealers realize that the stock will be required for their regular line of customers. The volume of spring business throughout the country is about equal to that of one year ago, but in the Eastern States there has been a greater demand. Prices, however, are rather lower for most grades, especially the poorer qualities of pine and hardwoods. Oak is stronger, and in constant enquiry. Some encouragement is afforded the trade by the improved collections, which would go to show that money is easier. At Buffalo trade is only fair. Barn boards are scarce and prices strong, while low grade pine meets with slow sale. There is a decided scarcity of elm at that point, while ash, basswood and maple show little life. Pine and hemlock are selling well at Philadelphia, but at New York the pine and spruce trade is unusually dull. Dealers are purchasing in very small quantities.

FOREIGN.

Generally speaking, the lumber trade of Great Britain is in a healthy condition, with a specially good demand for oak timber, waney pine, spruce and pine deals. Special sized red pine and spruce deals, such as 2″ x 7″ and 2½″ x 7″ are particularly enquired for. So far as shippers are concerned, very few transactions are heard of, as a large proportion of the stock to arrive during the summer months has been sold. Arrivals of spring goods at several ports are reported, included in which has been a very large quantity of spruce deals from the maritime provinces. At Liverpool and Manchester orders for square timber and deals are being booked freely, outdoor operations being stimulated by favorable weather. This is also the situation at Hull. All classes of goods, with the exception of flooring, are said to be advancing at London, notwithstanding that a large quantity of goods has lately been offered by auction. Birch timber sold at 45s a load at Glasgow. Quebec deals are in short supply, and first-class waney pine timber is wanted. The latest advices from South Africa state that the timber trade there is dull, and orders show a decided shrinkage.

## STOCKS AND PRICES.

CANADA.

L. B. Knight has got out 5,000,000 feet of logs for his mill at Musquash, N. B.

Mark DeCew, of Essex, Ont., is shipping a quantity of staves and lumber.

The Dominion Bank mill at Lindsay, Ont., was sold last week to S. G. Parkin, of that town.

The drive of George H. Vaughan, of Black Brook, N. B., containing 13,000,000 feet, is in safe waters.

Twenty-two vessels have been chartered to load lumber at Shediac, N. B., this summer, Messrs. McKean and Mackay, of St. John, being the principal shippers.

A tow of logs, containing three quarters of a million feet, recently arrived at Orillia, Ont., for A. Tait's mill.

The Ottawa Lumber Company's mills at Calumet, Que., commenced sawing on the 19th inst., with a staff of 250 men.

The Calvin Co.'s No. 4 raft and the Collins Bay Rafting & Forwarding Co.'s No. 1 raft are now due at Quebec, and will probably arrive within the next day or two.

The square timber belonging to Wm. Mackie, of Pembroke, will be loaded on the cars at Eau Claire and taken by rail to Papineauville, from whence it will be rafted to Quebec.

Steamship Greta-Holme is discharging in the Louise basin, Quebec, a consignment of steel rails for the new electric road, after which she will load a cargo of lumber for Europe.

N. N. Bently, of Five Islands, N. S., has purchased the lumber property of Hill & French at Ship Harbor. The area is about 25,000 acres, and the price paid in the neighborhood of $35,000.

There is now said to be 450,000 cubic feet of timber on the lakes en route to Garden Island, where it will be rafted for Quebec. The Calvin Company report the season thus far to be very active.

The steamship Malin-Head, after taking on board portion of cargo at Indian Cove, Quebec, proceeds to Montreal for another portion, after which she will complete loading at Quebec, for Dublin.

Ship Erling is now at Three Rivers, loading a cargo of deals for Messrs. Dobell, Beckett & Co. The steamship Greylands left this port on Sunday morning, after completing cargo for United Kingdom.

Messrs. H. R. Goodday & Co. have acquired the property in Quebec known as the Priests' Wharf, where they are now loading the steamship Starlight with a cargo of spruce deals, etc. for the European market.

The steamship Regina has arrived at Quebec with a cargo of coal from Louisburg, C. B., which she is now discharging and will afterwards load a cargo of timber and deals for Europe, supplied by Dobell, Beckett & Co.

Barque Hoxding is now at Pierreville, Que., anchorage, loading a cargo of spruce deals, &c., which are being supplied by the Tourville Lumber Mills Co. from their mills at Louiseville and Pierreville, on account of Messrs. Dobell, Beckett & Co., of Quebec.

By the breaking away of a large dam on Ponhook Lake, about eight miles from Windsor, N. S., over 3,000,000 feet of logs were carried out to sea. The logs were the property of T. G. McMullen, of Truro, and as very few are likely to be recovered, the loss will be about $100,000.

The tug Traveller arrived at Bay City, Mich., on the 19th inst., with the first raft of the season from the Georgian Bay. It contained over three and a half million feet of logs, which were distributed among the various mills. Another large raft is expected to arrive this week.

A report from Halifax, N. S., states that up to May 12th about 25,000,000 feet of lumber had been shipped from that port this season, and that the total shipments will amount to 80,000,000 feet, eclipsing all former records. The Intercolonial Railway handled in two months over 1,800 cars of lumber.

The steamers Loughrigg-Holme and Akaba have almost completed loading their cargoes of timber, deals, &c., in the Louise basin at Quebec, and will sail for Yarmouth and London respectively this week. Both these vessels are taking large quantities of deals from the Lake St. John road, which are being shipped by Messrs. Dobell, Beckett & Co.

All the mills in the Ottawa district are under full pressure, shipping out orders both by barge and rail for steamers loading at Montreal and other St. Lawrence shipping points, and both the railway companies and barge forwarders are taxed to their utmost in supplying the necessary cars and craft for this purpose. The rush is much greater than it has been for many years past.

Reports from New Brunswick are to the effect that most of the lumber drives on the Upper St. John river are in the corporation limits, among which are those of Kilburn & McIntosh, Dickie, Morrison & Cushing. John R. McConnell's drive on the Aroostook, containing 13,000,000 feet, is also out. On the smaller streams several drives are hung up. Neil McLean, operating for Miller & Woodman, has 2,500,000 feet hung up on Nigger Brook, W. H. Murray has 2,000,000 feet on Birch river, Chas. Jones 600,000 feet on Fox Brook, and Page & Malleat 500,000 on Fish river. Guy McCollum will probably leave one million and a half on the South West.

FOREIGN.

Large shipments of lumber are being made from Marinette and Menominee, Mich.

McBurney and McCaul, of Marquette, Mich., have sold their logs to Saginaw parties.

G. W. Ellis, of Bay City, Mich., has 3,000,000 feet of Canadian logs to store for future sawing, and expects 9,000,000 feet more from the Georgian Bay.

A cargo of 1,500,000 feet of pine lumber has arrived at Buffalo from Duluth, for the new firm of R. Laidlaw & Co. They are also receiving from Canada a quantity of 16-inch shingles.

Hardwoods are selling at Saginaw, Mich., as follows: Merchantable basswood, $14, firsts and seconds, $19; red oak, merchantable, $22, firsts and seconds, $30; black ash, $15 and $22.

Log run is held at Saginaw, Mich., at $13.50 upwards, and box at $8.50 to $9. The demand is said to be very limited. The movement of lumber by lake is comparatively light. The rate is $1.25 to Buffalo and Tonawanda and $1.12½ to Ohio ports.

The steamer Nellie Torrent and schooners Jackson and Antelope have arrived at Bay City, Mich., from Spanish River, Ont., with 1,413,957 feet of lumber for E. B. Foss & Co., which this firm has purchased from the Spanish River Lumber Company. The schooner Mary C. Perew brought over from the same concern 404,440 feet for Briscoe and Plumsteel Company.

The following is the result of an auction sale held on 13th May by Churchill & Sims, London, Eng.: Per steamer "Caldy," from Quebec—12 x 3 x 10, 3rd pine, £7 15s; 13/15 x 3 x 10, 3rd pine, £7 15s; 12 x 3 x 9, 3rd pine, £7 15s: 12 x 3 x 8, 3rd pine, £7 10s; 13 x 3 x 8, 3rd pine, £7 5s; 13 x 3 x 7, 3rd pine, £7. Per steamer "Daybreak," from Quebec—13 x 3 x 10, 3rd pine, £7 15s and £8; 13 x 3 x 9, 3rd pine, £7 15s; 12 x 3 x 8, 3rd pine, £7 5s; 12 x 3 x 7, 3rd pine, £7 5s. Per steamer "Olaf Kyrre," from Quebec—6/12 x 1½ x 11/18, 1st pine, £19; 6/13 x 1½ x 10, 1st pine, £17 5s; 6/13 x 1½ x 9, 1st pine, £16; 6/13 x 1½ x 4, 1st pine, £12 15s; 6/8 x 1¼ x 6/7, 1st pine, £11 15s; 12/16 x 1 9/13, 1st pine, £16 5s. Per steamer "Rosarian," from Quebec—12/13 x 3 x 10, 2nd pine, £12 10s; 12 x 3 x 9, 2nd pine, £11 15s; 13/14 x 3 x 9, 2nd pine, £11 10s; 12 x 3 x 8, 2nd pine, £10 10s; 13 x 3 x 8, 2nd pine, £10 10s; 9/11 x 3 x 8, 2nd pine, £9 15s.

## SHIPPING MATTERS.

The steamship Micmac gets 40s. on deals from Pictou, N.S., to w.c. England.

A number of schooners are getting $2.50 on lumber from St. John, N.B., to New York.

Deals are a little easier at Montreal, and charters are now being made at 37s. 6d. to 40s. to United Kingdom ports.

Freight rates from Duluth to Buffalo are now $1.62½. Many boats are offering, and it s probable rates will drop to $1.50.

The C. P. R. has issued a new tariff on shingles, sidings and lumber from British Columbia ports to Montreal and other eastern points. The new rate is 65 cts. per hundred pounds.

Lumber charters reported are: A steamer, 2,000 tons, Bastican to London, deals, 41s. 2d.; steamer, 1,079 tons, Halifax to Glasgow, deals, 40s.; steamer, 1,968 tons, St. John, N. B., to Manchester, deals, 39s.

The ship Annie E. Wright, which finished loading off Hopewell Cape last week, went ashore while beating down the bay. She listed, and lost the greater portion of her deckload. She was loaded with lumber by Nelson Smith.

The following vessels are reported to load at St. John, N.B., or neighboring ports: Steamer Gladestry, for w. c. England, deals, 40s.; Whitburn, Miramichi to w.c. England, 42s. 6d.; bark Sayre, for Londonderry, 43s. 9d.; str. Ardandhor, for w. c. England, deals, 39s.; Lisnacrieve, from Hopewell Cape for w. c. England, deals, 39s.; steamship Athon, for Liverpool, 41s.; Aldborough, for w.c. England, 37s. 6d.; bark Laudskrona, for Buenos Ayres, $8.

## BUSINESS NOTES.

We were apparently misinformed regarding the assignment of C. Peters, lumber dealer, Toronto, reported in our last issue. Mr. Peters states that such is not the case The error no doubt occurred by a confusion of names.

Mr. E. R. C. Clarkson has been appointed permanent liquidator for the Reid Lumber Co. of Toronto. A statement of the affairs of the company is now being prepared, which it is expected will show a surplus of about $20,000. A meeting of creditors will be held this week.


**FOR IMMEDIATE SALE—DRY STOCK**

15 Cars XXX and XX 16″ Pine Shingles.
500,000 feet 4/4 Box and Common.
200,000 " 8/4 " "
300,000 " 4/4 Log Run Hemlock.
200,000 " 8/4 " "
Correspondence Solicited.
THE UTTERSON LUMBER CO., LTD. - - - TORONTO

Telephone 5332 Established 1852
**JOHN B. SMITH & SONS,**
MANUFACTURERS OF
**LUMBER** Lath, Shingles, Doors, Sash, Blinds, Mouldings, Boxes, &c.
BILL LUMBER a Specialty
Cor. Strachan and Wellington Avenues, TORONTO.

What have you FOR SALE? We Buy all kinds of... HARDWOOD LUMBER / W. N. McEACHREN & CO. 21 Yonge St. Arcade, TORONTO

**MILLS**
Having Brown Ash 12, 14 and 16 ft. firsts and seconds inch Bass firsts and seconds 12 feet, or any other Hardwood Lumber, can sell same for cash by addressing
*H. D. WIGGIN*
No 89 State St., BOSTON, MASS.
Inspection at mill.

**Do You Use Mahogany?**
If so don't buy until you have seen or inquired about our now famous . .
**TABASCO MAHOGANY**
Finest figured wood on the market; is hard and takes elegant finish. Brings highest prices in Europe, but we sell here about same prices as ordinary mahogany. Specially adapted for fine cabinet and interior finish . . . . . .
LAWRENCE & WIGGIN
Importers and Manufacturers BOSTON, MASS.

## LUMBER FREIGHT RATES.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse, $2.20 per M ft, (3,000 lbs. and under per M ft.); Ottawa to Montreal, $1.00 per M ft.; Arnprior to Montreal, $1.50 per M ft.; Parry Sound to Montreal, $3.00 per M ft.; Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. To New York for boat delivery, lots 50 M ft. and over, $2.50 per M ft., under 50 M feet $3.25 per M ft. Arnprior to New York, track delivery 17 cts. per 100 lbs., lightered 19 cts. per 100 lbs. Boat delivery, lots 50 M ft. and over $3.00 per M ft., under 50 M ft. $3.75 per M ft Parry Sound, $4.00 per M feet; Ottawa to Boston, Portland and common points, local 15 cents; exports 13c. per 100 lbs.; Arnprior to Boston, Portland and common points, local 17 cents; export 15 cents per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cents per 100 lbs.; Ottawa to Burlington, 6 cents per 100 lbs.; Ottawa to Albany, 10 cents per 100 lbs.; Arnprior to Albany, 12 cents per 100 lbs.; Parry Sound to Albany, 17 cents per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N. Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22½ cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

Lumber freight rates for pine on the Grand Trunk Railway, according to the tariff issued 15th February, 1897, will be found below. General instructions in shipping by Grand Trunk are embodied in these words in the schedule: Minimum weight 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination. For instance, the rates from Orillia to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Gravenhurst to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, and the rates from Hanover or Hepworth would not be higher than from Wiarton to the same destination, but in no case are higher rates to be charged than as per mileage table published on page 15 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale Sundridge and South River, to Toronto, 8c.; Trout Creek, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 10c. The rates on hardwoods average about from 1c. per 100 lbs. higher than on pine and softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On spruce and balsam (partly seasoned) for pulp manufacture, the rate from Longford, Wiarton, Penetang, Coldwater, Waubaushene, Victoria Harbor, Haliburton, Kinmount, etc., to Toronto, is $2.20 per cord; and to Merriton and Thorold, $2.60; Katrine, Callendar, North Bay, etc., to same points, $2.45 and $2.60 respectively; Beeton, Allandale, Orillia, etc., $2.20 and $2.60. On green spruce and balsam the rate is 25 per cent. higher.

On the Canadian Pacific the rates on pine and soft woods may be illustrated as follows: Cache Bay, North Bay, Sturgeon Falls and Warren, to Toronto, 9c.; Algoma, Sprague, Massey, Spanish River and Whitefish to Toronto, 12c.; Ottawa to Toronto, 10c. From Ottawa, Hull, Aylmer and Duchesne Mills to station on the Lake Erie and Detroit River, Erie and Huron, Toronto, Hamilton and Buffalo, and Michigan Central Railways, the rate is 14½c. per 100 lbs. Regulations apply as to minimum size of carload of 30,000 lbs., and an advanced rate is charged for hardwoods.


## CANADIAN EXPORTERS AND WHOLESALERS

THOS. MEANEY & CO.
103 Bay Street - TORONTO

WANT Elm Staves, 28½" x ⅜, to average 4½" in width. . . . BIRCH and ASH LOGS.
Send Particulars and Prices.

Huntsville Lumber Co., Ltd.
—: HUNTSVILLE, ONT. :—
MANUFACTURERS OF LUMBER LATH AND SHINGLES
WE are open to cut White Pine and Hemlock Bill Stuff. Have for Sale a Quantity of Dry Mill Stocks and Sidings, also 16 in. Pine Shingles and 4 ft. Lath 1½ in. wide.
CORRESPONDENCE SOLICITED

THE PEMBROKE LUMBER CO. LTD.
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT

Wm. Mason & Sons
LUMBER
Dimension Timber, Lath and Shingles, Dressed Lumber, Mouldings, Sash and Doors.
Correspondence Solicited. - OTTAWA, CANADA - P.O. Box 1020. 'Phone 135.

ROBERT WATT • WIARTON
Pine and Hardwood } WHOLESALE LUMBER { PINE LATH, CEDAR AND PINE SHINGLES
HEMLOCK BILLS A SPECIALTY -:- CORRESPONDENCE SOLICITED
Have for sale a quantity of 6/4 and 8/4 Pine No. 1 Cuts and Better; also a few cars of 5/4 Dry Basswood.

A. & P. WHITE
Manufacturers of and Dealers in.....
Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.
A Large Quantity of Dry Lumber in Stock - PEMBROKE, ONT.

JAS. G. CANE & CO.
WHOLESALE HARDWOOD • LUMBER •
35 Adelaide East, Toronto, Ont.
Send us full description and lowest price for any lumber you have for sale.

JAS. PLAYFAIR & CO.
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . .
MIDLAND, ONT.

T. L. BAILIE, PENETANGUISHENE, ONT.
Wholesale Hardwood Lumber
Winter-Cut Basswood, Red Oak and Red Birch a Specialty
CORRESPONDENCE SOLICITED.

FOR SALE
Cedar Ties, Cedar Poles, Piling, Blocking, Posts of any length, Sawn Cedar to order. Hemlock Dry Lumber and Dimensions; also Elm Barrel Hoops, Cedar Shingles, &c. LOW PRICES—QUICK SHIPMENTS
Any Forest Products you want ask . . .
J. E. MURPHY, Hepworth Station, Ont.

FOR SALE—DRY STOCK
100,000 feet—1 inch, 1¼ inch, and 2 inch Maple.
100,000 feet—1 inch Basswood.
300,000 feet—1 inch, 1¼ inch, 1½ inch and 2 inch Red Birch.
50,000 feet—1 inch Brown Ash.
155,000 feet—1 inch and 2 inch Soft Elm.
50,000 feet—1 inch White Oak.
80,000 feet—1 inch Red Oak.
1,000,000 feet—16" XXX Pine Shingles.
JOHN BRADLEY, Hamilton, Ont.

ONE DOLLAR
will pay your subscription to the weekly and monthly CANADA LUMBERMAN for
ONE YEAR

KILN-DRIED BIRCH FLOORING SHEETING ..and.. CEILING Flooring from $12.00 Ceiling " 10.00 SAMPLES BY MAIL KNIGHT BROTHERS CO. Burk's Falls, Ont.

## FOREIGN EXPORTERS AND IMPORTERS

WE have a large bill of
RED OAK, ROCK ELM AND SOFT MAPLE
that we want sawed at once for delivery next Fall. Please write us if you have such logs and can take care of such a bill, and we will send particulars.
SCATCHERD & SON - 1053 Seneca Street, BUFFALO, N. Y.

James Smith & Bro.
AGENTS FOR WOOD GOODS
Market Reports Given and Advances Made Against Shipments.
14 Canada Dock, LIVERPOOL, ENGLAND
Cable Address—WALMER, LIVERPOOL.

CANADA ATLANTIC RAILWAY
Ottawa, Arnprior & Parry Sound Ry. - - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
R. A. CARTER, Contracting Agent, 115 Board Trade Montreal
M. A. Overend, Ontario Agent, Union Station, Toronto.
Shortest and Quickest Route from
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PARRY SOUND and all points on Grand Trunk Ry. TO ... BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
C. J. SMITH General Freight Agent Ottawa, Ont.

Ottawa & New York Lumber Line
- - - BONDED LINE BETWEEN - - -
CANADIAN POINTS, NEW YORK CITY AND ALL POINTS REACHED BY WATER FROM ALBANY
CANADA ATLANTIC RAILWAY. DELAWARE & HUDSON CANAL CO. WILLIAMS' LINE. } J. H. Williams Agent { 15 Lumber District, ALBANY, N.Y. NEW YORK OFFICE, 93 Wall Street Telephone 531 Broad.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

## BELTING

Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
Sadler & Haworth, Montreal and Toronto.
The Waterous Co., Brantford.

## DRY KILNS

McEachren Heating & Ventilating Co., Galt, Ont.
Parmenter, J. S., Flushing, N. Y.
The Emerson Co., Baltimore, Md.

## ELECTRICAL APPARATUS

Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

## LUMBERMEN'S SUPPLIES

Eckardt, H. P. & Co., Toronto.
Rice Lewis & Son, Toronto.

## MACHINERY

Bell, Robt., Jr., Hensall, Ont.
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston, Ont.
Dunbar, Alex., & Sons, Woodstock, N. B.
Darling Bros., Montreal.
Lancaster Machine Works, Lancaster, Ont.
Mowry, B. R., & Co., Gravenhurst, Ont.
Northey Mfg. Co., Toronto, Ont.
Petrie, H. W., Toronto, Ont.,
Sawyer & Massey Co., Ltd., Hamilton, Ont.
Small & Fisher Co., Woodstock, N. B.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Phelps Machine Co., Eastman, Que.
The Waterous Co., Brantford.
Williams Machinery Co., A. R., Toronto.

## RELAYING RAILS

Gartshore, John, Toronto.
Scully & Co., John, Toronto.

## SAW MANUFACTURERS

Burns, E. R., Saw Co., Toronto, Ont.
Shurly & Dietrich, Galt, Ont.

## SPLIT PULLEYS

Dodge Wood Split Pulley Co., Toronto, Ont.

## WHOLESALE LUMBER DEALERS

Parker, C. H., Scotstown, Que.
Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

## MISCELLANEOUS

Axes, Campbell Bros., St. John, N. B.
Canadian Photo Engraving Bureau Toronto.
Contractors' Plant, John Scully & Co., Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Illinois Central R.R.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Magnolia Metal Co., New York.
Machine Knives, Peter Hay, Galt, Ont.
Metal Roofing, Pedlar Metal Roofing Co., Oshawa, Ont.
Pulp Machinery, Robb Engineering Co., Amherst, N. S.
Shanks and Chisel Bits, A. McPherson, Oxford, N. S.
Silver Solder, P. W. Ellis & Co., Toronto.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, May 26, 1897.

CAR OR CARGO LOTS.

| | | |
|---|---|---|
| 1¼, 1½ and 2 inch cut up and better | 32 00 | 34 00 |
| 2 inch picks and uppers | 34 00 | 36 00 |
| 1x12 dressing and better, 60% 16 ft | 22 00 | 24 00 |
| 1x10 fine dressing and better | 21 00 | 23 00 |
| 1x10 and 12 Canadian dressing and better | 20 00 | 22 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 |
| 1x10 and 12 common | 12 00 | 14 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 |
| 1 inch clear and picks | 28 00 | 30 00 |
| 1 inch dressing and better | 20 00 | 22 00 |
| 1 inch siding mill run | 14 00 | 15 00 |
| 1 inch siding common | 11 00 | 12 00 |
| 1 inch siding ship culls | 10 50 | 11 50 |
| 1 inch siding mill culls | 8 50 | 9 00 |
| Cull scantling | 8 00 | 9 00 |
| 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1 inch strips, common | 11 00 | 12 00 |
| 1 1-4 inch flooring | | 16 00 |
| 1 1-2 inch flooring | | 16 00 |
| XXX pine shingles, 16 inch | | 2 25 |
| XX pine shingles 16inch | | 1 40 |
| Lath, No. 1 | | 1 60 |
| Lath No. 2 | | 1 30 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Ash, white, | 1 | to 2 in.. | $26 00 | $28 00 | Cherry | 1 | to 1½ | $50 00 | $60 00 |
| " " | 2½ | to 4.. | 30 00 | 32 00 | " | 2 | " 4.. | 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, | 1 | to 1½ in.... | 17 00 | 19 00 | Elm, soft | 1 | " 1½ | 14 00 | 15 00 |
| Ash, black, 1sts and 2nds, | 2 | to 4 in..... | 19 00 | 21 00 | " rock | 2 | " 3.. | 15 00 | 16 00 |
| Ash, M. R., | 1 | " 2.. | 15 00 | 18 00 | " " | 1 | " 1¼ | 16 00 | 18 00 |
| Birch, | 1 | .. | 18 00 | 20 00 | " " | 1½ | " 3.. | 20 00 | 22 00 |
| " | 1½ | " 2.. | 20 00 | 23 00 | Hickory | 1 | " 2.. | 28 00 | 30 00 |
| " sqrs. 4x4 | 2 | " 8 x 8 | 24 00 | 26 00 | Maple | 1 | " 1½ | 16 00 | 17 00 |
| Basswood | 1 | " 1¼ | 16 00 | 18 00 | " | 2 | " 4.. | 17 00 | 18 00 |
| " | 1½ | " 2.. | 19 00 | 20 00 | Oak, red, p'n | 1 | " 1½ | 26 00 | 30 00 |
| " m. r. | 1 | " 1¼ | 14 00 | 16 00 | " " | 2 | " 4.. | 29 00 | 32 00 |
| Butternut | 1 | " 1½ | 23 00 | 25 00 | " white | 1 | " 1½ | 28 00 | 30 00 |
| " | 2 | " 3.. | 25 00 | 28 00 | " " | 2 | " 4.. | 30 00 | 35 00 |
| Chestnut | 1 | " 2.. | 24 00 | 26 00 | " quart'd | 1 | " 2.. | 46 00 | 50 00 |
| | | | | | Walnut | 1 | " 3.. | 85 00 | 100 00 |
| | | | | | Whitewood | 1 | " 2.. | 32 00 | 36 00 |

## OTTAWA, ONT.

OTTAWA, May 26, 1897.

| | | |
|---|---|---|
| Pine, good sidings, per M feet, b.m | $29 00 | 35 00 |
| Pine, good strips, " " " | 23 00 | 30 00 |
| Pine, good shorts, " " " | 17 00 | 25 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m | 17 00 | 20 00 |
| Pine, " " strips, " " " | 14 00 | 18 00 |
| Pine, " " shorts, " " " | 12 00 | 14 00 |
| Pine, 10 s.c. and better stock, " " " | 13 00 | 15 00 |
| Pine, 8 s.c. " " " " " " | 11 50 | 13 00 |
| Pine, " sidings " " " | 13 00 | 15 00 |
| Pine, " strips " " " | 9 00 | 12 00 |
| Pine, " shorts " " " | 6 50 | 9 00 |
| Pine, box culls " " " | 9 00 | 11 00 |
| Pine mill culls " " " | 6 50 | 10 00 |
| Lath per M No. 1 | 90 | 1 20 |
| Lath per M No. 2 | 60 | 1 00 |
| 1x10 No. 1 barn | | 18 |
| 1x10 No. 2 " | 16 | 17 |
| 1x8 & 9 No. 1 " | 15 | 17 |
| 1x8 & 9 No. 2 " | 14 | 16 |

## QUEBEC, QUE.

QUEBEC, May 26, 1897.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Common and railroad, for inferior and ordinary according to average, quality, etc., measured off | 20 @ | 22 |
| For 40 to 45 feet average, measured off | 25 | 27 |
| For good and good fair average, measured off | 29 | 33 |
| First class " " | 34 | 36 |
| In shipping order " " | 34 | 37 |
| First class Ottawa waney, 18 inch average | 37 | 39 |
| " " " 19 to 21 inch average | 39 | 42 |
| First class Michigan waney board, 18 inch average | 41 | 43 |
| " " " " 19 to 21 inch average | 43 | 46 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 32 | 26 |
| In shipping order, 35 to 45 feet " " | 38 | 40 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 47 | 50 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 28 | 32 |
| " " " " 30 to 35 feet | 26 | 29 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average an quality | 21 | 28 |
| To average 16 inch | 26 | 29 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 13 | 16 |
| 16 " " | 14 | 18 |
| 18 " " | 20 | 22 |

TAMARAC.

| | | |
|---|---|---|
| Square, according to size and quality | 17 | 19 |
| Flatted, " " " | 15 | 18 |

DEALS.

Bright spruce, according to mill specification, $40 to $43 for 1st, $26 to $28 for 2nd, $23 to $26 for 3rd, and $19 to $22 for 4th quality. F.O.B. batteau

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., May 26, 1897.

UPPERS AND SELECTS.

| | | | |
|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $45 00 | Selects, 1in., 8in. and up wide | $40 00 |
| 1¼, 1½ and 2 in. | 45 00 | 1¼, 1½ and 2 in. | 41 00 |
| 2½ and 3 in. | 53 00 | 2½ and 3 in. | 47 00 |
| 4 in. | 56 00 | 4 in. | 50 00 |

FINE COMMON.

| | | | |
|---|---|---|---|
| 1 in., 8 in. and up wide | 33 50 | 2½ and 3in., 8in. and up wide | 42 00 |
| 1¼, 1½ and 2 in. | 35 00 | 4 in. | 45 00 |

B FINE COMMON OR NO. 1 CUTTING.

| | | | |
|---|---|---|---|
| 1 in., 7 in. and up wide | 23 50 | 2½ and 3in., 7in. and up wide | 37 00 |
| 1¼, 1½ and 2 in. | 31 00 | 4 in. | 40 00 |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | |
|---|---|---|---|
| 1½ in., 4, 5 and 7 in. wide | 34 00 | 1 in., 4, 5 and 7 in. wide | 32 00 |
| 6 in. wide | 36 00 | 6 in. wide | 36 00 |

FINE COMMON OR C.

| | | | |
|---|---|---|---|
| 1¾ in., 4, 5, 6 in. wide | 30 00 | 1 in., 6 in. wide | 30 00 |
| 1 in., 4, 5 in. wide. | 29 00 | | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 24 00 | 1 in., 4, 5, 6 in. wide | 22 00 |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 in | 16 00 | 1¼ in., 4, 5 and 7 in. | 15 00 |
| 1 in., 6 in | 17 00 | 1¼ in., 6 in. | 17 00 |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 | 1¼ in., 4 to 7 inch | 14 00 |
| 1 in., 6 inch | 14 00 | No. 3 Fencing, 1 in., 6 inch | 12 00 |

SHELVING.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 | No. 2, 1 in., 7 and 8in. stocks | 19 00 |
| 1 in., 10 in. and up wide | 26 00 | 1 in., 10 in. stocks | 21 00 |
| 1 in., 12 in. stocks | 29 00 | 1 in., 12 in. stocks | 24 00 |
| 1 in., 12 in. and up wide | 30 00 | 1 in., 10 in. and up wide | 22 00 |
| 1¼ in. 1½ and 2in., 8in. and up wide | 29 00 | 1 in., 13 in. and up wide | 25 00 |

BARN BOARDS OR STOCKS.

| | | | |
|---|---|---|---|
| No. 1, 12 in. | 21 00 | No. 2, 9 in. | 13 50 |
| 10 in. | 16 50 | 8 and 7 in. | 13 50 |
| 9 in. | 16 00 | No. 3, 12 in. | 12 50 |
| 8 and 7 in. | 16 00 | 10 in. | 11 00 |
| No. 2, 12 in. | 16 00 | 9 in. | 11 00 |
| 10 in. | 14 00 | 8 in. | 11 00 |

SHIPPING CULLS OR BOX.

| | | | |
|---|---|---|---|
| 1 in., 4 and 5 in. wide | $ 8 50 | 1 in., 13 in. and up wide | $11 00 |
| 1 in., 6 in. wide | 9 50 | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 |
| 1 in., 7 in. wide and up | 9 50 | | |

SHAKY CLEAR.

| | | | |
|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9in. wide | 19 00 | 1 in., 10 in. and up wide | 20 00 |
| 1 in., 6 in. wide | 20 00 | 1¼, 1½ and 2 in., 8in. and up wide | 20 00 |

COFFIN BOARDS.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 13in. and up | 20 00 | No. 1, mill culls | 8 00 |
| No. 2 | 17 00 | No. 2, or red horse | 6 50 |

BEVELED SIDING—DRESSED.

| | | | |
|---|---|---|---|
| Extra clear (perfect) | 23 00 | No. 2 | 18 00 |
| No. 1 (nearly clear) | 21 50 | No. 3 | 14 00 |

TIMBER, JOIST AND SCANTLING.

| | | | |
|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $ 8 50 | Hemlock, 2x4 to 10, 12 to 16 feet | 8 00 |
| 18 ft | 10 50 | 2x12 | 8 50 |
| 20 ft | 11 50 | Add $1 to each additional 2ft. in length. | |
| 22 and 24 ft | 12 50 | | |

SHINGLES, 18-IN.

| | | | |
|---|---|---|---|
| Country brands, XXXX | 2 75 | Standard brands, river made, XXXX | 3 00 |
| Clear Butts | 1 75 | Clear Butts | 2 00 |

WHITE PINE LATH.

| | | | |
|---|---|---|---|
| No. 1 | 50 | No. 2 | 1 00 |
| | | Hemlock | 1 00 |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., May 26, 1897.

WHITE PINE.

| | | | |
|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in. | $46 00 | 50 00 | No. 3, 1¼ to 2 in | 15 00 | 16 00 |
| 2½ and 3 in. | 51 00 | 55 00 | Shelving, No. 1, 13 in and up, 1 in. | 32 00@ | 34 00 |
| 4 in. | 58 00 | 60 00 | Dressing 1¼ in. | 27 00 | 29 00 |
| Selects, 1 in. | 41 00 | 42 00 | 1¼ x 10 and 12 | | 28 00 |
| 1¼ to 2 in. | 42 00 | 43 00 | 1½ in. | 28 00 | 30 00 |
| 2½ and 3 in. | 47 00 | 50 00 | 2 in | 29 00 | 30 00 |
| 4 in. | | 52 00 | Mold st'ps, 1 to 2 in. | 33 00 | 34 00 |
| Fine common, 1 in. | 35 00 | 36 00 | Barn, No. 1, 10 and 12 in. | 20 00 | 21 00 |
| 1¼ and 1½ in. | 35 00 | 37 00 | 6 and 8 in. | 17 00 | 18 00 |
| 2 in | 36 00 | 38 00 | No. 2, 10 and 12 in. | 15 50 | 17 00 |
| 3 in. | | 45 00 | No. 3, 10 and 12 in. | 12 00 | 14 00 |
| 4 in | | 47 00 | 6 and 8 in. | 11 00 | 12 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | Common, 1 in. | 15 00 | 16 00 |
| 1¼ to 2 in. | 30 00 | 32 00 | 1¼ and 1½ in. | 17 00 | 18 00 |
| No. 2, 1 in. | | 16 00 | 2 in | 18 00 | 20 00 |
| No. 2, 1¼ to 2 in | 22 00 | 25 00 | | | |

WHITE ASH.

| | | | |
|---|---|---|---|
| 1st & 2nd, 1 inch, | 30 00 | 32 00 | 2½ to 4 in. | 36 00 | 40 00 |
| 1¼ to 2 in. | 33 00 | 35 00 | Strips | 17 00 | 18 00 |
| | | | Culls | 11 00 | 14 00 |

BLACK AND BROWN ASH.

| | | | |
|---|---|---|---|
| 1st & 2nd, 6 inch up, | 24 00 | 27 00 | Com. & good culls | 9 00 | 10 00 |

BIRCH.

| | | | |
|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 28 00 | 30 00 | 1st & 2nd, white, 6" & up, | 18 00 | 20 00 |
| | | | Com & good culls | 10 00 | 12 00 |

ELM.

| | | | |
|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 20 00 | 25 00 | 1st & 2d, soft, 8 in. & up, | 16 00 | 18 00 |

MAPLE.

| | | | |
|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 18 00 | 20 00 | 1st & 2d, soft, 6in. & up, | 17 00 | 19 00 |

WHITE OAK.

| | | | |
|---|---|---|---|
| 1st & 2nd, plain, 8 in & up | 33 00 | 36 00 | Clear squares, 5x5 to 8x8 | | 45 00 |
| Good common | 20 00 | 22 00 | 1st & 2nd quartered, 6 in. up | 48 00 | 50 00 |
| Good culls | 12 00 | 14 00 | Common quartered | 30 00 | 32 00 |

RED OAK.

| | | | |
|---|---|---|---|
| 1st & 2nd | 31 00 | 32 00 | Quartered 1st & 2nd | 44 00 | 47 00 |
| Common | 20 00 | 22 00 | Common | 29 00 | 30 00 |
| Cull | 12 00 | 14 00 | | | |

## NEW YORK CITY.

NEW YORK, N. Y., May 26, 1897.

WHITE PINE LUMBER

Prices for white pine lumber are governed entirely by source of supply rendering it useless to give prices for local market.

WHITE PINE TIMBER.

| | | | |
|---|---|---|---|
| Bridge timber | $28 00 @ | 40 00 | Building orders | $27 00 @ | 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | |
|---|---|---|---|
| 6 to 9 in. | 14 00 | 14 50 | 10 to 12 in. | 16 25 | 17 00 |
| 6 to 12 in. | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 to 12 in. | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | | |
|---|---|---|---|---|
| 1 inch, | No. 1 and 2 | Black Ash, | 10 to 16 | 25 00 |
| 1¼ to 2 in. | " | " " " | " | 26 00 |
| 1 inch, | " | Soft Elm, | " | 19 00 |
| 1¼ in and thicker, | " | " | " | 21 00 |
| 4/4 " | " | Hard Maple, | " | 21 00 |
| " " | " | Basswood, | " | 20 00 |
| " " | " | Birch, | " | 23 00 |
| " " | Black Ash, Com. and Shipping Cull, M.C.O. | | | 14 00 |
| " " | Soft Elm, | " | " | 12 00 |
| " " | Hard Maple, | " | " | 14 00 |
| " " | Basswood, | " | " | 12 00 |
| " " | Birch, | " | " | 14 00 |

## ALBANY, N.Y.

ALBANY, N. Y., May 26, 1897.

PINE.

| | | | |
|---|---|---|---|
| Uppers, 3 in. up | $52 | $55 | Dressing boards, narrow | $19 | $21 |
| 2½ in. | 52 | 55 | West India shipping boards | 15 | 17 |
| 1 to 2 in. | 45 | 48 | Box boards | 10 | 12 |
| 4 inch uppers | | 55 | 10-in. dressing and better | 26 | 34 |
| Selects, 2½ in. up | | 45 | 10-in. common | 14 | 15 |
| 1 to 2 in | | 40 | 12-in. dressing and better | 26 | 32 |
| Fine common, 2½ in. and up | 40 | 42 | Common, 1x12 | 14 | 16 |
| 1 to 2 in | 36 | 40 | No. 1 barn, 1x12 | | 20 |
| No. 1 cut, 1 to 2 inch | 25 | 35 | 1x10 | 18 | 21 |
| No. 2 | 18 | 25 | 1x8 | 16 | 18 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 16 | 17 |
| No. 1 molding, 1 to 2 in. | 33 | 36 | 1x10 | 15 | 19 |
| No. 2 molding, 1 to 2 in. | 25 | 28 | 1x8 | 13 | 15 |
| Stained saps | | 20 | Shaky or star clear, 1 to 2 in. | 19 | 21 |
| Bracket plank | 30 | 35 | Dressing | 16 | 18 |
| Shelving boards, 12-in. up | 30 | 32 | Common | 11 | 15 |

LATH.

| | | | |
|---|---|---|---|
| Pine | $2 | 25 | Spruce | $2 | 00 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $4 | 25 | $4 | 30 | Bound butts, 6 x 18 | $6 | 00 | $6 | 15 |
| Clear butts | 3 | 25 | 3 | 35 | Hemlock | 2 | 15 | 2 | 30 |
| Smooth, 6 x 18 | 5 | 40 | 5 | 50 | Spruce | 2 | 20 | 2 | 30 |

## BOSTON, MASS.

BOSTON, May 26, 1897.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Ordinary planed boards | $11 | 50 | 12 | 00 | ¾ inch | $ 9 | 25 | 9 | 50 |
| Coarse No. 5 | 15 | 00 | 15 | 50 | 11-16 inch | 8 | 50 | 8 | 75 |
| Refuse | 13 | 00 | 13 | 25 | ⅝ inch | 8 | 00 | 8 | 25 |
| Outs | | | 9 | 00 | Clapboards, sap ext. | 45 | 00 | 48 | 00 |
| Boxboards, 1 inch | 10 | 00 | 10 | 50 | Sap clear | 41 | 00 | 43 | 00 |
| ⅞ inch | 9 | 00 | 9 | 50 | Sap, 2nd clear | 32 | 00 | 35 | 00 |
| | | | | | No. 1 | 23 | 00 | 25 | 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Uppers, 1 in | $50 | 00 @ | 52 | 00 | Fine com., 3 and 4 in | 46 | 00 | 52 | 00 |
| 1¼, 1½ and 2 in. | 52 | 00 | 53 | 00 | No. 2, 1 in. Fine com. | 29 | 00 | 31 | 00 |
| 3 and 4 in | 58 | 00 | 62 | 00 | 1¼, 1½ and 2 in | 30 | 00 | 32 | 00 |
| Selects, 1 in | 44 | 00 | 45 | 00 | No. 1 strips, 4 to 6 in. | 43 | 00 | 44 | 00 |
| 1¼, 1½ and 2 in. | 45 | 00 | 47 | 00 | No. 2 | 36 | 00 | 39 | 00 |
| 3 and 4 in | 52 | 00 | 55 | 00 | No. 3 | 28 | 00 | 30 | 00 |
| Moulding boards, 8 to 11 in. clear | 37 | 00 | 39 | 00 | Cut ups, 1 in | 20 | 00 | 32 | 00 |
| 60 per cent. clear | 32 | 00 | 34 | 00 | Cut ups, 1¼ to 2 in | 24 | 00 | 38 | 00 |
| Fine common, 1 in | 40 | 00 | 41 | 00 | Coffin boards | 19 | 00 | 22 | 00 |
| 1¼, 1½ and 2 in | 40 | 00 | 42 | 00 | Common all widths | 22 | 00 | 26 | 00 |
| | | | | | Shipping culls, 1 in | 14 | 50 | 15 | 50 |
| | | | | | do 1¼ in. | 15 | 50 | 16 | 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 | 30 | 1 | 50 | Second Clear | 1 | 75 | 1 | 90 |
| Cedar, extra | 2 | 65 | 2 | 90 | Extra No. 1 | 1 | 25 | 1 | 50 |
| Clear | 2 | 25 | 2 | 40 | | | | | |

HEMLOCK.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rough | | | | | $10 | 00 @ | 10 | 50 |
| Northern and Eastern, planed one side, | | | | | No. 1 | | | 11 | 00 |
| " " " | " | " | " | | No. 2 | 9 | 50 | 10 | 00 |
| Pennsylvania, | " | " | " | | No. 1 | 12 | 00 | 12 | 25 |
| " | " | " | " | | No. 2 | | | 10 | 00 |

LATH.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Spruce | | | | | By cargo | 1 | 30 @ 1 | 90 |
| By car | 1 | 80 @ | 2 | 00 | | | |

# WOOD PULP DEPARTMENT

## DUTY ON PULP WOOD.

THE Dominion government have not as yet taken any action towards imposing an export duty on pulp wood, and as the present session is drawing to a close, there does not appear to be much ground for hoping that such a step will be taken. Sir Charles Tupper recently read in the House the following communication : "The season for peeling the bark for pulp wood has now arrived. It lasts two months. The custom is to peel the wood now and ship it next winter. It is very important to know if the government, in case they impose an export duty on pulp wood, will allow that peeled this spring to be exported free of duty next winter. Unless the government will declare that they do not intend to impose an export duty, or if they do impose one they will allow the wood peeled this spring to go out free of duty, no one will attempt to contract for pulp wood, and in that case very little will be done." Sir Charles said: "In the absence of the Finance Minister, I do not expect a declaration from the government, but as the matter is one of great urgency, and it was intimated by Mr. Fielding that the government would state its policy at a later period of the session, I wish to point out the importance of that declaration being made as early as possible, also of the announcement being made whether wood peeled now will be allowed to be shipped next winter free of duty."

In reply, Sir Richard Cartwright has since stated that he was authorized to say that action would be taken to prevent parties who were now making contracts for pulp wood from suffering, whatever the course adopted by the government might be.

## THE ARCADIA PULP AND PAPER MILLS COMPANY.

A COPY of the prospectus of the Arcadia Pulp and Paper Mills Co., Ltd., which has been incorporated to take over the properties of the Milton Pulp Co. and the Morgan Falls Pulp Co., has been received. According to a report by Mr. I. P. Eastick, the Milton pulp mills are situated on the Liverpool river at Milton, N.S. They have developed a water power of about 3,000 to 4,000 h.p., but are at present only using 1,500 h.p. There are four grinders, and the average output of dry pulp has been 414 tons monthly. The average cost of wood is $2.83 per cord, and the actual cost of manufacturing the pulp is $8 per ton.

The Morgan Falls pulp mill is situated on the La Hare river, Lunenburg county, N.S., and has a water power of 1,100 h. p. There are three grinders, with an average output of 250 tons dry pulp per month.

The production of the mills has been sold in the United States at prices ranging from $16 to $18 duty paid, netting at shipping point $12.34 to $13.84 per ton. The new company propose to ship a large portion of the output to England.

The Maria Pulp and Timber Company, of Maria, Que., expect to commence operations early in June.

## NEW PULP SCREEN.

A NEW form of pulp screen has been devised by James Bishop, of Hull, Que., for which he has recently received an American patent. Figure 1 is a top view of the pulp screen, which is partly broken away to show the inclined divisions in the trough ; Fig. 2, a side elevation of the same ; and Fig. 3, a section on line X X, Fig. 1, the screen shown as entire.

The invention has for its object to prevent the meshes or perforations in a paper pulp screen from

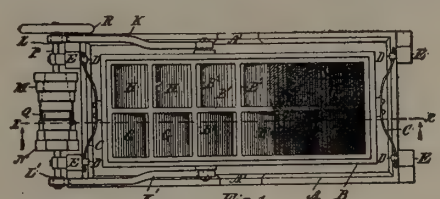


Fig. 1.

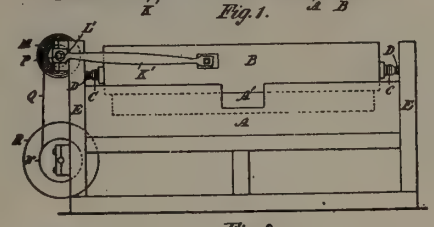


Fig. 2.

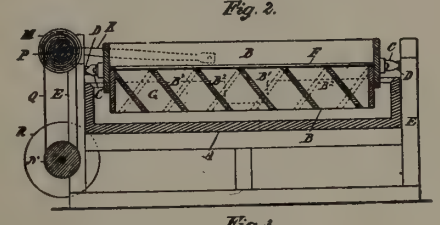


Fig. 3

becoming clogged with pulp by passage of air through one-half the meshes in alternate and opposite directions, and also to prevent the accumulation of "strings" of solidified pulp hanging from the bottom of the screen, which, dropping into the vat, do not amalgamate with the semi-fluid pulp, but cause irregularity and breaks in the paper when the pulp is made into paper. The invention consists of a bottomless trough divided by one or more vertical longitudinal partitions and inclined traverse partitions, the alternate rows of spaces formed by the divisions inclining in opposite directions, a screen within the trough and above the divisions, and means for reciprocally agitating the trough, so that when moving in one direction the correspondingly inclined series of divisions will force the air upward through the meshes, and the reversely inclined series of divisions will suck through the meshes above them, and when the trough moves in the opposite direction a vice versa air action through the screen meshes is produced.

According to the new Canadian tariff the duty on pulp making and paper making machinery is reduced from 27½ to 25 per cent.

Artificial silk, made mostly of wood pulp, is being sold in many New York dry goods stores. It is said by an expert in silks that the merchants selling artificial silks do not know that the fabrics in question are not the product of the silkworm. The same expert says that but for a lack of tensile strength when wet, the wood pulp fibre is in no way to be distinguished from natural silk, except perhaps by a slight superiority in lustre. Generally speaking, the cost of production of the wood pulp fabric is just one-third that of natural silk.

## PULP NOTES.

The American Paper Trade & Wood Pulp News states that the Sault Ste. Marie Pulp & Paper Company, of Sault Ste. Marie, Ont., contemplate the erection of a new chemical pulp mill.

The price paid for the Masterman pulp mill at Chatham, N. B., which was reported in our last issue to have been purchased by Mr. Albert E. Reid, of Maidstone, England, is given as $185,000.

Mr. P. J. Loughrin, who has been a strong advocate of the imposition by the Dominion government of an export duty on pulp wood, is said to have been deposed from his position of Canadian organizer for the American Federation of Labor.

Mr. Thos. Allison recently entered an action against the owners of the Masterman pulp mill at Chatham, N.B., to recover a stated sum for services in connection with the erection of the mill. A settlement is now said to have been made at $2,000.

The Sissiboo Falls Pulp Company, of Digby, N. S., made a shipment in one week of 40 car loads of wood pulp to the British market. This cargo is said to have been sold before it left the factory, and makes a total of 80 car loads shipped to Great Britain this year.

The Paper Trade Review, of London, England, is authority for the statement that during the past few weeks thousands of bales of American pulp have been received at London, Liverpool and Glasgow. Canadian pulp is held in high appreciation at various English mills where it has been given a trial, and at the present time several large orders are pending.

A decision has recently been handed down by an appellate court in northern New York to the effect that no stream is a public highway for log driving unless it is navigable in its natural state. This decision, it is said, will shut out many thousand acres of forest lands from their natural market as effectually as if there were no streams in the territory.

Ex-Senator Warner Miller, of New York, who is interested in the Laurentide Pulp Company, recently gave it as his opinion that a considerable boom would be experienced in the pulp and paper industries of Canada during the coming year. The direction which the expansion of the business would take would be in trade with Great Britain, where the product sold at a higher price than in the United States. Mr. Miller has purchased the right to the water power of the Shewanigan Falls, near Three Rivers, Que., where it is proposed to erect a pulp mill at an early date.

A meeting of the shareholders of the Laurentide Pulp Company, of Grand Mere, Que., was held in Montreal to ratify a by-law increasing the capital stock of the company to $900,000. It is understood the company propose erecting additional works at their mills at Grand Mere, on the St. Maurice river, where valuable timber limits have been acquired. A change has recently been made in the management of the company, the directors now being : President, Mr. R. B. Angus ; Vice-President, Sir W. C. Van Horne ; General Russell A. Alger, Secretary of War, Washington ; Mr. A. Pagenstecker and Mr. Warren Curtis, New York ; Mr. R. D. McGibbon, Q. C., Montreal, and Mr. John P. Riley, Secretary, Grand Mere, Que.

Saw mill owners in every part of Canada are asked to assist in making THE LUMBERMAN of greater interest to its readers by furnishing information regarding the condition of the lumber market. Particulars of sales of stock, estimated cut, current prices, etc., are solicited.

PULP MACHINERY

We are prepared to supply Pulp Grinders, Wet Machines and Baling Presses. . . .

WRITE FOR ESTIMATES.

Robb Engineering Co., Ltd., Amherst, N.S.

# THE NEWS.

—Geo. F. Beach is erecting a steam saw mill at Dumbarton, N. B.

—Castule & Juvenale, of Leterriere, Que., have erected a new saw mill.

—Dovey Bros., of Lindsay, Ont., are building a new shingle mill 70 x 30 feet.

—It is rumored that W. H. Murray, of St. John, will build a saw mill at Gibson, N. B.

—Forest fires are reported to have destroyed considerable timber in the state of Minnesota.

—Gilmour & Co.'s workmen have been removed from the Trenton mill to Canoe Lake.

—Genelle, Peter & Co., Nakusp, B. C., have amalgamated with the Vancouver Sash & Door Company.

—A saw and shingle mill will be operated at Liskeard, Nipissing district, by J. Wilson, recently of Lindsay.

—The Aberdeen mills at Fredericton, N. B., owned by Donald Fraser & Sons, are now lighted by 100 electric lights.

—Hon. J. B. Snowball has had his steam saw mill at Chatham, N. B., put in first-class order, at a cost of about $10,000.

—H. Elderkin & Co., of Port Greville, N. B., intend building a pole railway to convey their logs to the mill during the summer months.

—The British Columbia Mills, Timber & Trading Company have opened an agency at Winnipeg, Man., with Mr. T. T. Sisson as manager.

—An address was recently given by Sir Henri Joly de Lotbiniere before the Horticultural Society at Ottawa, on "Forestry and Tree Planting."

—Geo. Montgomery is building a mill at Dalhousie, N. B., equipped with rotary, four shingle machines, planer and matcher, and other machinery.

—Australia is said to be again suffering from drought. Within ninety miles of the coast all timber, with the exception of river gums, has entirely died out.

—The Pembroke Navigation Co., of which Hon. Peter White is president, has given a contract for a steel boat to the Polson Iron Works Company, of Toronto.

—The Barker Lumber Company, of Burford, Ont., have enlarged their buildings and added new machinery. They will manufacture woodenware, handles, etc.

—T. L. Buller, of Ridgetown, Ont., has been running his mills and lumber yards at that place for about three years. He is doing a large business in his lumber, sash and door and building trade, besides exporting considerable hardwood lumber to Germany.

—The Board of Trade of Yorkton, N. W. T., is endeavoring to have a new road opened up from Yorkton to the Dickinson timber limit, ninety-six miles north. A recent estimate of the timber on this limit places the amount available at 70,000,000 feet board measure.

—The Ontario government is said to have entered suit against Thomas Hale and John R. Booth, of Renfrew, James T. Hurst, of Detroit, Hiram Sebley, of Bay City, Mich., and Isaac Bearinger, of Rochester, to recover the sum of $16,661 and interest, which is claimed to be owing as timber dues.

—E. McCann & Sons, saw mill proprietors, Dorchester Station, Ont., report business prospects bright. They have now entered on their 25th year, and find the demands of their trade necessitate still further enlargements. They are dealing very largely this season in white basswood and soft elm.

—At a recent mass meeting at Oswego, N. Y., a resolution was adopted protesting against the proposed United States duty of $2 per thousand feet on lumber, and setting forth that such a duty would enforce excessive drafts upon and the speedy exhaustion of the white pine forests of that country.

—Mr. George Gooderham, of Toronto, has a farm near Hamilton, Ont., on which 40,000 black walnut trees have been set out. It will be 35 or 40 years before the timber will be ready for market, but as black walnut is worth nearly $200 per thousand feet, Mr. Gooderham considers it a profitable investment.

—Captain Yates, of Victoria, B. C., is urging upon the Minister of Trade and Commerce to grant a subsidy of $100,000 for a line of steamers between British Columbia and Central and South American ports. Should the subsidy be granted it will prove a benefit to the British Columbia lumber industry.

—A charter has been secured for the Restigouche & Western railway, a line projected to connect with the Baie des Chaleurs at Campbellton, N. B., and extend to St. Leonards on the St. John river, a distance of 110 miles. By the construction of this road an impetus will be given to the lumber and pulp wood industries of the vicinity.

—The Nova Scotia Lumber Company, whose mill at Sherbrooke, Que., was recently destroyed by fire, is composed of Dr. C. W. Hewson, W. W. Pipes, Clarence Purdy, John W. and Job. Seaman, of Baronsfield, N. S., and John Gillespie and G. K. Preston, of Shulee. The burned mill included a gang and rotary mill and box shook machine.

—Mr. Adam Beck, of London, Ont., believes the Canadian government should impose an export duty of $2 on logs in retaliation against the duty on lumber proposed by the United States. Mr. Beck does a large trade in this lumber with Detroit, and claims that if the Americans are allowed to take elm logs from the peninsula free, his business will be ruined.

—Messrs. A. McKillop & Sons, who have been in business at West Lorne, Ont., for about thirty years, report an active trade. The business has grown from a small saw mill to its present dimensions, which include saw mills, flour mills, a large building trade, besides an extensive trade throughout Ontario and large shipments to the United States in hardwood lumber.

—The Howry mill at Fenelon Falls, Ont., is being rebuilt by the Bank of Toronto, and will commence operations about the 1st of August. The equipment, which is being furnished by the Wm. Hamilton Mfg. Co., of Peterboro, will consist of two band saws, with necessary trimmers and edger, a lath machine, and probably three shingle machines. The capacity of the mill will be 150,000 feet per 24 hours.

—The Dyment-Baker Lumber Company have purchased the planing mill formerly occupied by J. G. Dodd & Son, at the corner of Wellington and Bathurst streets, London, and also the adjoining vacant property from the Richard estate, and have started a sash and door factory, box factory and lumber yard. The building has been thoroughly overhauled and painted, and machinery modernized, particularly that used in connection with box manufacturing. The firm is composed of Messrs. N. Dyment and Thos. Baker, of Barrie, and A. E. Dyment, M. P., of Thessalon. They report business very fair and are now employing thirty hands. Their lumber supply comes from the Dyment mills at Thessalon, Gore Bay, Gravenhurst, Severn Bridge and Barrie.

## CASUALTIES.

—J. King, of Sherbrooke, Que., while working on a boom, was drowned in the river.

—Leo. Doucette was drowned while employed on H. Morel's drive, near Klocks Mills, Ont.

—Two brothers named Chapman were drowned on Gilman's Black River drive in Quebec recently.

—John Wilkes, of Marmora, while on the Rathbun Company's drive, was drowned at Deer River Falls.

—While stream driving near Wolfville, N. S., David McCallum missed his footing and fell between the logs. His body was crushed and he died in three hours.

—A serious accident occurred in the Huntsville Lumber Company's mills at Huntsville, Ont., by which Robert Brady was instantly killed. He was engaged in hauling a shingle block to the saw when he slipped and fell directly under the saw, which severed his head from his body.

—At Bracebridge, Ont., on April 29th, Wm. Hale, foreman for the Muskoka Slide & Boom Company, whilst engaged at the South Falls with a gang of men trying to take up stop logs in the main chute so as to lower the water in the slide, was struck on the head by a pike pole, knocked off the pier into the chute and carried over the falls.

## LEGAL DECISIONS.

LEWIS VS. MALTBY.—E. C. Lewis, of Essex, Ont., entered into an agreement with Mr. Maltby, lumber merchant of Detroit and Bay City, to purchase for the latter in Canada two million feet of white oak plank, for which he was to receive a commission of $1 per M. Mr. Lewis then entered into a deal with Ed. Smith, of Ruscomb, for the purchase of 200,000 feet at $15 per M., log run, and Mr. Smith began cutting. An inspector was sent by Mr. Maltby, who would accept only the two best grades worth $22 per M., refusing the two cheaper grades worth $6 and $10 per M. Mr. Lewis had been advanced $140 on his commission in the form of a note signed by Mr. Clifford, manager for Mr. Maltby, but both Messrs. Maltby and Clifford repudiated the note and suit was entered. Judgment was given in Mr. Lewis' favor for full amount and costs.

CHAPLEAU VS. MATTON.—Justice MacMahon has given judgment in the case of Chapleau vs. Matton, an action arising from a dispute over a sale of timber limits. The action was tried at Ottawa at the winter assizes, his Lordship reserving judgment. The parties to the suit were connected in a timber limit deal, the purchase and sale of the north half of berth No. 1 in range 5, block A, on Lonely river, in the province of Quebec. The sale was made on the most advantageous terms, and the dispute arose over the division of the profits. The plaintiff claimed a share, but defendant denied his claim on the ground that he had not advanced any capital. The contention was made by the plaintiff that it was he who negotiated both the favorable purchase and sale of the limits, and that it had been agreed that he should receive a percentage of the profits. His Lordship Justice MacMahon gave judgment in favor of the plaintiff, allowing him $3,350 and costs.

Messrs. D. & J. Ritchie & Co., of Newcastle, N. B., are having their mills and yards fitted up with electric light. The dynamo and entire installation for about 200 lights is now being put in by John Starr, Son & Co., Ltd., the electrical engineers and contractors of Halifax, N. S., under the superintendence of Mr. George C. Siebert, one of their best experts.

## PERSONAL.

Mr. C. W. Hellems, a pioneer Canadian lumberman, died at St. Catharines, Ont., last month, at the age of 89 years.

Mr. J. W. Scatcherd, the well-known lumber dealer of Buffalo, was one of the judges at the recent horse show in Toronto.

The death is announced at Shawville, Que., of Mr. Patrick Maloney, who for a number of years was engaged in lumbering.

Mr. Robert Armstrong, who has been head sawyer in Dundas and Flavelle's saw mill at Lindsay, Ont., has accepted a similar position with Sadler & Co. at Biscotasing.

Mr. John White, ex-M.P. for Halton county, died at Milton, Ont., a fortnight ago. Deceased came to Canada in 1823, and carried on an extensive lumber business for many years.

Mr. Wm. Creswell, who for a number of years has been foreman for M. M. Boyd & Co., of Bobcaygeon, will be removed to British Columbia, where the firm own extensive timber limits. It is probable he may reside there permanently.

The news of the sad death of Mr. W. C. King, of the well-known firm of G. G. & W. C. King, lumber operators, Chipman, N. B., was learned with regret. Deceased was about 40 years of age, and was a brother of Senator King.

Mr. Henry W. Miller died at St. John, N. B., on the 15th ultimo. Deceased was born in 1826, and entered the lumber business when quite young, in which occupation he remained until within a year of the time of his death. His first interests were at Chamcook and Elsworth. About forty years ago he removed to St. John, where he formed a partnership with C. F. Woodman under the firm name of Miller & Woodman.

## PROTECTION FOR MAGNOLIA METAL.

THE Magnolia Metal Company, of New York, write us under date of May 11 as follows:

We desire to inform you that the firm of Sugden, Pound & Wagner, of London (former selling agents for Magnolia Metal in Europe, and who traded under the name of the Magnolia Anti-Friction Metal Co. of Great Britain by special permission of our company), have been dispossessed of their agency by the English courts, and that our London office and our foreign business are now under the management of Mr. Chas. B. Miller, the president of this company. We beg also to inform you that Sugden, Pound & Wagner were recently perpetually enjoined, together with the Atlas Metal Co., Limited, of London, John Sugden, Max Wagner, Arthur George Brown, the Globe Engineering Co., Ltd., of Manchester, the Atlas Bronze Co., Limited, and the Atlas Bronze Co., from continuing the fraudulent business of making an anti-friction metal and branding it with the trade mark of the Magnolia Metal Company, of New York, imitating their ingots, marking the boxes in which the metal is packed "Made in the United States," and otherwise deceiving and imposing upon purchasers of anti-friction metal in Great Britain and Europe. Justice Collins heard this case, and gave judgment against Sugden, Wagner, Brown, the Globe Engineering Co., Ltd., and others for selling counterfeit goods and deceiving the public by representing that the goods they sold were made in the United States by the Magnolia Metal Co.

An appeal was taken from the injunction above referred to. This appeal was tried before the Court of Appeals, Lord Esher presiding, and the perpetual injunction granted by Justice Collins was confirmed. It was in this trial that Lord Esher denounced the action of the parties above named, and characterized their performance as "a disgusting fraud."

It has come to our notice that parties in this country have attempted to perpetrate a similar fraud, and we now have one western firm in the courts over this matter, and we desire through your columns to warn the engineers and the general public, users of anti-friction metal, against these fraudulent attempts to pirate and appropriate the use of our trade marks and name of our metal.

Every bar of Magnolia Metal bears the steel stamp of the magnolia flower and the impression of the steel die "Patented June 3rd, 1890" and "Manufactured in the United States," with the exception of the metal manufactured by this company in Russia, which bears the stamp of the magnolia flower and the words "Manufactured in Russia."

The Greco-Turkish war, the Cuban insurrection, and the sealing question are the principal topics covered by the May Review of Reviews, in editorials, special articles, and magazine and book reviews, together with cartoon and other illustrations.

Mr. T. H. Hoskins, writing to Garden and Forest, takes the stand that there is to-day more and better standing timber in New England than ever before since lumbering was commenced. Many, he says, seem to fear that the forests are being robbed for the manufacture of wood pulp. Observations, however, will show that poplar trees of the best size for wood pulp can be grown in a very few years, six to ten, and I think it will not be long before the growing of such wood will become a regular and profitable business on our rocky mountain farms.

## IMPROVEMENTS FOR DRYING LUMBER.

MESSRS. W. C. Edwards and Company, of Rockland, and Mr. E. C. Whitney, of the St. Anthony Lumber Company, of Ottawa, are now having constructed at their works modern plants for the purpose of drying lumber under the well-known Emerson patent automatic compression moist air system. The same spirit which has been characteristic of Mr. Edwards and Mr. Whitney, for having everything the most complete, seems to have decidedly expressed itself when selecting the equipment for their drying plants, which possess many new and novel features.

The trucks for conveying the lumber through the dryer are of a new design, having a great capacity for their weight, each car having eight wheels, with hardened steel roller bearings. The frame of car being entirely of steel, it is not affected by the heat, and is so arranged as to give four supports to the lumber, keeping it straight through the process of drying.

The steam equipment is of the most substantial character, arranged for heating either by exhaust or live steam, and rests on an iron base, and is perfectly insulated from the building. The tracks through the dryer are secured to iron stands every 2 feet, which holds the track firm and in alignment, at the same time allowing for expansion, and doing away entirely with the wooden track supports,, which soon dry out and often cause disastrous fires. The kiln houses, owing to the moist air process, are always wet, entirely overcoming any liability of fire being started spontaneously. It is claimed that with this process of drying the strength of the lumber is not impaired or the lumber baked, and while the lumber is greatly reduced in weight in a remarkably short time, it produces no evil effects which are characteristic in general kiln drying, and the color of the lumber remains the same as newly air-dried stock.

The Reliance Dry Kiln Company, of Baltimore, Maryland, U.S.A., who are the manufacturers of this equipment for Messrs. Edwards and Whitney, would be pleased to give any information desired to manufacturers who are interested in lumber drying.

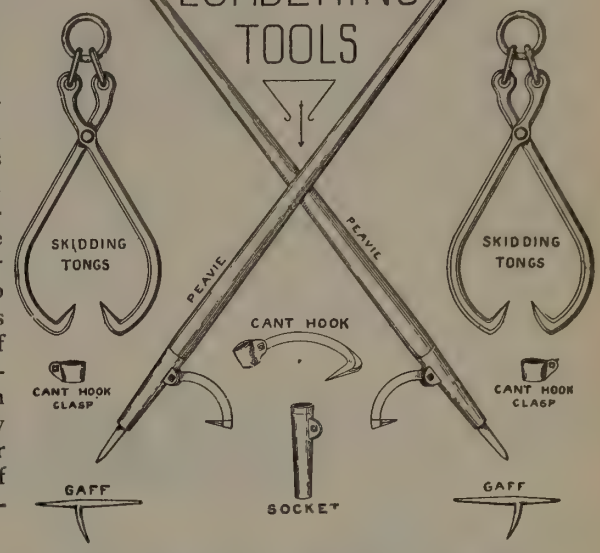
## SLABBING FOR THE GANG.

A MINNEAPOLIS sawyer, in an interview with a representative of the Mississippi Valley Lumberman, says: "In slabbing for the gang, there is a very important point which is not given sufficient attention. If you stand and watch a circular saw in operation, especially in sawing up cants, you will appreciate my remarks. Most all logs taper from one end to the other, and it is not always practicable to begin sawing from the butt. Tough knots and limbs are the rule rather than the exception. When the circular goes up against the uneven side of a log, it has a decided tendency to spring against the outside rim, and the pressure prevents it from coming back to a perpendicular position. I have seen circulars, when in operation, vary 1½ inches from the centre. While a band will deviate from its course fully as readily as a circular, its construction compels it to almost immediately swerve back in the other direction and resume its regular course. These facts have to be taken into consideration by the sawyer, and when he is operating a circular he is compelled to take off generous slabs, not only to ensure perfect lumber, but also to protect the saw. Where I am now engaged the orders are to get out every board that will measure four feet long and four inches wide, and by judicious slabbing much of this class of lumber is saved which would otherwise go into the refuse pile."

The Campbell Logging Co., New Westminster, B. C., is being incorporated, with a capital stock of $10,000.


THOMAS PINK

MANUFACTURER OF LUMBERING TOOLS




PEMBROKE, ONT.

OTTAWA ENG CO

CANNED FRUITS 2 lb., 3 lb. and Gallon Tins.
CANNED VEGETABLES 2 and 3 lb. Tins.
CANNED MEATS 1/4, 1/2, 1, 2, 6 and 14 lb. Tins.

When in need of supplies TRY US. We are making a specialty of this class of business.

H. P. ECKARDT & CO.
Wholesale Grocers TORONTO

Galt Machine Knife Works

MACHINE KNIVES OF EVERY DESCRIPTION FOR Woodworking Machines
...Send for Price List...
PETER HAY - - - - - Galt, Ont.

NEW PORTABLE SAW MILLS

*Traction and Plain Engines of different sizes*

*Threshers, Clover Hullers, Horse Powers and Road-Making Machinery.*

SEND FOR CATALOGUE

MANUFACTURED ...BY... SAWYER & MASSEY CO., LTD. - HAMILTON ONTARIO, CANADA

OAK TANNED BELTING

TORONTO
20 FRONT ST EAST
TELEPHONE 475

THE J.C.McLAREN BELTING Co MONTREAL

### A SYLVAN ROMANCE.

WHEN first he cedar she was so spruce and cherry that he began to (sigh) cypress his heart and pine for her.

He said: "I want to ash yew a question."

"You'd butternut," she replied.

He rose and took her palm in his.

"Oak-um!" he said. "Do not make me a weeping Will, O! Let us orange to be a-hem! locked together.

Suddenly he 'elder in his arms.

Only one thoroughly bass wood peach on any pear, tho' these are so pop(u)lar yew pine for news.

I can only say they have been olive for each other ever since that date.—Louis Campbell Barter, in Saturday Night.

### AN APPLE TREE'S FREAK.

AN exchange says: A certain Road Island greening apple tree, in an orchard near Lake Erie, last year produced ordinary fruit on the northeast side, while that on the southwest half was of a mixed character, each apple being partly a greening and partly a Talman sweet. The two varieties appeared in sections for the most part corresponding with the carpels.

In some examples three sections, or three-fifths of the apple, were greening, and two-fifths Talman sweet, while in others the proportions were reversed. In others one-fifth was greening and in others the proportion was smaller yet. The different parts were in most cases easily distinguished by the color and by the greater protuberance of the greening, as forming a part of a larger apple, and the flavors of the different parts was as distinctly those of different apples as if they had grown on separate trees. The line of separation, though not very definite, in most cases corresponded with divisions between the carpels, and ran to the summit of the apple, except that a small part around the summit seemed in every case to be greening.


# SADLER & HAWORTH

FORMERLY

## ROBIN, SADLER & HAWORTH

Manufacturers of

# OAK-TANNED LEATHER BELTING

MONTREAL AND TORONTO

Orders addressed either to our Toronto or Montreal Factory will have prompt care.
Goods will be forwarded same day as order is received.

# Pumps & HYDRAULIC MACHINERY

DUPLEX AND SINGLE STEAM AND POWER

The Northey Mfg. Co. Ltd.
TORONTO

THE LAURIE ENGINE CO. - MONTREAL
SOLE AGENTS FOR PROVINCE OF QUEBEC.

## BRITISH COLUMBIA LETTER.

[Regular Correspondence of the CANADA LUMBERMAN.]

TIMBER manufacturers generally view the outlook for a good season's business very hopefully, and if the shipments to foreign countries for the first four months can be taken as any criterion, they are not likely to be disappointed. In that period nearly forty vessels sailed for foreign ports loaded with lumber, six going to Delagoa Bay, South Africa, eight to the United Kingdom, and six to Australia. Several others are now loading at the different ports.

Much interest has been taken by the lumber trade in the legislation which has been obtained to provide for the grading of lumber. The bill was introduced in the House by Mr. R. P. Rithet, who is largely interested in the Chemainus mill, and passed with little opposition. The chief provisions are as follows :

Whereas it is desirable to provide some definite mode of ascertaining the grades of lumber exported to foreign markets and determining upon the qualifications and fitness of persons to act as surveyors of lumber : Therefore, Her Majesty, by and with the advice and consent of the Legislative Assembly of the province of British Columbia, enacts as follows :—

1. This Act may be cited as the "Lumber Inspection Act, 1897."

2. The Lieutenant-Governor in Council may appoint a board of lumber commissioners, to consist of not more than four persons, for the purpose of carrying out the provisions of this Act.

5. Any person desiring to obtain a certificate of competency as a surveyor of lumber shall file an application with the secretary, setting out his name, age, place of residence and qualification for appointment, and shall also with such application lodge with the secretary the sum of five dollars.

8. The board may (subject to the approval of the appointee by the Lieutenant-Governor in Council) appoint a fit person, well skilled and practically acquainted with the export lumber trade of the province, to be inspector of lumber surveyors, who shall supervise and control the surveyors.

14. Surveyors shall be remunerated by the persons who may employ their services, but should an inspector be appointed as provided in this Act, the board shall have power to levy dues on all lumber exported by sea from the province of British Columbia, for the purpose of creating a fund to be used in paying the said inspector's salary and the other expenses. Such dues, however, shall not in any case exceed two and one-half cents per thousand feet board measure, and the amount of dues payable in respect of any lumber shall be collected by the surveyor and remitted to the secretary of the board.

The new drying kiln at the Royal City Mills having been completed, the company is now building a fine large addition to the mill. In this wing will be sawn the lumber to be used in making salmon boxes. This part of the business is assuming large proportions, and this year, with an expected increased salmon pack, there will be an extra large number of cases required by the canneries.

NEW WESTMINSTER, B. C., May 18, 1897.


RAILS FOR TRAMWAYS

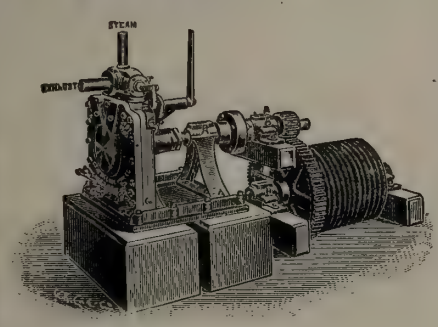
NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given or complete outfit.

JOHN J. GARTSHORE,
49 Front St. West, Toronto.

CORNICES, FINIALS, METAL BUILDING FRONTS, METAL TILES. CHEAPEST AND BEST. CATALOGUE ON APPLICATION. PEDLAR METAL ROOFING Co. OSHAWA, ONT.

Please mention the CANADA LUMBERMAN when corresponding with advertisers.

THE DAKE STEAM FEED



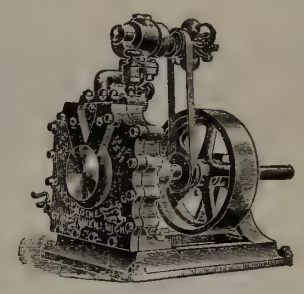
Embodies the following Advantages:
SIMPLICITY OF CONSTRUCTION,
POSITIVE AND EASY MANAGEMENT,
ECONOMICAL USE OF STEAM,
SMALL SPACE OCCUPIED,
CHEAPNESS,
EASY ADAPTATION TO EITHER NEW MILLS OR THOSE NOW IN USE.

The movement of the engine in either direction is under the absolute control of the sawyer, thus accommodating the speed of the feed to the size of the logs.
Mill men who have used other makes of Steam Feeds comment favorably on the economical use of steam of our feed over others.
Write for Catalogue and full particulars.

The Phelps Machine Co. - Eastman, Que.

The Dake Engine

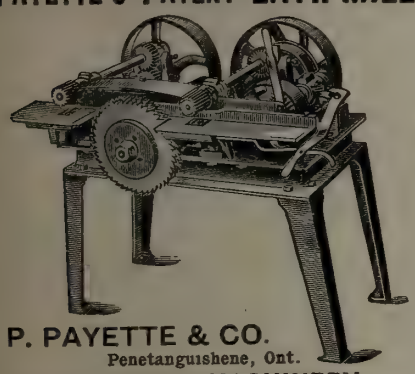
For Running Dynamos in Small Isolated Plants.



STEADY AND EVEN MOTION

Also for Attachment Direct to Fans, Blowers, Centrifugal Pumps, Filing Room Machinery.
Correspondence Solicited.

PAYETTE'S PATENT LATH MILL

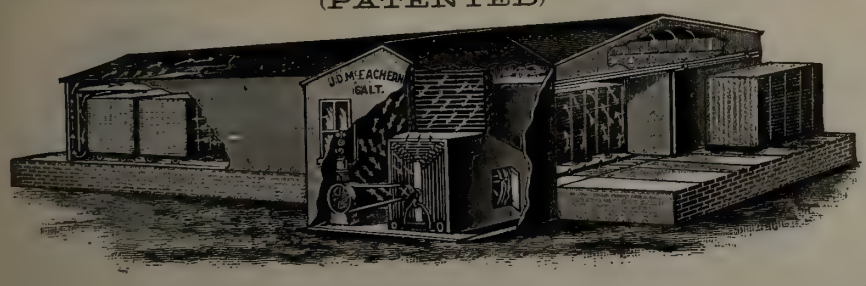


P. PAYETTE & CO.
Penetanguishene, Ont.
SAW MILL MACHINERY

BEST MAIN DRIVE. RECISTERED CANDY'S PATENT TRADE MARK GUARANTEED. CANDY'S AMERICAN COTTON BELTING

Sole Canadian Agents :-: Prices Reduced.
WATEROUS, BRANTFORD, CANADA.

McEACHREN'S IMPROVED SYSTEM OF KILN DRYING
(PATENTED)




COST of Erecting, Running and Maintaining the Lowest and Results the Highest of any Dry Kiln and Drying System in the market. Green Elm, Ash, Whitewood, &c., for furniture dried in six days; only Exhaust Steam 10 hours per day used.

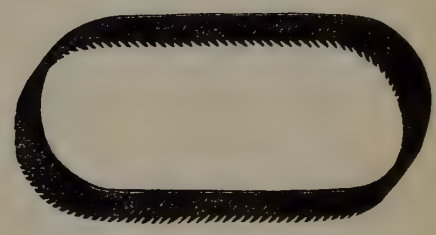
NO CHECKING, WARPING OR CASE-HARDENING

ALSO { Ventilating Fans, Shaving Fans, Electric Fans, Blowers, Exhausters, &c.

McEACHREN HEATING & VENTILATING CO. - GALT, ONT.

WHY BAND SAWS BREAK

SIXTEEN REASONS, AND HOW TO AVOID THEM



Being instructions to filers on the care of large band saw blades used in the manufacture of lumber.

A book filled with valuable information on the care of band saws. Giving the reasons for breaking; analyzing each reason; giving instructions to dispense with the causes as laid down in each reason; and full details on filing and brazing. The proper styles of hammers to use are illustrated and described, and views of blades showing the blows of the different styles of hammers form an important part of the illustrations. Improper and unequal tension are then treated, and the manner of properly setting irregular teeth is described. In connection with the treatise is a history of the invention, manufacture and use of the saw from its origin to the present time. The work in whole makes an accumulation of information such as has never before been published.

The book is printed on fine paper, good clear type, and is handsomely and substantially bound in cloth. It will be sent to any address on receipt of the price, ONE DOLLAR.

Address— CANADA LUMBERMAN, Toronto Ont.

## JOHN SCULLY & CO.

ESTABLISHED 1878. TORONTO

TIMBER LIMITS BOUGHT AND SOLD

Contractors', Lumbermen's and Mining Co.'s Plant and Supplies.
Light Locomotives; Rails of all kinds.
Air Compressors, Pumps, Steam Drills, Blasting Batteries, Wire and Hemp Rope.
MINING MACHINERY—New and Second-Hand.
Prospecting Outfits, Tents, Portable Forges, Explosives, Etc.

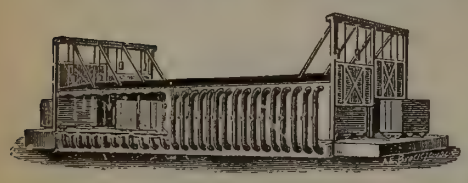
## J. D. SHIER

MANUFACTURER OF

Lumber, Lath & Shingles

BRACEBRIDGE, ONT.

## THE PARMENTER PATENT DRY KILN



For Drying LUMBER

Staves, Heading, Shingles, &c.

The Latest
The Cheapest
And Best

CHATHAM, ONT., June 19th, 1896.

JAS. S. PARMENTER, Flushing, N. Y.

DEAR SIR: We take very great pleasure in being able to say from nearly one year's use of your Patent Dry Kiln, we find it away ahead of anything we ever yet tried for thoroughly drying lumber without injuring it in the least. So far we have found exhaust steam alone sufficient for our purpose, so that it absolutely costs us nothing to run it. We thoroughly dry white oak, rock elm, balm and other hardwood lumber in less time than we ever did with a blast kiln, and especially find it a splendid kiln for drying white oak hubs It does its work so naturally that neither hubs nor lumber are injured by it.

CHATHAM MFG. CO., LTD.
D R. VAN ALLEN, President.

## J. S. PARMENTER

PATENTEE

Canadian Office— WOODSTOCK, ONT.
Head Office— FLUSHING, N.Y.

## ARE YOU LOOKING

FOR A CHANCE IN LOCATION?

If you are not satisfied with your present site, or if you are not doing quite as well as you would like to, why not consider the advantages of a location on the Illinois Central R. R. or the Yazoo & Mississippi Valley R. R.? These roads run through South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Indiana, Kentucky, Tennessee, Mississippi and Louisiana, and possess

FINE SITES FOR NEW MILLS
BEST OF FREIGHT FACILITIES

CLOSE PROXIMITY TO

COAL FIELDS AND DISTRIBUTING CENTERS

AND

INTELLIGENT HELP OF ALL KINDS
MANY KINDS OF RAW MATERIAL

For full information write to the undersigned for a copy of the pamphlet entitled

100 Cities and Towns WANTING INDUSTRIES

This will give you the population, city and county debt, death rate, assessed valuation of property, tax rate, annual shipments raw materials, industries desired, etc.

To sound industries, which will bear investigation, substantial inducements will be given by many of the places on the lines of the Illinois Central R. R., which is the only road under one management running through from the North-Western States to the Gulf of Mexico. GEO. C. POWER, Industrial Commissioner I.C.R.R. Co., 506 Central Station, Chicago.

## FOR SALE—LOW

2 150 Light Dynamos
1 250 Light Dynamo

Compound Wound, 110 volts; Complete with Rheostat, Sliding Base, etc.

Just the thing for an Isolated Plant n a Factory or Mill.

These Dynamos are perfectly new and guaranteed, and will be sold very low to close consignment.

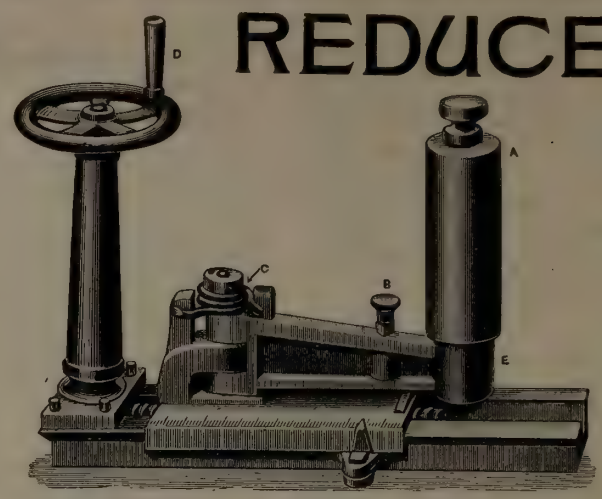
*Write for Particulars*

## John Starr, Son & Co. LTD.

Electrical Contractors

HALIFAX, N. S.

## REDUCED




TO Clear Off a Surplus Stock we have reduced the price of these

## SET ROLLERS

Take Advantage of the Cut....

## LANCASTER MACHINE WORKS - LANCASTER, ONT.

## DODGE...

## Wood Split Pulleys

AND

Split Friction Clutch Pulleys

AND

Cut-Off Couplings, in use in all the Big Mills.

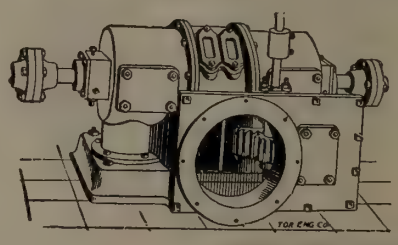
SAW MILL MEN GET OUR PRICES

DODGE WOOD SPLIT PULLEY CO. - Office: 74 York Street, TORONTO

Works: TORONTO JUNCTION

## "Little Giant" Turbine.....

Vertical and Horizontal Built in 44 Sizes



Complete in its own case.
No expensive flume required.
Highest percentage of power guaranteed at full and partial gate opening.
Machine Dressed Gearing, Shafting, Pulleys, Hangers, Etc.

WRITE FOR CATALOGUES AND GEAR LISTS.

253 Little Giants sold to the Canadian government.

## J. C. WILSON & CO.

GLENORA, ONT.

## B. R. Mowry & Son

Manufacturers of...

SAW MILL
AND
SHINGLE MILL
MACHINERY

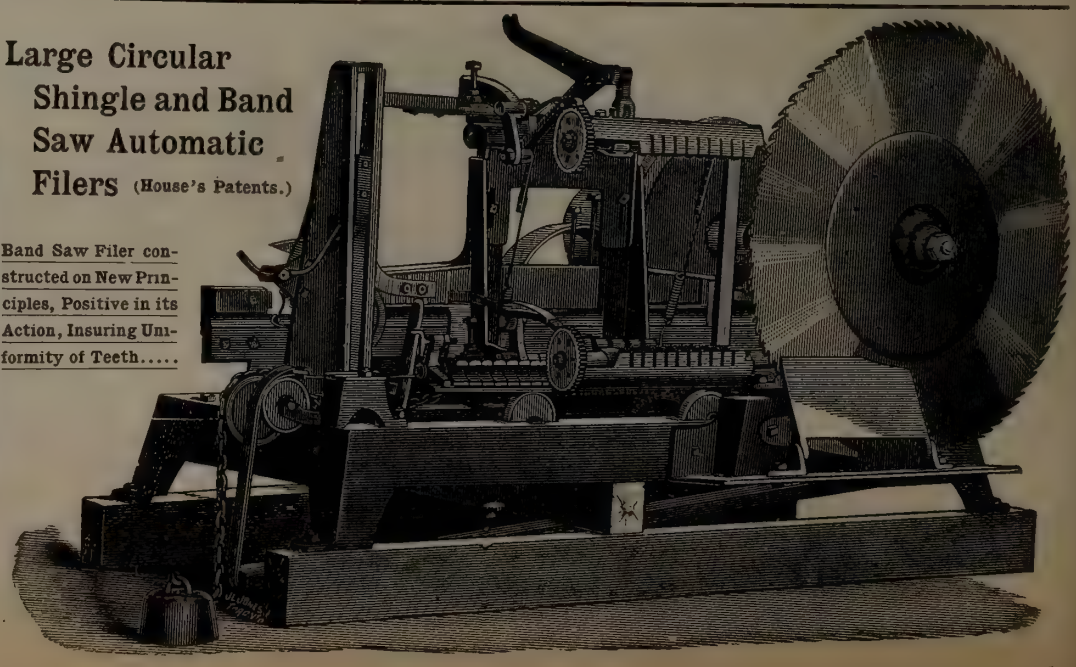
Shingle Machinery a Specialty

REPAIRING PROMPTLY AND CAREFULLY EXECUTED

Gravenhurst, Ont.

Large Circular Shingle and Band Saw Automatic Filers (House's Patents.)

Band Saw Filer constructed on New Principles, Positive in its Action, Insuring Uniformity of Teeth.....



# R. H. SMITH CO., LTD.

## St. Catharines, Ont.

We are the Sole Manufacturers of Saws under the

## Simonds' Process

in the Dominion of Canada.

There is no process its equal for tempering circular saws. Other makers recognize this fact, as some of them, in order to sell their goods, claim to have the same process. **All such Claims are FALSE,** as the patentee in the U. S. and ourselves are the only firms in the world who use it.

MILL STREAM, QUE., on I. C. R'y, December 17th, 1894.

R. H. SMITH CO., LTD., St. Catharines, Ont.

DEAR SIRS,—Driving a 20 in. 13 gauge saw into frozen hardwood, using a 9 in. 4-ply belt, if it can be done satisfactorily, is a very severe test. Your saws have stood that test better than any I have tried. I have been experimenting with different makes—both home and imported—during the last five years, and give yours the preference. Last order is just to hand and will report on them by and bye.

Yours very truly, JAMES McKINLAY.

---

CAMPBELLTON, N. B., Nov. 17th, 1894.

R. H. SMITH CO., Ltd., St. Catharines, Ont.

DEAR SIRS,—In regard to your Shingle Saws, you can say that I have been using Shingle Saws of your make (Simonds) for the past four years, and they have given good satisfaction. I am running nine machines and use a good many saws, but have never had a saw yet that did not work satisfactorily. Before using your saws I used saws of American make which worked well, but after giving your saw a trial have continued to use yours, as they are cheaper, and in regard to working qualities are all that is needed.

Yours truly, KILGOUR SHIVES.

---

CLAVERING, ONT., May 3rd, 1897.

R. H. SMITH CO., Ltd., St. Catharines, Ont.

GENTS,—In reply to your letter asking me how I liked the 62″ SIMONDS Saw, I must say in all my experience I never had a saw stand up to its work like the one purchased from you last month. Having used saws for the last 22 years, and tried different makes, I can fully say it is the best saw I ever had in my mill, and would recommend the SIMONDS' Process Saws to all mill men in need of circular saws.

Yours truly, W. G. SIMMIE.

P.S.—I am sending you my old saw to be repaired; please hammer to same speed as new one. W. G. S.

---

# The "Leader" Saw Swage

**Made in 3 Sizes—$2.00, $2.50, $3.00 Net.**

OUR PRICES ARE RIGHT; KINDLY ALLOW US TO QUOTE YOU BEEORE PURCHASING.

# R. H. SMITH CO., Ltd., St. Catharines., Ont.

**ESTABLISHED** 1844

**INCORPORATED** 1874

**NEW WORKS OCCUPIED** 1896

# WATEROUS

Is the name we ask you to remember when about to purchase **SAW MILL MACHINERY, ENGINES, BOILERS, FRICTION GRIP PULLEYS.**

Brantford,—Canada.

Should you contemplate any changes in your plant it will pay you to write us for quotations before placing your order elsewhere. Our facilities for prompt shipments are unsurpassed, and our 50 years' experience should be ample guarantee of quality.

We secure in the course of trade considerable machinery that has seen more or less service, which we refit and put in good order. Frequently a good article of this kind will answer the immediate purpose of a customer as well as one entirely new. Write us your needs; we shall be pleased to send prices and particulars of what we have. . . . .

**Waterous Engine Works Co., Ltd., Brantford, Canada**

**PROTECT YOUR MILLS AND YARDS** with Hand or Steam Fire Engines or Steam Pump.
We have several for sale very cheap.

A. ALLAN, President.
J. O. GRAVEL, Sec.-Treas.
FRS. SCHOLES, Man. Dir.
J. J. McGILL, Gen. Mgr.

# CANADIAN RUBBER COMPANY

OF MONTREAL, TORONTO AND WINNIPEG

Capital $2,000,000

..MANUFACTURERS OF THE..

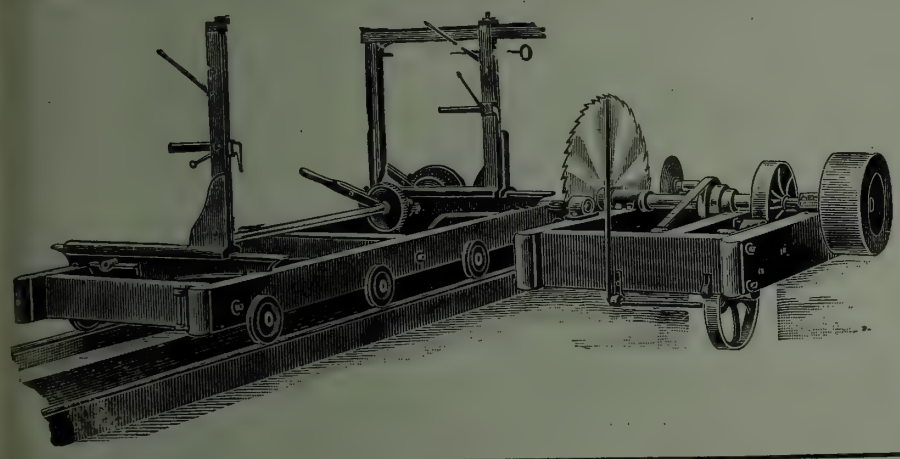
## Highest Grade Rubber Belting

Made in America

**Specially Adapted for Use in Lumber Mills, Pulp Mills, Etc.**

**Western Branch:** Cor. Front & Yonge Sts., **TORONTO** - J. H. WALKER, Mgr.

# Bell's No. O Mill



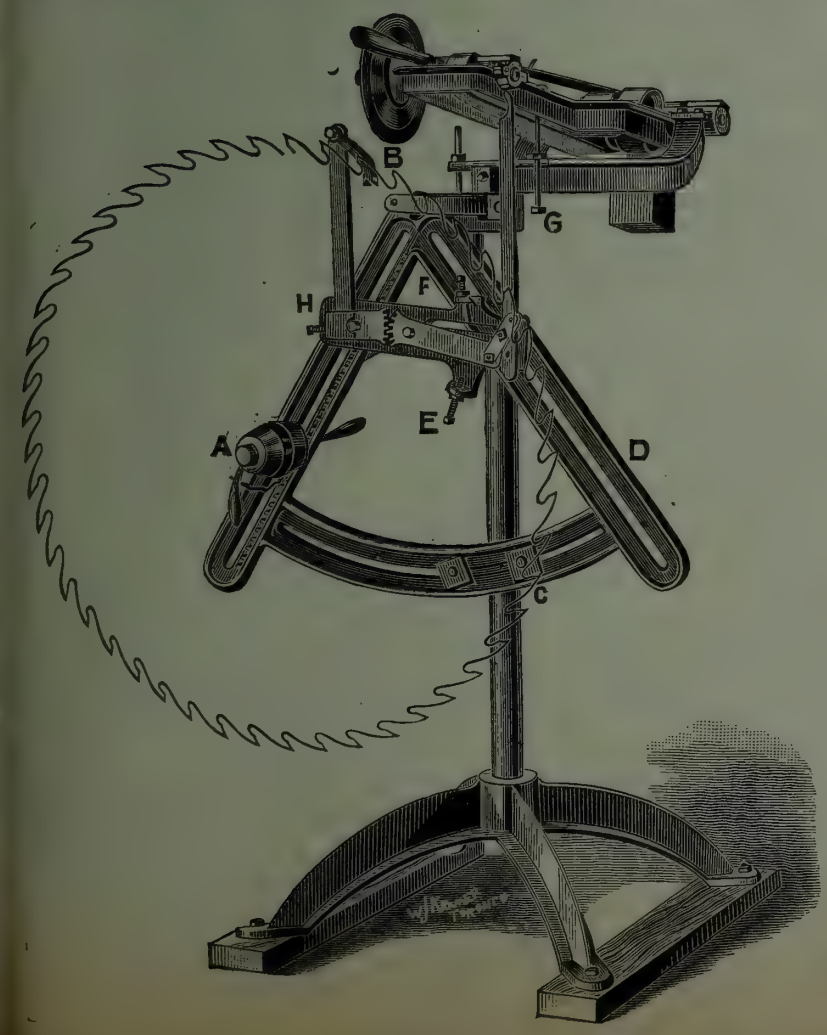
This is a Light Portable Mill for 12 to 20 H. P. It will cut from 3,000 to 8,000 ft. per day, acording to power. Can be set down ready for work in a few hours. Just the thing for light power.

**The Ireland Shingle Machine and Jointer**—
An Entirely New Machine, and without doubt Best on the Market.

Besides these we build four larger sizes of Saw Mills; also Trimmers, Slab Slashers, Single and Double Edgers, Bolting Saws, Stave Machinery. Several Second-Hand Portable and Stationary Engines and Boilers. . . . . Send for Catalogue.

## ROBT. BELL, JR., BOX 35, HENSALL, ONT., CANADA

# The XXX Saw Gummer and Sharpener




*Has No Rival*

## FOR VARIETY, CAPACITY OR QUALITY OF WORK

. . . OR FOR . . .

## SIMPLICITY, DURABILITY, CHEAPNESS

Will take saws from 6 inches to 5 feet diameter; sets the saw forward one tooth at a time automatically; sharpens any saw (rip or crosscut) perfectly, giving the teeth any desired pitch or bevel, and making all the teeth exactly alike. Will sharpen 20 teeth in an ordinary saw mill in one minute, or 100 teeth in a shingle saw in four or five minutes. The cut shows outline of mill saw 54-inch diameter.

PEMBROKE, ONT., Jan'y 28th, 1896.

MR. F. J. DRAKE, Kingston:

Dear Sir,—Re the conversation you had with our manager, I am instructed to inform you that the machine we purchased from you early last spring has proved to be a very useful piece of machinery. Our Mr. McCool, who uses it, is greatly pleased with it, and recommends it to any person who may require a Saw Filer. Wishing you much success with your Filer, we remain,

Yours truly,
(Signed) THE PEMBROKE LUMBER CO.
Per W. H. Bromley.

**Send for Catalogue**

Manufactured Only by....

## CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON, ONT.

# IT COSTS YOU NOTHING

FOR OUR

**Automatic "Compression"**

# DRY KILN

UNLESS OUR GUARANTEE IS FULFILLED

To convince you of the Superiority of our Process, write us for Catalogue "C" and Testimonials.

**Have you ever seen our Channel Steel . . ?**
**Roller Bearing Trucks and Lumber Buggies ?**

**THE EMERSON COMPANY** FIDELITY BUILDING **BALTIMORE, MD., U.S.A.**

# SUPPLIES

OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

**RICE LEWIS & SON**
(LIMITED)

**Cor. King and Victoria Sts. - TORONTO**

## A. McPHERSON

Manufacturer of

**SHANKS AND CHISEL BITS**

**For Inserted Tooth Saws.**

Warranted equal to any on the market.

Also Manufacturer of

**Locomotives and Trucks** for the Pole System of Tramways for handling logs and lumber in the woods.

Correspondence Solicited.

**A. McPherson - OXFORD, NOVA SCOTIA**

Every Lumberman wants it — **35** cents buys it

## Scribner's Lumber and Log Book

SAVES TIME SAVES MISTAKES SAVES MONEY

BRIMFUL OF EVERY-DAY, PRACTICAL INFORMATION

Address: THE CANADA LUMBERMAN, Toronto

DUNBAR'S CLAPBOARD MACHINE

## ALEX. DUNBAR & SONS

**Woodstock, N.B.**

Manufacturers of . . . . .

# Saw-Mill Machinery

OF ALL KINDS

Including ROTARY SAW MILLS (3 sizes), CLAPBOARD SAWING MACHINES, CLAPBOARD PLANING AND FINISHING MACHINERY, SHINGLE MACHINES, STEAM ENGINES, Etc.

WRITE FOR FURTHER PARTICULARS

**ALEX. DUNBAR & SONS - Woodstock, N. B.**

**USE THE FAMOUS .. PINK LUMBERING TOOLS**

Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks

Cant Hook Handles, Peavy Handles } By Car Load or Dozen

Pike Poles, Skidding Tongs, Boom Chains

**Lowest Prices** ◎ **THOMAS PINK** ◎ **PEMBROKE, ONT.**

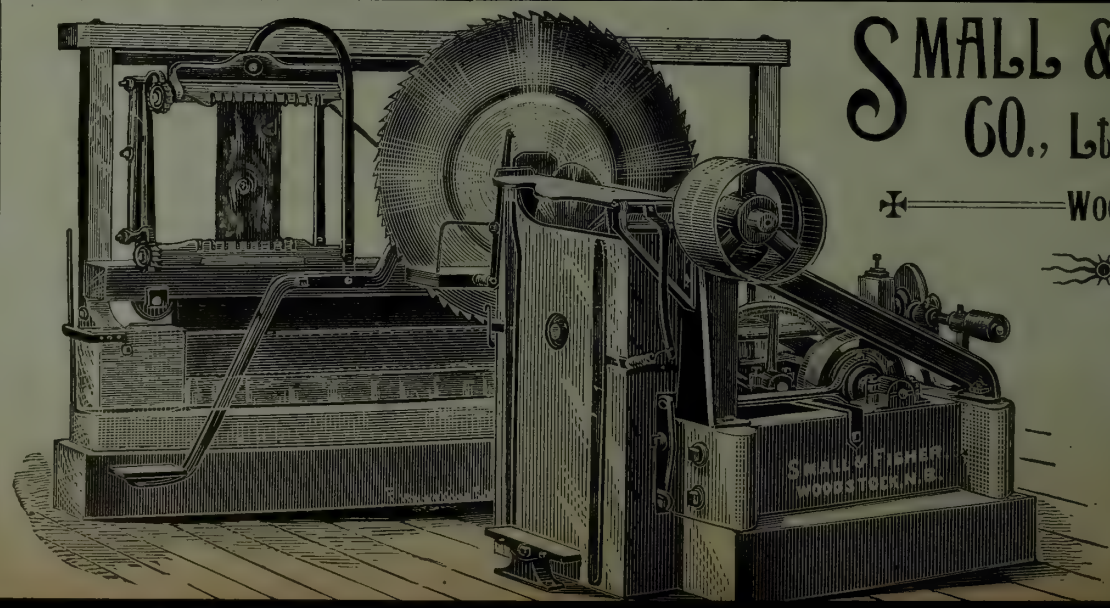
Please mention the CANADA LUMBERMAN when corresponding with advertisers.

OUR EXTRA HAND-MADE

## AXE

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

**CAMPBELL BROS.**
Mnfrs.
**St. John, N. B.**




## SMALL & FISHER CO., Ltd.

Woodstock, N. B.

# Patent Shingle Machine

# THE CANADA LUMBERMAN

WOOD-WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XVIII. NUMBER 7. | TORONTO, ONT., JULY, 1897 | TERMS, $1.00 PER YEAR Single Copies, 10 Cents.

## MAGNOLIA METAL

In Use by Ten Leading Governments.

BEST ANTI-FRICTION METAL

For All Machinery Bearings

## MAGNOLIA METAL CO.

OWNERS AND SOLE MANUFACTURERS

266 and 267 West Street, NEW YORK

Chicago Office: TRADERS BUILDING.

Montreal Office: Messrs. Caverhill, Learmont & Co., Agents.

London Office: No. 49 QUEEN VICTORIA STREET, LONDON, E. C.

FOR SALE BY ALL DEALERS

For One Three-Cent Postage Stamp we will send any Engineer mentioning this paper a 15-inch Brass-Edged Ruler.

## THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office: TORONTO, ONT.

Cable and Telegraph Address, "Royelectric."

MANUFACTURERS OF

## Electrical Machinery and Apparatus

... FOR ...

LIGHT and POWER

SPECIAL ATTENTION GIVEN TO

LONG DISTANCE TRANSMISSION OF ELECTRICITY FOR LIGHT AND POWER

ALSO FOR

ELECTRIC PLANTS FOR MILLS

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

## MEWER AUTOMATIC DRILLER $3.00 NET.

The Cheapest and Most Convenient Drilling Machine ever produced. Drills holes from 1/8 to 7/8". Is Quick to Adjust, requires very little Power to Operate, and can be used in connection with any ordinary Breast Brace

DARLING BROTHERS

Reliance Works - MONTREAL

## DODGE

Wood Split Pulleys and

Split Friction Clutch Pulleys and

Cut-Off Couplings in use in all the Big Mills.

Saw Mill Men Get our Prices • DODGE WOOD SPLIT PULLEY CO.

Works: TORONTO JUNCTION Office: 74 York Street, TORONTO

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED.*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING AND LACE LEATHER

Danville, Que.

Feather-Edge 4 Ft.

## SPRUCE .. CLAPBOARDS

Write for Prices. For Sale in Car Lots.

C. H. PARKER

Scotstown - Compton Co., Que.

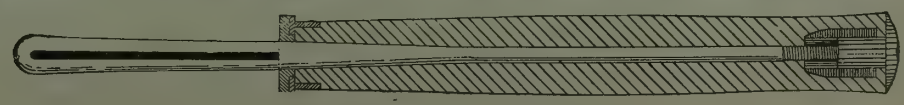
All Grades of

## CROSS-CUT SAWS

at Lowest Prices

.... SOLE MANUFACTURERS OF ...

## The "Burns" Patent Handle



PATENTED JUNE 26th, 1893

**Positively the Strongest Handle Made**

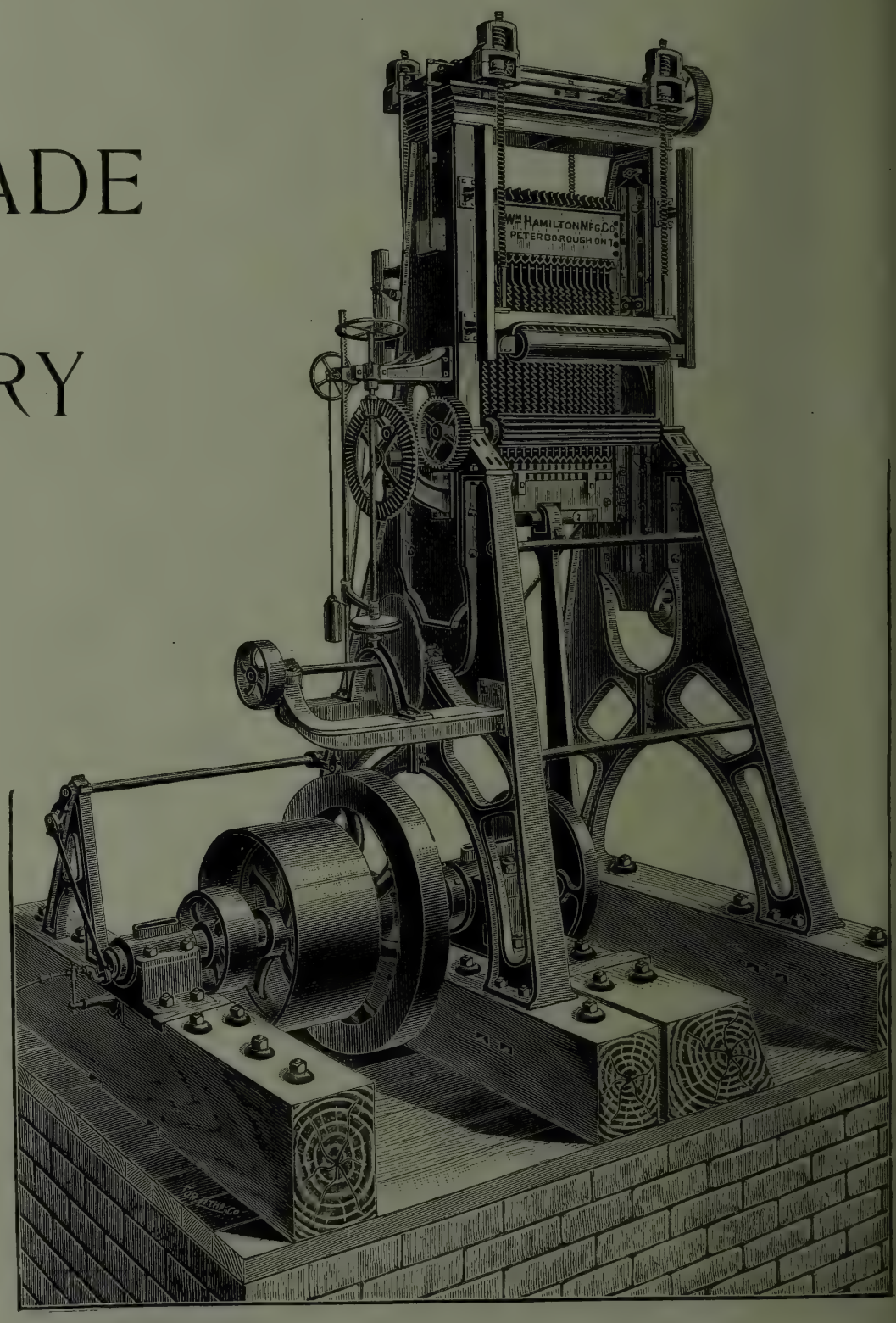
Ask your Hardware Merchant for our Goods. -:- Special Quotations on Large Quantities.

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a
Complete Line of

HIGH GRADE
SAW-MILL
MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

WE are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

## The Wm. Hamilton Mfg. Co., Ltd.

Branch Office: VANCOUVER, B. C.

PETERBOROUGH, ONT.

# THE CANADA LUMBERMAN

VOLUME XVIII. NUMBER 7. | TORONTO, ONT., JULY, 1897 | TERMS, $1.00 PER YEAR Single Copies, 10 Cents.

## THE DUTY ON HARDWOODS.

MR. J. McGregor, of Owen Sound, Ont., writes to the Toronto Globe as follows on the subject of a duty on hardwood lumber :

Some dissatisfaction is being expressed by the lumbermen throughout the Georgian Bay district at the government because they have failed to make any provision for an export duty on saw logs in the event of the Dingley bill, now before the American Senate, becoming law in its present form, as far as it is applicable to Canadian lumber. But the lumbermen have shown a want of unanimity of opinion among themselves on this subject, as instanced by one body who waited upon the government a few weeks ago, asking for an export duty on logs in case the Americans should impose an import duty of more than one dollar per thousand feet on manufactured lumber, whilst another body who met a few days ago repudiated the views of the former and disowned their willingness to submit to a duty of over one dollar on lumbe and asked the government to meet any such import duty by an export duty of a similar amount on saw logs and pulp-wood.

Our government have no doubt acted wisely in deciding to hold out no threat of retaliation in this matter, while the bill is yet before the American Senate, and where it is likely to be considerably modified before it finally becomes law. That body is well aware of the temper of the Canadian people in this matter. A large number of saw mill owners, operating in Michigan, and who depend upon Canadian logs to supply their mills—together with other Americans who are operating on this side of the line—are, or have been, in Washington for some time, fighting against the imposition of more than one dollar on Canadian pine lumber ; and while there is yet a strong probability of the duty being placed at the latter figure, and a possibility, however remote, of its being entirely abolished, our government have, I think, acted wisely in waiting the issue of events. It is altogether likely that the Canadian parliament will still be in session when the Dingley bill finally becomes law, and there will then be opportunity to act upon it.

I understand that in the Dingley bill, as passed by Congress, hardwoods are taxed equally with pine at $2 per thousand feet, and as no one has been saying a word for the poor hardwood men, it is likely to be left at that figure, no matter what is done with pine. Now, this will be a great hardship on hundreds of small saw mill men throughout the Dominion, but principally in western Ontario, who operate almost exclusively in hardwoods, the pine having long since disappeared from their lands. They purchase their logs chiefly from the surrounding farmers, who cut and haul them in the winter season when other work is scarce, and it is a considerable source of revenue to them. These saw mill men, like the pine men, depend largely upon the American market to dispose of their products, and if the two dollar clause goes into effect, it will almost entirely shut them out of that market, for a time at least, until the return of better times may have the effect of stimulating the demand and raising the price.

It is to be hoped, if any hint has been, or is likely to be given by our government to the authorities at Washington as to its probable action in the matter of an export duty on logs in case the lumber duties are not modified, that the interests of the hardwood men will receive equal consideration with those of the larger and wealthier pine men.

## MR. D. H. GILLIES.

WE have pleasure in presenting to our readers the accompanying portrait and particulars of Mr. D. H. Gillies, manager of the firm of S. Gillies

MR. D. H. GILLIES.

& Son, lumber dealers and saw mill proprietors, of London, Ont.

Mr. Gillies was born near Buckinham, on the Ottawa river, on May 21st, 1861. When about 12 years of age his father moved to western Ontario, starting a lumber business at Ailsa Craig. After leaving school the subject of our sketch entered into partnership with his father and brother in the Ailsa Craig mills, and two years ago, wishing to still further enlarge their already prosperous business, they purchased the London mill, which Mr. D. H. Gillies is now running. The volume of business of the first year, coupled with present prospects for a large trade in 1897, indicate his good judgment in the venture.

Mr. Gillies confines his operations at London mostly to hardwoods, sawing the greater part of his lumber from logs brought in from all parts of the country, and shipping the products of his mill to different points in Ontario, Quebec and the United States. He has already acquired an enviable reputation for the quality of his output, and always obtains the highest prices ruling.

Owing to the first-class education in the business obtained under the direction of his father, Mr. S. Gillies, of Ailsa Craig (who is well known as one of the best experts in the timber line), Mr. Gillies is enabled to give a practical supervision to the minute details which always ensure success to any line of business. To meet the demands of his trade he has been obliged to put in a larger engine, of Leonard make, which together with a new Waterous carrier, has just been put in operation. He is also a clever machinist, as evidenced by the labor-saving and work-facilitating devices of his own construction in his mill, which has a capacity of 50,000 feet per day. As an expert judge of timber and lumber he enjoys a wide reputation. The yard at the mill is well stocked with logs, and orders are already booked to cover almost the entire season's output. Eighteen hands are employed at London. Besides the mills at Ailsa Craig, which employ about 50 men, the firm have a large mill at Davidson, Michigan, managed by Mr. John Gillies.

Mr. D. H. Gillies has recently purchased the London Show Case Works.

## FORESTRY TREATMENT.

A DETAILED report on forestry made by the Committee of the National Academy of Science has been laid before the United States Senate. The report goes into details as to the European experiments regarding the influence of forests upon climate and spring flow, and says that figures demonstrate a considerable progressive reduction in the mean annual, and lowest water levels upon all the chief rivers draining central Europe. Millions of dollars have been expended in recent years in Europe in checking the force of floods, due to denuded mountain slopes, by the construction of dams and river-beds, and the committee predicts similar expenditures on this continent to maintain the narrow valleys of the west habitable.

The report also condemns the government's action in permitting free pasturage on the reserved lands, not only because of the damage thereby done to them, but because of the fact that one class only is deriving benefit therefrom. In order to be just to all sections, land more valuable for its mineral deposits or agricultural crops than its timber should be taken from the reservations and sold to miners or farmers.

On these lines a general scheme for the administration of reserved lands by the government has been submitted.

---

The most scientific forester in Europe says the oldest trees in Northern Europe are the pines of Norway and Sweden, and that these are not known to live more than 570 years. Germany's oldest oaks live only a little more than 300 years.

## OCEAN LOG RAFTING.

IN commenting on the proposition to extend the enterprise of rafting logs from Columbia river and Puget Sound to San Francisco, an old sea captain, who has been engaged in carrying lumber down the coast for years, lately said at Tacoma that there was nothing dangerous to the vessel interest in the proposed innovation, says the Northwestern Lumberman. He said they could build cigar-shaped rafts, and then build some more, but that would not feaze the carrying trade by vessels. His idea is that there are too many fathoms of chain, too many thousands of pounds of iron, too many days' labor, which go into the construction of such rafts, to make the venture profitable. This sea captain says that it is not the profits on landing logs in San Francisco that the promoters of the cigar-shaped floats are looking for, but it is a scheme to get mill operators to pay a royalty of $15,000 each for the privilege of using the cradle and chain-securing devices, which are patented. This oracle from the seas says that it is not log rafts which are to revolutionize the lumber-carrying business of the Pacific coast, and to relegate the wind-jamming drovers to the bone-yard. It is barges that are going to do the business, in his view, and the day of their introduction is not far distant. If the wind comes fair the towing steamer has but little strain in bringing her tow along. If the wind comes foul, she tows as long as any headway is to be made. With a nasty gale and heavy sea, the tug gets her tow well off shore, signals the barges to slip their lines and make sufficient sail with which to lie to. Then the steamer drops them, lies near until the gale subsides, and with an easy run again picks up her string of barges, and continues down the coast.

## BAND VS. CIRCULAR SAW.

THE following table, showing the saving in lumber effected by the use of a band saw in comparison with a circular saw, is compiled by Mr. R. A. Johnston, of Bay City, Mich., and furnished to THE LUMBERMAN for publication. The band saw scale is figured on light ⅛ inch, and the rotary scale on light ¼ inch.

## TABLE SHOWING SAVING IN LUMBER EFFECTED BY BAND MILL OVER CIRCULAR MILL.

### CIRCULAR SAW SCALE.

| Diameter of Log. | Length of Log. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | 12 Feet. | 14 Feet. | 16 Feet. | 18 Feet. | 20 Feet. | 22 Feet. | 24 Feet. | 26 Feet. | 28 Feet. |
| 6" | 13 | 15 | 17 | 19 | 21 | 23 | 26 | 28 | 30 |
| 7 | 24 | 28 | 32 | 36 | 40 | 44 | 48 | 52 | 56 |
| 8 | 31 | 36 | 41 | 46 | 51 | 56 | 62 | 67 | 72 |
| 9 | 36 | 42 | 48 | 54 | 60 | 66 | 72 | 78 | 84 |
| 10 | 53 | 61 | 70 | 79 | 88 | 97 | 106 | 114 | 123 |
| 11 | 62 | 72 | 82 | 93 | 103 | 113 | 124 | 134 | 144 |
| 12 | 79 | 92 | 105 | 118 | 131 | 144 | 158 | 171 | 184 |
| 13 | 90 | 105 | 120 | 135 | 150 | 165 | 180 | 195 | 210 |
| 14 | 109 | 127 | 145 | 163 | 181 | 199 | 218 | 236 | 254 |
| 15 | 124 | 144 | 165 | 186 | 206 | 227 | 248 | 268 | 289 |
| 16 | 145 | 169 | 193 | 217 | 241 | 265 | 290 | 314 | 338 |
| 17 | 164 | 191 | 218 | 246 | 273 | 300 | 328 | 355 | 382 |
| 18 | 183 | 213 | 244 | 274 | 305 | 335 | 366 | 396 | 427 |
| 19 | 210 | 245 | 280 | 315 | 350 | 385 | 420 | 455 | 490 |
| 20 | 233 | 271 | 310 | 349 | 388 | 427 | 466 | 504 | 543 |
| 21 | 254 | 296 | 338 | 381 | 423 | 465 | 508 | 550 | 592 |
| 22 | 287 | 334 | 382 | 430 | 478 | 526 | 574 | 621 | 669 |
| 23 | 308 | 359 | 410 | 462 | 513 | 564 | 616 | 667 | 718 |
| 24 | 343 | 400 | 457 | 514 | 571 | 628 | 686 | 743 | 800 |
| 25 | 372 | 434 | 496 | 558 | 620 | 682 | 744 | 806 | 868 |
| 26 | 405 | 472 | 540 | 607 | 675 | 742 | 810 | 877 | 945 |
| 27 | 436 | 508 | 581 | 654 | 726 | 799 | 872 | 944 | 1017 |
| 28 | 475 | 554 | 633 | 712 | 791 | 870 | 950 | 1029 | 1108 |
| 29 | 508 | 588 | 672 | 756 | 840 | 924 | 1008 | 1092 | 1176 |
| 30 | 542 | 632 | 722 | 813 | 903 | 993 | 1084 | 1174 | 1264 |
| 31 | 584 | 681 | 778 | 876 | 973 | 1070 | 1168 | 1265 | 1362 |
| 32 | 617 | 719 | 822 | 925 | 1028 | 1131 | 1234 | 1336 | 1439 |
| 33 | 656 | 765 | 874 | 984 | 1093 | 1202 | 1312 | 1421 | 1530 |
| 34 | 701 | 817 | 934 | 1051 | 1168 | 1285 | 1402 | 1518 | 1635 |
| 35 | 740 | 863 | 986 | 1110 | 1233 | 1356 | 1480 | 1603 | 1726 |
| 36 | 791 | 922 | 1054 | 1186 | 1318 | 1450 | 1582 | 1713 | 1845 |
| 37 | 832 | 970 | 1103 | 1248 | 1386 | 1525 | 1664 | 1802 | 1941 |
| 38 | 857 | 999 | 1142 | 1285 | 1428 | 1571 | 1714 | 1856 | 1999 |
| 39 | 928 | 1082 | 1237 | 1392 | 1546 | 1701 | 1856 | 2010 | 2165 |
| 40 | 971 | 1132 | 1294 | 1456 | 1618 | 1780 | 1942 | 2103 | 2265 |
| 41 | 1032 | 1204 | 1376 | 1548 | 1720 | 1892 | 2064 | 2236 | 2408 |
| 42 | 1073 | 1251 | 1430 | 1609 | 1788 | 1967 | 2146 | 2324 | 2503 |
| 43 | 1128 | 1316 | 1504 | 1692 | 1880 | 2068 | 2256 | 2444 | 2632 |
| 44 | 1183 | 1380 | 1577 | 1774 | 1971 | 2168 | 2366 | 2563 | 2760 |
| 45 | 1230 | 1435 | 1640 | 1845 | 2050 | 2255 | 2460 | 2665 | 2870 |
| 46 | 1299 | 1515 | 1732 | 1948 | 2165 | 2381 | 2598 | 2814 | 3031 |
| 47 | 1342 | 1565 | 1789 | 2013 | 2236 | 2460 | 2684 | 2907 | 3131 |
| 48 | 1413 | 1648 | 1884 | 2119 | 2355 | 2590 | 2826 | 3061 | 3297 |
| 49 | 1474 | 1719 | 1965 | 2211 | 2456 | 2702 | 2948 | 3193 | 3439 |
| 50 | 1531 | 1786 | 2041 | 2296 | 2551 | 2806 | 3062 | 3317 | 3572 |
| 51 | 1612 | 1880 | 2149 | 2418 | 2686 | 2955 | 3224 | 3492 | 3761 |
| 52 | 1655 | 1930 | 2206 | 2482 | 2758 | 3034 | 3310 | 3585 | 3861 |
| 53 | 1730 | 2018 | 2306 | 2595 | 2883 | 3171 | 3460 | 3748 | 4036 |
| 54 | 1797 | 2096 | 2396 | 2695 | 2995 | 3294 | 3594 | 3893 | 4193 |
| 55 | 1870 | 2181 | 2493 | 2805 | 3116 | 3428 | 3740 | 4051 | 4363 |
| 56 | 1943 | 2266 | 2590 | 2914 | 3238 | 3562 | 3886 | 4209 | 4533 |

### BAND SAW SCALE.

| Diameter of Log. | Length of Log. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | 12 Feet. | 14 Feet. | 16 Feet. | 18 Feet. | 20 Feet. | 22 Feet. | 24 Feet. | 26 Feet. | 28 Feet. |
| 6" | 15 | 17 | 20 | 22 | 25 | 27 | 30 | 32 | 35 |
| 7 | 26 | 30 | 34 | 39 | 43 | 47 | 52 | 56 | 60 |
| 8 | 31 | 36 | 41 | 46 | 51 | 56 | 62 | 67 | 72 |
| 9 | 46 | 53 | 61 | 69 | 76 | 84 | 92 | 99 | 107 |
| 10 | 55 | 64 | 73 | 82 | 91 | 100 | 110 | 119 | 128 |
| 11 | 70 | 81 | 93 | 105 | 116 | 128 | 140 | 151 | 163 |
| 12 | 84 | 98 | 112 | 126 | 140 | 154 | 168 | 182 | 196 |
| 13 | 102 | 119 | 136 | 153 | 170 | 187 | 204 | 221 | 238 |
| 14 | 117 | 136 | 156 | 175 | 195 | 214 | 234 | 253 | 273 |
| 15 | 136 | 158 | 181 | 204 | 226 | 249 | 272 | 294 | 317 |
| 16 | 157 | 183 | 209 | 235 | 261 | 287 | 314 | 340 | 366 |
| 17 | 182 | 212 | 242 | 273 | 303 | 333 | 364 | 394 | 424 |
| 18 | 203 | 236 | 270 | 304 | 338 | 372 | 406 | 439 | 473 |
| 19 | 232 | 270 | 309 | 348 | 386 | 425 | 464 | 502 | 541 |
| 20 | 255 | 297 | 340 | 382 | 425 | 467 | 510 | 552 | 595 |
| 21 | 276 | 322 | 368 | 414 | 460 | 506 | 552 | 598 | 644 |
| 22 | 313 | 365 | 417 | 469 | 521 | 573 | 626 | 678 | 730 |
| 23 | 336 | 392 | 448 | 504 | 560 | 616 | 672 | 728 | 784 |
| 24 | 375 | 437 | 500 | 562 | 625 | 687 | 750 | 812 | 875 |
| 25 | 428 | 499 | 570 | 642 | 713 | 784 | 856 | 927 | 998 |
| 26 | 443 | 516 | 590 | 664 | 738 | 812 | 886 | 959 | 1033 |
| 27 | 496 | 578 | 661 | 744 | 826 | 909 | 992 | 1074 | 1157 |
| 28 | 515 | 600 | 686 | 772 | 858 | 944 | 1030 | 1115 | 1201 |
| 29 | 560 | 653 | 746 | 840 | 933 | 1026 | 1120 | 1213 | 1306 |
| 30 | 593 | 691 | 790 | 889 | 988 | 1087 | 1186 | 1284 | 1383 |
| 31 | 636 | 742 | 848 | 954 | 1060 | 1166 | 1272 | 1378 | 1484 |
| 32 | 675 | 787 | 900 | 1012 | 1125 | 1237 | 1350 | 1462 | 1575 |
| 33 | 722 | 842 | 962 | 1083 | 1203 | 1323 | 1444 | 1564 | 1684 |
| 34 | 767 | 894 | 1022 | 1150 | 1278 | 1406 | 1534 | 1661 | 1789 |
| 35 | 822 | 959 | 1096 | 1233 | 1370 | 1507 | 1644 | 1781 | 1918 |
| 36 | 887 | 1034 | 1182 | 1330 | 1478 | 1626 | 1774 | 1921 | 2069 |
| 37 | 916 | 1068 | 1221 | 1374 | 1526 | 1679 | 1836 | 1984 | 2137 |
| 38 | 965 | 1125 | 1286 | 1447 | 1608 | 1769 | 1930 | 2090 | 2251 |
| 39 | 1018 | 1187 | 1357 | 1527 | 1696 | 1866 | 2036 | 2205 | 2375 |
| 40 | 1069 | 1247 | 1425 | 1603 | 1781 | 1959 | 2138 | 2316 | 2494 |
| 41 | 1130 | 1318 | 1506 | 1695 | 1883 | 2071 | 2260 | 2448 | 2636 |
| 42 | 1187 | 1384 | 1582 | 1780 | 1978 | 2176 | 2374 | 2571 | 2769 |
| 43 | 1236 | 1442 | 1648 | 1854 | 2060 | 2266 | 2472 | 2678 | 2884 |
| 44 | 1309 | 1527 | 1745 | 1963 | 2181 | 2399 | 2618 | 2836 | 3054 |
| 45 | 1362 | 1589 | 1816 | 2043 | 2270 | 2497 | 2724 | 2951 | 3178 |
| 46 | 1425 | 1662 | 1900 | 2137 | 2375 | 2612 | 2850 | 3087 | 3325 |
| 47 | 1492 | 1740 | 1989 | 2238 | 2486 | 2735 | 2984 | 3232 | 3481 |
| 48 | 1567 | 1828 | 2089 | 2350 | 2611 | 2872 | 3134 | 3395 | 3656 |
| 49 | 1630 | 1901 | 2173 | 2445 | 2716 | 2988 | 3260 | 3531 | 3803 |
| 50 | 1703 | 1986 | 2270 | 2554 | 2838 | 3122 | 3406 | 3689 | 3973 |
| 51 | 1778 | 2074 | 2370 | 2667 | 2963 | 3259 | 3556 | 3852 | 4148 |
| 52 | 1837 | 2143 | 2449 | 2755 | 3061 | 3367 | 3674 | 3980 | 4286 |
| 53 | 1910 | 2228 | 2546 | 2865 | 3183 | 3501 | 3820 | 4138 | 4456 |
| 54 | 1977 | 2306 | 2636 | 2965 | 3295 | 3624 | 3954 | 4283 | 4613 |
| 55 | 2046 | 2387 | 2728 | 3069 | 3410 | 3751 | 4092 | 4433 | 4774 |
| 56 | 2131 | 2486 | 2841 | 3196 | 3551 | 3906 | 4262 | 4617 | 4972 |

## CROWN TIMBER AGENTS AND FOREST RANGERS.

In connection with the biographies of crown timber agents which appeared in our June issue, we print herewith portraits and some particulars of Messrs. S. M. Johnson and Wm. Russell, who in addition to acting as timber agents in their respective localities, also superintend the forest ranging.

### MR. STURGIS M. JOHNSON.

Stationed at Arnprior, in the county of Renfrew, Mr. Johnson has charge of the section of country which forms the centre and lower Ottawa wood ranging districts. He was born in the town of L'Orignal, county of Prescott, in 1839, was for a number of years deputy registrar for that county, and during that time held several municipal offices, such as auditor for the counties of Prescott and Russell, and municipal clerk, holding the latter office for nine years.

In the fall of 1871 Mr. Johnson was appointed a forest ranger for the Ontario government, under Mr. Wm. Russell, of Pembroke, remaining there two years, when he was moved to the Mississippi district and placed in charge of part of that district. In 1878 he was appointed a superintendent of forest rangers in the districts now under his supervision, which stretches over a large section of country, beginning at the south shore of the Ottawa river at the northern boundary of the township of Horton, continuing in a westerly direction, taking in all the section of country drained by the Bonnechere river, continuing in a north-westerly course to the north-west corner of the township of Osler, which borders on the Parry Sound district, and taking in all the country drained by the Petawawa river on the south side; thence in a southerly and easterly direction to the Ottawa river, also embracing all the country drained by the Madawaska and Mississippi rivers.

When Mr. Johnson first entered that section of country, the standing green pine covered, he says, a very large part of the section described, and, were it not for fires, there would now be pine to supply all demands for the next fifty years. The Ottawa, Arnprior and Parry Sound Railway, running up the Madawaska country, has opened up a demand for all other kinds of woods, which are being bought up by speculators and shipped to Montreal and Quebec for exportation. He has two very efficient assistants, Messrs. John Brady, of Renfrew, and James Halliday, of Springtown, who do a large share of the ranging, and report to him each lumber camp's output, making a visit to each camp two and often three times during the season.

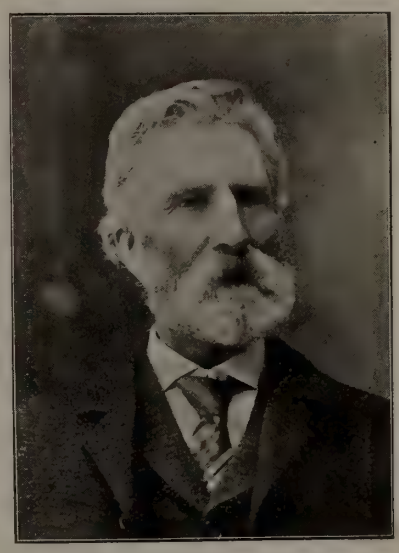
Mr. Sturgis M. Johnson.

A large percentage of the logs cut are scaled and their measurements tested with the operators cullers' measurements, which are taken from the latter's books and returned to Mr. Johnson's office, and by him entered, averaged and compared, and the whole, with full information, reported by him each month to the Department of Crown Lands at Toronto. At the close of the season full returns, such as cullers' measurements, affidavits of cullers, foremen and jobbers, as well as those of owners of located lots, are taken, and the whole compared with the winter returns, when a general statement is rendered under oath by each license holder or his manager and sent to the Department at Toronto. The area over which Mr. Johnson's district covers amounts to about 10,000 square miles.

Mr. Johnson holds three commissions as an officer in the volunteer service, and was out as lieutenant in No. 3 company, 18th batallion, Hawkesbury Infantry, in the Fenian Raid of 1866.

### MR. WILLIAM RUSSELL.

Mr. Russell was born in Fifeshire, Scotland, in the year 1824, his earliest recollection taking him back to the east mains of Balcaras, adjoining the west mains on which was the castle where dwelt Lord Lindsay, by whom Mr. Russell's father was employed as land agent. Being educated at the parish school and Madras College, he entered the dry-goods business in Dundee, remaining there about three years, then spent nine months in Dublin, at which time he resolved to see Canada and embarked in a sailing vessel for Quebec, arriving there in May, 1840, after a rough passage of 66 days. While in Quebec he met a prominent lumberman of those days, one Archibald Wilson. In relating his experiences since that time, Mr. Russell says:



Mr. William Russell.

"I engaged with him and went to Richmond and took charge of his store until the autumn of 1841, when I started for his lumbering operations on the Madawaska river, there being four of us, with a few cattle that we were taking up for the shanties. In those days we used oxen for laying up timber. We had a guide with us and no provisions except for dinner the first day. The canoe with provisions and our blankets was to meet us at certain points each night along the river, but unfortunately our guide lost his reckoning, and the consequence was we were three days and two nights out with nothing to eat and no blankets, and to crown all, our spunk got wet with wading creeks, and four inches of snow having fallen on us, we could make no fires. I remained five years with Mr. Wilson, taking a hand at everything, as all clerks had to do then. I then went with Mr. James Skead as book-keeper at his works, repairing and altering slides and dams on the Madawaska. An incident may be here mentioned of having foolishly run the High Falls slide on a stick of timber in company with the foreman, who was severely bruised. However, I came off safely. I then took out a raft of square timber for Arthur McArthur, drawing it from near the Clyde to Kalabogie Lake, the timber averaging 90 feet, for which he got six pence per foot and cleared some money. I then thought I would try the Ottawa river, and engaged with Alexander Powel, who lumbered at Deux Riviere. The succeeding year he sold out to John and David Bell, with whom I remained for six or seven years, dealing altogether in square timber. They made money at Deux Riviere, but went into purchasing job lots down in this quarter and got behind. I have lumbered both for myself and C. O'Kelly on Indian river since then in square timber."

"Two years were then spent in the mercantile business, after which I took an agency on the Coulonge river for Osborne, where we had three shanties in logs and two in square timber. In the spring of 1868 I was engaged by Thos. H. Johnson to inaugurate a system of fire ranging, being well acquainted with lumbering. I have been in the employment of the Ontario government ever since, was the first one ever engaged in the business, and I believe now the oldest holding the same position. For the first few years we took note only of operations in the settled townships, but finally took note of all cutting, which we report to the Department in Toronto. It was found, however, in this district, that it would facilitate matters to report the square timber to the Ottawa Agency direct, this being the only communication we have with that office."

Mr. Russell's district commences with the township of Ross, and from there extends up the Ottawa river, including all on Petewawa river excepting the townships adjacent to the head waters of the Bonnechere, and more accessible from there, and extending up the Ottawa river as far as any lumbering may be carried on in Ontario. It also embraces the Mattawa river and its tributaries. The timber in the district is somewhat similar to other districts, but chiefly pine for merchantable purposes, and in a great many places large quantities of spruce, well suited for sawn lumber. Mr. Russell states that the hardships he had to endure when first he went lumbering are now unknown on the Ottawa river; the camps or shanties are now made habitable, and in mostly all lumbering camps a well-served meal is given, whereas in former years all we could count on was pork and bread with pea soup—no tea unless you purchased it at one dollar a pound. All fared alike in that respect; in fact, none but the toughest of constitutions survived.

## MAKING MAPLE SUGAR.

Mr. Newlin Williams tells in the Forester how a fortune was once made in maple sugar. He concludes that a fortune awaits the man who shall discover this lost process of clarifying and moulding it so as to be popular. Thus he writes: "Some members of the New Jersey Forestry Association may have seen a man who, twenty years or more past, travelled on the Delaware Valley lines of the Pennsylvania Railroad, bent on selling maple sugar. His article was so much in demand that he made a comfortable fortune in selling it. Where he got the crude sugar is not known, but by some process, either borrowed from New England or original with himself, he clarified it, moulded it, and sold in pairs of oblong cakes done np in colored papers into attractive packages. Old folks and children alike confessed they knew no such delicious morsel. The sugar was dark-colored, hard, dry, brittle and free from grit, of fine strong flavor, and as clear as the red and yellow can is so popular to-day with the children at the holidays. The secret seems to have perished with the man, for none have seen so choice a product before or since.

The Oswego Lumbermen's Exchange have adopted the following resolution: "Whereas, the Canadian government has sent commissioners to Washington for the purpose of effecting closer trade relations with this country, and has given evidence of an intent to be very liberal in the matter; therefore, be it resolved, that now is the opportune time to secure a free Welland canal for American bottoms and American merchandise; that this should be accomplished in the interests of the great grain-growing sections of our country, and the immense carrying trade of the lakes, as it will furnish immediate relief in getting our grain to market, and in the rate of freight upon this grain, as well as upon coal and other commodities carried to the west for consumption; further, resolved, that we respectfully request our representative, the Hon. Charles A. Chickering, to make every effort to secure such action as will obtain a free Welland canal.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

C. H. MORTIMER
PUBLISHER
CONFEDERATION LIFE BUILDING, TORONTO
BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:
One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the tr[illegible] Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

### *TO VISITING LUMBERMEN.*

*Lumbermen visiting Toronto are invited to use the office of the CANADA LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way they may desire.*

## APPOINTMENT OF A FORESTRY COMMISSION.

THE Ontario government has set a laudable example to the other provinces of the Dominion by its recent appointment of a Forestry Commission. This commission is composed of Messrs. Thomas Southworth, Clerk of Forestry, who is acting secretary; E. W. Rathbun, of Deseronto; John Bertram, of the Collins Inlet Lumber Co., of Toronto; Alexander Kirkwood, Chief Clerk of the Lands Branch, Crown Lands Department; and J. B. McWilliams, crown timber agent, of Peterboro'. Each of these gentlemen has devoted considerable time and attention to a study of the forestry problem in its many aspects, and it would be a difficult matter to select a commission of five persons from whom a more thorough and beneficial consideration of the subject might be expected.

The duties of the commission are of a widespread character. They include an investigation of the condition of the cleared or partially cleared lands of the province for the purpose of inaugurating plans for the perpetuation of the timber crop, in connection with which suitable reserves to be withdrawn from settlement for the purpose of reforestation will be reported upon, and means devised for protecting these reserves, as well as the present forests, from destruction by fire and other causes. The chief work will probably be found to be in the Lake Superior and Temiscamingue districts, which will probably be visited by the entire commission, but until the inaugural meeting is held, which is expected to be early in July, nothing definite is known regarding the course to be pursued.

This action on the part of the Ontario government is almost a direct outcome of the establishment of a Forestry Department. Not many years ago the opinion was quite general that pine forests, when cut down, gave growth to a crop of less valuable trees, such as poplar, birch, jack pine, etc. So universal was this belief that no one thought of disputing the claim. But investigations made within the past two years by the present Clerk of Forestry have proven that under ordinarily favorable conditions a re-growth of white pine will follow. Recent investigations by other students of forestry also confirm this view. Consequently the government have acted wisely in taking steps to perpetuate our forest wealth, and hand down to posterity a valuable asset.

The commission will present its report at the next session of the legislature, at which time its duties will have been fulfilled. We have no doubt, however, that the government will authorize the continuation of the work for a longer period.

## IMPORT AND EXPORT DUTIES.

BY a majority of eighteen the United States Senate have adopted the wood schedule practically as reported by the Finance Committee, the most important item of which is the placing of a duty of $2 per thousand feet on all imported rough lumber except whitewood, sycamore and basswood. Several senators strongly opposed the duty, and Mr. Vest moved an amendment excepting white pine from the operation of the law. This, however, was defeated, and it now seems probable that the bill will finally become law, and be signed by the president early in August.

This action on the part of the United States has naturally aroused a strong sentiment in Canada in favor of protecting our own industries, and not allowing our forests to be depleted for the building up of foreign countries. The proviso in the bill imposing an additional tax on lumber in case any country should place an export duty on saw-logs is regarded as an unqualified display of selfishness, and the opinion is freely expressed that the Dominion government should impose an export duty regardless of the immediate consequences. This would no doubt bring the United States government to a partial realization at least that there are mutual advantages to be gained by fair treatment, inasmuch as that country is to some extent dependent upon Canada for a supply of pulp wood, while Michigan lumbermen who obtain their raw material from the Georgian Bay district would be compelled to close their mills, to the ruination of many cities and towns.

Acting upon representations made by lumbermen and others, the Dominion government has given power to the Governor-General to impose this export tax whenever the Cabinet shall so decide. Sir Wilfrid Laurier, in a recent speech in London, England, stated that we were anxious to maintain friendly relations with the United States, but as that country had shown no desire to meet Canada on reasonable terms, we would be obliged to find markets elsewhere. From this it would appear that the Canadian government had decided to retaliate against the lumber duty by an export duty on saw-logs and pulpwood. Before taking this step, however, it would be well to study carefully the effects of such a duty upon the country.

Many hardwood dealers and manufacturers are opposed to the export duty. They claim that the United States consumer will pay the import duty of $2 per thousand feet, but when the amount of the export duty is added thereto, they will be compelled to abandon the United States market. In this connection a letter is published in another column setting forth some of the difficulties of entering the foreign markets. Any action which would seriously cripple the hardwood industry would prove disastrous to the country at large, notwithstanding that, judging from the arguments put forth by deputations at Ottawa and by the writers in the daily press, it would appear that pine was the only lumber made in Canada. There is manufactured in Ontario in one year many million feet of hardwood lumber. This is not made, like pine lumber, in mammoth mills, where the cost of manufacture is reduced to the minimum by labor-saving machinery, but in smaller mills, at a larger cost per thousand feet, thus distributing a large amount of money in new sections of country. These mills are in many cases the nucleus of the village which in course of time grows up around them, and should therefore be given every encouragement. The owners of these claim that they should not be called upon to pay for the protection of a few limit-holders on the Georgian Bay.

An export tax on saw-logs would no doubt limit the exportation of the same, as would also be the case with pulp-wood. Until new markets were found sufficient to consume our production of lumber, the price thereof would certainly depreciate, and likewise the price of timber limits. The former would prove a hardship to the small manufacturer with limited capital.

Were the Americans holding limits on the Georgian Bay to remove their mills to Canada, their output would come in direct competition with that of Canadian manufacturers, both in the local and foreign markets, as the United States market would practically be out of the question. Thus competitors would be brought into the field, resulting in low prices.

These and other disadvantages should be weighed before any definite action is taken. Looking at the other side of the question, it seems to be manifestly unjust that our logs should be taken out of the country free of duty and manufactured into lumber for the American market, while lumber manufactured on this side of the line cannot be placed on the same market except by the payment of a $2 duty.

Before leaving this subject, we must refer to the injustice of permitting lumber to be imported into this country free of duty. This is a point which has been overlooked by both legislators and lumbermen, the opinion evidently prevailing that no lumber is imported into Canada from the United States. This is far from being the case. Owing to the large scope of the United States

markets, and the attention given to grading the stock, the low grades of Michigan and Minnesota lumber have been distributed throughout western Ontario at ruinously low prices within the past five years, while southern pine, produced by cheap negro labor, is being laid down in Toronto below the actual cost of producing white pine. The effect of this is not only to replace the Canadian product, but to lower the price as well. A dealer is reported to have purchased several million feet of pine in Michigan at a much lower figure than the stock could be purchased for in Ontario. Now that the United States government have taken the initiative, it is the duty of our government to protect as far as expedient the lumbermen of Canada, and the imposition of an import duty will be welcomed as one of the first steps in this direction.

## EDITORIAL NOTES.

The appointment of Messrs. E. E. Sheppard and George Anderson as commissioners of trade to South America and Japan respectively, should result in increasing our export trade to these countries. A steamship company, with headquarters at Victoria, has made application to the Dominion government for a bonus towards establishing a direct steamship service from Victoria to South American ports, and upon Mr. Sheppard's report will depend the action of the government in this direction. It is therefore very desirable that an early report on the possibilities of trade should be made, as Canadian lumbermen are looking with increased interest to foreign markets.

The British Columbia Commercial Journal makes a strong plea for the protection of the forests of that province. It is shown that only twenty years ago the eastern slopes of the Sierra Nevadas were covered with trees, but to-day it is a serious proposition with the states of California and Nevada as to how to replenish the forests. The lumberman, the hunter and the recent floods account largely for the destruction of the timber. In British Columbia similar experiences are likely to be met with, unless precautions are at once taken. The Journal says: "The government, we think, ought to adopt some measure to secure the renewal of our forests, which in many parts is the only purpose to which immense tracts of land can be devoted. We want no mere playing at forest planting, but some extensive, properly organized and well systematized plan of forest renewal."

The Deep Waterways Commission appointed by the United States government to make a preliminary examination regarding a deep waterway from the Atlantic seaboard to the great lakes has presented its report. The scheme is believed by the commission to be quite feasible, although no approximate estimate of the cost is given. Starting from the head of lakes Michigan and Huron, the most eligible route is thought to be through the great lakes and their intermediate channels and the proposed Niagara ship canal to Lake Ontario, thence by way of the St. Lawrence river to the ocean. The surveys for the work alone will cost a large sum of money and occupy several years, while the immensity of the undertaking makes its carrying out extremely doubtful. However, it is certainly a work of great international importance, and if brought to a final completion no industry would receive more benefit than the lumber trade.

In the year 1900 a world's exhibition is to be held at Paris, France, which promises to eclipse anything yet inaugurated. It is not too early to make preparations for an exhibit of Canadian products, as only by making an early start can a creditable display be accomplished. The matter should therefore receive the immediate attention of the Dominion and provincial governments. An interesting feature of the exhibit would be a collection of Canadian forest products, for which purpose the provincial governments should each make an appropriation, this to be supplemented by a general grant from the Dominion. Our proposition would be to exhibit a specimen of every class of wood grown in Canada, in its raw state as well as in manufactured goods. A building might be erected entirely from our woods and finished in first-class style. This would, we believe, prove an effective and comparatively cheap method of advertising our products, while opportunity would also be afforded to make a comparison of our products with those of other countries.

## AN INTERESTING EXPERIMENT.

A trial was made some little time back at Messrs. Menzel & Co.'s paper and pulp manufactory at Elsenthal, in order to ascertain what was the shortest space of time in which it was possible to convert the wood of a standing tree into paper, and the latter into a journal for delivery. Three trees were felled in a forest near the establishment at 35 minutes past 7, in the presence of two of the owners of the manufactory and a notary whom they had called upon to certify as to the authenticity of the experiment. The trees were carried to the manufactory, where they were cut into pieces 12 inches long, which were then decorticated and split. The wood was then raised by an elevator to the five defibrators of the works. The wood-pulp produced by these was then put into a vat, where it was mixed with the necessary materials. This process over, the pulp was sent to the paper machine, and 34 minutes past nine in the morning, the first sheet of paper was finished. The whole manufacture had thus taken but 1 hour and 59 minutes. The owners of the factory, accompanied by the notary, then took a few sheets to a printing office at a distance of two and a half miles from the works. At 10 o'clock a copy of the printed journal was in the hands of the party, so that it had taken two hours and 25 minutes to convert the wood of a standing tree into a printed journal ready for delivery. There occurred a few interruptions which might be avoided at another time, and in the opinion of the manufacturers, had it not been for this, quite 20 minutes would have been gained.

Hugh Pearson is suing the Collins Inlet Lumber Co. for $3,000 for personal injuries and alleged arrears of wages. He claims to have fallen twelve feet through a defective tramway, and to have injured his ankle. The company denies liability, and charges contributory negligence. The matter got into the High Court, whence it was referred to Judge McDougall for arbitration, and he is now dealing with the matter.

## PERSONAL.

Mr. S. R. Purvis, mill manager for the Parry Sound Lumber Co., died last month, at the age of 55 years.

Mr. Robert Walsh, surveyor in W. C. Edwards & Co.'s mills at New Edinburgh, died last month from consumption. He was 49 years of age and highly respected.

The Reformers of East Victoria, Ont., have nominated as their candidate for the Ontario election Mr. John Austin, of Fenelon Falls, who is also a member of the lumbering firm of Craig & Austin, of Kinmount.

Mr. Wm. Creswell, for many years foreman for M. M. Boyd & Co., of Bobcaygeon, Ont., left last month for Cowitchan, Vancouver Island, B. C., where the Boyd Company have a large saw mill and extensive timber limits. It is proposed to operate the mill this summer.

Prior to his recent marriage, Mr. J. G. Buchanan, accountant for the Shephard & Morse Lumber Co., of Ottawa, was presented by his fellow employees with a handsome book-stand. Mr. Buchanan was married in Toronto to Miss Anderson, daughter of Mr. George Anderson, late manager of the Royal Oil Company.

Mr. S. N. Parent, the new Commissioner of Crown Lands for Quebec, is a native of the city of Quebec. He graduated from Laval University in 1881, winning the Governor-General's gold medal and a prize given for the best examination in law. He was elected Mayor of Quebec in 1890, and in 1891 he was re-elected to the same position. In June, 1890, he was elected to the legislature of the province of Quebec, defeating Mr. Routhier, the Conservative and labor candidate, by a majority of 327. He was re-elected by acclamation in March, 1892, by St. Sauveur division of the city of Quebec, and has since been actively identified with public affairs.

## HINTS FOR OUR ADVERTISERS.

Advertising, like every other detail of a successful business, requires close personal attention to ensure good results. Too many advertisers have apparently formed the opinion that once a contract for space is made in a journal, the advertisement will then take care of itself.

Read the advertisements of others. In this way you frequently obtain valuable suggestions.

Advertise seasonable goods, and in a medium which reaches the largest number of probable customers.

The most successful advertisers change their advertisements frequently. This costs an advertiser nothing, while a new advertisement is almost certain to be read.

Readers are asked to mention the source of their information when writing to advertisers in The Lumberman. This will benefit both the advertiser and the publisher.

In the "Wanted and For Sale" Department of the Weekly Lumberman special lots of lumber are often asked for. Manufacturers should scan this column carefully each week.

Lumber manufacturers and dealers having special lots of lumber for sale, or being desirous of extending their trade, should make the same known through the Canada Lumberman. Inquiries received at this office prove that importers and dealers in Great Britain and the United States are constantly on the look-out for Canadian goods, but are not always in a position to locate the stock desired. The Lumberman reaches each week hundreds of dealers and consumers in these countries.

## THE SPOOL WOOD INDUSTRY.

The thread combine has hit in an unexpected quarter, according to a St. John, N. B., paper. It has given the combine a chance to include spool wood as well as spools and thread. There are three factories in Northumberland county making spool wood for the combine, and it buys from a few others. But James Alton, of that county, who formerly sold his output to one of the Scotch thread firms now in the combine, is not running his mills any more. He has plenty of birch and the plant available for turning out a million feet a year. He has probably a million feet on hand, but there is no sale for it except at a very low figure, to the combine.

I HAPPENED to be in a gentleman's business office in Toronto the other day when the representative of an American firm called to solicit an order for goods. "No," said the gentleman, "I don't want any Yankee goods. I've made up my mind not to buy a dollar's worth of American stuff if I can possibly get what will answer the purpose in Canada or elsewhere." On asking the reason of this unexpected rebuff, the American was told that it was due to the treatment which was being accorded to Canada by the Government of the United States under the Dingley Bill. I fully concur in this gentleman's policy. Individually the Americans are good fellows, but as a nation they are given to the perpetration of acts of despicable meanness, especially towards this country. Notwithstanding the tariff wall which has existed between Canada and the United States for nearly twenty years past, the Americans have found a market in the Dominion for many millions of dollars worth of goods annually. If the men who are sent over here to sell these goods were for a time to be given the cold shoulder, after the fashion described above, protests would soon find their way to Washington from the manufacturers which these men represent, and as a result, no doubt a more neighbourly policy would soon be adopted towards this country. Let those who have been in the habit of buying from representatives of American houses try this method of securing international fair play.

* * *

DROPPING into the office of Mr. Carl Zeidler the other day, I was asked if I thought the Government were likely to appoint agents in Germany and France to represent the lumber industry of Canada. My reply that I had heard little of the matter caused Mr. Zeidler to discourse eloquently upon the necessity of such a step being taken, and with his views I entirely agree. "Until the Government make such appointments," he said, "we cannot expect to extend our trade, but if we go about it in the proper way there is no reason that I can see why we should not export a considerable quantity of different woods. The persons appointed should be thoroughly posted as to what timber Canada can supply, as well as with the requirements of the foreign markets. They should act as arbitrators, as it were, in all disputes, thereby protecting the shipper from the sharp practices of unscrupulous importers, and also looking after the interests of reliable importers that the stock supplied is up to the mark." I asked Mr. Zeidler in what lines the largest consumption of Canadian lumber might be expected in Germany, to which he replied: "First, in the piano trade, and second, in cabinet making. These industries consume a very large quantity of lumber, much of which is obtaiued from the United States, while Canada has just the material required; ash, elm, maple, basswood, pine, etc.—we have them in abundance. For the German market the stock should be cut into small dimension stuff, much smaller, indeed, than our manufacturers are accustomed to, but once they got the run of the trade they would, I think, find it profitable, as there would not be the immense waste that there is in cutting deals and long lumber for the British market. Some of our people who have shipped stock to that market have come out at the wrong end, and that was simply because they had no one there to look after their interests."

* * *

MR. C. BECK, of Penetanguishene, Ont., when in Toronto recently, was interviewed regarding the tariff question: To the query, "How do you think the $2 duty contained in the Dingley tariff bill will affect the lumber trade in the Georgian Bay district?" Mr. Beck replied as follows: "I would say that if the Dingley duty is kept on and no export duty on logs and no import duty on lumber put on, it would mean that every mill on the Georgian Bay would have to shut up, and we would have either to ship the logs to the United States to be sawed there or to sell them out and out to the Americans. If an export duty were put on saw logs it would no doubt make the trade stagnant at the present time, but then the $2 Dingley duty would shut out our coarse grade lumber anyhow. As to the threats of retaliation, if we put on an export duty it would be immaterial what amount the Americans will put on, as at present we have a good trade with England for the better grades of our lumber; if the Americans were to want any of the better grades they would have to pay the advanced price, and for our coarse grades of lumber we would have to work up other markets, such as South America, Australia, etc. At present there is, in my opinion, more lumber exported from the United States to foreign countries than is exported to it; therefore, if our people work up that trade, which the Americans have at present, and sell direct to the consumers, they would get the profit which the Americans now reap from our lumber. For instance, I know as a fact there is a large box factory in Tonawanda which receives the principal part of its stock from Canada, manufactures it into box shooks and ships them to South America. In my opinion, if the Government takes a firm stand and puts a prohibitory export duty on logs and other material going into the United States, it might for a short time not be beneficial, but it would before long prove a great boon to Canadians in general." With regard to the imposition by Canada of import duties, Mr. Beck said: "At the present time there is an overstock of lumber in the United States, and they are shipping large quantities of coarse grades to Canada at present—at sacrifice prices. In that way they take our logs, manufacture them, sell the better grades in other countries and flood our country with the lower grades, which is to the great detriment of our trade."

* * *

I OBSERVE that Mr. Geo. M. Warren, manager of the Imperial Lumber Co., of Toronto, has lately been across the border buying some deals. To a representative of the Northwestern Lumberman Mr. Warren thus expressed himself on the much discussed duty question: "Do you know, I believe Canada imports as much American lumber as she exports to the States. Don't look so incredulous," he continued, "you people are making a strong fight against the importation of what you call coarse Canadian lumber into the border states, but here is a little thing for you to put in your pipe and smoke; the cities of Hamilton and Toronto, in Ontario, are now using large quantities of low grade sidewalk plank that was bought in the United States. Now, how do you account for that? You don't give our side of the argument a fair show. We claim that with the few exceptions of some kind of skilled labor, as high prices are paid in Canadian mills as in those of the United States, and by reason of the better machinery which your people use, your lumber is made cheaper than ours. Some of that sidewalk stuff I mentioned a minute ago is shipped all rail from Grayling, Mich., into Toronto. Now, if you think that is a tall yarn, here is another for you to ponder over: When Cutler & Savidge started to build their big new mill and stores up in the Georgian Bay country, they proposed to use norway for construction timber as the cheapest stuff, and our company had the nearest mill to the location which they selected on which to build. We had a logging railroad and convenient timber, and were mighty glad to figure on the bill; we didn't get it though, and quite a long time afterwards, when I met Mr. Cutler in the east, you can imagine my surprise at being told that my prices were far too high. Why, where on earth could you get any lower, said I. 'In Michigan' replied Mr. Cutler, and it turned out that the lumber and timber to build that mill with was shipped across the lake from Michigan because it could be bought from the Michigan mills cheaper than from ours in Canada."

## EFFECT OF AN IMPORT DUTY.

WAUBAUSHENE, ONT., June 25th, 1897.

To the Editor of the CANADA LUMBERMAN.

DEAR SIR,—In reply to your circular concerning the import duty of $2.00 per thousand feet on sawn lumber under the Dingley Bill, I desire to answer your questions as follows:

1. An import duty of $2.00 per thousand feet on lumber entering the United States would to a great extent paralyze the lumber trade of Canada, particularly of the Georgian Bay. Some of the higher grades might be shipped into the United States, but the coarser grades, such as box, etc., would be excluded, for nothing like cost price could be obtained by the manufacturer.

2. If Canadian lumber is to be practically excluded from the American market by such a duty, I see no reason why the Americans should be allowed to enter into competition in Canada, Georgian Bay in particular, in the purchase of timber limits, and should then be allowed to take the lumber in the form of logs into the United States free of duty, either of import or export, there manufacturing them into lumber, and have the advantage of $2.00 against the Canadian lumberman who manufactures lumber in Canada. I therefore feel and have advocated all along that such an import duty under the Dingley Bill should be met by a corresponding export duty on saw logs. The lumbermen of Ottawa have a great advantage over their western brethren for the reason that they are so near the seaboard for cheap shipment to England. They are also nearer the New York and New England markets.

3. As mentioned in clause No. 1, coarse lumber would be affected to the greatest extent, not only because there is so much of it, but because the proportion the import duty bears to the price of coarse lumber is very great. The higher grades of lumber are in much greater demand, and the supply is smaller, and therefore the price being higher, and the demand as compared with the supply being greater than in the case of coarse lumber, it is just possible that the consumer might have to pay a portion of the duty by an increase in the price of the lumber.

4. If Canadian lumbermen are compelled to abandon the United States market, there is no doubt but much larger shipments will be made to the English market, and many lumbermen who now do not ship to England would turn their attention in that direction. I have not considered what other markets might be reached, nor what other methods adopted to find an outlet. There is no doubt but South African countries, and South American and West Indian ports, and possibly distant Australia, would be looked to.

Yours truly,
GEORGIAN BAY LUMBER CO.
J. Scott, Vice-President.

[The above letter was received in response to a circular sent out by the LUMBERMAN enquiring as to the probable effect of the proposed import duty on lumber, a number of replies to which were published in our June issue.—THE EDITOR.]

# THE RETAILER AND Wood-Worker

## BUYING LUMBER.

HAVING had some experience on both sides, the writer thinks he is able to judge as to what constitutes good buying, says S. D. Albright, in Hardwood. Strange as it may seem, there are many who try to buy too close. In the lumber business the buyer who insists on too close prices is often informed that the seller is out of stock, when the fact is some more liberal buyer has sent an order in at the same time, and has been given the preference.

The first requisite to good buying is credit. If you wish three months' time, say so when you ask for prices, and after having bought make your settlement promptly, and pay your note when due. Do not ask strangers to ship you too large a line, as all shippers are chary of new trade. If you buy for cash, pay cash promptly; for a few days' neglect in cash payments always gives the impression that you are inching, and these matters are all weighed by the seller when it comes to future trade.

Be careful that you do not allow yourself to be a mark for the unscrupulous, but try to be able to pay the market price; for while the seller may help you out on some stock sold too cheaply, he will not do it often without counting it against you. Like water, credit seeks its own level eventually, and every action counts in the balance, and I believe that the best buyers, in the long run, are those whom the seller would like to sell to, being prompt settlers (not necessarily cash payers), not asking unnecessarily for odd stock and sizes, and to a certain extent willing to practice the "live and let live" theory in life.

## REQUIREMENTS OF THE BUILDING TRADE.

COMMENT is again made on the increased percentage of low grade white pine lumber that is demanded by consumers, particularly in the building trades, says the Timberman. Many retailers say that this tendency is a growing one, and that whereas some years ago good lumber was in constant request, now it is not much asked for in white pine, the lower grades being made to answer the purpose. This is an unfortunate tendency, and does not speak well for the taste of the community. Honest building requires good lumber, and still there are reasons for the changes which are not discreditable ones. They are found largely in the change of demand from white pine to hardwoods and other soft woods.

We doubt if any less proportion of clear lumber is being used in building than ever, and are inclined to think that this percentage may be larger, but it is of woods which are preferred for finishing in the natural color or for staining. While occasionally white pine is used in this way, it is not usually preferred, its color and lack of figure making it rather monotonous if used for house finish, and consequently the prevailing mania for unpainted work leads to the use of other materials, such as oak, birch, yellow pine and poplar, the latter being a wood which takes stain most admirably.

The high price of white pine uppers has doubtless assisted in this change. In other woods clear lumber can be had at so much lower price than in white pine that they come to be preferred, leaving to white pine painted work which, in the first place, is not in such request as formerly, and, in the second place, will allow the use of a lower grade. From the standpoint of the white pine trade this change is not to be particularly regretted, for the reason that the supply of better grades of white pine is constantly growing less, and the demand is sufficient to take all there is at the old prices.

Furthermore, we should not be too ready to condemn the consumers because of this apparent falling away in taste and in the honesty of materials used. It is, as we said before, a question as to whether the average quality of material which is going into house building is not at least as high as twenty-five years ago.

## CONDITIONS WHICH MIGHT BE DIFFERENT.

UNDER the above heading a writer in Wood-Worker says:

I want to describe a shingle mill which I visited at one time, to show how some men, to save a few dollars, lose sight of the larger number they might secure if they were not so prone to "hold a cent so close to their eyes that they cannot see a dollar at arm's length."

This man had a fair steam plant and several good tools, but the virtue of these tools was more than offset by the awful conditions elsewhere. The lineshaft having been too short, was made longer by driving a piece of two-inch gas pipe over the end, a hole drilled through all, and a carriage bolt put in to prevent slipping. This addition to the lineshaft was put in wooden boxing, since it would take too much time to try and polish the pipe by drawfiling, making it in any manner fit to be in metal bearings. The pulleys on this line of shafting were worth one's time to make a considerable journey to see. None of them were originally intended for this size of shaft, so to obviate this difficulty numerous pieces of strap iron were brought into play and made to serve as bushing by being wrapped around the shaft a sufficient number of times to fill up the hole in the pulleys, some of which were secured from slipping by setscrews, or with keys from the size of a five-inch three-cornered file up to a railroad spike.

The wabbling and other disturbances made in this mill when it was started can be better imagined than described. But to cap the climax he had placed a grindstone on the shaft to take the place of a pulley, attaching it there by taking two pieces of square timber large enough to fill the square hole in the grindstone, cutting a hole through them endwise to fit the size of the shaft, and bolting them to it. As the grindstone would wear the wood and get loose, he drove in wooden wedges to keep it tight. This man was content to get one or two thousand shingles cut every day the mill ran. I hope there are no others.

## HANDLE WITH CARE.

PERHAPS no item of waste about a lumber yard is so little thought of by the laboring men as that of splitting lumber through careless handling. It seems impossible to impress upon the average laborer's mind that boards and plank cannot be slammed about like a pile of stone. The ideal yardman or teamster would think it as great a sin to throw off a load of lumber helter skelter like a parcel of rails, as it would be for his employer to cheat him out of his month's wages. These men have been educated to a knowledge that lumber deteriorates with every careless handling that it gets, and that it is the easiest thing in the world to ruin enough lumber in a minute to equal his wages for a day. But as you walk the street how many neatly-piled wagon loads of lumber will you find, in comparison with loads dumped in any way which was quickest to get it off the wagon? There is no lumber which has a market value, be it ever so low, but is worthy of a care which will protect it from becoming of still less value through its breakage and splitting, such as is sure to follow when lumber is not carefully stacked in layers. And regular layers will not satisfy the careful and well-educated man, for he will not let an inch board lap over the edge of a two-inch plank without building up to a level with the surface of the plank; nor would he allow a one-inch to lap another one-inch, one tier higher than itself. In unloading a wagon load of lumber or a car load of lumber, bearing sticks should be laid the width which the pile is to be, and the lumber should be stacked in even tiers the full width of the bearings, each board or plank laying absolutely flat upon its own surface. Too much carelessness is often manifest in this regard, but a teamster or laborer who has not sense and gumption enough to lay his lumber off in uniform and proper piles is not worth his wages, if he is working for nothing, for he will damage more good stock than the wages of a competent and careful man will amount to.—Hardwood Record.

A Minneapolis Exchange says: The lumber trade is fast degenerating into a prize candy box business. Lumber may never be put up in sealed packages with a ring, set of spoons or some other prize hidden within, but if it is not it will be because of its weight and bulk. Some very reputable and well established lumber firms are doing things that would never have been evolved but for the stress of hard times. One old and highly respected company in the east is offering an office desk and chair with each order for three cars of yellow pine, and for a four car order will throw in a rocking chair. Another firm offers a suit of clothes as a premium for an order of yellow pine. On this coast some lumbermen are making shingles do the work of prizes, in order to sell lumber. Where this thing is going to is a mystery. One should be prepared for any novelty. There was a time when the lumber business was carried along in conservative, dignified channels, but in some quarters it has fallen from its high estate. Perhaps with the return of that epoch called "good times," the dignity of the lumber trade will be restored.

# CORRESPONDENCE

Letters are invited from our readers on matters of practical and timely interest to the lumber trades. To secure insertion all communications must be accompanied with name and address of writer, not necessarily for publication. The publisher will not hold himself responsible for opinions of correspondents.

## IMPORT DUTY ON LUMBER.

TORONTO, June 21st, 1897.

To the Editor of the CANADA LUMBERMAN:

DEAR SIR,—The trade throughout Ontario appear to be much pleased to learn of the prompt action of a number of prominent men, directly or indirectly connected with the lumber business, in getting together at Ottawa immediately on learning that the lumber schedule of the Dingley bill had been passed by the United States Senate, and laying their views before the Government concerning the serious need of imposing an export duty on logs.

I do not here propose discussing the merits of an export duty. This is a subject which has been thoroughly ventilated in the public press, and the menace which is offered to the lumber trade of Canada in connection therewith is doubtless fairly well understood by the trade and the general public. A report of the Ottawa meeting, as published in the daily papers, makes no reference to another very important phase of the question, which apparently has been overlooked, that is, as to the necessity of an import duty on lumber. The urgent need of such a duty is clearly apparent to all who are familiar with the trade of Western Ontario. The facts simply are, tha large quantities of lumber are being shipped into Canada from the United States, yellow pine from the south having been imported for several years past, and since the United States panic of 1893 there has been a very heavy accumulation of low grade white and Norway pine in the Michigan and Minnesota markets. This has been sacrificed regardless of cost in order to move it out, and Western Ontario has been made one of the slaughter markets. So long as reciprocity in lumber obtained between the two countries, of course the Canadian trade had no complaint to offer, but now being face to face with a United States prohibitory tariff, it is a question of a very different complexion. The marketing of low grade lumber will be a difficult problem for the Canadian manufacturer to solve henceforth ; leaving our markets open to Americans will certainly not aid in a satisfactory solution thereof. This American competition cuts two ways. Not only has it displaced a proportionate quantity of Canadian low grade pine, but the ruinous prices at which it has been sold has naturally caused a corresponding reduction in the price of all low grade lumber sold in Ontario, until now it is a generally acknowledged fact that this class of material is going at much less than cost to the producer. The argument may be raised by the consumer or politician that the above conditions are desirable inasmuch as the public derive the benefit, but it may be fairly asserted that no permanent advantage can accrue to the country by one section of the community profiting by the loss of another. The lumber trade throughout Canada should give no uncertain sound as to their wishes in this matter, and should make very plain to the Government at Ottawa the necessity of safeguarding and caring for the interest of this, the most important branch of Canadian trade, one employing a vast amount of both capital and labor. It is generally believed that the Government will impose an export duty on logs and pulpwood, but any enactment not including an import duty on lumber cannot possibly be satisfactory to the trade.

Yours truly,

C. A. LARKIN.

## INTERESTING LETTER FROM AUSTRALIA.

SYDNEY, N. S. W., May 6th, 1897.

To the Editor of the CANADA LUMBERMAN:

DEAR SIR,—Messrs. David Maclaren, of Ottawa, and his brother, the doctor, leave here by the "Aorangi," and will be home when this reaches you. They have made a study of the lumber trade of these colonies. Mr. Maclaren read a copy of the letter sent you a couple of months ago, and says his inquiries confirm what I have written. He thinks that the price of lumber is too low, and the immediate future not sufficiently bright to warrant the opening of his British Columbia mill to do trade here yet. Prices are very low. The nominal quotation for Oregon just now is 6/6 per 100 feet, but this is only nominal, and I have heard that lumber has been sold that would not net the Pacific Coast mill more than $6.50 per thousand feet. At such figures Mr. Maclaren is right in his views that it will pay him and Canada better to hold up a bit. The West Coast is producing more timber than the world needs just now, and consumers are fixing the price. When an agent receives instructions from San Francisco to get the best price he can, but sell, everybody knows what the result is likely to be.

Canadian lumber is coming here, and at an average of better prices than from the United States mills, because the average quality is better. Some complaints are made that the Canadians are not so prompt, either in replying to enquiries or in filling orders, as they might be. I think this is the exception rather than the rule. I know that one or two cargoes have been much delayed, and are likely to reach a poor market rather than a good one. The importer is naturally put a little out of temper thereby.

Three or four cargoes have been shipped in a year from the St. Lawrence to Melbourne, to be sold on arrival. Occasionally fair prices were obtained, but when they came in pretty close together, as has happened, the result was unfortunate for the shipper. An effort, with some success attending it, has been made to get orders ahead. This is very much better. Not only will this enable the shipper to know what he is getting, but he can get orders for other stuff besides spruce and pine deals. Norway sends lining and weather boards. From the United Kingdom and Eastern United States some shelving, clear pine, walnut and oak are shipped. Canada could supply these. I have an enquiry before me from Melbourne for oak staves for wine casks, 38 to 40 inches long, inches wide, and 7/8 to one inch thick. These Canada can supply. The timber ships could be utilized to carry other goods, helping the timber trade and manufactures of the country.

If any of your subscribers can supply the oak staves referred to, I shall be glad to hear from them. It would be necessary to send price f.o.b. at New York, as until there are regular ships from the St. Lawrence they must go that way. Samples are also asked for. The only method would be to saw a stave up to the regulation length of parcel post shipments and mail to me in that way.

Yours truly,

J. S. LARKE.

## OUR EXPORT LUMBER TRADE.

TORONTO, June 11th, 1897.

To the Editor of the CANADA LUMBERMAN:

DEAR SIR,—I see by letters in your columns and also in the daily press that there seems to be a great desire on the part of our lumbermen, more particularly the manufacturer, to deal with France, England, Australia, South Africa and South America. They have cited cases where the goods they manufactured were sent to these foreign points by American dealers who purchased the goods from them or from some of our dealers here, and they ask the question, "why can we not sell these goods direct to Great Britain, France, South America, etc., and get the credit that is due to the character and quality of our lumber, and also the full value of it, instead of allowing Americans to have it?" To this, I will answer that we cannot do so very well under present conditions. This export trade is a peculiar line of the lumber business, and has to be learned. You cannot jump into it all at once. It has taken a great deal of time and money to open up this trade, and to learn the wants of the different markets, and also to get acquainted with the people and their financial standing, the peculiarities of their grading, their customs laws, the value of their money, etc.

Judging from the expressions of some of the writers, it would appear that they think all that would be needed to step into these markets would be to write to some dealers in France, or South America, or England, and tell them that they had certain kinds and sizes of pine or hardwood lumber for sale, and that they would immediately receive orders for it at big prices. Now, let us consider it for a minute. Would the writers of some of these articles be able to write an intelligible letter in French or Spanish to a South American dealer? Would they be able to write an intelligent letter to an English or Scotch importing house, i. e., making an offer to sell them goods such as they deal in, quoting them prices in their currency and their standards of measurement? I question very much if there could be found many in this country who could do so. They have never had the opportunity to learn this branch of the trade, and it must be learned before business can be done with a foreign country. We have been so long making our lumber for the American trade that we practically do not know any other. If we want to go into the exporting trade we have got to commence all over again. For instance, the English market takes practically nothing from us but deals, 3 in. No. 1, 2 and 3, and if trade is slack they do not want any No. 3, and as we can make more of this third quality than of ones and twos, the value of the English market to us depends on its ability to take our lower grades. Unless our mills are equipped and prepared to cut the logs to special order, and our manufactures in a position to select their lumber in a way that they are unaccustomed to, they cannot hope to sell much of their ordinary cut stock there.

The South American market calls largely for one line of pine in size and quality, 1 × 12 – 16, of a quality of fine dressing, and designated as a South American shipper. This is practically all we could ship there.

The West India trade calls for much the same class of stock, except that there is a little larger range of widths, from 8 to 12 in. wide, and the quality is not quite as high.

The regulations in regard to inspection on shipments to many South American points are very rigid, and there are few shipments made that are accepted as invoiced; deductions are the rule, and sometimes they are extremely heavy, and the grading very arbitrary. Their customs regulations are costly and cumbrous, making it almost necessary to have an agency there, which only large and wealthy concerns could afford to do. The terms of payment is generally six months.

The French trade is generally for specific sizes and kinds. It would be impossible to sell a lot of lumber such as is cut in any of our pine or hardwood mills. Their measure is the metric, which I have no doubt would set some of our manufacturers or dealers figuring to turn out an invoice of three or four different kinds and sizes, reduced from our superficial feet board measure to their system.

These are some of the difficulties in the way of doing an export business. The question is, can they be overcome, and how? To the first question, I would say I think they can. If the American dealers and large exporting companies can do this business, I see no reason why we should not, providing we are prepared to spend some time and money to learn to do it right. The Export Lumber Company, of New York, which does the largest South American trade, has spent many thousands of dollars in building up their trade, and they could not have got it had they not done so; there has been times when they have had to carry very heavy loads during some of the periodic disturbances in some of the South American republics.

Some of the large New York and Boston houses have done a nice export trade with England in finished goods, hardwood and pine, by giving their customers what they wanted, and by keeping in touch with the markets of the world, being enabled to do this by carrying large stocks of all kinds of lumber, and having machinery of the most modern kind, with the aid of which they could promptly fill any orders they may be entrusted with.

How can we put ourselves on the same footing as Americans, and get a share of the export trade? By working for it is one way, and in order to place ourselves on same footing as Americans, we must establish lumber yards, where all kinds of lumber is kept in stock all the time. I mean such yards as you see in Buffalo, Albany, New York, Boston, etc., where the lumber from many mills is concentrated, sorted and graded, according to size and quality—a place where an intending purchaser can come with the certainty of finding just what he wants and any quantity of it. Have we any such yards? I am sorry to say we have not. There are some local lumber yards carrying stock sufficient for the wants of their immediate neighbourhood, with perhaps a small quantity suitable for export, but is there a yard in the country carrying a stock of such lumber as is carried by any of the large pine or hardwood dealers in Buffalo or New York? Supposing a London, England, dealer were to come here and ask where he could get a large quantity of 3"x4" maple, birch, elm, basswood or pine. Where would he get it except by travelling all over the country in hope of picking it up at the many mills scattered all over the country. If he did find it, would the mill men want to sell one or two kinds and sizes alone? Would it not be better if there was a lumber merchant or a company to whom they could sell the whole of their stock, all kinds and all grades, thus relieving them of the necessity of looking after a number of purchasers, while the buyers would be attracted here if there was any place where there was a fair stock and assortment of kinds and sizes, that they could see and judge for themselves. Under present conditions this is now impossible. There is no yard carrying any stock. Buyers will not come where they cannot get an assortment, or where there is no competition.

Transportation charges are higher where the trade is scattered ; there is nothing to attract purchasers. We ought to be in as good a position as the dealers in the United States to distribute the output of our mills instead of selling to them in the rough, and have them dress and otherwise prepare the lumber for further export, and if we can only find some of the capitalists of this country who are prepared to spend some money to establish lumber yards at our principal distributing points that will handle the output of our mills in such quantities that they will be able to attract intending buyers, and who will establish planing and re-sawing mills to further prepare the lumber for the export trade, and the saw mill men will deal fairly with such wholesale yardmen, by agreeing to sell to them instead of selling to American dealing, thus enabling our own wholesale yard men to compete for the export trade on fair terms with our neighbours, then, and not until then, can we expect to get a share of this foreign business.

Yours truly,

"LUMBERMAN."

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.*

VOL. III. TORONTO, ONT., JUNE 30, 1897 No. 26.



## CANADA LUMBERMAN

PUBLISHED BY

C. H. MORTIMER

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING,
MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.



LUMBERMAN'S

VEST-POCKET

INSPECTION BOOK

Containing Rules for the Inspection and Measuring of Pine and Hardwood Lumber in the leading markets of Canada and the United States. Embracing also many useful tables and calculations of everyday service to lumbermen.

*Prepared by the Editor of the 'Canada Lumberman."*

Toronto, Canada
C H. MORTIMER, Publisher
1895

THE above is a fac simile of the title page of the latest and most complete Lumber and Inspection Book published.

We shall be pleased to send you a copy on receipt of four 3 cent Canadian postage stamps

THE CANADA LUMBERMAN,
*Toronto, Canada*


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

WANTED.

POSITION BY BOOK-KEEPER, WITH EXperience, in wholesale lumber office. Good references. Apply 456 TALBOT STREET, LONDON.

WANTED.

LUMBERMEN TO ADVERTISE IN THIS column stocks of lumber for sale. Probable purchasers look for this information. Address, CANADA LUMBERMAN, Toronto.

WANTED.

PRICE ON BASSWOOD OR POPLAR squares 1¼"×42" long, delivered on cars in New York, for export, in car loads. B. SOUTO & Co., 161 Front St., New York.

SITUATION WANTED.

BY EXPERIENCED PINE AND HARDWOOD Lumberman, as Buyer, Salesman or Inspector. Satisfactory references; low salary. Address "W.," care CANADA LUMBERMAN.

FOR SALE.

ONE HALF INTEREST, OR THE WHOLE, of the Kootenay Lake Saw Mill property at Kaslo, B. C. This is probably one of the most profitable milling concerns in Western Canada. Sales about $100,000 per annum. For information apply to the proprietor, G. O. BUCHANAN, Kaslo, B. C.

POSITION WANTED.

THOROUGHLY EXPERIENCED LUMBERman desires position with reliable Canadian lumber firm, as office man, book-keeper, woods, river or mill superintendent; can read and write French; 48 years of age, and of good moral habits; at present managing yard and car trade of large manufacturing firm. Fair salary. Address, "R.A.," care CANADA LUMBERMAN.

## EXTENSIVE SALE BY AUCTION

OF 1,837 SQUARE MILES

# Timber Berths

IN THE PROVINCES OF ONTARIO AND QUEBEC

THE UNDERSIGNED HAS RECEIVED INstructions from Messrs. McLachlin Bros., of Arnprior, to sell by Public Auction at the Russell House, in the City of Ottawa, on

**Tuesday, August 10th, 1897**

at two o'clock p. m., in separate parcels, the following

TIMBER LIMITS:

| | | | | | |
|---|---|---|---|---|---|
| Parcel 1 | Keepawa and Dumoine | 573½ | sq. | miles, | Que. |
| " 2 | Block A | 50 | " | " | " |
| " 3 | Keepawa | 230¼ | " | " | " |
| " 4 | Bonnechere | 257¼ | " | " | Ont. |
| " 5 | " | 49½ | " | " | " |
| " 6 | Petawawa | 130 | " | " | " |
| " 7 | Madawaski | 201½ | " | " | " |
| " 8 | " | 246½ | " | " | " |
| " 9 | " | 54½ | " | " | " |
| " 10 | " | 13 | " | " | " |
| " 11 | Amable du Fond | 22¼ | " | " | " |

With parcels 1, 3, 4 and 7 are supplies and shanty plant which purchaser of such parcels must take with limits at valuation.

For further information, conditions of sale, &c., apply to Messrs. McLachlin Bros., Arnprior, Ontario.

PETER RYAN, Toronto,
Auctioneer.

FOR SALE.

IF YOU WANT DRY DIMENSION CUT HEMlock lumber, common and good dressing pine, write to J. JACKSON & SON, Hepworth, Ont. Correspondence solicited.

### CURRENT TRADE CONDITIONS.

ONTARIO

Accurate statistics of the quantity of lumber shipped from Ontario in the month of June would, we believe, show a record unequalled by any single month for the past two years. From every section the report comes to hand of numerous enquiries for stock for immediate shipment to the United States, attributable to the probability of an import duty rather than to the early requirements of the trade. Importing firms across the border have shown great eagerness to obtain Canadian stock before the duty should become operative, and manufacturers and dealers on this side have in many cases been enabled to obtain higher prices for desirable lumber, but this must not be taken as indicative of a permanent advance. A large quantity of pine lumber has been shipped from the Georgian Bay district by both railway and vessel to Albany, Buffalo, Oswego and other points, and the better grades are well sold out. Ottawa trade is also active. Many of the mills are cutting deals to fill contracts entered into last fall. There is a fair demand for hardwoods, the call for mixed lots showing the requirement to be quite general. Elm is enquired for daily, and such stock as can be obtained brings a high figure. There is very little to be obtained in the country, last season's cut being practically sold out. Heavy shipments of maple and basswood have also been made, but the American market is now well supplied. Some orders of black ash have been filled. There is a scarcity of XX shingles, and prices are somewhat stronger. Of XXX there is an ample supply.

QUEBEC AND NEW BRUNSWICK.

The lumber trade generally in Quebec city is in a very healthy condition, and exporters and their staffs are having all they can do to attend to the very large shipments being sent forward to Great Britain. The different coves along both sides of the river present a lively appearance, the stock of timber being very large. The recent deliveries have been exceedingly heavy, and shipments are about a third greater than last season up to the present time. Both ship laborers and boomsmen are having constant work, and the impression is that this will continue till well on in the autumn. The demand for wood goods in the European markets still keeps firm, notwithstanding the slight decline, in some of the European markets, in spruce deals and one or two other articles. The mills throughout the province are working to full capacity, mostly on foreign orders. Building operations both at Quebec and Montreal are greater in volume than last year, which has increased the local requirement. Many cargoes of lumber have gone forward from the ports in the maritime provinces. It is estimated that since the first of April over one hundred million feet has been exported from St. John alone, while from other points the record is proportionally large. Prices remain firm for nearly every class of goods.

MANITOBA AND BRITISH COLUMBIA.

Work has been resumed at a number of the mines in British Columbia, and this has increased the local demand for lumber. The trade continues in a prosperous condition so far as volume is concerned, and in some instances slightly higher figures have been obtained for special stock. The recent brisk demand for red cedar shingles has developed a scarcity of these, and manufacturing is now being carried on more vigorously. The report from Manitoba and the Northwest is hopeful. The Rat Portage mills are taxed to their full capacity to supply the demand for lumber, particularly dressed stock.

UNITED STATES.

The time is at hand when the lumber trade of the United States takes on its summer quietude, when dealers do not expect business, but content themselves with making arrangements for the fall trade. As yet this year this quietude has not shown itself in lumber orders, as generally there is a fair trade doing in comparison with the record of the past six months. It is believed by many that, owing to peculiar conditions, the extreme inactivity which usually characterizes business during the months of July and August will this season not be experienced. The movement of lumber is holding out well, and wholesale dealers, retailers and consumers show a stronger disposition to contract for stock. Manufacturers along the western lakes are said to be encouraged by present business, as well as the outlook. The production of white pine has been greatly reduced within the past two years, and with the revival of demand a marked advance in prices is likely to follow. Some good sales of inch lumber have been made in the Minneapolis district, where crop prospects have

given an impetus to business. At Buffalo and Tonawanda there is a feeling of satisfaction among the trade. Dealers are purchasing more liberally in view of a probable advance in price as the result of the final settlement of the tariff question. Considerable stock is going east. Large cargoes of spruce are arriving at Boston and eastern points, but find ready purchasers. In hardwoods the chief demand is confined to elm and oak. Basswood prices are low, firsts and seconds selling at $17. Poplar is strong in the east. Prices are firmer than formerly.

FOREIGN.

The Jubilee celebration in Great Britain last week made it impossible to do business, but now that this hindrance to trade is over, orders are being placed with the usual steadiness. The consumption of wood goods at the various ports is enlarging, and dealers are kept very busy supplying the demand from the different sources. At Glasgow house building has been proceeded with on an extensive scale, and gives promise of continued activity. Two cargoes of deals from Montreal and Quebec are to hand at that port, as well as a considerable quantity of goods per regular liners. A number of cargoes from the St. Lawrence have arrived at London, and fear is expressed that the market will be overburdened with stock. In hardwoods trade is quiet, and consumers are purchasing in a hand-to-mouth policy. Some good orders have been booked at Liverpool, and the report from the surrounding country is encouraging. The Australian market is not active at the present time. Wherever possible shippers should secure orders in advance before shipping stock.

## STOCKS AND PRICES.

CANADA.

The C. P. R. are carrying large quantities of lumber by their Owen Sound branch.

Wm. Peters moved thirteen cargoes of lumber from his Parry Sound mill to the Toledo yard in one week recently.

The Sheppard & Morse Lumber Co., of Ottawa, have a large quantity of Ottawa pine now being rafted at Papineauville, for Quebec.

The steamship Armington sailed from Montreal last week for Liverpool, Eng,, with 1,672 standards of deals, representing 3,309,410 feet.

About one thousand dollars' worth of laths were burned at Three Rivers, Que., on Monday last. They were the property of the Vermillion Lumber Co., and were insured.

Mr. William Mackey's raft of Ottawa square and waney pine timber arrived at Cap Rouge Cove, Quebec, on June 24th. This timber was cut on Mr. Mackey's Amable du Fond limit on the Upper Ottawa, and is considered a very prime parcel. The raft is still unsold.

On June 4th the British ship Speke, which sailed from Moodyville in February with lumber, arrived in Sydney, N. S. W. The Speke, it will be remembered, had her cargo shifted on going to sea and had to put into Victoria to reload. She was one of the largest lumber vessels that ever loaded there, her cargo being over 2,000,000 feet.

FOREIGN.

Messrs. Taylor & Crate, of Buffalo, want soft elm and black ash.

There is a strong call for lath at Buffalo; shingles are rather easier, but are yet scarce.

F. R. Lingham has lately shipped a large cargo of lumber from Port Blakeley to Buenos Ayres.

G. Elias & Bro., of Buffalo, are in the market for ash, basswood, birch, elm, maple and hickory.

Bill timber is in active demand at Manistee, Mich. Shingles are improving both in demand and price.

Trade at Tonawanda is picking up a little. The demand ranges from box to 3 and 4 inch good. Barn boards, clear, and shaky dressing are selling about as usual.

At Baltimore poplar is in light supply, but there is very little demand, and prices are low. Ash is weak and meets with slow sale.

The lumber shipments from Alpena, Mich., up to June 22nd aggregated 34,000,000 feet of lumber, 3,855,000 shingles, 300,000 pieces of lath and 350,000 pieces of cedar.

At Minneapolis and other points in that district there is said to be a famine in red cedar shingles. Dealers cannot fill the orders. The price is $1.90, and $2 could be obtained.

Lumber shipments from Menominee, Mich., are said to be quite brisk. Perley, Low & Co. are shipping at the rate of 8,000,000 feet per week from Marinette, Peshtigo and other points.

During the three months since opening of navigation it is estimated that double the amount of lumber business has been done at Tonawanda than during the corresponding period last year. The better grades are being held by dealers for a firmer market.

Marsh & Higby, of New York, have purchased the entire cut of the Ludington, Wells & Van Schaick Company's mills at Menominee, Mich. There is over 4,000,000 feet, and the price is said to be nearly $30 per thousand. Stewart Bros., of Buffalo, formerly handled this stock.

A Chicago hardwood dealer states that his business in June has been fairly satisfactory as far as volume was concerned, but prices were not altogether satisfactory. In some cases there has been inability to obtain goods, particularly quartered oak, poplar squares, thick soft elm and some special classes of goods.

As a general rule the stocks of hardwood in the New York market are light, but prices are rather weak. There is somewhat of a scarcity of plain sawed white oak, and while the stock of quarter sawed white oak is rather heavy, prices on both these items are firm. Red oak stocks are light and prices weak.

The Pacific coast shingle mills are operating day and night, but are unable to supply the demand for red cedars. A Minnesota dealer was in Washington last week endeavoring to purchase 300 car loads, but he is said to have secured only 20. The May shipments show a record ahead of anything for many years.

Reports from Portland, Maine, state that Nova Scotia spruce is arriving in large quantities. Cargoes of 2 inch random, with some 2 x 3 and 2 x 4, have sold as low as $11.50. Frames have declined to $13; yard sizes, not much in demand, are quoted at $12.50 to $13; random, $12. Hemlock boards range from $9.50 to $10.50. Laths are in good enquiry, especially 1⅝, which sells at $2. Shingles are dull.

The following are the ruling quotations at Boston for leading dimensions: Spruce—Frames, 10 inches and under, $13.50 to $14; frames, 12 inches, $14.50 to $15.50; 14 inches, $16; boards, planed one side, $10.50 to $12; planed on one side and matched, $13 to $14; kiln dried flooring, clear, $23 to $27; No. 1, $19 to $22; No. 2, $16 to $17.25; extra spruce clapboards, $30 to $32; clear, $28 to $30; second clear, $25 to $27; laths, 1⅝ in., $2.25; narrower, $1.65 to $1.70. Hemlock—Eastern hemlock, $10.50 to $11.50; No. 2, $10 to $10.50; rough boards, $9; matched boards and planed one side, $10.50 to $12.50. Cedar—Extra cedar shingles, $2.50 to $2.60; clear, $2 to $2.25; second clear, $1.60 to $1.75; extra No. 1, $1.25. Pine—Coarse stock, No. 2, $16 to $17; outs, 8.50 to 9.50; rough edge pine, $9 to 11; extra clapboards, eastern, $35 to $40; clear, $30 to $35; second clear, $28 to $30.

## QUEBEC SHIPMENTS.

Barque Andora cleared on the 15th inst., with a cargo of timber for Liverpool, on account of Dobell, Beckett & Co.

The steamship Glenmoor, with a full cargo of spruce deals, etc., from Pierreville and Montreal, passed Quebec on the 16th inst., for the U. K.

Barque Hovding, lumber laden for Tayport, left Quebec for sea on the 7th of June, the cargo having been supplied by the McArthur Bros. Co., Ltd.

Barque Cleveland, from Liverpool, arrived in Quebec on June 13th., and is now loading a cargo of timber for McArthur Bros., at New Liverpool Cove.

A small sailing vessel of 400-500 loads capacity was recently chartered for a full cargo of timber, Quebec to a French port at 22/6 calliper, which is considered a very fair rate.

The steamship Veva, with a full cargo of timber and deals, left Quebec for London and Southampton on the 12th inst. This vessel was loaded by Dobell, Beckett & Co.

The steamship Aloedene arrived in Quebec on the 14th inst. After discharging her inward cargo she will load a cargo of timber and deals for Messrs. McArthur Bros. Co., Ltd.

The steamship Strathgyle, Captain Jones, from New York, arrived on June 13th, and went into Indian Cove to load a cargo of lumber, etc. This steamer is consigned to Harold Kennedy.

The steamships Antwerp City and Cynthiana are now in the Louise Basin, Quebec, loading part cargoes of lumber from the Lake St. John district. Both vessels go to Montreal to complete loading.

The steamship Daybreay, with a complete cargo of timber and deals for Liverpool, left Quebec on the 19th inst. Steamship Lammermoor, Captain Lascelles, for Glasgow, also sailed on the same day.

The steamship Eveline, from Hartlepool, in ballast, arrived in Quebec on the 7th of June, and went into Bowens Cove, Sillery, where she loaded a full cargo of timber for Dobell, Beckett & Co. This steamer left Quebec for Manchester, Eng., on the morning of the 22nd inst.

Within the past two weeks the Calvin Company, Ltd., and the Collins Bay Rafting & Forwarding Co. have delivered four large rafts in the port of Quebec, the contents of which were distributed to sundry parties. They consisted very largely of square oak and waney board pine timber.

The steamship FitzClarence recently arrived in Quebec, from Montreal, partly laden, and completed cargo with spruce deals from the Lake St. John district. The steamer berthed in the Louise Basin, and is reported to have carried one of the largest cargoes of lumber that ever left the port of Quebec in one bottom.

## PINE AND SPRUCE MARKET.

The Timber Trades Journal, of London, Eng., thus reviews the British market for pine and spruce: The Canadian shipments arriving this week are the forerunners of an unusually heavy first-open-water shipment from the St. Lawrence both in pine and spruce, and judging from the amount of wood sold on contract, as well as the considerable amount which there now seems no doubt will arrive on consignment, the supply of Canadian goods will be fully equal to the demand this year. Fortunately the consumption is good, with every appearance of continuing, and on this, as well as the manner in which consignments are sent forward, the fate of prices later in the season depends. The position of Canadian hardwoods at the present time is stronger, as we learn that at Quebec there are practically no stocks of oak or elm in the hands of manufacturers, and the same applies also to western waney board pine at that port. Amongst the arrivals this week to the Surrey Commercial Docks is an entire cargo of Hawkesbury wintering pine, about 70,000 pieces, 1st, 2nd and 3rd, of regulars and oddments, the first and second of which struck us as being an exceptionally fine lot.

## BUSINESS NOTES.

Harry M. St. Clair & Co will engage in the woodworking business at Beverly, Mass.

The Manhattan Lumber Co. has recently engaged in business in New York, N. Y.

W. H. Treworgy, of Boston, who became financially embarrassed some months ago, has received his discharge from the court.

## SHIPPING MATTERS.

The first sailing ship to leave the port of Quebec for sea this season was the barque Hefhi. This vessel cleared for Fecamp on the 7th of June.

The following lumber charters are reported: Bark Robt. S. Besward, Pensacola for Rio Janeiro, $13; s.s. Whelburn, Miramichi to w. c. England, deals, 42s 6d; s.s. Micmac, St. John, N. B., to Hull, deals, 40s 6d; Amyl, St. John to Dublin or Belfast, 40s; Polycarp, St. John to Liverpool, deals, private terms.

The saw mill of Simeon Magnaw at Point aux Trembles, Que., was destroyed by fire last week.


**WANTED**

500,000 18" good 6 inch c. b. Pine and Cedar Shingles; also Oak Bill Timber cut to order, 12 to 50 feet in length.

**C. H. CLARK**
Commission Broker - 34 Adelaide St. E., TORONTO

**FOR IMMEDIATE SALE—DRY STOCK**

15 Cars XXX and XX 16" Pine Shingles.
500,000 feet 4/4 Box and Common.
200,000 " 8/4 " "
300,000 " 4/4 Log Run Hemlock.
200,000 " 8/4 " "
Correspondence Solicited.
THE UTTERSON LUMBER CO., LTD. - - - TORONTO

Telephone 5332 Established 1852
**JOHN B. SMITH & SONS,**
MANUFACTURERS OF
**LUMBER** Lath, Shingles, Doors, Sash, Blinds, Mouldings, Boxes, &c.
BILL LUMBER a Specialty
Cor. Strachan and Wellington Avenues, TORONTO.

What have you FOR SALE? We Buy all kinds of... HARDWOOD LUMBER / W. N. McEACHREN & CO. 21 Yonge St. Arcade, TORONTO

**MILLS**

Having Brown Ash 12, 14 and 16 ft. firsts and seconds inch Bass firsts and seconds 12 feet, or any other Hardwood Lumber, can sell same for cash by addressing
*H. D. WIGGIN*
No 89 State St., BOSTON, MASS.
Inspection at mill.

**We Want to Buy**

| | | | |
|---|---|---|---|
| *1 to 2 in.* | *1 and 2* | *Red Birch* | *6 in. and up.* |
| *1 to 4 in.* | " | *Brown Ash* | " |
| *1 to 2 in.* | " | *Plain Oak* | " |
| *1 to 3 in.* | " | *Soft Elm* | " |
| *1 to 4 in.* | " | *Hard Maple* | " |

Send lowest cash prices and full description of stock as to width, length and dryness.

**LAWRENCE & WIGGIN**
Hardwoods and Mahogany BOSTON, MASS.

## LUMBER FREIGHT RATES.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse, $2.20 per M ft, (3,000 lbs. and under per M ft.); Ottawa to Montreal, $1.00 per M ft.; Arnprior to Montreal, $1.50 per M ft.; Parry Sound to Montreal, $3.00 per M ft.; Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. To New York for boat delivery, lots 50 M ft. and over, $2.50 per M ft., under 50 M feet $3.25 per M ft. Arnprior to New York, track delivery 17 cts. per 100 lbs., lightered 19 cts. per 100 lbs. Boat delivery, lots 50 M ft, and over $3.00 per M ft., under 50 M ft. $3.75 per M ft Parry Sound, $4.00 per M feet; Ottawa to Boston, Portland and common points, local 15 cents; exports 13c. per 100 lbs.; Arnprior to Boston, Portland and common points, local 17 cents; export 15 cents per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cents per 100 lbs.; Ottawa to Burlington, 6 cents per 100 lbs.; Ottawa to Albany, 10 cents per 100 lbs.; Arnprior to Albany, 12 cents per 100 lbs.; Parry Sound to Albany, 17 cents per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N. Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22½ cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

Lumber freight rates for pine on the Grand Trunk Railway, according to the tariff issued 15th February, 1897, will be found below. General instructions in shipping by Grand Trunk are embodied in these words in the schedule: Minimum weight 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination. For instance, the rates from Orillia to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Gravenhurst to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, and the rates from Hanover or Hepworth would not be higher than from Wiarton to the same destination, but in no case are higher rates to be charged than as per mileage table published on page 15 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale Sundridge and South River, to Toronto, 8c.; Trout Creek, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 10c. The rates on hardwoods average about from 1c. per 100 lbs. higher than on pine and softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On spruce and balsam (partly seasoned) for pulp manufacture, the rate from Longford, Wiarton, Penetang, Coldwater, Waubaushene, Victoria Harbor, Haliburton, Kinmount, etc., to Toronto, is $2.20 per cord; and to Merriton and Thorold, $2.60; Katrine, Callendar, North Bay, etc., to same points, $2.45 and $2.60 respectively: Beeton, Allandale, Orillia, etc., $2.20 and $2.60. On green spruce and balsam the rate is 25 per cent. higher.

On the Canadian Pacific the rates on pine and soft woods may be illustrated as follows: Cache Bay, North Bay, Sturgeon Falls and Warren, to Toronto, 9c.; Algoma, Spragge, Massey, Spanish River and Whitefish to Toronto, 12c.; Ottawa to Toronto, 10c. From Ottawa, Hull, Aylmer and Duchesne Mills to station on the Lake Erie and Detroit River, Erie and Huron, Toronto, Hamilton and Buffalo, and Michigan Central Railways, the rate is 14½c. per 100 lbs. Regulations apply as to minimum size of carload of 30,000 lbs., and an advanced rate is charged for hardwoods.


## CANADIAN EXPORTERS AND WHOLESALERS

THOS. MEANEY & CO.
103 Bay Street - TORONTO
WANT Soft Elm, Mill Run
Send Particulars and Prices.

Huntsville Lumber Co., Ltd.
—: HUNTSVILLE, ONT. :—
MANUFACTURERS OF LUMBER LATH AND SHINGLES
WE are open to cut White Pine and Hemlock Bill Stuff. Have for Sale a Quantity of Dry Mill Stocks and Sidings, also 16 in. Pine Shingles and 4 ft. Lath 1½ in. wide.
CORRESPONDENCE SOLICITED

THE PEMBROKE LUMBER CO. LTD.
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills — PEMBROKE, ONT

Wm. Mason & Sons
Dimension Timber, Lath and Shingles, Dressed Lumber, Mouldings, Sash and Doors.
LUMBER
Correspondence Solicited. - OTTAWA, CANADA - P.O. Box 1020. 'Phone 135.

ROBERT WATT • WIARTON
Pine and Hardwood } WHOLESALE LUMBER { PINE LATH, CEDAR AND PINE SHINGLES
HEMLOCK BILLS A SPECIALTY -:- CORRESPONDENCE SOLICITED
Have for sale a quantity of 6/4 and 8/4 Pine No. 1 Cuts and Better; also a few cars of 5/4 Dry Basswood.

A. & P. WHITE
Manufacturers of and Dealers in.....
Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.
A Large Quantity of Dry Lumber in Stock - PEMBROKE, ONT.

JAS. G. CANE & CO.
WHOLESALE HARDWOOD • LUMBER •
35 Adelaide East, Toronto, Ont.
Send us full description and lowest price for any lumber you have for sale.

JAS. PLAYFAIR & CO.
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . . MIDLAND, ONT.

T. L. BAILIE, PENETANGUISHENE, ONT.
Wholesale Hardwood Lumber
Winter-Cut Basswood, Red Oak and Red Birch a Specialty
CORRESPONDENCE SOLICITED.

FOR SALE
Cedar Ties, Cedar Poles, Piling, Blocking, Posts of any length, Sawn Cedar to order. Hemlock Dry Lumber and Dimensions; also Elm Barrel Hoops, Cedar Shingles, &c. LOW PRICES—QUICK SHIPMENTS
Any Forest Products you want ask . . .
J. E. MURPHY, Hepworth Station, Ont.

WANTED 30 inch No. 1 and Mill Run Elm Staves; also Coiled Hoops and Heading.
. . . . TERMS CASH . . . .
JOHN BRADLEY,
23 King Street West - - HAMILTON, ONTARIO

ONE DOLLAR
will pay your subscription to the weekly and monthly CANADA LUMBERMAN for
ONE YEAR

KILN-DRIED BIRCH FLOORING SHEETING ..and.. CEILING Flooring from $12.00 Ceiling " 10.00 SAMPLES BY MAIL KNIGHT BROTHERS CO. Burk's Falls, Ont.

## FOREIGN EXPORTERS AND IMPORTERS

WE have a large bill of
RED OAK, ROCK ELM AND SOFT MAPLE
that we want sawed at once for delivery next Fall. Please write us if you have such logs and can take care of such a bill, and we will send particulars.
SCATCHERD & SON - 1053 Seneca Street, BUFFALO, N. Y.

SMITH, TYRER & CO.
WOOD AND GENERAL COMMISSION AGENTS
Metropole Building, Hollis Street, HALIFAX, N. S.
EDGAR C. BAKER, Manager.
Bankers: HALIFAX BANKING Co., Halifax; JAMES SMITH & BRO., Wood Brokers, Liverpool, England.
Cable addresses, "Walmer," Liverpool. - - - - Cable address, "Edgar," Halifax.

CANADA ATLANTIC RAILWAY
Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
R. A. CARTER, Contracting Agent, 115 Board Trade Montreal
M. A. Overend, Ontario Agent, Union Station, Toronto.
Shortest and Quickest Route from
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PARRY SOUND and all points on Grand Trunk Ry. TO ... BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
C. J. SMITH General Freight Agent Ottawa, Ont.

Ottawa & New York Lumber Line
- - - BONDED LINE BETWEEN - - -
CANADIAN POINTS, NEW YORK CITY AND ALL POINTS REACHED BY WATER FROM ALBANY
CANADA ATLANTIC RAILWAY. DELAWARE & HUDSON CANAL CO. WILLIAMS' LINE. } J. H. Williams Agent { 15 Lumber District, ALBANY, N.Y. NEW YORK OFFICE, 93 Wall Street Telephone 531 Broad.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

## BELTING

Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
Sadler & Haworth, Montreal and Toronto.
The Waterous Co., Brantford.

## DRY KILNS

McEachren Heating & Ventilating Co., Galt, Ont.
Parmenter, J. S., Flushing, N. Y.
The Emerson Co., Baltimore, Md.

## ELECTRICAL APPARATUS

Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

## LUMBERMEN'S SUPPLIES

Eckardt, H. P. & Co., Toronto.
Rice Lewis & Son, Toronto.

## MACHINERY

Bell, Robt., Jr., Hensall, Ont.
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston, Ont.
Dunbar, Alex., & Sons, Woodstock, N. B.
Darling Bros., Montreal.
Lancaster Machine Works, Lancaster, Ont.
Mowry, B. R., & Co., Gravenhurst, Ont.
Northey Mfg. Co., Toronto, Ont.
Petrie, H. W., Toronto, Ont.,
Sawyer & Massey Co., Ltd., Hamilton, Ont.
Small & Fisher Co., Woodstock, N. B.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Phelps Machine Co., Eastman, Que.
The Waterous Co., Brantford.
Williams Machinery Co., A. R., Toronto.

## RELAYING RAILS

Gartshore, John, Toronto.
Scully & Co., John, Toronto.

## SAW MANUFACTURERS

Burns, E. R., Saw Co., Toronto, Ont.
Shurly & Dietrich, Galt, Ont.

## SPLIT PULLEYS

Dodge Wood Split Pulley Co., Toronto, Ont.

## WHOLESALE LUMBER DEALERS

Parker, C. H., Scotstown, Que.
Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

## MISCELLANEOUS

Axes, Campbell Bros., St. John, N. B.
Canadian Photo Engraving Bureau Toronto.
Contractors' Plant, John Scully & Co., Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Illinois Central R.R.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Magnolia Metal Co., New York.
Machine Knives, Peter Hay, Galt, Ont.
Metal Roofing, Pedlar Metal Roofing Co., Oshawa, Ont.
Pulp Machinery, Robb Engineering Co., Amherst, N. S.
Shanks and Chisel Bits, A. McPherson, Oxford, N. S.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, June 30, 1897.

CAR OR CARGO LOTS.

| | | |
|---|---|---|
| 1¼, 1½ and 2 inch cut up and better | 32 00 | 34 00 |
| 2 inch picks and uppers | 34 00 | 36 00 |
| 1x12 dressing and better, 60% 16 ft | 22 00 | 24 00 |
| 1x10 fine dressing and better | 21 00 | 23 00 |
| 1x10 and 12 Canadian dressing and better | 20 00 | 22 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 |
| 1x10 and 12 common | 12 00 | 14 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 |
| 1 inch clear and picks | 28 00 | 30 00 |
| 1 inch dressing and better | 20 00 | 22 00 |
| 1 inch siding mill run | 14 00 | 15 00 |
| 1 inch siding common | 11 00 | 12 00 |
| 1 inch siding ship culls | 10 50 | 11 50 |
| 1 inch siding mill culls | 8 50 | 9 00 |
| Cull scantling | 8 00 | 9 00 |
| 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1 inch strips, common | 11 00 | 12 00 |
| 1 1-4 inch flooring | | 16 00 |
| 1 1-2 inch flooring | | 16 00 |
| XXX pine shingles, 16 inch | | 2 25 |
| XX pine shingles 16inch | | 1 40 |
| Lath, No. 1 | | 1 60 |
| Lath No. 2 | | 1 30 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | |
|---|---|---|---|---|---|
| Ash, white, 1 to 2 in. | $26 00 | $28 00 | Cherry | 1 to 1½ | $50 00 | $60 00 |
| " " 2½ to 4 | 30 00 | 32 00 | " | 2 " 4 | 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in. | 17 00 | 19 00 | Elm, soft | 1 " 1½ | 14 00 | 15 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in. | 19 00 | 21 00 | " " | 2 " 3 | 15 00 | 16 00 |
| Ash, M. R., 1 " 2 | 15 00 | 18 00 | " rock | 1 " 1¼ | 16 00 | 18 00 |
| Birch, 1 " | 18 00 | 20 00 | " " | 1½ " 3 | 20 00 | 22 00 |
| " 1½ " 2 | 20 00 | 23 00 | Hickory | 1½ " 2 | 28 00 | 30 00 |
| " sqrs. 4x4 " 8 x8 | 24 00 | 26 00 | Maple | 1 " 1½ | 16 00 | 17 00 |
| Basswood 1 " 1¼ | 16 00 | 18 00 | " | 2 " 4 | 17 00 | 18 00 |
| " 1½ " 2 | 19 00 | 20 00 | Oak, red, p'n | 1 " 1½ | 26 00 | 30 00 |
| " m. r. 1 " 1¼ | 14 00 | 16 00 | " " | 1 " 4 | 29 00 | 32 00 |
| Butternut 1 " 1½ | 23 00 | 25 00 | " white | 1 " 1½ | 28 00 | 30 00 |
| " 2 " 3 | 25 00 | 28 00 | " " | 1 " 4 | 30 00 | 35 00 |
| Chestnut 1 " 2 | 24 00 | 26 00 | " quart'd | 1 " 2 | 46 00 | 50 00 |
| | | | Walnut | 1 " 3 | 85 00 | 100 00 |
| | | | Whitewood | 1 " 2 | 32 00 | 36 00 |

## OTTAWA, ONT.

OTTAWA, June 30, 1897.

| | | |
|---|---|---|
| Pine, good sidings, per M feet, b.m | $29 00 | 35 00 |
| Pine, good strips, " " " | 23 00 | 30 00 |
| Pine, good shorts, " " " | 16 00 | 25 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m. | 15 00 | 20 00 |
| Pine, " " strips, " " " | 13 00 | 18 00 |
| Pine, " " shorts, " " " | 12 00 | 14 00 |
| Pine, 10 s.c. and better stock, " " " | 10 00 | 13 00 |
| Pine, 8 s.c. " " " " " " | 11 50 | 13 00 |
| Pine, " sidings " " " | 12 00 | 14 00 |
| Pine, " strips " " " | 9 00 | 12 00 |
| Pine, " shorts " " " | 6 50 | 9 00 |
| Pine, box culls " " " | 9 00 | 11 00 |
| Pine mill culls " " " | 6 00 | 10 00 |
| Lath per M No. 1 | 90 | 1 20 |
| Lath per M No. 2 | 60 | 1 00 |
| 1x10 No. 1 barn | | 18 00 |
| 1x10 No. 2 " | 15 00 | 17 00 |
| 1x8 & 9 No. 1 " | 15 00 | 17 00 |
| 1x8 & 9 No. 2 " | 14 00 | 16 00 |

## QUEBEC, QUE.

QUEBEC, June 30, 1897.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Common and railroad, for interior and ordinary according to average, quality, etc., measured off | 20 @ | 22 |
| For 40 to 45 feet average, measured off | 25 | 27 |
| For good and good fair average, measured off | 29 | 33 |
| First class " " | 34 | 36 |
| In shipping order " " | 34 | 37 |
| First class Ottawa waney, 18 inch average | 37 | 39 |
| " " " 19 to 21 inch average | 39 | 42 |
| First class Michigan waney board, 18 inch average | 41 | 43 |
| " " " " 19 to 21 inch average | 43 | 46 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 26 |
| In shipping order, 35 to 45 feet " | 38 | 40 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 47 | 50 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 28 | 32 |
| " " " " 30 to 35 feet | 26 | 29 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average an quality | 21 | 28 |
| To average 16 inch | 26 | 29 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 13 | 16 |
| 16 " " | 14 | 18 |
| 18 " " | 20 | 22 |

TAMARAC.

| | | |
|---|---|---|
| Square, according to size and quality | 17 | 19 |
| Flatted, " " " | 15 | 18 |

DEALS.

Bright spruce, according to mill specification, $40 to $43 for 1st, $26 to $28 for 2nd, $23 to $26 for 3rd, and $19 to $22 for 4th quality. F.O.B. batteau

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., June 30, 1897.

UPPERS AND SELECTS.

| | | | |
|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $44 00 | Selects, 1 in., 8 in. and up wide | $40 00 |
| 1¼, 1½ and 2 in. | 44 00 | 1¼, 1½ and 2 in. | 41 00 |
| 2½ and 3 in. | 53 00 | 2½ and 3 in. | 47 00 |
| 4 in. | 56 00 | 4 in. | 50 00 |

FINE COMMON.

| | | | |
|---|---|---|---|
| 1 in., 8 in. and up wide | 33 50 | 2½ and 3 in., 8 in. and up wide | 42 00 |
| 1¼, 1½ and 2 in. | 35 00 | 4 in. | 45 00 |

B FINE COMMON OR NO. 1 CUTTING.

| | | | |
|---|---|---|---|
| 1 in., 7 in. and up wide | 23 50 | 2½ and 3 in., 7 in. and up wide | 37 00 |
| 1¼, 1½ and 2 in. | 30 00 | 4 in. | 40 00 |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | |
|---|---|---|---|
| 1½ in., 4, 5 and 7 in. wide | 34 00 | 1 in., 4, 5 and 7 in. wide | 32 00 |
| 6 in. wide | 36 00 | 6 in. wide | 36 00 |

FINE COMMON OR C.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 30 00 | 1 in., 6 in. wide | 30 00 |
| 1 in., 4, 5 in, wide | 29 00 | | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 24 00 | 1 in., 4, 5, 6 in. wide | 22 00 |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 in | 16 00 | 1¼ in., 4, 5 and 7 in. | 15 00 |
| 1 in., 6 in. | 17 00 | 1¼ in., 6 in. | 17 00 |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 | 1¼ in., 4 to 7 inch | 14 00 |
| 1 in., 6 inch | 14 00 | No. 3 Fencing, 1 in., 6 inch | 12 00 |

SHELVING.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 | No. 2, 1 in., 7 and 8 in. stocks | 19 00 |
| 1 in., 10 in. and up wide | 26 00 | 1 in., 10 in. stocks | 21 00 |
| 1 in., 12 in. stocks | 29 00 | 1 in., 12 in. stocks | 24 00 |
| 1 in., 12 in. and up wide | 30 00 | 1 in., 10 in. and up wide | 22 00 |
| 1¼ in. 1½ and 2 in., 8 in. and up wide | 29 00 | 1 in., 13 in. and up wide | 25 00 |

BARN BOARDS OR STOCKS.

| | | | |
|---|---|---|---|
| No. 1, 12 in. | 21 00 | No. 2, 9 in. | 13 50 |
| 10 in. | 16 50 | 8 and 7 in. | 13 50 |
| 9 in. | 16 00 | No. 3, 12 in. | 12 50 |
| 8 and 7 in. | 16 00 | 10 in. | 11 00 |
| No. 2, 12 in. | 16 00 | 9 in. | 11 00 |
| 10 in. | 14 00 | 8 in. | 11 00 |

SHIPPING CULLS OR BOX.

| | | | |
|---|---|---|---|
| 1 in., 4 and 5 in. wide | $8 50 | 1 in., 13 in. and up wide | $11 00 |
| 1 in., 6 in. wide | 9 50 | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 |
| 1 in., 7 in. wide and up | 9 50 | | |

SHAKY CLEAR.

| | | | |
|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9 in. wide | 18 00 | 1 in., 10 in. and up wide | 19 00 |
| 1 in., 6 in. wide | 20 00 | 1¼, 1½ and 2 in., 8 in. and up wide | 20 00 |

COFFIN BOARDS.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 13 in. and up | 20 00 | No. 1, mill culls | 8 00 |
| No. 2 | 17 00 | No. 2, or red horse | 6 50 |

BEVELED SIDING—DRESSED.

| | | | |
|---|---|---|---|
| Extra clear (perfect) | 23 00 | No. 2 | 17 00 |
| No. 1 (nearly clear) | 21 50 | No. 3 | 14 00 |

TIMBER, JOIST AND SCANTLING.

| | | | |
|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $8 50 | Hemlock, 2x4 to 10, 12 to 16 ft | 7 50 |
| 18 ft | 10 50 | 16 feet | 8 50 |
| 20 ft | 11 50 | 2x12 | |
| 22 and 24 ft | 12 50 | Add $1 to each additional 2ft. in length. | |

SHINGLES, 18-IN.

| | | | |
|---|---|---|---|
| Country brands, XXXX | 2 65 | Standard brands, river made, XXXX | 2 90 |
| Clear Butts | 1 65 | Clear Butts | 1 90 |

WHITE PINE LATH.

| | | | |
|---|---|---|---|
| No. 1 | 1 50 | No. 2 | 1 00 |
| | | Hemlock | 1 00 |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., June 30, 1897.

WHITE PINE.

| | | | |
|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in. | $46 00 | 50 00 | No. 3, 1½ to 2 in. | 15 00 | 16 00 |
| 2½ and 3 in. | 51 00 | 55 00 | Shelving, No. 1, 13 in and up, 1 in. | 32 00@ | 34 00 |
| 4 in. | 58 00 | 60 00 | Dressing 1¼ in. | 27 00 | 29 00 |
| Selects, 1 in. | 41 00 | 42 00 | 1¼ x10 and 12 | | 28 00 |
| 1¼ to 2 in. | 42 00 | 43 00 | 1½ in. | 28 00 | 30 00 |
| 2½ and 3 in. | 47 00 | 50 00 | 2 in. | 29 00 | 30 00 |
| 4 in. | | 52 00 | Mold st'ps, 1 to 2 in. | 33 00 | 34 00 |
| Fine common, 1 in. | 35 00 | 36 00 | Barn, No. 1, 10 and 12 in. | 20 00 | 21 00 |
| 1¼ and 1½ in. | 35 00 | 37 00 | 6 and 8 in. | 17 00 | 18 00 |
| 2 in. | 36 00 | 38 00 | No. 2, 10 and 12 in. | 15 50 | 17 00 |
| 3 in. | | 45 00 | No. 3, 10 and 12 in. | 12 00 | 14 00 |
| 4 in. | | 47 00 | Cut'g up, No. 1, 1 in. | 28 00 | 29 00 |
| | | | 6 and 8 in. | 11 00 | 12 00 |
| | | | 1¼ to 2 in. | 30 00 | 32 00 |
| | | | Common, 1 in. | 15 00 | 16 00 |
| | | | No. 2, 1 in. | | 16 00 |
| | | | 1¼ and 1½ in. | 17 00 | 18 00 |
| | | | No. 2, 1¼ to 2 in. | 22 00 | 25 00 |
| | | | 2 in. | 18 00 | 20 00 |

WHITE ASH.

| | | | |
|---|---|---|---|
| 1st & 2nd, 1 inch, | 30 00 | 32 00 | 2½ to 4 in. | 36 00 | 40 00 |
| 1¼ to 2 in. | 33 00 | 35 00 | Strips | 17 00 | 18 00 |
| | | | Culls | 11 00 | 14 00 |

BLACK AND BROWN ASH.

| | | | |
|---|---|---|---|
| 1st & 2nd, 6 inch up, | 24 00 | 27 00 | Com. & good culls | 9 00 | 10 00 |

BIRCH.

| | | | |
|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 28 00 | 30 00 | 1st & 2nd, white, 6" & up, | 18 00 | 20 00 |
| | | | Com & good culls | 10 00 | 12 00 |

ELM.

| | | | |
|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 20 00 | 25 00 | 1st & 2d, soft, 8 in. & up, | 16 00 | 18 00 |

MAPLE.

| | | | |
|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 18 00 | 20 00 | 1st & 2d, soft, 6in. & up, | 17 00 | 19 00 |

WHITE OAK.

| | | | |
|---|---|---|---|
| 1st & 2nd, plain, 8 in & up | 33 00 | 36 00 | Clear squares, 5x5 to 8x8 | | 45 00 |
| Good common | 20 00 | 22 00 | 1st & 2nd quartered, 6 in. up | 48 00 | 50 00 |
| Good culls | 12 00 | 14 00 | Common quartered | 30 00 | 32 00 |

RED OAK.

| | | | |
|---|---|---|---|
| 1st & 2nd | 31 00 | 32 0 | Quartered 1st & 2nd | 44 00 | 47 00 |
| Common | 20 00 | 22 00 | Common | 29 00 | 30 00 |
| Cull | 12 00 | 14 00 | | | |

## NEW YORK CITY.

NEW YORK, N. Y., June 30, 1897.

WHITE PINE LUMBER

Prices for white pine lumber are governed entirely by source of supply rendering it useless to give prices for local market.

WHITE PINE TIMBER.

| | | | |
|---|---|---|---|
| Bridge timber | $28 00 @ | 40 00 | Building orders | $27 00 @ | 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | |
|---|---|---|---|
| 6 to 9 in. | 14 00 | 14 50 | 10 to 12 in. | 16 25 | 17 00 |
| 6 to 12 in. | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 to 12 in. | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | | | |
|---|---|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, | 10 to 16 | | | 25 00 |
| 1¼ to 2 in. | " " " | " | | | 26 00 |
| 1 inch, | " Soft Elm, | " | | | 19 00 |
| 1¼ in and thicker, | " " | " | | | 21 00 |
| 4/4 " " | Hard Maple, | " | | | 21 00 |
| " " " | Basswood, | " | | | 20 00 |
| " " " | Birch, | " | | | 23 00 |
| " " | Black Ash, Com. and Shipping Cull, M.C.O. | | | | 14 00 |
| " " | Soft Elm, | " | " | " | 12 00 |
| " " | Hard Maple, | " | " | " | 14 00 |
| " " | Basswood, | " | " | " | 12 00 |
| " " | Birch, | " | " | " | 14 00 |

## ALBANY, N.Y.

ALBANY, N. Y., June 30, 1897.

PINE.

| | | | |
|---|---|---|---|
| Uppers, 3 in. up | $52 | $55 | Dressing boards, narrow | $19 | $21 |
| 2½ in. | 52 | 55 | West India shipping boards. | 14 | 16 |
| 1 to 2 in. | 45 | 48 | Box boards | 10 | 12 |
| 4 inch uppers | | 55 | 10-in. dressing and better | 26 | 34 |
| Selects, 2½ in. up | | 45 | 10-in. common | 13 | 15 |
| 1 to 2 in. | | 40 | 12-in. dressing and better | 26 | 32 |
| Fine common, 2½ in. and up | 40 | 42 | Common, 1x12 | 13 | 15 |
| 1 to 2 in. | 36 | 40 | No. 1 barn, 1x12 | | 20 |
| No. 1 cut, 1 to 2 inch | 25 | 35 | 1x10 | 18 | 21 |
| No. 2 | 18 | 25 | 1x8 | 16 | 18 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 16 | 17 |
| No. 1 molding, 1 to 2 in. | 33 | 36 | 1x10 | 15 | 19 |
| No. 2 molding, 1 to 2 in. | 25 | 28 | 1x8 | 13 | 15 |
| Stained saps | | 20 | Shaky or star clear, 1 to 2 in. | 19 | 21 |
| Bracket plank | 30 | 35 | Dressing | 16 | 18 |
| Shelving boards, 12-in. up | 30 | 32 | Common | 11 | 15 |

LATH.

| | | | |
|---|---|---|---|
| Pine | $1 60 | | Spruce | $1 | 55 |

SHINGLES.

| | | | |
|---|---|---|---|
| Sawed Pine, ex. XXXX | $3 90 | $4 10 | Bound butts, 6 x 18 | $5 00 | $5 25 |
| Clear butts | 2 75 | 3 00 | Hemlock | | 2 00 |
| Smooth, 6 x 18 | 4 50 | 4 75 | Spruce | | 2 00 |

## BOSTON, MASS.

BOSTON, June 30, 1897.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $11 50 | 12 00 | ¾ inch | $ 9 25 | 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 11-16 inch | 8 50 | 8 75 |
| Refuse | 13 00 | 13 25 | ⅝ inch | 8 00 | 8 25 |
| Outs | | 9 00 | Clapboards, sap ext. | 45 00 | 48 00 |
| Boxboards, 1 inch | 10 00 | 10 50 | Sap clear | 41 00 | 43 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, and clear | 32 00 | 35 00 |
| | | | No. 1 | 23 00 | 25 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in. | $50 00@ | 52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in. | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in. | 58 00 | 62 00 | 1¼, 1½ and 2 in. | 30 00 | 32 00 |
| Selects, 1 in. | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in. | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in. | 52 00 | 55 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in. | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in. | 24 00 | 38 00 |
| Fine common, 1 in. | 40 00 | 41 00 | Coffin boards | 19 00 | 22 00 |
| 1¼, 1½ and 2 in. | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in. | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 75 | 1 90 |
| Cedar, extra | 2 65 | 2 75 | Extra No. 1 | 1 25 | 1 50 |
| Clear | 2 25 | 2 40 | | | |

HEMLOCK.

| | | | | | |
|---|---|---|---|---|---|
| Rough | | | | $10 00@ | 10 50 |
| Northern and Eastern, planed one side, No. 1 | | | | | 11 00 |
| " " " " " " | | | No. 2 | 9 50 | 10 00 |
| Pennsylvania, " " " | | | No. 1 | 12 00 | 12 25 |
| " " " " | | | No. 2 | | 10 00 |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | | | By cargo | 1 30@ | 1 90 |
| By car | 1 80@ | 2 00 | | | |

## BRITISH COLUMBIA LETTER.

[Regular Correspondence of the CANADA LUMBERMAN.]

THE mills throughout the province are quite busy, and are likely to continue so, as orders are now in the offices to keep them running for some time. The Brunette Saw Mills have just filled an order of 22,000 feet of clear cedar, 14 x 14 inches, 12 to 16 feet in length, for China. Another order was five carloads of immense fir planks, to be sent to Ottawa, to be used in building lumber barges. The Royal City Mills have also shipped to China 600,000 feet of cedars in sticks a foot square.

Mr. J. G. Scott, of the Pacific Coast Lumber Co., commenting on the lumber situation, remarked that they had been working long enough at low prices, and that, possibly, now would be a good time for concerted action of some kind looking to the obtaining of better prices.

### COAST CHIPS.

The Smelter Lumber Co.'s mill at Trail had cut 1,600,000 feet of lumber up to the first of June.

The J. A. Sayward Lumber Company are erecting a saw mill at Nelson, with a daily capacity of 30,000 feet.

A contract has been made with Mr. M. P. Tindorf to erect a saw mill, lath mill and shingle mill at Wardner.

The box nailers at the Brunette Saw Mills recently struck for an advance of wages from $1 to $1.15 per hundred boxes.

It is stated that the Cowichan saw mill at Genoa, which has been lying idle for the past three years, will probably commence operations about the 1st of October, under the management of Wm. Gidley, for the Mossom-Boyd Co.

A cross-section of one of British Columbia's giant fir trees has been forwarded to Kew Gardens, London, England, the great botanical and forestry display centre. The section measures 6 feet 9 inches in diameter, and is without knot or blemish.

NEW WESTMINSTER, B. C., June 19, 1897.

## OTTAWA LETTER.

[Regular Correspondence of the CANADA LUMBERMAN.]

### FAVOR AN EXPORT DUTY.

LUMBERMEN in this district are naturally aroused at the recent action of the United States government confirming the duty of $2 per thousand feet on lumber. There are few who are not now in favor of the Canadian government imposing an export duty on saw logs, while many were opposed to this action in case the American duty was kept down to $1. A fortnight ago an impromptu convention of lumbermen was held at the Russell House, and among those present were the following: Messrs. Levi Crannell and F. Bronson, Bronson & Weston Lumber Company; J. Scott, vice-president Georgian Bay Lumber Company; E. B. Osler, M. P., president Dominion Bank; Senator Cox, president Bank of Commerce; G. B. Brooderick, manager Molsons Bank; Senator Drummond, representing the Bank of Montreal; Z. A. Lash, Q.C.; J. B. Fraser, vice-president Bank of Ottawa; L. Burton, Burton Bros., Byng Inlet; W. Mason, Wm. Mason & Sons; Thomas Mackie, M. P.; James S. Shearer, Montreal; James Mather, Keewatin Lumber Company; George Burns, general manager Bank of Ottawa; J. R. Booth; Peter Whelan, Sheppard-Morse Lumber Company; E. W. Rathbun, Rathbun Lumber Company; Robert Hurdman, Charles E. Read, Hull Lumber Company; W. C. Edwards, M. P.; D. Murphy, Ottawa Transportation Company; Senator Owens, Owens Lumber Company; H. K. Egan, Hawkesbury Lumber Company; Alex. Barnet, Renfrew; C. McLachlin, McLachlin Bros.; E. S. Leetham, estate James Maclaren; W. C. Hughson, Gilmour & Hughson; C. J. Pusey, President Irondale, Bancroft & Ottawa Railway Company; Alexander Fraser: E. C. Whitney, St. Anthony Lumber Company, and others.

Mr. Levi Crannell was elected chairman, and the whole question of duties was fully discussed. The policy of allowing our raw material to be manufactured in the United States was condemned. A deputation representing the convention was appointed to wait upon the government. This deputation obtained the assurance of Sir Charles Tupper that no objection would be offered by the opposition, and Mr. Fielding promised that some steps would be taken to meet the wishes of the lumbermen. A few days later Mr. Fielding gave notice that the government would ask for authority to give power to the Governor-General to impose an export duty on saw logs and pulp wood during the time parliament was adjourned whenever the cabinet should deem such a step advisable. This power has since been granted by the House, to the satisfaction of lumbermen generally.

### THE SAW-DUST BILL.

A bill was introduced in parliament last week to amend the Fisheries Act by giving the lumbermen another year's exemption from the operation of the law prohibiting them from dumping saw-dust into the Ottawa river. Senator Scott stated that it was impossible for them to consume their saw-dust without changing their mills from water to steam power. They claimed that the enforcement of the law would mean the closing up of the mills and the discharging of a small army of employees, and the government did not feel that it could recommend such a course at the present time. Sir Richard Cartwright said: "It is exactly six and twenty years since I introduced the first bill to prevent this nuisance. These gentlemen within Ottawa have had six and twenty years notice, and I think that is long enough." The act was finally passed extending the time until May 1st, 1898.

### INSURANCE FOR MILL MEN.

The Hull Lumber Company have inaugurated a system of insurance for their employees. Arrangements have been made with the Railway Accident Insurance Co. to introduce their employees' general collective system of accident insurance, in order to give the firm's men the opportunity of insuring and protecting themselves and family in the event of meeting with accidental injury or death. By this arrangement greatly reduced rates are obtained, and owing to the dangerous work in which they are engaged, it is hoped the men will avail themselves of the opportunity offered. The step is a commendable one on the part of the company.

### INDIFFERENT LENGTHS.

Messrs. John McEwan and H. M. Gillett, lumbermen, of Bay City, Mich., were in this city recently.

A lumber train of about twenty-five cars was wrecked on the Canadian Atlantic railway at South Indian. The cars were badly damaged.

The suit between Mr. Alex. Fraser and the Hull Lumber Company regarding the Table Rock property at the Chaudiere has been settled, the latter having agreed to remove all the buildings by the first of September.

Messrs. Wm. Mason & Sons have lately added a planing mill to their already extensive plant. They report an active demand for building timber, and expect their cut of pine this season to reach fifteen million feet.

OTTAWA, ONT., June 23, 1897.

## CASUALTIES.

—Ernest Seguin, of Montreal, had his hand badly lacerated in Lalonde & Girard's saw mill.

—Moses Sommers, employed by the Longford Lumber Co., was drowned at Longford Mills, Ont., recently.

—On May 28 Michael Leaby was drowned while working on a raft of timber in the Ottawa river near Pembroke.

—Mr. Neil Hunter, a saw mill owner who lived near Schaw Station, Ont., was recently thrown out of his rig and killed.

—Wm. Ewart was seriously injured by coming in contact with a circular saw in W. H. Fowld's saw mill at Hastings, Ont.

—A young man named Edmond Pelnaud met his death recently by falling into a log chute at McLaren's mills at Buckingham, Que.

—By the explosion of the boiler in Jean Baptiste Rheault's saw mill at Sable Lake, Notre Dame des Anges, Que., A. Fissett, the engineer, was killed.

The Jenckes Machine Co., of Sherbrooke, Que., have lately furnished "Crocker" turbines to the following: The Chicoutimi Pulp Co., Chicoutimi, Que., three wheels; the Lake Megantic Pulp Co., Lake Megantic, six wheels; Boston Rubber Co., Ltd., of Montreal, one 55-inch wheel; Royal Paper Mills Co., East Angus, one wheel, for driving their saw mill; Drummondville Co., for driving their dynamo, one 50-inch wheel; North Shore Power Co., four 20-inch wheels, direct connected to dynamo; Champoux Lumber Co., D'Israeli, two wheels,

# THE NEWS.

—Mr. Vance is building a new saw mill at Parry Sound, Ont.

—R. C. Innis contemplates opening a lumber yard at Portage la Prairie, Man.

—Sicken & Co. have nearly completed their lumber and planing mill at Sombra, Ont.

—Ritchie Bros., of Aylmer, Ont., have started the old Cormier saw mill in operation.

—The Hardy saw mill at Lime Bank, Ont., has been fitted with modern machinery.

—The R. H. Smith Co. are erecting an addition to their saw works at St. Catharines, Ont.

—The Nova Scotia Lumber Co. have decided to rebuild their mill at Sherbrooke, Que., recently destroyed by fire.

—Messrs. Laurie & Gillies, of Parry Sound, have purchased Mr. Storey's saw and shingle mill at Orrville, Ont.

—Messrs. F. McGibbon & Son, lumber dealers, Sarnia, Ont., report business good in their locality.

—An electric light plant is being installed in S. P. Benjamin's saw mills at Windsor, N. S., by Mr. F. E. Norton, of St. John.

—Mr. James Jaines, late of Hepworth, has purchased a site from Mr. A. Oastler at Parry Sound, and will erect a saw mill thereon.

—Mr. Jas. Wilson, of Wallaceburg, Ont., has his new saw mill in running order, and is cutting up a large quantity of this season's logs.

—George Bail, a contractor of Montreal, was recently before the police court for obtaining lumber under false pretences from Prefontaine & Co.

—McDonnell & McDougall have lately purchased the retail lumber business of J. H. Fraser, at Wallaceburg, Ont., and report a good business in their locality.

—Messrs. Blondie Bros. & Co., of the North Chatham planing mills, handled over 1,500,000 feet of lumber last year, and report prospects good for this season's trade.

—The Sable and Spanish Boom and Slide Company of Algoma have been granted supplementary letters patent limiting its existence to twenty-five years from March, 1885.

—Messrs. Biggs & McCormick, saw millers of St. George, Ont., have secured a large quantity of logs for this season's sawing, and report business very satisfactory in their locality.

—The Wilson Company, of Montreal, has been granted incorporation, with a capital of $100,000, to deal in fuel, lumber and tan bark. The promoters are Messrs. Jos. Patrick, David Mitchell, Wm. Mitchell and G. A. Wilson.

—The St. Paul & Tacoma Lumber Co. sawed in its mill at Tacoma, Wash., the other day, a single stick scaling 10,276 ft. by Doyle's rule and 8,624 ft. by Scribner's. The stick as it came from the mill was 6 feet 4 inches at one end, 5 feet 2 inches at the other, and 1½ inches thick. The log was 30 feet long, 9 feet in diameter at the butt and 6 feet at the small end. It was taken to the mill in three sections, each occupying a car.

—The Natural History Society of Montreal held their annual excursion last month. Arriving at La Rouge, the party, on invitation of Hon. J. K. Ward, proceeded to one of the shanties tenanted by his lumbermen, where an appetizing lunch had been prepared, consisting of the bill-of-fare dear to the heart of the river-driver. The menu embraced pea-soup, pork and beans, good home-made bread and butter, and green tea without milk or sugar.

—The formation is announced of the Patent Cloth Board Company, of Parry Sound, with a capital of $40,000. The principals in the enterprise are Messrs. W. H. Marcon and W. W. Keighley, of Toronto. The forests adjacent will furnish suitable raw material for the making of cloth board for textile manufacturers, for which a market will be found in Great Britain and elsewhere. The machinery has been obtained from the United States.

—A new pulp wood saw mill has been introduced in the Port Arthur district. It is built on a big scow. The log is carried from the water by an endless chain, shifted to a set of barbed rollers, from which it is carried to a table with a guide. When it is in right position a lever is pressed and the big circular saw cuts it. By an automatic arrangement the piece of wood is rolled off the table down an incline into the water. It is possible to cut 75 cords a day with the machine.

# WOOD PULP DEPARTMENT

## VALUABLE MANUFACTURING SITE.

The attention now centred in water powers as a means of developing electricity, and the increasing adaptability of the latter for commercial purposes, justifies the following description and illustrations of the Chaudiere Falls. These falls are situated on the Chaudiere river, about two miles from its junction with the St. Lawrence river, six miles above the city of Quebec, and are said to offer excellent facilities for manufacturing pulp, etc. It is the only water power of any size now available on the south shore of the St. Lawrence in that vicinity, and will probably be utilized at an early date for supplying electric light and power to the adjacent municipalities.

The site is especially suitable for a pulp or paper manufactory, being centrally situated as regards both railway and water communication, and supplies of wood can be obtained in unlimited quantities at very low prices.

At the request of Messrs. Hall & Price, of Quebec, a report on the power of the river at the falls was made by Mr. W. A. Ashe, C.E., of Quebec. The report states that from the cross-section of the river, at the point A-B on the accompanying "plan of a part of the Chaudiere river," the river was discharging 1,365 cubic feet per second, or 5,118,750 foot pounds per minute, or the equivalent of 155.1 h. p.

Mr. Ashe further says: "Ninety-four (94) feet of head could be obtained between the point marked "high water level" and the crest of the falls, and it is this head that I should recommend the use of, when the fullest power is required of the falls. With this head and the flow we have determined, we should obtain 14,610 gross horse power, and, assuming the effective horse power as being 65 per cent. of this (really 10 per cent. less than we should get from a properly constructed turbine), this head would give us 9,497 effective horse power; and, as we have decided to only count on half these amounts, the greatest horse power that these falls can be certainly depended on to furnish at the lowest stage of the river would be 4,750 h. p.

The head which I should recommend on account of convenience in situation, being some 350 feet nearer the falls than in the last case, would be at the point "C" (see plan of Chaudiere Falls). Here we should obtain a head of 79 feet, and the powers which we should obtain would be as follows: 12,253 gross, or 7,064 effective horse power. So that, assuming half this amount as being absolutely safe to count upon for the lowest possible stage of the river, we should obtain 3,980 effective horse power."

There is a natural trench through which the conducting pipe could be laid from the level of the top of the falls to the point "C," and at the lower point where the "lower head" with the intake to the conducting pipe would be made the river bed between the island and main land is only about 100 feet wide, and could be easily dammed, having an outcrop of limestone which would form an excellent foundation, while the overflow would discharge immediately into the falls without further expense.

Concluding his report, Mr. Ashe states that the Chaudiere Falls as a power is superior in every sense to that of the Falls of Montmorency. Grcat as is the total available head of the Montmorency river, this is more than compensated by the greater volume of water passing through the Chaudiere, not at any particular time, but at the lowest stages of either river.

The latest turbines being guaranteed to reproduce 80 per cent. of the gross horse power, and taking the gross horse power as calculated by Mr. Ashe as 12,253 at 79 feet head, we find the actual effective horse power to be 9,802; and taking one-half of this as he does for the lower possible stages of the river, we get 4,901 effective h. p. This valuable water power is now owned by Mr. M. Price, of Quebec, and is in the market for sale.

CHAUDIERE FALLS—LOOKING SOUTH.

## FREEING PULP-WOOD OF KNOTS.

A machine has been patented for taking the knots and foreign substances out of wood for sulphite pulp, says The Tradesman, of Chattanooga. The freer the wood is from knots and foreign matter the whiter and better quality of pulp it makes. The old method was to bore the knots out by a hand augur, but many of the knots ran cross-wise, and could be only partially removed. Hand picking of the knots was also resorted to after the wood had been chipped, girls and women being mostly employed for that purpose. Very few mills in America could afford the enormous expense of hand picking, but in Europe, where women and girls can be employed for a few cents a day, this laborious work was adopted. In consequence the European manufacturers have been able to furnish American markets with a much cleaner and better grade of pulp than is manufactured in this country. But the new machine will clean the chips better than 100 women and girls can do it in the same time. The method is simple and costs little. The wood is prepared in the usual manner by passing the blocks through the chipper. The chips are then taken up by a blower and discharged against a steel plate, which disintegrates them, after which they are passed through the machine which cleans out the knots. This is a tank or vat filled with water. After entering the water the chips are submerged by machinery and taken to a carrier. The clean wood chips suitable for pulp float and are taken out, while the knots and resinous matter sink and are carried off from the bottom of the tank. The claim of the patent is for an improved method of simultaneously moistening and assorting the clear wood chips for cooking in the digester.

## PULP-WOOD FOR FRANCE.

MR. George Wagner, of Paris, has just arrived in Montreal to make arrangements for the cutting of pulp-wood for export to France. He represents several large paper manufacturers, among them being those who supply the paper for the

Figaro and Petit Journal. Mr. Wagner's plan is to give contracts for the supply of one cargo of pulp wood as an experiment. France is a large importer of pulp wood, its supply coming mainly from Norway and Sweden. Mr. Wagner believes that Canada could compete for this trade. From what he has seen so far he expresses the opinion that the Canadian paper mills are far behind the times.

## PULP NOTES.

The Acadia Pulp Company intend erecting a second mill at Milton, N. S.

It is rumored that Mr. H. H. Cook will erect a pulp mill at Parry Sound, Ont.

The Acadia Pulp and Paper Mills Co. are putting another three pocket grinder in their New Germany pulp mill. It is being built by the Robb Engineering Co., of Amherst, N. S.

The Masterman pulp mill at Chatham, N. B., will in future be known as the Dominion Pulp Company's Works. The new manager, Mr. H. W. Nagon, has arrived from England. Additional plant will be added this summer.

Letters-patent of Quebec have been issued incorporating Joseph Dominique Guay, Louis Guay, and others, of Chicoutimi, and Frilez Schilde, manufacturer, of Carthage, New York, to make and sell pulp and paper, under the name of "The Chicoutimi Pulp Company," with a capital stock of $50,000.

The Laurentide Pulp Company will, it is said, erect at Grand Mere, Quebec, a large paper mill and an additional pulp mill. It is expected that the mills will be completed by the end of the year, and that an expenditure of one million dollars will be required for the purpose. The funds are being furnished by Montreal and United States capitalists.

In Germany wood pulp is being used with some success for making flooring, wainscotting, etc. The pulp is dried and desiccated into a dry powder, which is put up into convenient sized packages and sold to builders and consumers generally. This powder is all ready to mix with water like ordinary cement, and is spread over the surface intended to be covered. It dries quickly, adheres closely to the surface and may be tinted any color desired. It is in a certain measure fire proof, and can, it is said, be smoothed with a plane like ordinary wood.

It is stated that the annual consumption of lumber in South Africa is 500,000,000 feet. Nearly all the sash, doors and blinds used in that country come from Sweden.

The present is an active season for the saw mills at Lindsay, Ont. The Rathbun Company are employing 70 hands; S. G. Parkin, 40; J. Carew, 45; the Sadler, Dundas & Flavelle Co., 20; and Burke Bros., manufacturers of barrel heads and staves, 20 hands.

## UNITED STATES FORESRRY.

THE United States are awakening to the necessity of an intelligent supervision of what is left of their forests. Some time ago at the request of the Secretary of the Interior, a committee of the National Academy of Science was appointed to investigate forest conditions in the States and elsewhere. The committee recently sent in its report.

The report goes into details of the European experiments and plans to preserve the forests. After describing these, it gives facts regarding the damage caused by the indiscriminate clearing away of the woods. Millions of dollars have been expended during recent years in Europe in checking the force of floods due to denuded mountain slopes by the construction of stone dams and river beds, and planting sod and trees. The committee predicts that similar expenditures in the United States must follow the destruction of mountain forests if the narrow valleys of the west are to continue habitable. Fire and pasturage are cited as chiefly threatening the reserved forest lands of the public domain, damage by illegal timber cutting being comparatively insignificant.

The United States have a number of great natural parks and forest reserves, and the report of the committee urges a special forest bureau to watch these, the bureau to be under a director who is to be president of an advisory board, consisting of himself, an assistant director and four forest inspectors, a disbursing officer, clerks and legal advisors; twenty-six head foresters, twenty-six assistants, to constitute a permanent corps; two hundred rangers and various assistant rangers, the salary roll calling for an annual appropriation of $250,000, with appointive preferences given to West Point graduates.

Readers of THE LUMBERMAN are reminded that correspondence is invited upon all subjects of interest to the lumber trade. A free discussion of current topics will always be given.

The Lake Megantic Pulp Company is building a new mill on the site of the one burned last January at Lake Megantic, Quebec.

The Grand Falls Water Power and Boom Company propose erecting a large pulp mill at Grand Falls, St. John, N. B. Mr. James Manchester, of St. John, is a member of the Company.

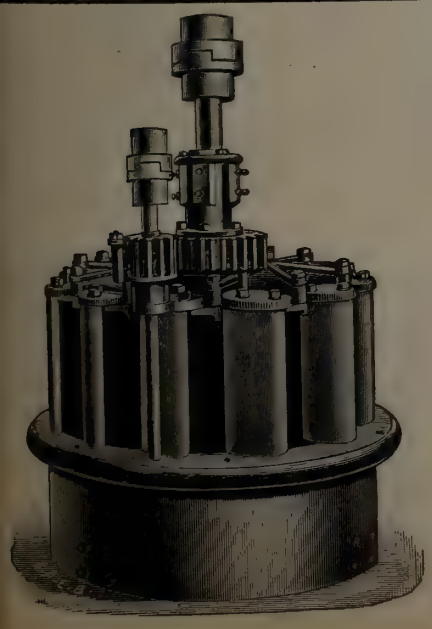
The beginning of a new volume of the Review of Reviews is signalized by an expansion of the name of that very successful and widely-read periodical. It has now become the American Monthly Review of Reviews, with particular emphasis on the first two words. It seems likely enough that the public will speedily fall into the way of calling this magazine the American Monthly, for short. It is announced, however, by the editor, that the full and formal title will retain the words Review of Reviews.

PULP MACHINERY

We are prepared to supply Pulp Grinders, Wet Machines and Baling Presses. . . .

WRITE FOR ESTIMATES.

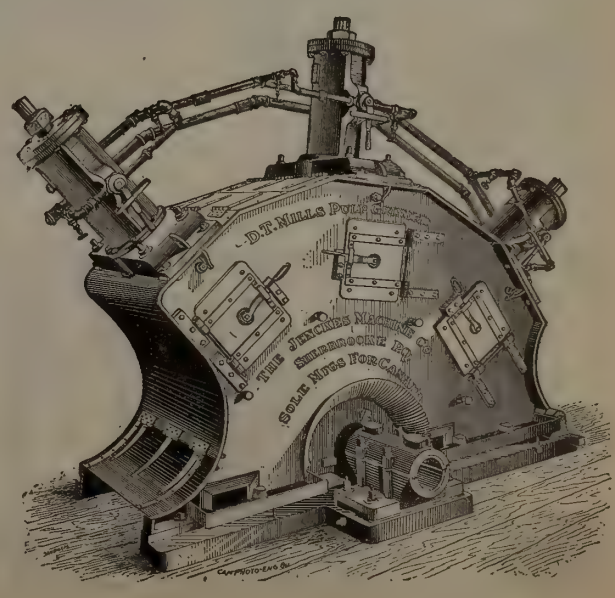
Robb Engineering Co., Ltd., Amherst, N.S.



THE MILLS GRINDER
THE CROCKER TURBINE
For Pulp Mills

The Jenckes Machine Co.
33 LANSDOWNE AVE.,
SHERBROOKE, QUE.

Builders of . . .
WET PRESSES - SCREENS
. . . AND . . .
GENERAL PULP MILL MACHINERY



## MONEY IN MAPLE.

A WRITER in the Canadian Bookseller says: "In Canada we have the best hard maple in the world. The farmer in many districts spends part of his winter cutting it and selling it for firewood. He is quite happy if he realizes $1 to $3, or perhaps $4, a cord. This is a sad waste of one of our greatest natural treasures. Much of it can be more profitably used in other ways. In the manufacture of wall paper, an industry constantly growing here and abroad, hundreds of thousands of rollers are used for printing the various patterns. These rollers are made of the very best hard maple, the very kind that Canada produces better than any other country in the world. In the rough they are 19½ to 23½ inches long. The end is 5 or 6 inches square, according to the size of roller required. Only the most perfect wood can be used. It is cut into these sizes. The ends are painted to prevent the wood drying faster with the grain than across it. It is then allowed to stand for three or four years. By this time it is thoroughly seasoned. This is all the labor put upon it. Good maple in this form, after being properly seasoned, brings 50 cents to 75 cents per rough block. A considerable quantity of maple blocks are similarly treated each year for use in mangles. These must be of first-class wood, but are not necessarily as perfect as the wall paper rollers."

Auction Sale
OF
# Timber Berths

DEPARTMENT OF CROWN LANDS,
(Woods and Forests Branch.)
Toronto, June 2nd, 1897.

NOTICE is hereby given that under authority of Orders in Council Timber Berths as hereunder mentioned in the NIPISSING, ALGOMA and RAINY RIVER DISTRICTS, viz., the Townships of Rathbun, Kelly, Davis, the north half of Scadding, and that part of Hanmer south of the Vermillion River, all in the District of Nipissing; the Township of Coffin additional, and certain small areas on the Spanish and Biscotasing waters, in the District of Algoma; and berths 36 and 37 sale of 1892, D 3, D 4, D 5, D 6, on Manitou Lake, and certain small scattered areas in the District of Rainy River, will be offered for Sale by Public Auction at the Depar ment of Crown Lands, Toronto, at the hour of ONE o'clock p. m. on WEDNESDAY, THE EIGHTEENTH DAY OF AUGUST NEXT.

Sheets containing conditions and terms of Sale, with information as to Areas, Lots and Concessions comprised in each Berth, will be furnished on application, personally or by letter, to the Department of Crown Lands or to the Crown Timber offices at Ottawa and Rat Portage.

J. M. GIBSON,
Commissioner of Crown Lands.

N. B.—No unauthorized publication of this advertisement will be paid for.

# ARE YOU LOOKING
## FOR A CHANGE IN LOCATION?

If you are not satisfied with your present site, or if you are not doing quite as well as you would like to, why not consider the advantages of a location on the Illinois Central R. R. or the Yazoo & Mississippi Valley R. R.? These roads run through South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Indiana, Kentucky, Tennessee, Mississippi and Louisiana, and possess

**FINE SITES FOR NEW MILLS**
**BEST OF FREIGHT FACILITIES**
CLOSE PROXIMITY TO
**COAL FIELDS AND DISTRIBUTING CENTERS**
AND
**INTELLIGENT HELP OF ALL KINDS**
**MANY KINDS OF RAW MATERIAL**

For full information write to the undersigned for a copy of the pamphlet entitled

**100 Cities and Towns WANTING INDUSTRIES**

This will give you the population, city and county debt, death rate, assessed valuation of property, tax rate, annual shipments raw materials, industries desired, etc.

To sound industries, which will bear investigation, substantial inducements will be given by many of the places on the lines of the Illinois Central R. R., which is the only road under one management running through from the North-Western States to the Gulf of Mexico. GEO. C. POWER, Industrial Commissioner I.C.R.R. Co., 506 Central Station, Chicago.

# CANNED FRUITS 2 lb., 3 lb. and Gallon Tins.
# CANNED VEGETABLES 2 and 3 lb. Tins.
# CANNED MEATS 1/4, 1/2, 1, 2, 6 and 14 lb. Tins.

When in need of supplies TRY US. We are making a specialty of this class of business.

H. P. ECKARDT & CO.
Wholesale Grocers TORONTO

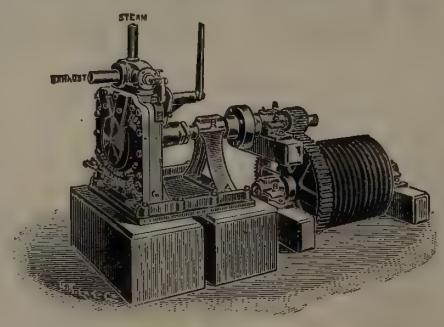
# Galt Machine Knife Works

**MACHINE KNIVES** OF EVERY DESCRIPTION
FOR **Woodworking Machines**
...Send for Price List...
PETER HAY - - - - - Galt, Ont.

J. D. SHIER
MANUFACTURER OF
## Lumber, Lath & Shingles
BRACEBRIDGE, ONT.

BEST MAIN DRIVE. REGISTERED GANDY'S PATENT TRADE MARK GUARANTEED.
GANDY'S AMERICAN COTTON BELTING
Sole Canadian Agents :-: Prices Reduced.
WATEROUS, BRANTFORD, CANADA.

THE
# DAKE STEAM FEED



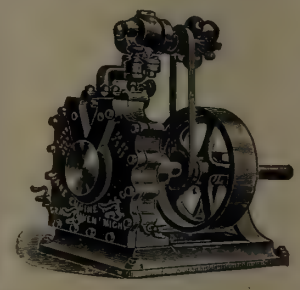

Embodies the following Advantages:
SIMPLICITY OF CONSTRUCTION,
POSITIVE AND EASY MANAGEMENT,
ECONOMICAL USE OF STEAM,
SMALL SPACE OCCUPIED,
CHEAPNESS,
EASY ADAPTATION TO EITHER NEW MILLS OR THOSE NOW IN USE.

The movement of the engine in either direction is under the absolute control of the sawyer, thus accommodating the speed of the feed to the size of the logs.
Mill men who have used other makes of Steam Feeds comment favorably on the economical use of steam of our feed over others.
Write for Catalogue and full particulars.

The Phelps Machine Co. - Eastman, Que.

# The Dake Engine

For Running Dynamos in



Small Isolated Plants.

STEADY AND EVEN MOTION

Also for Attachment Direct to Fans, Blowers, Centrifugal Pumps, Filing Room Machinery.
Correspondence Solicited.





# OAK TANNED BELTING

TORONTO
20 FRONT ST EAST
TELEPHONE 475

THE J.C.McLAREN BELTING Co MONTREAL

### FORESTRY IN SWEDEN.

The crown forests of Sweden comprise more than one-quarter of the entire wooded area of the country, and are managed with scrupulous care. The increase alone is cut, so that a productive forest is to stand forever on all crown lands that are unsuitable for cultivation. More than this, the government has entered upon an extensive system of planting trees on desolate and uncultivated areas, and these object lessons have induced owners of private forests, especially the larger proprietors, to manage their timber lands so that they will become permanent sources of income. Since the forests in Sweden grow slowly, it has generally been supposed that the immense qnantities exported would gradually exhaust this most important source of the nation's wealth, but from the facts stated it appears probable that the forty-seven million acres of forests in the country will continue to be a source of income for all future time. The products of the forest now comprise nearly one-half of the total exports of the country in value.

A new industry is to be started at Saginaw by which the saw-dust from the lumber mills, which has always been a burden on mill owners because of the difficulty of getting rid of it, will be utilized. The saw-dust will be mixed with resin and pressed into blocks, and, it is said, makes the best fuel ever known for a quick and hot fire.


# SADLER & HAWORTH

FORMERLY

**ROBIN, SADLER & HAWORTH**

Manufacturers of

# OAK-TANNED LEATHER BELTING

MONTREAL AND TORONTO

**Orders addressed either to our Toronto or Montreal Factory will have prompt care.**
**Goods will be forwarded same day as order is received.**

# Pumps

& HYDRAULIC MACHINERY

DUPLEX
AND SINGLE
STEAM
AND POWER

The Northey Mfg. Co. Ltd.
TORONTO

THE LAURIE ENGINE CO. - MONTREAL
Sole Agents for Province of Quebec.

## AN IMPORTANT DECISION.

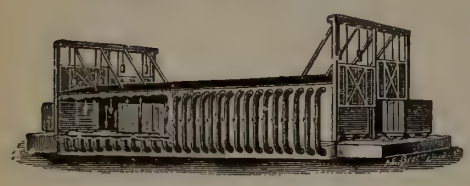
A CASE of considerable interest to lumbermen, especially saw mill men, was tried in the Saginaw, Mich., circuit court recently. It was that of Edward Germain vs. the Central Lumber Company, in which 800,000 feet of lumber was in dispute.

On April 23, 1896, Germain purchased 1,640,000 feet of lumber from J. W. Howry & Sons. The lumber was on the docks of the Central Lumber Company, which company is composed of Aaron T. Bliss, A. J. Cook and A. J. Linton. Mr. Germain stated that Mr. Linton showed him the lumber belonging to J. W. Howry & Sons and that he also pointed it out to A. E. Wilson & Co., who by the contract with J. W. Howry & Sons were to inspect it. Prior to July 17, 1896, Germain had shipped about one-half of the lumber. About this time J. W. Howry & Sons suspended payment, and the Central Lumber Company refused to allow the balance of the lumber to be moved, claiming they had a lien on it. The lumber was then replevined by Germain. This suit was brought to determine his rights to it.

In opening the case the attorney for the Central Lumber Company, Hon. Benton Hanchett, stated that "the Central Lumber Company had a contract with J. W. Howry & Sons by which it sawed about 7,000,000 feet of lumber for the Howrys; by the terms of the contract the saw bill was made a lien on the lumber. The Central had also given notes for the accommodation of J. W. Howry & Sons, and to secure their payment, a lien had been given on the lumber. By law the charge for sawing the lumber was a lien on the lumber so long as it remained in the possession of the company. The saw bill had not been paid in full. The notes had been given for part of it; that these notes were not payment, but merely promises to pay. The claim of the Central Lumber Company against the lumber is about $9,000. When Mr. Germain purchased the lumber from J. W. Howry & Sons he only secured the rights J. W. Howry & Sons had in it; they could not sell other rights. Germain stepped into their place and the relations that he bore to the Central Lumber Company were the same as those sustained by J. W. Howry & Sons. Mr. Germain knew that the Central Lumber Company sawed the lumber, and it was his duty to know whether the saw bill had been paid. J. W. Howry & Sons were the owners of the lumber—that is, the title was in them—and it was perfectly natural that the lumber should be designated by the Central Lumber Company as the J. W. Howry & Sons' lumber. This did not waive the lien the law gave them on the lumber for their saw bill.

Verdict in the circuit court for Germain. The case will be appealed by the Central Lumber Company to the supreme court.


THE PARMENTER PATENT DRY KILN



For Drying LUMBER

Staves, Heading, Shingles, &c.

The Latest
The Cheapest
And Best

CHATHAM, ONT., June 19th, 1896.

JAS. S. PARMENTER, Flushing, N. Y.

DEAR SIR: We take very great pleasure in being able to say from nearly one year's use of your Patent Dry Kiln, we find it away ahead of anything we ever yet tried for thoroughly drying lumber without injuring it in the least. So far we have found exhaust steam alone sufficient for our purpose, so that it absolutely costs us nothing to run it. We thoroughly dry white oak, rock elm, balm and other hardwood lumber in less time than we ever did with a blast kiln, and especially find it a splendid kiln for drying white oak hubs It does its work so naturally that neither hubs nor lumber are injured by it.

CHATHAM MFG. CO., LTD.
D. R. VAN ALLEN, President.

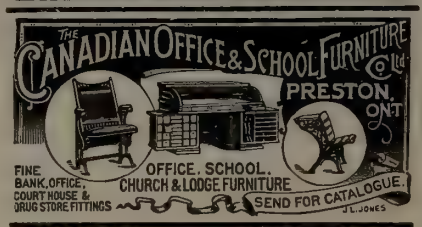
J. S. PARMENTER
PATENTEE

Canadian Office— WOODSTOCK, ONT.
Head Office— FLUSHING, N.Y.

JOHN SCULLY & CO.
ESTABLISHED 1878. TORONTO

TIMBER LIMITS BOUGHT AND SOLD

Contractors', Lumbermen's and Mining Co.'s Plant and Supplies.
Light Locomotives; Rails of all kinds.
Air Compressors, Pumps, Steam Drills, Blasting Batteries, Wire and Hemp Rope.
MINING MACHINERY—New and Second-Hand.
Prospecting Outfits, Tents, Portable Forges, Explosives, Etc.




FOR SALE—LOW

2 150 Light Dynamos
1 250 Light Dynamo

Compound Wound, 110 volts; Complete with Rheostat, Sliding Base, etc.

Just the thing for an Isolated Plant in a Factory or Mill.

These Dynamos are perfectly new and guaranteed, and will be sold very low to close consignment.

*Write for Particulars*

John Starr, Son & Co. LTD.
Electrical Contractors
HALIFAX, N. S.

RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given or complete outfit.

JOHN J. GARTSHORE,
49 Front St. West, Toronto.

*The Leading European Lumber Paper*

The Timber Trades Journal

Published Weekly by WILLIAM RIDER & SON, Ltd., 14 Bartholomew Close, LONDON, E. C.

SUBSCRIPTION: $5.00 PER ANNUM, POST FREE

The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .


Please mention the CANADA LUMBERMAN when corresponding with advertisers.


McEACHREN'S IMPROVED SYSTEM OF KILN DRYING
(PATENTED)

COST of Erecting, Running and Maintaining the Lowest and Results the Highest of any Dry Kiln and Drying System in the market. Green Elm, Ash, Whitewood, &c., for furniture dried in six days; only Exhaust Steam 10 hours per day used.

NO CHECKING, WARPING OR CASE-HARDENING

ALSO { Ventilating Fans, Shaving Fans, Electric Fans, Blowers, Exhausters, &c.

McEACHREN HEATING & VENTILATING CO. - GALT, ONT.

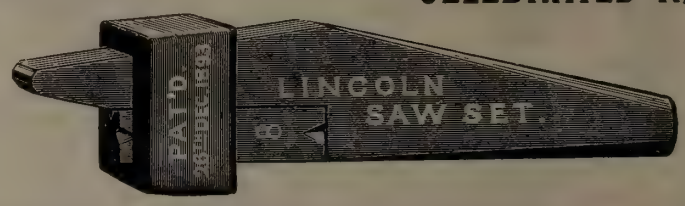
The McMillan & Haynes Co., Ltd.
ST. CATHARINES, ONT.

CELEBRATED NICKEL-STEEL CROSSCUT SAWS

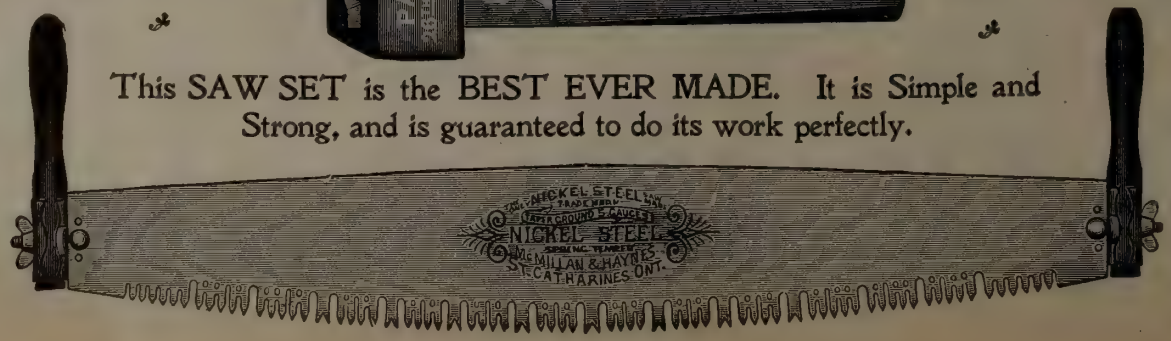
We lead all others in High-Grade Crosscuts and Saw Tools. A cheap, thick, clumsy saw is dear at any price.

The price of a good saw is soon saved in the extra work it will do.

Be sure you use McMILLAN & HAYNES SAWS; they are all warranted to give entire satisfaction.




This SAW SET is the BEST EVER MADE. It is Simple and Strong, and is guaranteed to do its work perfectly.



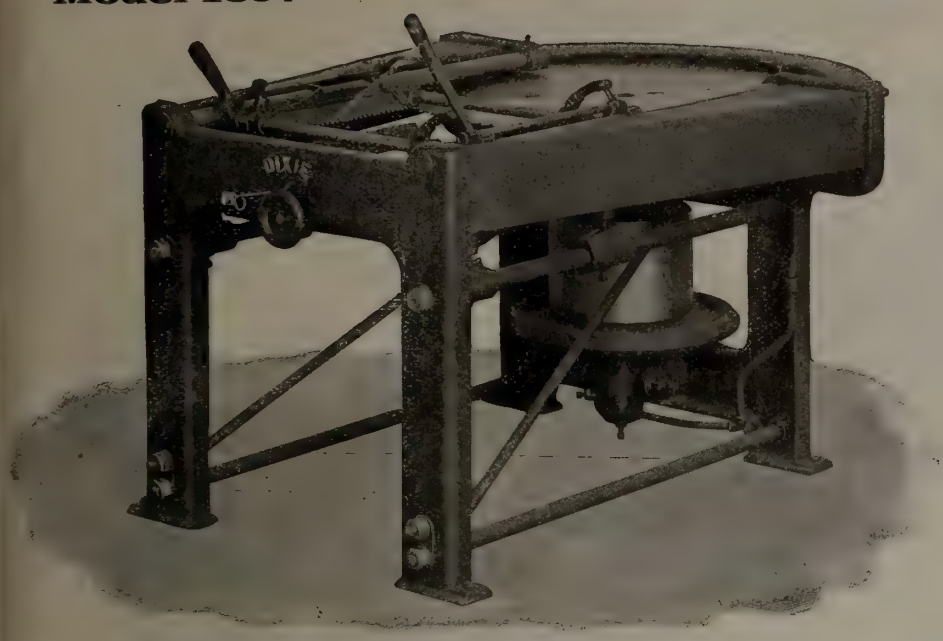

We also manufacture Axes, Files, Saw Jointers, Cant Hooks, Steel and Brass Bedsteads. We have a cheap bed with wire mattrass attached suitable for shanties.

We handle the Famous KELLY AMERICAN AXES. Their Flint Edge is guaranteed to stand in cold, frosty weather, better than any other axe made.

# Dixie Hand-Feed Shingle and Box Board Machine

(Patent Applied For)

**Model 1897**



This is the latest Hand-Feed Shingle Machine, possessing all the improvements in the way of Simplicity, Durability, and Quick and Accurate Adjustment.

The frame is made of two heavy castings, with 2 in. flange all around, and bolted by means of six horizontal and two diagonal rods, fitting in reamed holes, making an absolutely rigid frame; front casting is entirely open at the bottom, so that operator can stand close to machine.

The saw arbor is 2 7/16 in. diameter, and runs in two self-adjusting, self-oiling boxes, which line themselves in every direction, insuring cool journals. The lower end of arbor is case-hardened and runs on a hard steel step, which can be adjusted vertically by a set screw.

The first and every other cut with this machine is a shingle. Turn your slabs and cull lumber into shingles and box boards with

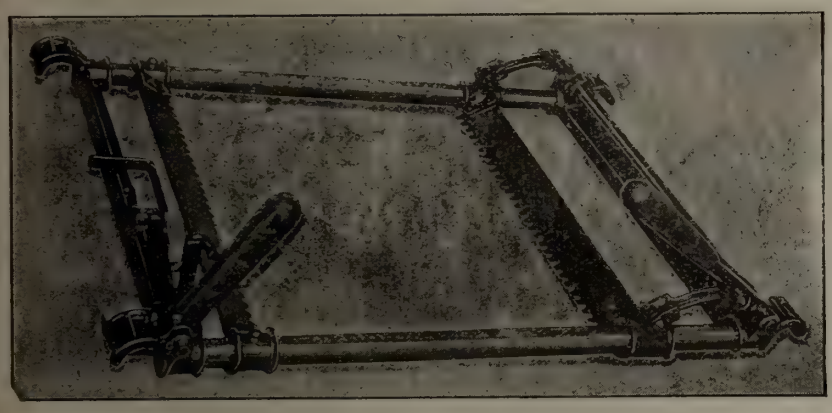
## The "DIXIE"

PAYS FOR ITSELF IN 30 DAYS.
STRONGEST, SIMPLEST, EASIEST RUNNING,
CHEAPEST, AUTOMATIC, GREATEST CAPACITY

Waterous, Brantford, Canada

## The Most Desirable Hand-Feed Shingle Machine Ever Offered

# The Dixie 20 lb. Carriage



The Waterous Engine Works Co., Limited, Brantford, Canada

The carriage frame is made of steel castings and bicycle tubing, with tool steel dogs having knife edge teeth. Carriage has three babbitted bearings on each side, so arranged that it cannot possibly bind or raise from slide when saw starts cutting. Provision is made for carrying sufficient oil to keep the bearings well lubricated. We have thus obtained the strongest carriage ever built, and weighing but 20 pounds. The tilt is entirely automatic, but can be stopped by a simple movement of left-hand handle, which raises the tilt pawl, enabling the operator to cut as many butts from one end as desired. The angle of tilt, or thickness at butt or end of shingle, can be changed by the adjustment of four set screws. The table of tilt, which regulates entire thickness, can be raised and lowered by turning hand wheel in front of machine, which gives a vertical adjustment of three-quarters of an inch. This is the only machine ever built that has a one-screw adjustment for changing tilt.

All parts requiring adjustment can be reached by operator while standing in working position.

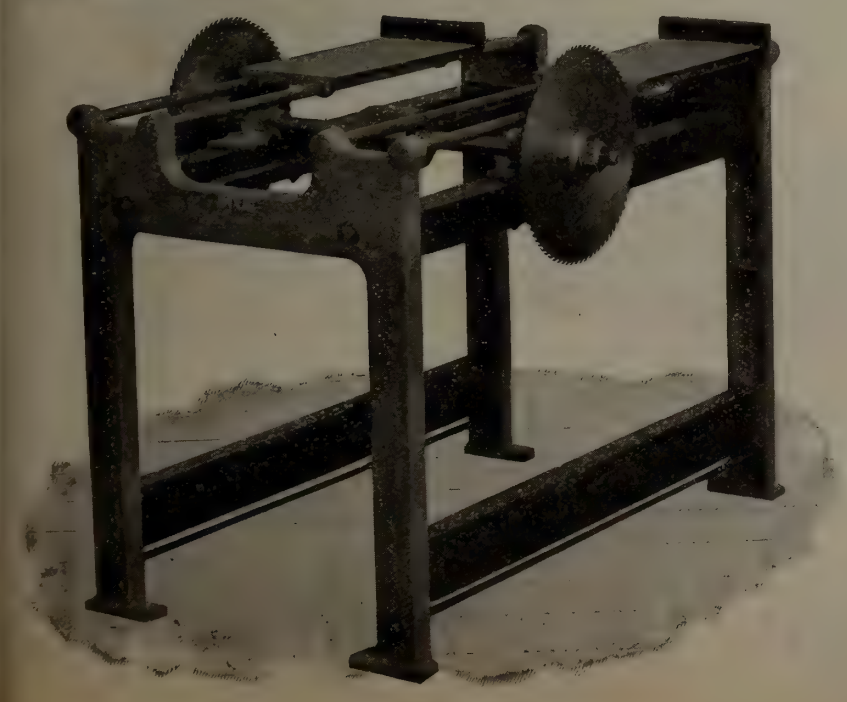
Size of pulley, 12 in. diameter and 8 in. face, and should run at 1500 to 1600 revolutions per minute.

As a **BOX BOARD MACHINE,** the Single Screw Adjustment for varying thickness makes this machine superior for this class of work.

No. 1 Machine, with 36 in. Saw and Collar; No. 2 Machine, with 38 in. Saw and Collar; No. 3 Shingle and Box Board Machine, with 40 in. Saw and Collar; No. 4 Shingle and Box Board Machine, taking Bolts 24¼ in. long, with 42 in. Saw and Collar; No. 5 Shingle and Box Board Machine, taking Bolts 24¼ in. long, with 44 in. Saw and Collar.

Waterous, Brantford, Canada

# Dixie Knot Saw



The frame consists of two iron ends, connection by means of two pieces each of 1¾ x 4 and 2½ x 2½ hardwood, and four iron rod braces, making it very rigid.

Mandrel is 1 3/16 in. diameter, with two saw collars, and driven by 4 in. diameter, 4 in. face pulley. The saws are 14 in. diameter and 21 inches apart, giving ample room for operating two carriages.

Carriages are 8 inches wide, 18 inches long, and have 18½ inches travel on the standard machine. We will furnish these machines to cut any length shingle, with plain or dimension carriage, without extra cost.

Full Line of High Class
Saw Mill Machinery

# Waterous

**BRANTFORD, CANADA**

# R. H. SMITH CO., LTD.

## St. Catharines, Ont.

We are the Sole Manufacturers of Saws under the

# Simonds' Process

in the Dominion of Canada

There is no process its equal for tempering circular saws. Other makers recognize this fact, as some of them, in order to sell their goods, claim to have the same process. **All such Claims are FALSE,** as the patentee in the U. S. and ourselves are the only firms in the world who use it.

MILL STREAM, QUE., on I. C. R'y, December 17th, 1894.

R. H. SMITH CO., LTD., St. Catharines, Ont.

DEAR SIRS,—Driving a 20 in. 13 gauge saw into frozen hardwood, using a 9 in. 4-ply belt, if it can be done satisfactorily, is a very severe test. Your saws have stood that test better than any I have tried. I have been experimenting with different makes—both home and imported—during the last five years, and give yours the preference. Last order is just to hand and will report on them by and bye.

Yours very truly, JAMES McKINLAY.

CAMPBELLTON, N. B., Nov. 17th, 1894.

R. H. SMITH CO., Ltd., St. Catharines, Ont.

DEAR SIRS,—In regard to your Shingle Saws, you can say that I have been using Shingle Saws of your make (Simonds) for the past four years, and they have given good satisfaction. I am running nine machines and use a good many saws, but have never had a saw yet that did not work satisfactorily. Before using your saws I used saws of American make which worked well, but after giving your saw a trial have continued to use yours, as they are cheaper, and in regard to working qualities are all that is needed.

Yours truly, KILGOUR SHIVES.

CLAVERING, ONT., May 3rd, 1897.

R. H. SMITH CO., Ltd., St. Catharines, Ont.

GENTS,—In reply to your letter asking me how I liked the 62" SIMONDS Saw, I must say in all my experience I never had a saw stand up to its work like the one purchased from you last month. Having used saws for the last 22 years, and tried different makes, I can fully say it is the best saw I ever had in my mill, and would recommend the SIMONDS' Process Saws to all mill men in need of circular saws.

Yours truly, W. G. SIMMIE.

P. S.—I am sending you my old saw to be repaired; please hammer to same speed as new one.

W. G. S.

# The "Leader" Saw Swage

**Made in 3 Sizes—$2.00, $2.50, $3.00 Net.**

OUR PRICES ARE RIGHT. KINDLY ALLOW US TO QUOTE YOU BEEORE PURCHASING.

# R. H. SMITH CO., Ltd., St. Catharines., Ont.

A. ALLAN, President.
J. O. GRAVEL, Sec.-Treas.
FRS. SCHOLES, Man. Dir.
J. J. McGILL, Gen. Mgr.

# CANADIAN RUBBER COMPANY

OF MONTREAL, TORONTO AND WINNIPEG
Capital $2,000,000

...MANUFACTURERS OF THE..

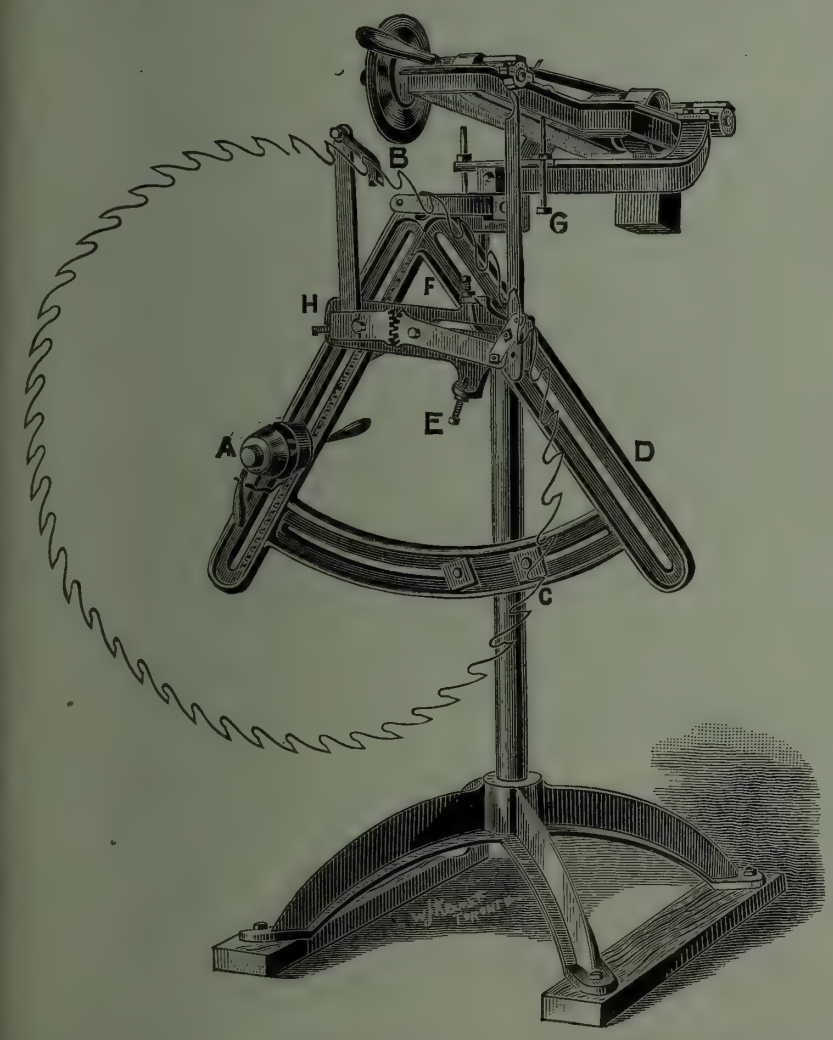
## Highest Grade Rubber Belting

Made in America

**Specially Adapted for Use in Lumber Mills, Pulp Mills, Etc.**

**Western Branch:** Cor. Front & Yonge Sts., **TORONTO** - J. H. WALKER, Mgr.

# The XXX Saw Gummer and Sharpener




*Has No Rival*

## FOR VARIETY, CAPACITY OR QUALITY OF WORK

... OR FOR ...

SIMPLICITY, DURABILITY, CHEAPNESS

Will take saws from 6 inches to 5 feet diameter; sets the saw forward one tooth at a time automatically; sharpens any saw (rip or crosscut) perfectly, giving the teeth any desired pitch or bevel, and making all the teeth exactly alike. Will sharpen 20 teeth in an ordinary saw mill in one minute, or 100 teeth in a shingle saw in four or five minutes. The cut shows outline of mill saw 54-inch diameter.

PEMBROKE, ONT., Jan'y 28th, 1896.

MR. F. J. DRAKE, Kingston:

Dear Sir,—Re the conversation you had with our manager, I am instructed to inform you that the machine we purchased from you early last spring has proved to be a very useful piece of machinery. Our Mr. McCool, who uses it, is greatly pleased with it, and recommends it to any person who may require a Saw Filer. Wishing you much success with your Filer, we remain,

Yours truly,
(Signed) THE PEMBROKE LUMBER CO.
Per W. H. Bromley.

**Send for Catalogue**

Manufactured Only by ....

## CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON, ONT.

# B. R. Mowry & Son

Manufacturers of...

SAW MILL
AND
SHINGLE MILL
MACHINERY

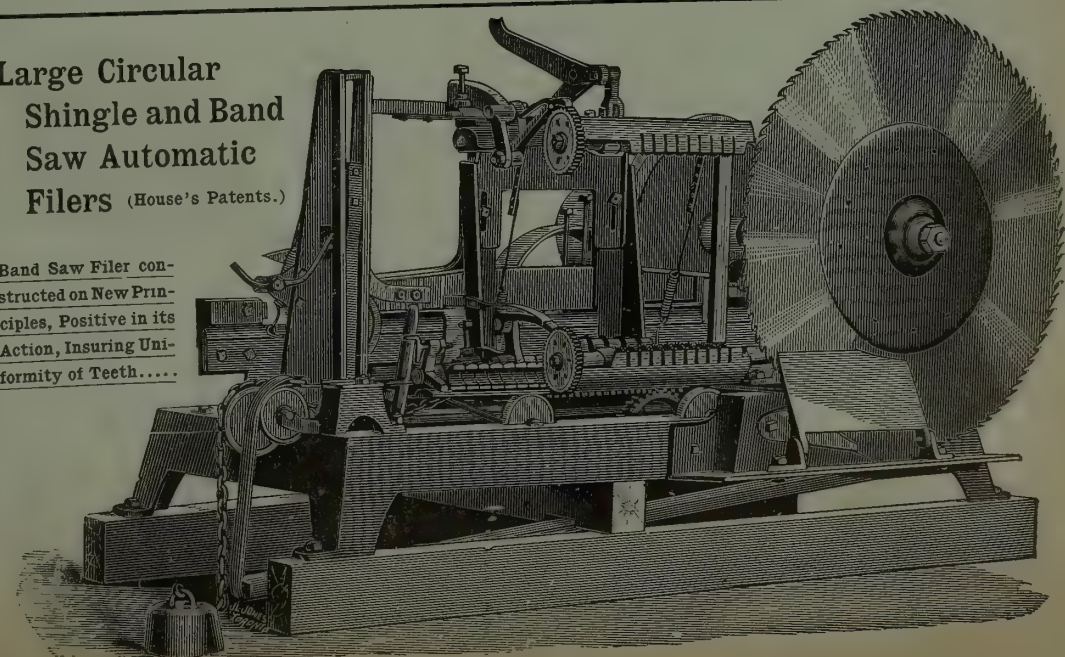
Shingle Machinery a Specialty

REPAIRING PROMPTLY AND CAREFULLY EXECUTED

Gravenhurst, Ont.

Large Circular
Shingle and Band
Saw Automatic
Filers (House's Patents.)

Band Saw Filer constructed on New Principles, Positive in its Action, Insuring Uniformity of Teeth.....



# IT COSTS YOU NOTHING

FOR OUR

**Automatic "Compression"**

# DRY KILN

UNLESS OUR GUARANTEE IS FULFILLED

To convince you of the Superiority of our Process, write us for Catalogue "C" and Testimonials.

**Have you ever seen our Channel Steel . . ?**
**Roller Bearing Trucks and Lumber Buggies ?**

**THE EMERSON COMPANY** FIDELITY BUILDING **BALTIMORE, MD., U.S.A.**

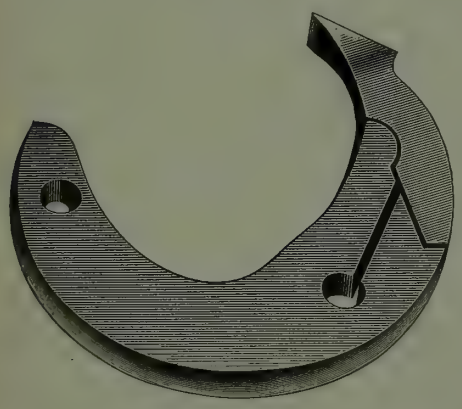
# SUPPLIES

OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

**RICE LEWIS & SON** (LIMITED)

**Cor. King and Victoria Sts. - TORONTO**



**A. McPHERSON**

Manufacturer of

**SHANKS AND CHISEL BITS**

For Inserted Tooth Saws.

Warranted equal to any on the market.

Also Manufacturer of

**Locomotives and Trucks** for the Pole System of Tramways for handling logs and lumber in the woods.

Correspondence Solicited.

**A. McPherson - OXFORD, NOVA SCOTIA**

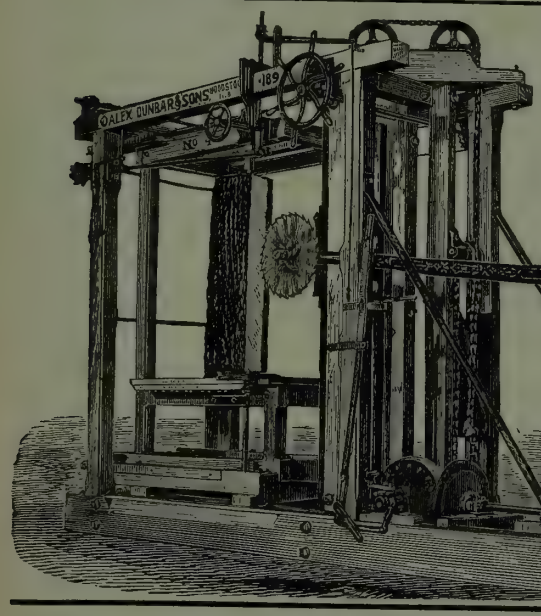
Every Lumberman wants it — **35** cents buys it

## Scribner's Lumber and Log Book

SAVES TIME SAVES MISTAKES SAVES MONEY

BRIMFUL OF EVERY-DAY, PRACTICAL INFORMATION

Address: THE CANADA LUMBERMAN, Toronto




DUNBAR'S CLAPBOARD MACHINE

# ALEX. DUNBAR & SONS

**Woodstock, N.B.**

Manufacturers of . . . . .

## Saw-Mill Machinery

OF ALL KINDS

Including ROTARY SAW MILLS (3 sizes), CLAPBOARD SAWING MACHINES, CLAPBOARD PLANING AND FINISHING MACHINERY, SHINGLE MACHINES, STEAM ENGINES, Etc.

WRITE FOR FURTHER PARTICULARS

**ALEX. DUNBAR & SONS - Woodstock, N. B.**

**USE THE FAMOUS .. PINK LUMBERING TOOLS**

Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks

Cant Hook Handles, Peavy Handles } By Car Load or Dozen

Pike Poles, Skidding Tongs, Boom Chains

**Lowest Prices** ◎ **THOMAS PINK** ◎ **PEMBROKE, ONT.**

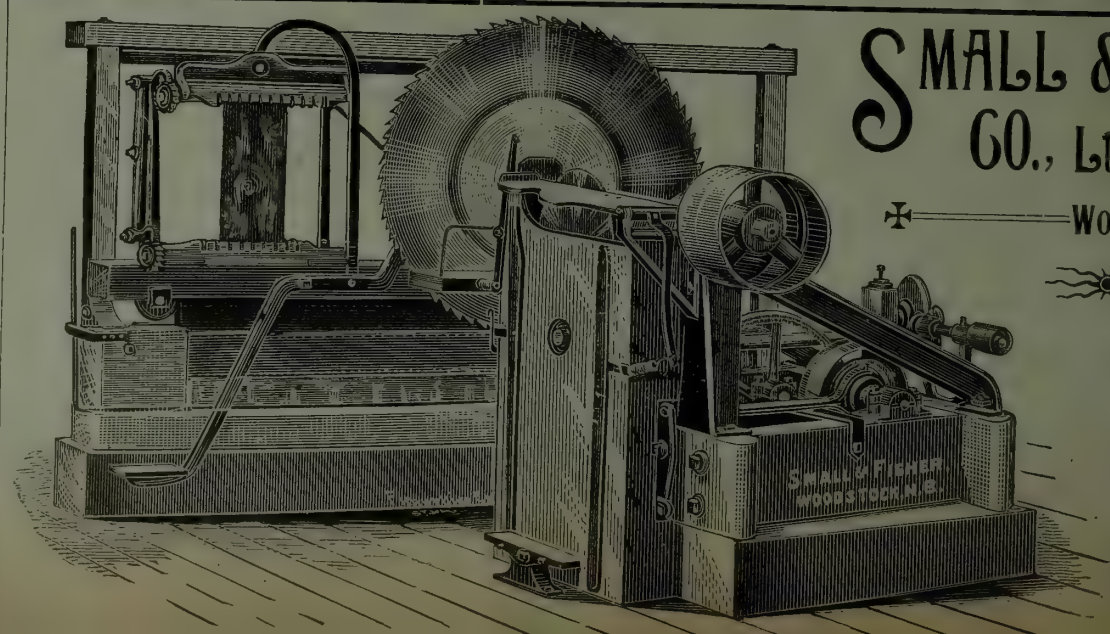
Please mention the CANADA LUMBERMAN when corresponding with advertisers.

OUR EXTRA HAND-MADE

## AXE

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

**CAMPBELL BROS.**
Mnfrs.
**St. John, N.B.**




# SMALL & FISHER CO., Ltd.

Woodstock, N. B.

## Patent Shingle Machine

# THE CANADA LUMBERMAN

WOOD-WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XVIII. NUMBER 8. | TORONTO, ONT., AUGUST, 1897 | TERMS, $1.00 PER YEAR Single Copies, 10 Cents.

## MAGNOLIA METAL

In Use by Ten Leading Governments.

BEST ANTI-FRICTION METAL

For All Machinery Bearings

## MAGNOLIA METAL CO.

OWNERS AND SOLE MANUFACTURERS

266 and 267 West Street, NEW YORK

Chicago Office: TRADERS BUILDING.

Montreal Office: Messrs. Caverhill, Learmont & Co., Agents.

London Office: No. 49 QUEEN VICTORIA STREET, LONDON, E. C.

FOR SALE BY ALL DEALERS

For One Three-Cent Postage Stamp we will send any Engineer mentioning this paper a 15-inch Brass-Edged Ruler.

## THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office: TORONTO, ONT.

Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

## Electrical Machinery and Apparatus

... FOR ...

LIGHT and POWER

SPECIAL ATTENTION GIVEN TO——

LONG DISTANCE TRANSMISSION OF ELECTRICITY

FOR LIGHT AND POWER

ALSO FOR

ELECTRIC PLANTS FOR MILLS

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

THE

## "MORSE" VALVE MACHINE

"The Morse" is the only machine in the market that will reface Steam Valves in position.

3,000 MACHINES IN USE.

Valve Reseating Outfit.

DARLING BROTHERS

... SOLE MANUFACTURERS ...

"Reliance Works," - MONTREAL.

## DODGE

Wood Split Pulleys and

Split Friction Clutch Pulleys and

Cut-Off Couplings—in use in all the Big Mills.

Saw Mill Men Get our Prices • DODGE WOOD SPLIT PULLEY CO.

Works: TORONTO JUNCTION Office: 74 York Street, TOROTO

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED.*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING AND LACE LEATHER

Danville, Que.

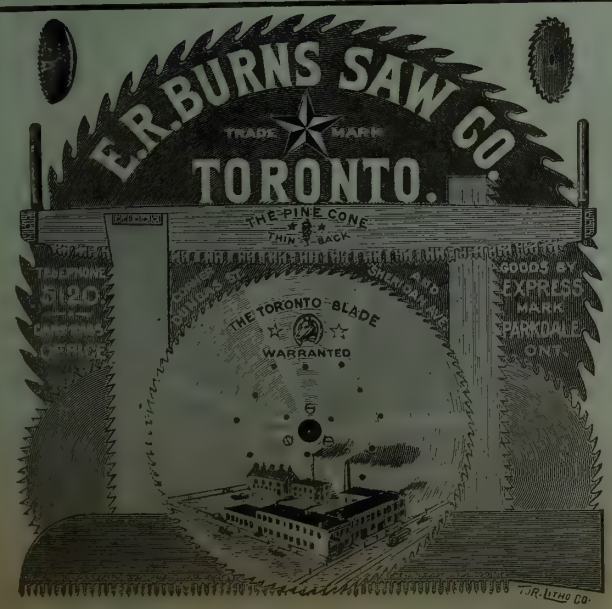
Feather-Edge 4 Ft.——▶

## SPRUCE .. CLAPBOARDS

Write for Prices. For Sale in Car Lots.

C. H. PARKER

Scotstown - Compton Co., Que.



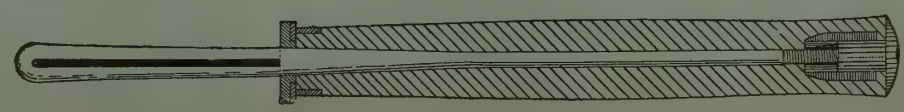

All Grades of

## CROSS-CUT SAWS

at Lowest Prices

.... SOLE MANUFACTURERS OF ...

## The "Burns" Patent Handle



PATENTED JUNE 26th, 1893

**Positively the Strongest Handle Made**

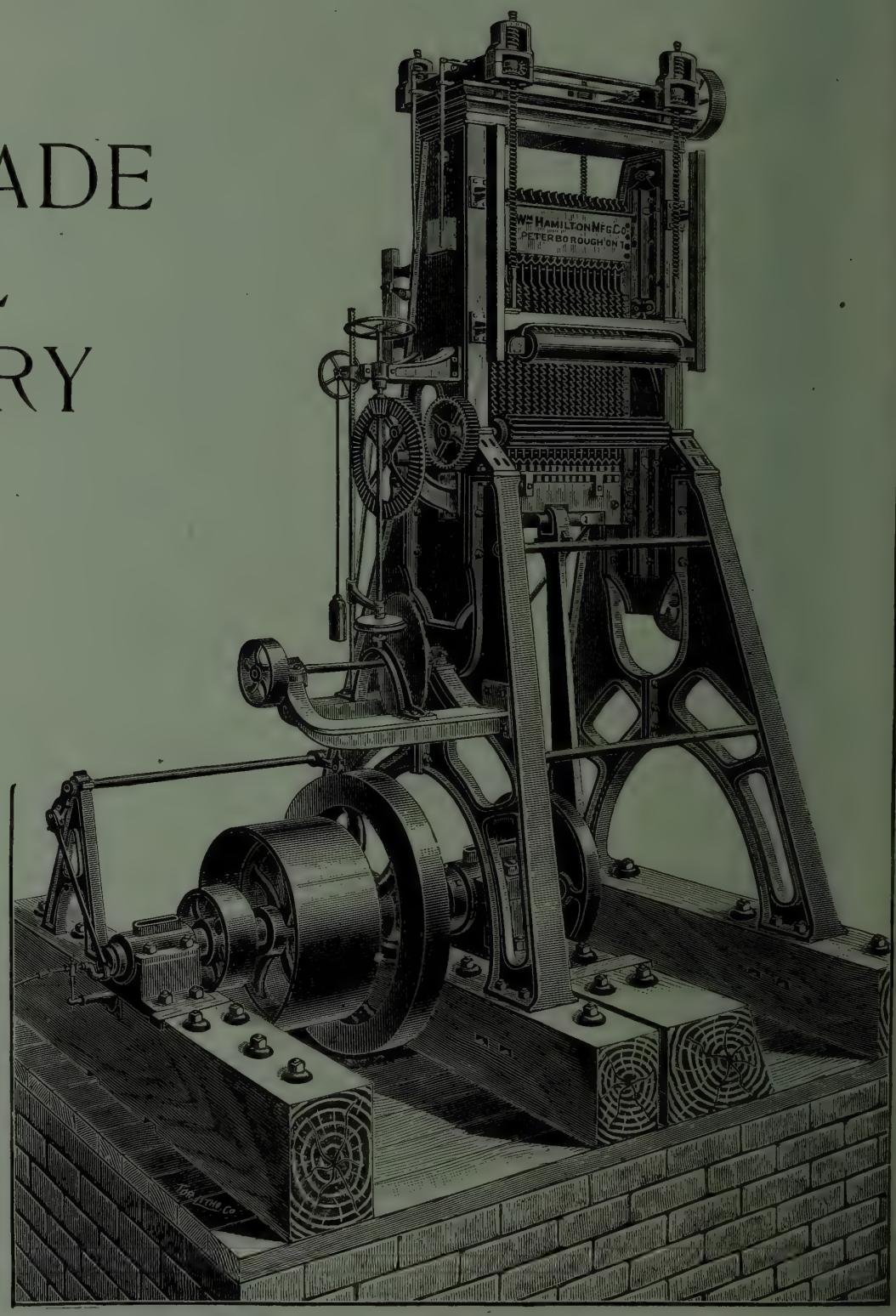
Ask your Hardware Merchant for our Goods. -:- Special Quotations on Large Quantities.

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a Complete Line of

# HIGH GRADE SAW-MILL MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

We are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Ltd.

**Branch Office: VANCOUVER, B. C.**

**PETERBOROUGH, ONT.**

# THE CANADA LUMBERMAN

VOLUME XVIII. NUMBER 8. | TORONTO, ONT., AUGUST, 1897 | TERMS, $1.00 PER YEAR Single Copies, 10 Cents.

## SAW MILL OF MR. HUGH BLACK.

THE mill which is shown in the accompanying illustration was erected at Fergus, Ont., in the year 1886 by Mr. H. Black, just one year after he commenced business in that town. It is located on the Grand river, which affords splendid facilities for floating logs. The mill is fitted with the usual saw mill machinery and improved shingle machines, a special feature being the arrangement of the machinery to facilitate work with a minimum amount of handling of material. All sawdust and shavings are conveyed direct to boiler room by chutes. Power is provided by a 65 h. p. engine and boiler.

There are commodious yards and sheds in connection with the mill which are well stocked with lumber.

Mr. Black states that this season's drive of logs has been very satisfactory both in quantity and quality.

He gives a keen personal supervision to all details of the work, and this has greatly assisted in building up his business.

SAW MILL OF MR. HUGH BLACK, FERGUS, ONT.

## CARE AND ERECTION OF SHAFTING.

A FEW simple rules for the erection and maintenance of line shafting may be interesting to manufacturers who are looking for strict economy and the best results obtainable in this department. In erecting new shafting, says G. P. Clapp in the Canadian Engineer, adjustable hangers should be selected strong enough to do the work required without springing. The width of bearings should be three times the diameter of the shafting. Where a number of pulleys and belts are used bearings should ordinarily be ten, eleven and twelve feet between centres, for 2, 2½ or 3 inch shafting.

When large driving belts, from six to twelve inches wide, are to be used, a strong bearing should be placed on each side of the pulley. A neglect to provide for this important item will result in springing the shaft and causing it to heat in the bearings, besides the liability of breaking from the constant vibration and eccentric motion, which always occurs when shafting is sprung out of line by stress of tight and heavy belting. Shafting should not be fully lined up until all machinery on upper floors is in position. When hangers are attached to floor timbers or ceiling, and the floors are then loaded down with machinery or material, the shafting will always be found badly out of line from the effects of springy floor and timbers. By all means avoid making a storehouse of buildings where line shafting is extensively used.

When convenient, shafting should be hung on posts having a good foundation in the ground cellar and running directly through the various floors; by this plan the floors may be sprung by varying loads and still the shafting will not be affected. Tallow or grease of any kind should never be used on bearings unless it comes in direct contact with the shafting. Piling grease on the box of a vertical shaft, stuffing it in the oil holes, or in the recess around the oil holes, in the caps of horizontal shafting, is a delusion and a snare. Only the grease that comes in direct contact with the shaft will melt and bearings become so hot that damage is done. The person whose duty it is to look after the shafting will usually depend upon the grease doing the work that he should do with his oil can. Where the writer is employed no one is allowed to use grease as cited above, without risking his position. More damage has been done to shafting and bearings by this practice than by any other known.

The size of shafting in its relation to its liability of heating and springing is one of great importance. Shafting too small for the work required leads to bad results, not simply from the width of bearings and size of shaft. Insufficient bearings, with a heavy tension on belting, causes the shaft to spring, and this brings the greater part of the strain on the edge of the bearings nearest the tight belt, consequently heating and cutting is the result. Writers on this subject often overlook the fact that there are other causes for hot bearings besides narrow boxes and small shafting. The fact is, bearings are not likely to heat providing oil can be kept between the two metals composing the shafting and bearings. With small shafting and tight belts, so much strain in proportion to the size of the shaft is brought to bear upon the bearings that the pressure makes an oil-tight joint, and the oil failing to penetrate between the two metals, heating is the result. If any good lubricant could be kept between the metals, heating would be almost an impossibility, but when the pressure becomes so great that the lubricant is excluded by an oil-tight joint then the troub-e begins. The best and most economical results are obtained by running the main or driving shaft, at as high a rate of speed as is consistent with safety. Experience teaches the fact that the source of power, such as engines and water-wheels, should be driven at the highest convenient speed. The following memo. for the proper size of shafting to transmit a given h.p. at varying speeds may be interesting to some of your numerous readers. Size of shaft 1 15/16 in.:

| Speed of shafting | 100 | 125 | 150 | 175 | 200 | 225 | 250 |
|---|---|---|---|---|---|---|---|
| H. P. developed | 10½ | 13 | 16 | 19 | 21 | 24 | 26 |

## ONTARIO FORESTRY COMMISSION.

MEMBERS of the Forestry Commission have recently returned from their initial trip, having visited the townships of Harvey, Burleigh and Galway, in the rear of the County of Peterboro'. The party consisted of Mr. M. J. Butler, representing Mr. E. W. Rathbun; Mr. Thos. Southworth, Clerk of Forestry; Mr. John Bertram, Toronto, and Mr. J. B. McWilliams, of Peterboro'.

Mr. Southworth reports that they found far better prospects for a second crop of pine than they expected. In one block of about 10,000 acres, which is quite unsuitable for cultivation, they found at least 250 pine trees to the acre. This land was originally free grant land and was burned over 23 years ago. Following the fire came a thick growth of poplar, and in the course of a year or so more the young pine began to appear. The poplars served as a shade for the pines until the pines outgrew them; now they are from 30 to 40 feet high and will average not less than eight inches in diameter. In addition to the pines there are now quite a number of fine young hardwood trees to the acre, and providing this block can be preserved from fire for another 25 years it will be a very valuable timber berth.

The next visit of inspection will be made to the Georgian Bay district.

W. Richardson & Co. Elora, state that their cut this season will be ahead of the two previous years.

An American company has bought out a match factory in Japan, introducing modern machinery, and has begun operations on a large scale. It employs child labor at 12 cents a day. The company claims to be able to drive out all competition.

## TWO DOLLAR DUTY ON LUMBER.

THE CONGRESS OF THE UNITED STATES FINALLY ADOPTS THE DINGLEY BILL.—A COMPARISON WITH THE MCKINLEY BILL.

At four minutes past four o'clock on Saturday, July 24th, President McKinley affixed his signature to the Dingley tariff bill, and exactly at that moment it became law. The excitement at the customs houses at the time is said to have been intense, and at many ports vessels heavily laden with goods arrived only a few minutes after the bill had become law.

The wood schedule, as adopted, is much the same as that of the McKinley bill, which was operative between October, 1890, and August, 1894, and was subsequently succeeded by the Wilson bill, placing lumber on the free list. A couple of weeks ago an amendment was passed in the Senate reducing the duty on white pine to $1 per thousand feet, and many were of the opinion that the bill would become law in that form, but a conference committee of the two houses afterwards restored the $2 duty, which was finally adopted. The Michigan lumbermen interested in securing Canadian timber made a strong fight against the duty, apparently fully convinced of the results likely to follow. The retaliatory clause adopted provides that in case any country imposes an export duty on saw logs, the amount of such duty shall be added to the import duty on lumber.

For the purpose of comparison, we print below the bill as adopted, together with the McKinley bill passed in 1890 :

DINGLEY BILL—ADOPTED JULY 24TH, 1897.

WOOD SCHEDULE.

Timber, hewn, sided or squared (not less than eight inches square) and round timber used for spars or in building wharves, 1 cent per cubic foot.

Sawed boards, planks, deals and other lumber of white wood, sycamore or basswood, $1 per thousand feet board measure; sawed lumber, not specially provided for in this act, $2 per thousand feet board measure; but when lumber of any sort is planed or finished, in addition to the rates herein provided, there shall be levied and paid for each side so planed and finished, 50 cents per thousand feet board measure; and if planed on one side and tongued and grooved, $1 per thousand feet board measure; and if planed on two sides, and tongued and grooved, $1.50 per thousand feet board measure; and in estimating board measure in this schedule no deduction shall be made on board measure on account of planing, tonguing and grooving; provided that if any country or dependency shall impose an export duty on saw logs, round unmanufactured timber, stave bolts, shingle bolts, or heading bolts, exported to the United States, or a discriminating charge on boom-sticks or chains used by American citizens in towing logs, the amount of such export duty, tax, or other charge, as the case may be, shall be added as an additional duty to the duties imposed upon the articles mentioned in this paragraph, when imported from such countries or dependencies.

Paving posts, railway ties, and telephone, trolley, electric light and telegraph poles of cedar, or other woods, 20 per cent. ad valorem.

Kindling woods in bundles not exceeding one-quarter of a cubic foot each, 3-10 of 1 cent per bundle; if in larger bundles 3-10 of 1 cent for each additional quarter of a cubic foot or fractional part thereof.

Sawed boards, planks, deals and all forms of sawed cedar, lignum vitæ, lancewood, ebony, granadilla, mahogany, rosewood, satin wood and all other cabinet woods not further manufactured than sawed, 15 per centum ad valorem; veneers of wood and wood unmanufactured not specially provided for in this act, 20 per cent. ad valorem.

Clapboards $1.50 per thousand.

Hubs for wheels, posts, heading bolts, stave bolts, last blocks, wagon blocks, oar blocks, heading blocks and all light blocks or sticks, rough, hewn, sawed or bored 26 per cent. ad valorem; fence posts 10 per cent. ad valorem.

Lath, 15 cents per 100 pieces.

Pickets, palings and staves of all kinds, 10 per cent. ad valorem.

Shingles, 30 cents per thousand.

Casks, barrels and hogsheads (empty), sugar box shooks, packing boxes (empty) and packing box shooks of wood, not specially provided for in this act, 30 per cent. ad valorem.

Chair cane or reeds, rough or manufactured from rattan or reeds, 10 per cent. ad valorem; ozier or willow prepared for basket makers' use, 20 per cent. ad valorem; manufactures of ozier or willow, 50 per cent. ad valorem.

Tooth picks of wood or other vegetable substance, 2 cents per thousand and 15 per cent. ad valorem; butcher's and packers' skewers of wood, 40 cents per thousand.

House or cabinet furniture of wood, wholly or partly finished, and manufactures of wood, or of which wood is the component material of chief value, not especially provided for in this act, 35 per cent. ad valorem.

MCKINLEY BILL—ADOPTED OCTOBER 1, 1890.

WOOD SCHEDULE.

Timber, hewn and sawed, and timber used for spars and in building wharves, ten per centum ad valorem.

Timber, squared or sided, not specially provided for in this act, one-half of one cent per cubic foot.

Sawed boards, planks, deals and other lumber of hemlock, whitewood, sycamore, white pine and basswood, one dollar per thousand feet board measure; sawed lumber, not specially provided for in this act, two dollars per thousand feet board measure; but when lumber of any sort is planed or finished, in addition to the rates herein provided, there shall be levied and paid for each side so planed or finished fifty cents per thousand feet board measure; and if planed on one side and tongued and groove', one dollar per thousand feet board measure; and if planed on two sides, and tongued and grooved, one dollar and fifty cents per thousand feet board measure; and in estimating board measure under this schedule no deduction shall be made on board measure on account of planing, tonguing and grooving; provided, that in case any foreign country shall impose an export duty upon pine, spruce, elm or other logs, or upon stave bolts, shingle wood or heading blocks exported to the United States from such country, then the duty upon the sawed lumber herein provided for, when imported from such country, shall remain the same as fixed by the law in force prior to the passage of this act.

Cedar: That on and after March first, eighteen hundred and ninety-one, paving posts, railroad ties and telephone and telegraph poles of cedar shall be dutiable at twenty per centum ad valorem.

Sawed boards, planks, deals and all forms of sawed cedar, lignum vitæ, lancewood, ebony, box, granadilla, mahogany, rosewood, satinwood, and all other cabinet woods not further manufactured than sawed, 15 per centum ad valorem; veneers of wood and wood unmanufactured, not specially provided for in this act, twenty per centum ad valorem.

Pine clapboards, one dollar per one thousand.

Spruce clapboards, one dollar and fifty cents per one thousand.

Hubs for wheels, post, last blocks, wagon blocks, oar blocks, gun blocks, heading blocks, and all like blocks or sticks, rough, hewn or sawed only, twenty per centnm ad valorem.

Laths, fifteen cents per one thousand pieces.

Pickets and palings, ten per centum ad valorem.

White pine shingles, twenty cents per one thousand; all other thirty cents per one thousand.

Staves of wood of all kinds, ten per centum ad valorem.

Casks and barrels (empty), sugar box shooks, and packing and packing box shooks, of wood, not specially provided for in this act, thirty per centum ad valorem.

Chair canes, or reeds wrought or manufactured from rattans or reeds, and whether round, square, or in any other shape, ten per centum ad valorem.

House or cabinet furniture, of wood, wholly or partly finished manufactures of wood, or of which wood is the component material of chief value, not specially provided for in this act, thirty-five per centum ad valorem.

Mechanically ground wood pulp, two dollars and fifty cents per ton dry weight; chemical wood pulp, unbleached, six dollars per ton dry weight; bleached, seven dollars per ton dry weight.

## ONTARIO CROWN TIMBER AGENTS.

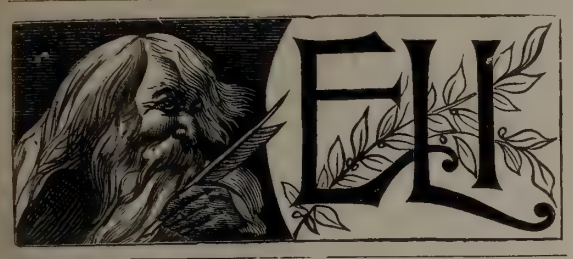
The accompanying portrait and particulars of Mr. P. C. Campbell, Crown Timber Agent for Algoma, came to hand after our July issue had been printed :

Mr. Campbell was born in Aldborough, County of Elgin, on December 2nd, 1833, his parents being among the pioneer settlers of that township, having emigrated from Argyleshire in 1818. He, with the rest of the family, experienced and went through all the vicissitudes and hardships incidental to a pioneer life at that time, when the only roads were blazed paths and there were no mills, no churches, no schools. His education was such as could be obtained at home, with occasionally a few weeks at a school which his father and two neighbors maintained at their own expense. Higher education was out of the question, as it could not be obtained nearer than Little York, and neither the time nor the money could be spared for that purpose. Though largely self-educated, he has filled many positions of trust and importance in the community in which he has lived.

From 1853 to 1860 Mr. Campbell's time was divided between farming and lumbering. From 1860 to 1868 he was engaged in lumbering in conjunction with Mr. George Campbell, of Windsor. From 1868 to 1872 inclusive he was employed as overseer of colonization road building in Muskoka and Parry Sound, being for the last three years acting inspector, and during the winters of these years engaged in wood ranging. Resigning his employment under the Crown Lands Department in 1872, he again engaged in lumbering, meeting with heavy disaster in 1873, in common with all engaged in the lumbering business that year. In 1876 he opened a conveyancing, loan and insurance office in Wardsville, in the county of Middlesex, combining with it next year the purchase and shipping of all kinds of produce, and from 1878 to 1881 he also managed a private bank in the same village for Fawcett & Livingstone, of Mitchell, Ont. Towards the close of the latter year he went to Winnipeg, along with many others, and was one of the victims of the collapse of the boom of 1881 and 1882.

MR. P. C. CAMPBELL.

Mr. Campbell has always been a pronounced Liberal, and has taken an active part in political life, having been repeatedly urged to become a candidate in different ridings where he has been in business, but he has never been ambitious in that direction. He was elected Reeve of his native township in 1867 by a large majority. He was at the front with the volunteers as ensign of the Wardsville Infantry Company in 1865-6, being stationed at Sarnia during the Fenian Raid. In 1883 he was offered the position of Crown Timber Agent for the district of Algoma, which he accepted and still occupies.




I NOTICE that the methods of a new firm of wholesale lumber dealers have lately been attracting much attention in the Boston market. Coming into existence without any known previous connection, they posed as lumber dealers and sent out circulars stating that they were in the market for quarter and plain sawed white oak, and that they could also use some good white ash. The first shipper to open up correspondence was an Indiana manufacturer, from whom the new firm ordered one car of quartered and two cars of plain oak. Before shipping, however, he wrote as follows: "Not finding you rated, will attach 30 days' sight draft to bill of lading." To this the dealer replied, "Reason we are not quoted, did not commence business till after first of year. All right, ship lumber, attach draft." The lumber was shipped, and the bill of lading forwarded to a Boston bank, with draft attached. The papers were to be delivered only on payment of the draft, but disregarding this admonition, the bank turned over the bill of lading upon acceptance of the draft, and it is understood that the shipper hopes to hold the bank liable. The lumber being secured by the dealers, it was disposed of in the Boston market at from five to six dollars less than they had agreed to pay the shipper. These conditions leave no doubt in the minds of the public how the new aspirants for patronage proposed to transact their business, and emphasize the necessity of shippers of lumber taking every possible precaution to escape the clutches of such sharks, who are also a source of injury and annoyance to reputable wholesale dealers.

* * *

How the proposed duty on Canadian lumber will affect the lumber trade of this country is shown by the statement made by a Toronto wholesale dealer that he would do the buying for his American trade in the American market. This, he said, would necessitate no greater, if as great, travelling expenses than at present, and would enable him to compete with wholesalers across the border. "Of course," he remarked, "I would prefer to handle Canadian lumber, but by force of circumstances we must adapt ourselves to the new order of things." Another dealer with whom I talked, and who deals in hardwoods almost exclusively, stated that he would remove to Michigan, from which point he thought he could conduct his trade equally as well as from Toronto. He considered it a foregone conclusion that the Dominion government would impose an export tax on saw logs, in which case the duty on lumber would be $4. Thus for a time following the imposition of the duty the Canadian trade would suffer, but I confess that I cannot see any other way out of the difficulty but to put on a bold front and await results. Surely the government of this country cannot be condemned for taking action to protect her rights when practically compelled to do so by the infamous tariff law of the United States. It may seem a hardship to some, but in law individual interests cannot be considered, and as a nation no other course now seems open. Should the export be added to the import duty, we must accept the situation, and take early steps to learn the possibilities of the export trade.

* * *

THE name of Mr. Arthur Hill, of Saginaw, Mich., has been prominently before the public of late in connection with the question of a duty on lumber. As a large holder of Canadian limits, he has been a strong opponent of the duty, and his labors have probably carried more weight at Washington than those of any other individual person. The portrait which herewith appears shows that Mr. Hill is yet in the prime of life, and quite good-looking. It will, I am sure, be very acceptably received by readers of THE LUMBERMAN, and especially by those who have interests

MR. ARTHUR HILL.

in common with Mr. Hill, but who have not yet had the pleasure of meeting him personally. Although residing on the American side, his interests are almost entirely in Canada. During the tariff fight he has spent the greater portion of his time at the United States capitol, seeking and imparting information.

* * *

"ELI" happened to be in the office of a lumber dealer the other day when the principal was called to the telephone by a manufacturer who had been requested to quote prices on certain stock. "Oh," said the dealer, "you are too late; that order has been filled over a week ago." This suggested to me the thought that much business was lost to mill men by dilatoriness in answering correspondence. In this case the dealer wanted certain stock, and the mill man had the stock that would fill the bill, but no deal was consummated between the two parties, as a prompt reply to the letter of the dealer was not forthcoming. Saw mill men are not usually expert at office work, but as it has an important bearing upon the results of the year's business, many of them could with profit pay more attention to this detail. The system which prevails in the saw mill should to the same extent be found in the office.

## A BUSINESS HELP.

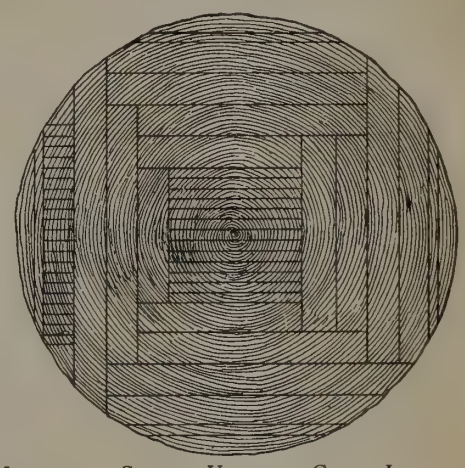
Messrs. Bowman & Co., Dundas, Ont., in renewing their subscription to THE LUMBERMAN, state that they find it very interesting and profitable reading, and that it has put them in communication with several firms with whom they now have business relations.

## SAWING VERTICAL GRAIN LUMBER.

A SUPERIOR quality of lumber may be obtained by sawing the log vertical with the grain, or growth rings of the tree, a fact that should be known, not only by sawyers, but by mill owners as well, says a writer in "Lumber." Of course, it requires the turning of the log a few more times, therefore taking a little more time, but this loss of time is more than made up by the quality of the lumber obtained, and also by the quantity of clear lumber that may be cut out of a log that has a few knots in it.

Lumber cut in this way is far superior to any other. It will not warp in drying, at least not one-half as bad as lumber sawed the other way, which alone is worth more than it costs in extra time by sawing it vertically. Most kinds of wood are liable to check in drying, a difficulty that is largely overcome in lumber sawed vertically. Another advantage is that lumber sawed in this way will retain paint much better. But the principal advantage is to be found in its superiority of warping qualities. Lumber used for flooring should not be cut any other way. It will wear more even and not splinter up as it will if cut from the side of the log in the usual way.

As to the way of cutting lumber vertically, the illustration given will convey to the reader the idea more readily than I could explain it in many times the space. But a sawyer must be governed by the size of the log he is sawing, the amount of clear lumber there is in it, and also the width of the lumber he wishes to make. He will readily see that it would not be practical to try to get ten or twelve-inch vertical lumber out of a small or medium-sized log. In fact, it does not pay to cut much wide lumber vertically, but chiefly from four to six-inch, as used for flooring and siding. My plan in sawing is, after taking off the slab, to take off one or two one-inch



METHOD OF SAWING VERTICAL GRAIN LUMBER.

boards, then take off one or two cants the thickness of the width of the boards required, then turn the log and continue cutting and turning until the log is cut into where it is too knotty for clear lumber. This part of the log can then be cut up into common lumber, the cants to be laid one on top of the other, and cut into the required thickness.

The extensive saw mills of the Royal Paper Mills Co., at East Angus, Que., were destroyed by fire during the past month, entailing a loss of $200,000, only about one-third of which is covered by insurance. The saw mill was a comparatively new building constructed two years ago at a cost of $40,000. The pulp mill was recently overhauled and was probably worth $125,000. Mr. F. B. Buck, of Sherbrooke, the president of the company, states that rebuilding will be commenced at once.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

[MONTHLY AND WEEKLY EDITIONS

C. H. MORTIMER
PUBLISHER
CONFEDERATION LIFE BUILDING, TORONTO

[BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:
One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

### *TO VISITING LUMBERMEN.*

*Lumbermen visiting Toronto are invited to use the office of the CANADA LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way they may desire.*

## CEDAR BLOCKS AS A PAVING MATERIAL.

AN agitation has been going on for some time past in many Canadian and United States cities against the use of cedar for paving purposes. In Toronto the material is being unjustly decried, and defects attributed to it for which it is not responsible. Thus we feel prompted to say a few words in defence of cedar blocks.

Some fifteen years ago Toronto, among other cities, found that the old broken stone or macadam road was not only costly to build, but also to maintain, and some other style of pavement was looked for. The Nicholson or sawn block road, made first of three-inch oak plank and then of pine, was tried, but although making a nice-looking road, it did not last as long as was expected. This was not so much the fault of the material as the neglect to properly care for it after it was laid. No sooner was a new pavement laid on a street than it would be torn up to lay gas or water mains or private drains, thus allowing water to penetrate the joints between the blocks and cause decay. The specifications also called for white oak, but strange to say, the authorities permitted over fifty per cent. of red oak to be used—a wood that is very inferior for the purpose. This material was therefore discarded.

Next the round cedar blocks were adopted, and have since been largely used for residential streets. They have, we believe, given general satisfaction, when the lower cost as compared with brick or asphalt is taken into consideration. It has been demonstrated that when properly constructed and not disturbed by excavations they will last for ten years, when they can again be relaid at a very small cost. No person would for a moment claim that cedar will make a better roadway than the materials we have just mentioned, but it certainly is better than some of the asphalt and brick laid in Toronto within the last few years, and costs only about one-quarter as much. The bricks laid on College and Dundas streets are going to pieces; the edges are chipped off, and the road will soon be as bad as a cobble stone road.

In Toronto we have a large number of cedar block pavements, to which members of the medical profession have attributed the cause of much disease which we believe was, instead, the result of bad plumbing of the "boom" days, poorly constructed sewers, or careless people. A cedar roadway will certainly never retain odors like the primitive gravel roads they are now trying to force on the people. In proof that the cedar roadway is not unhealthy stands the fact that Toronto stands second in point of health among the large cities on this continent.

There is in Ontario much cedar available for paving purposes. The paving of the streets of Toronto with cedar would mean the employment of a large number of men both in cutting the timber and sawing the blocks. The imposition by the United States government of a duty on lumber will probably lead to the shutting down of many saw mills, thus throwing a small army of men out of employment. Some of those men at least might find employment taking out cedar for paving. The pavements in Toronto must be renewed, and the question is, "What material shall be used?" Cedar has certainly given good value for the money expended, and has lasted for ten or twelve years.

We do not desire to depreciate other and more expensive pavements, but between gravel and cedar blocks there can be no doubt as to which is the best material. As being interested in wood goods, we would ask the authorities of Toronto and other cities to consider the good points of cedar, and not discard it until it can be displaced with something that is better and cheaper.

## CARE IN HANDLING STOCK.

FREQUENTLY in the columns of THE LUMBERMAN the attention of manufacturers has been drawn to the necessity of exercising care in the cutting and handling of lumber. The matter is one of great importance to manufacturers, more especially in view of the increased export trade likely to be done in the near future. From the time the log reaches the mill until the lumber is loaded on the car every precaution should be taken against damage which would depreciate the value of the stock.

In the first instance, the sawyer should bear in mind that there are good and bad sides to the log. You can make many dollars in a season by watching this.

The sawyer should use his "nigger" canter carefully. Do not jam and tear the whole face out of a clear plank just to gain a minute or two. You can spoil more clear lumber in a few seconds than you will make in many hours. Some canters jab their cant hooks into the face of a clear cut and tear large slivers out, apparently forgetting that good lumber meets with ready sale at a high price, and is much to be desired.

Tail sawyers should handle wide clear planks from the saw with care. Do not slam them down on the rollers and split them. The value of a lot of lumber often depends on the percentage of wide stock it contains. You can materially assist in keeping up the average by careful handling.

Lumber pilers should see that the foundations of their piles are level to start with, then see that they are sufficiently high off the ground to ensure proper ventilation, and then pile the lumber evenly, so that the crossers are immediately over one another. By this means the weight of the pile is evenly distributed, and there will be no warped lumber. Let the front end crosser project sufficiently so as to shade the ends of the boards or planks as much as is necessary. This will prevent checking on the ends. Pile each length by itself as far as possible. Go to a little trouble even to do this, as it will pay to do so, both in the appearance of the stock and in preventing checking, while it is much easier to ship from.

When it is necessary to pile different thicknesses of lumber in one pile, always get the thickest planks on the outside, and as many of the same thickness as possible at intervals between, so that the crossers of the next course may rest on these and make a uniform bed for the next course. Avoid, when possible, doubling up thin boards to make a uniform course except in very dry lumber. Cover your piles, especially your good thick lumber, every night. There are plenty of culls made at every mill, and they are worth very little. There is a much smaller quantity of clear, which is valuable. It is manifestly to the interest of the manufacturer to save every piece of good lumber he makes. A pile left uncovered over night means checked lumber if the sun comes out strong the next day. If it is pine, basswood, maple or oak it may mean stained lumber as well as checked, or a difference in value of from $10 to $15 per M feet. When the pile is finished, roof it carefully, so that the stock may be kept bright and allowed to dry in good order. Some mill men think that the very best lumber they have is none too good to roof their piles with, and cover the clear piles with clear lumber. This is rather expensive, as a roof of clear lumber will not keep out the rain or snow any better than good common boards.

Lumber should be carefully loaded on cars. This is usually looked after by the inspector, but sometimes it happens that the inspector is called upon to explain a discrepancy between his inspection at the shipping point and the inspection at receiving point. Some of this can often be traced to splitting, warping and careless loading. Each piece should be placed perfectly flat. If there is a space that you have not a board to exactly fill, it is a good plan to angle the piece you put into the space, so that the boards in the following course will bear on some part of the piece thus angled. In loading stock boards where they do not exactly fill the space, either alternate them and break joints or pile exactly on

top of one another and put enough pieces on edge to fill out the space.

Employers should teach their employees the necessity of careful handling and neat piling. While in this era of cheapness it may be necessary to keep the cost of handling down to the minimum, yet it is the clear, bright, carefully handled stock that brings the most money and meets with ready sale.

## A DECLARATION WANTED.

In another column will be found the wood schedule of the Dingley bill as finally passed by the United States congress. The two dollar rate on both pine and hardwoods has been maintained, while the duty on shingles and other classes of wood goods is equally protective. The result of the imposition of this duty cannot well be foreshadowed. It will not, we believe, prove to be in the best interests of the United States, which is to a large extent dependent upon Canada for raw material, and that it will cause a transformation in the Canadian trade may safely be predicted.

The lumber interests of the two countries are closely allied. The United States is looking to Canada for her supply of saw logs and pulp wood, while in the United States Canadian lumbermen find their natural market. But by means of a tariff wall, initiated by the American government, the two countries are to be separated, probably to the detriment of both. The president's signature has been affixed to the Dingley bill, and it now remains for the Dominion government to declare whether we shall meekly submit to the injustice of the bill or adopt retaliatory measures.

Whatever course may be decided upon, the lumbermen of this country are entitled to an early declaration from the Governor-General, to whom has been given the power to impose an export duty on saw logs. The time is drawing near when preparations must be made for operations in the woods, and lumbermen desire to know just where they stand. The government should therefore lose no time in making a declaration regarding the imposition of an export duty.

## EDITORIAL NOTES.

There is manufactured in Ontario each year several million feet of oak lumber, most of which is flat sawn. We would suggest for the consideration of manufacturers the advisability of quarter-sawing a greater quantity, which could be done by the addition of a little machinery, and the outlay would soon be returned by the higher prices obtained for the stock. By quarter-sawing the beauties of the grain are shown to much better advantage, and the boards are not likely to warp. Opinions differ as to the expediency of quarter-sawing, but we believe that no mistake can be made in cutting the best logs at least in this manner.

An insect, called the spruce gall louse, is said to be working its way into the spruce forests of Ontario, and unless steps are taken looking to its extinction, destructive results may follow. It is said to be a native of the old world, and was imported into the United States in 1867, since which time it has gradually been working northward. The eggs are laid about the end of July on the small green spines, and remain exposed to the weather all winter and hatch out in the spring. The annual report of the Ontario Clerk of Forestry, which will shortly be published, will contain a paper on the pest prepared by Mr. William Brodie, of Toronto, who has given the matter some attention. If taken in time, it is said to be possible to save a tree by nipping off and burning the affected twigs.

The maxim that "In Unity there is Strength," has been strikingly illustrated in connection with the question of taxing Canadian lumber. After the tariff bill had passed several stages in the United States Congress with lumber at the $2 rate, a large meeting of Canadian pine limit holders and dealers was held at Ottawa to protest against the proposed duty, and to urge the Dominion government to retaliate by means of an export duty. Influence was brought to bear on the United States government, and the rate on pine was reduced by the Senate to $1, but the reduction of the duty on hardwoods was apparently never thought of. In all the deliberations one would suppose that pine was about the only lumber in Ontario. The reason of this is found in the lack of organization in the lumber trade. The pine men have large interests involved, and are therefore given consideration, but unless the hardwood manufacturers combine their interests they cannot hope to secure justice.

In the past objections have been raised to the red cedar shingles of the Pacific coast on the ground that they were over-dried in order to lessen the cost of transportation to the eastern markets. The folly of this over-drying has gradually become recognized by the manufacturers, and to-day the western shingle is looked upon much more favorably by both dealers and consumers. Partly on this account there has sprung up in the east a demand for red cedar shingles almost unprecedented in the history of the trade, and after several years of heavy stocks manufacturers now find themselves in the somewhat enviable position of being unable to fill orders. The shipper now controls the market, a complete reversal of the conditions which have existed during the past few years. Whether prices will be advanced in the eastern markets it is difficult to say, as cypress shingles, which can be purchased at a lower cost, are also coming in favor, and may influence the market in this respect.

## REPAIRING A PORTABLE MILL.

A correspondent of the Woodworker thus relates his experience in overhauling a portable mill purchased at an administrator's sale :

"The engine was a 15 horse power center-crank. An examination disclosed the fact that there was a half-inch play in the crank, and both brasses burnt in two. The wrist was corrugated to the depth of one-fourth inch. I was informed by the engineer that when it first commenced heating it would hang up sometimes, but they would 'prize' it off the dead centre with a scantling, and go at it again. He also said the governor belt had broken once, and all hands had taken to the woods, but he had ventured back and stopped it after it had gotten down nearly to its normal speed again. He said no one could run it, and when I found the eccentric slipped back a sixth of a revolution, I was ready to believe him. The boiler was in fair condition.

"Turning my attention to the mill, I found it to be of the latest variable-feed design, and in fair order except the saw. It was an Emerson, Smith & Co., planer tooth, twenty-eight teeth, twelve of which were out, and each of the other sixteen setting on a separate and distinct angle. The sawyer, who was also an itinerant preacher, had informed the natives that the mill was no good, and the boiler was liable to 'bust' at any time. This had the effect of scaring off most of the would-be purchasers, and the mill was knocked down to me at one-third of what it had cost a year before.

"Now came the question of repairs, and as several men wanted sawing done where the mill was—and that was sixteen miles from the nearest railroad depot, and forty miles thence to a shop—I concluded to tackle the job myself. I found the wrist would dress to two and one-half inches, it being originally three ; so I ordered a pair of brasses from the makers, bored to two and one-half inches. Then I made a template of sheet iron with a two and one-half inch half circle, being careful to get it perfect. I first cut off the ridges with a cold chisel, then finished it with files, referring often to the template. I left the ends round, instead of bringing to a square corner, to guard against a crack starting, as it was considerably weaker than at first.

"The saw was easy to repair, it being necessary only to let the teeth down one-eighth of an inch in the mouthpieces, and after dressing the plate to suit it was equal to a new saw. For a wonder the tension was all right, and the saw did good work until I broke it in a frozen log.

"I suppose some of the readers of this will ask why I did not send the shaft to the shop to be turned. It would have cost time and money, and I had neither. I worked just two days on the wrist, and started up with a pair of babbitt 'brasses' for temporary use, and by recasting them several times sawed 50,000 or 60,000 feet. When the brasses came and were fitted, my troubles were ended, as it has given no trouble since.

"I sold the mill last summer for $550 more than it cost me, and thought my steam mill days were over, for a portable mill man sees a hard life of it ; but with the return of spring and the flowers that bloom therein, I can feel that fascination for the steam mill working into my bones again, and it will not be many moons ere I will be piloting the festive saw again."

## PERSONAL.

Mr. John Allan Cameron, manager of the W. C. Edwards Company, Ottawa, and Mrs. Cameron, have returned from their European wedding tour.

Mr. James Lemay, of New Westminster, B.C., has been appointed crown timber agent for the Dominion Government in British Columbia, in lieu of Mr. Higginson, resigned.

The death is announced of Mr. F. B. Robb, secretary-treasurer of the Robb Engineering Co., of Amherst, N.S. Deceased was bathing at Fox Harbor, when it is supposd he was overcome by the heat.

Mr. Parent, Commissioner of Crown Lands for Quebec, left last week for Lake Temiscamingue, in company with Mr. G. Bryson, M.L.C., and Mr. D. Gillies, M.P.P. The object of the commissioner's visit is to settle some difficulties between the owners of timber limits and the settlers there.

## THE MARKETING OF LUMBER.

The problem of disposing of lumber after it is manufactured is one that seems to become more difficult and complex every year. Formerly there was but one way open to the producer of hardwoods—to sell his output to the wholesaler in bulk, most commonly as mill run, or common and better, and often in a single transaction covering the entire product of the season. A great deal of hardwood is still sold in this way, and there are many who contend that it is the best way for the mill man to handle his lumber. Advice is sometime given to the saw miller to cut all he can, and as soon as it is shipping dry load it up and forward it to some responsible wholesaler at the nearest available point, with instructions to inspect it and return to the shipper its value in current funds. Such ideally simple methods are, it must be noted, advocated chiefly by those whose interest lies in fostering the trade of the wholesalers, some of whom still adhere to the theory that the mill man ought to be entirely satisfied with whatever the buyer may be disposed to allow him. If such faith in the strict honesty and fairness of buyers were justified by experience, this method would present advantages of which mill men would be glad to avail themselves. It is economical, involving the minimum of expense in selling ; it is quick, enabling the producer to realize promptly upon his output ; but unfortunately it is successful only when the entire business is conducted with absolute fairness on both sides, and when neither party to the trade seeks to gain an undue advantage over the other. It is a practical failure in a general sense because of the inherent weakness of human nature. The average of honesty and fairness is doubtless the same in the lumber business as in other lines, and it involves no special condemnation of this trade, or any part of it, to affirm the impossibility of satisfactory dealings based wholly upon the good faith of the parties. Deviations from the golden rule are inevitable, and these make it necessary that both buyers and sellers should not trust too much to the honesty of those with whom they trade—that, in fact, they should take such measures to protect themselves and their interests as have been found necessary in other lines. Experience proves that, while between parties who know each other thoroughly, some of the ordinary rules of business caution may be relaxed, the only safe principle is to leave as little room as possible for fraud or for mistake.

In the effort to diminish the chances of loss arising from the incompetency or dishonesty of buyers, and to make it practicable for mill men to safely ship their products to market subject to a determination of their value on arrival, systems of inspection have been devised, designed to prevent fraud in grading and measurement and to secure to shippers the actual values of their consignments. These have done much to make the business safer and more satisfactory, but everybody knows that they are not so completely successful as to do away with complaint, or as to make it absolutely safe under all circumstances for mill men to ship to all markets, or to all buyers in any market. The careful shipper must still pick his customer, and often must follow his consignment most carefully to insure that he gets paid for what he ships. He can not safely depend altogether upon inspectors.

It must be granted, however, that this is no less true on the other side. Buyers have as much to contend with as sellers, and they are required to be as cautious and as watchful to secure what they pay for. All the incompetency and dishonesty is not to be found among the wholesale dealers, who are often the victims of the sharp practices of the country mill men, and who perhaps still oftener escape the snares laid for them only by their care and their thorough knowledge of their business. Indeed, mill men themselves have contributed much to produce the existing condition of insecurity, and to make the simpler methods of handling timber unsafe and unsatisfactory on both sides. Too many of them are intentionally dishonest, while many more are such poor judges of lumber that they are really unable to estimate fairly the value of what they are selling. It often happens that a mill man does not know what lumber really is, and in consequence ships stock that is below grade in the belief that he has selected an extra good lot. Few people in the country have any idea how often this happens or how many mill men there are who have been cutting lumber, it may be for years, who really know little about grades or the average quality of stock. They judge everything by what they handle themselves, and the product of their own mills, or even of the district in which they are located, may not show a fair average of lumber as it appears in a market drawing its supplies from all parts of the field. Ignorance of this character, or of any character, is not always distinguishable from dishonesty, and when it is, is usually harder to deal with.

In view of all the difficulties which surround the movement of lumber, and especially hardwood lumber, in its journey between producer and consumer, it is not surprising that the method, now so common, of selling at point of production should have grown up, and should still be increasing in favor. The advantages of it are many ; the chief disadvantage is that it involves extra expense in inspecting, the buyer being obliged to send his man to the mill to take it up. But this has of late been largely offset by the avoidance of yard expenses, and the direct shipment of lumber, so that in all large transactions the carload dealer who will inspect and measure his purchases at the mill can usually pay as much as the yard man who relies upon consignments to be measured and inspected in his own yard.

That the tendency of the business is toward inspection at point of shipment rather than at destination is proved by the fact that all yard dealers buy some of their stock that way, and many of them all of it. The difficulty of securing a satisfactory system of public inspection, which must be recognized, will likely drive the trade into this method of buying entirely in the near future, which will naturally cut consignment business down to a small figure.

The development of what is commonly called the carload trade is rapidly involving the yards as well as the exclusively carload dealers, and evidently means that eventually, and probably before very long, nearly all the hardwood product will be shipped direct from the mill to the user. There is a lack of economy in rehandling large lots of lumber which make a wholesale yard an expensive luxury, and which must ultimately force the yard business into the retail trade entirely. It is more nearly there now than is commonly supposed, or than many yard dealers like to admit. But the fact is that there are practically none that do not make most of their wholesale shipments direct, reserving their yard stocks for their retail trade. That they will do so more and more until they supply only team trade from their yards is already a foregone conclusion.

This is in effect putting the consumer nearer the stump, and a good many wholeselers are apprehensive that in its final outcome it will result in bringing producer and consumer so close together that the merchant's occupation will no longer exist. Of what use will the wholesaler be if consumers are to get their stock in unbroken carloads from the mill which cut it? The obvious answer of this question is that the function of the wholesale merchant is a larger and more important one than that of a salesman for the producer. It is and will be, as it always has been, the dealer's work to gather up a variety of stocks and to make them available to buyers whose diversified wants no single mill, or group of mills, can supply. The average user of lumber wants it of various kinds, qualities and dimensions, and often such a peculiar assortment of the three as to make it necessary that he should draw his supply from many sources. He cannot buy anybody's mill cut, to either his own or the seller's advantage, nor can he profitably buy his assorted stock in small lots of mill men here and there. He requires a uniformity of grading impossible to so obtain, and a familiarity, on the part of the person who selects his purchases, with his peculiar requirements that it would be impossible to impart to a number of different mill men. He must either employ his buyers and inspectors, and to that extent become a lumber merchant himself, or he must avail himself of the services of those who make a business of merchandising. Which is he most likely to do is best indicated by what he has done and is doing now. The flourishing condition of the carload trade in hardwoods sufficiently shows what this is.

From the mill man's standpoint the merchant is even more of a necessity. He needs him, not only to find an outlet for his production, but to aid him in marketing it, and in preparing it for market. The merchant's capital, his knowledge of grades, and of buyers and their wants, are indispensable to the mill man. He cannot organize and operate a selling department in his business that will enable him to do what the merchant will do at anywhere near what the latter will accept for the work, nor could he in many cases successfully job out his product in such fashion even if the question of economy did not arise. We see manufacturers who do this right along, but upon investigation it will be found that they are men whose experience and capital enable them to combine the two departments of the business. Often they are larger operators as merchants than as manufacturers, buying more than they produce. Their success, and the manner of it, but emphasizes the importance of the wholesaler's position, and, indeed, proves that he is an essential factor in the business.—Hardwood.

It pays to advertise in the Canada Lumberman.

# THE RETAILER AND Wood-Worker

## HARDWOOD FINISH.

Country builders who have always been accustomed to finishing their houses with pine or other soft woods experience some difficulty in getting a proper estimate of the extra labor required to finish in hardwoods. It is safe to say that the cost of labor in finishing off a room in cherry, black birch or white ash, is about double what it would be if finished in white pine. Black ash or elm finish takes about 50 per cent. more time to put in proper shape than pine, and oak, red or white, costs a trifle more to finish than cherry or black birch. Lumber cut from the butt logs of the black birch is one of our handsomest woods, and is strong and durable and will take a polish as high as the best cherry or mahogany. For newels, hand-rails and balusters it is superior to walnut, and much stronger, works better in the lathe and is less apt to chip or sliver under the carver's tools. If not quartered when sawn, it has the fault of warping, and will be affected more or less by atmospheric changes, but on fixed work this may easily be prevented by proper fastenings, and in freework, such as doors, sashes, venetian blinds, etc., quartered stuff should be used, or the doors and sashes should be "built up" with the grain reversed, which will prevent warping and twisting. This latter method is expensive, but insures lasting and satisfactory work, but when economy is the rule, quartered stuff worked solid answers very well. The working of hardwood of any kind requires more skill, a better class of tools and more exact workmanship than the working of pine or other soft woods, and these items alone entail extra cost. Where hardwoods are to be finished in a natural state great care should be taken to prevent lime stains, consequently it is better in all cases to put no finish until the plasterers have fully completed their work, for a lime stain on cherry or birch can never be taken out or completely covered without staining. In the absence of birch or cherry red beech makes a very handsome finish—in fact, beech has some beauties no other wood has, and when quartered and properly finished has a metallic sheen that is charming and unique.

---

The whole trouble with line shafting is that too many incompetent people think they know how to make it and how to put it up. In truth, however, a line shaft is a comparatively delicate piece of machinery, and its making, erection and maintenance all require good engineering sense. With this its friction ought to fall far below that which many experiments show to exist. But the average line shaft, it must be remembered, is a wriggling, squirming body, trying hard to preserve a straight line against the evil efforts of uneven bearings and injudiciously placed driving pulleys.

## MR. JOHN PIGGOTT.

In the accompanying cut is portrayed the countenance of one of the leading lumber dealers of Western Ontario, in the person of Mr. John Piggott, of Chatham, Ont. His first connection with the business was about forty years ago, as the following particulars of his life will show.

Mr. Piggott was born in Oxfordshire, England, in the year 1842. Emigrating to this country in 1848, he settled at Woodstock, Ont., spending his school days there. In 1859 he removed to Thedford, Ont., where he was engaged in the square timber and stave business. In 1869 he decided to leave that section of the country, and located a lumber yard at the corner of King and Forsyth streets, Chatham, where his office is at the present time. Then there was very little pine lumber used in that section of the

Mr. John Piggott.

country. His first stock of lumber was purchased from the late Peter Christie, of Toronto, and the first year's business was confined to about 500,000 feet. Steadily since that time his trade has increased, and last year's turn-over aggregated over 5,000,000 feet.

In the year 1884 Mr. Piggott found that to run a lumber business successfully it was necessary to have a planing mill, and at once set to work to erect the present factory at the corner of King and Second streets. Three years ago he purchased the lumber yard, planing mill, stock and wharf property of W. G. Nutson, in Windsor. In July of the following year this factory was destroyed by fire, but in nine weeks a more modern structure was erected and in operation. Upon purchasing the Windsor property Mr. Piggott admitted his sons as partners, under the name of John Piggott & Sons. The money invested has been earned entirely by the business. The firm make a specialty of turning out fine house finish in white pine, Norway pine, Georgia pine, red oak, black ash, cherry, birch, and all kinds of native woods. At present they are getting out the interior wood-work in quartered red oak for a fine residence in Winnipeg, Man. They manufacture mantles, office and bank fittings in wood.

The subject of our sketch has been given many positions of honor in the city, having served as a member of the Council and as president of the Agricultural Society. At the present time he is president of the Board of Trade.

---

## WOOD WARPING.

Wood, particularly hardwood, that has not been properly sawn, is almost sure to warp or twist to some extent in the seasoning. A board cut from the side of a log has the grain rings of the wood lying in circles having a greater length on one side of the board than on the other, and it is quite natural that these rings will endeavor to close as their circumferences get shorter by seasoning, and in closing they bend the board over, or, in other words, warp it. If the rings at one end of the board are out of line with the rings at the other end, which is frequently the case where the log was originally crooked, then the board will both warp and twist, as the rings do not shrink uniformly. Much can be done to prevent warping and twisting in the piling of the stuff. The boards should be laid on their flat side with the side down that shows the concave or hollow curve of the rings; battens or weather strips should be laid across the pile at regular intervals, and always directly over the corresponding battens below; then put another tier of boards on these again, and so on, until the pile is completed. The pile should have an inclination to carry off the rain, and should be topped off with rough boards enough to keep the pile dry. It is not best to pile the lumber where it will get too much sun or drying winds, as lumber seasoned too rapidly is apt to crack and check. Of course the best boards, boards that will not warp or twist, are "quarter sawn." It makes no difference what the lumber may be, whether it is pine, oak or ash, if it is quarter sawn it will not warp in drying nor yield so readily to changes of the weather. It has the disadvantage of being more expensive, as in sawing each quarter a narrow board is first taken, then one a little wider, and so on until the whole quarter is cut. Quartered oak, of which we here so much now-a-days, never changes its shape after it is worked, "it stays where it is put," as the carpenters say, a quality that is very valuable. Another advantage of "quartering" is that you get all the beauties of the grain shown up to better advantage than if the boards were just "sliced" from the round log.

---

An old wood-worker says maple is not fit to make a top of, whether quarter-sawed or not. Quarter-sawed is better for the weather, but quarter-sawed maple will shrink in thickness, and common sawed will shrink in width. The one is almost as bad as the other. The grain is so hard that glue will hardly penetrate it. It is very cheap, and the supply is greatly in excess of the demand. Log-run maple is offered at $10 and $12 per thousand. In many cases it is maple, beech and birch together.

## AN EXPERIENCE ON THE DRIVE.

THE following story, the veracity of which we do not vouch for, comes from Bangor, Maine:

BANGOR, Me., June 19.—There has been much rain of late, and the streams and lakes of Maine are so full that the drives of logs have come early from the hands of the operators into the charge of the lumbering associations, which handle the drives from the mouth of North Twin Lakes, seventy miles away, to the booms in this city. Thus the men who have been working in the woods all winter cutting spruce are now either out or on their way out.

Bangor is a centre for these fellows when they finish with their drives, and spend cash so freely that within a week they are generally ready to go to work again, drained to the bottom of their pockets.

One of these men, who came out Thursday of last week, had an adventure that will make him be talked of in all the camps of Maine. His name is Joe; he does not know what his other name is, because nobody ever told him; he cannot read or write, but his heart is in the right place, and he has many friends among the crew with which he has passed the winter.

Joe's crew was at work on Rainbow Lake last winter. The route to it lies away up the line of the Bangor & Aroostock Railroad, seventy miles, then across two lakes, and then up a mountain torrent to Rainbow Lake, which is so much higher than any neighboring body of water that the stream, named as is the lake, Rainbow, which connects it with the chain below, is a foaming rapid throughout its entire length.

The firm that was lumbering at Rainbow last winter cut a big lot of spruce. In order to get it down into the lake below they had to do a lot of hard work. At the outlet of Rainbow Lake, where the stream begins, was erected a dam, which held the water back from the stream below. Then two more dams were built at intervals down the stream, with gates to be lifted when a free flow was necessary. The fall in one mile, from Rainbow Lake to Nahmakanta Lake, the next below, is more than 500 feet. In some places the stream is almost like a cataract. The river runs between high rock walls that make passage along the waterway exceedingly difficult and dangerous.

With the gates in the three dams the lumbermen were able to control the flow, so that when they desired it the thundering rush could be converted into a babbling brook, and again transformed into one of the most wonderful natural water chutes in the world.

The plan was to collect the logs at the outlet, get on a big head of water with the dams, and then let them go suddenly. The two intermediate dams were to hold the water at various points when jams occurred along the narrow way. When all was ready the order was given and up went the gates of the first dam. The water sucked through in a fearful whirlpool, and with it went the first of the logs, scooting at a terrific speed down the narrow stream towards Nahamkanta.

Joe and the other men were out on the yarded logs, starting them on their way from the jam at the outlet, when some one got nervous and called, "Look out!" Instantly the men started for shore. The whole jam was moved together and there was death in the stampede.

Every man but Joe got ashore in safety, and Joe, just as the jam caught on a rock and lodged a few yards within the dam, leaped from what he thought was safety to an immense pine "butt," the lower end of a tremendous tree trunk, which immediately separated from the jam under his weight and went sailing toward the dam, where the flood was swirling angrily and boiling through the big hole under the gates.

Joe wore boots with steel spikes in the soles, like all woodsmen, so that he could hang to the logs all right, and he still carried his pick pole with which he had been working on the jam. The frightened members of the crew shouted all sorts of orders at the man as he floated away, and the boss screamed frantically, but the roar of the waters drowned it all, and away went poor Joe.

The orifice under the first dam was ample, and in three seconds the man and the log had gone through it and were spinning away down the narrow toboggan chute of the stream toward dam No. 2. When the crew last saw Joe that morning, he was still on the butt erect and alert, with his pole as a balance, going toward eternity at a rate to beat the Empire State Express.

Everybody shuddered when he thought of the second dam, where the passage was too small to allow the passage of the man and the log too, and where Joe's brains must be dashed, along with his mangled body and the splinters of the butt, against the projecting timbers of the structure.

But Joe was looking after himself. He weighed various chances to leap ashore between the two dams, but the rock walls, lifting high in the air above his head, gave him little comfort. He knew the second dam and that both the log and himself could not pass under its gates. Whether or not the signallers had the gates lowered made no difference with his chances; his momentum could not be checked, and to be dashed against the dam at the rate he was going would mean a horrid death.

Now the second dam was in sight, the gates wide open underneath and the low wooden structure over them. Joe saw one chance for life and took it. He had been to the circus with his brother once, up in the Canadian provinces, and there he had seen an equestrian ride a swift horse and leap over a bar as the animal passed under it.

The log was running at the speed of a train. When it had reached a point six feet in front of the dam, Joe lifted his pole high above his head and gave a mighty leap. The momentum of the log sent him flying through the air, over the dam by three feet, and across to the other side. Joe hardly dared to look as he began to come down, for fear his log had caught and that he was going to drop into the current and be killed under water.

Good luck was with him. He met the butt coming through the gates and landed on it neatly. The pole steadied his fall and the spiked boots held him firmly in place. Joe sighed with relief. But dam No. 3 was still to be passed.

On went the log at increased speed as the grade grew steeper. In twenty seconds the third dam was in sight, and Joe made another splendid leap, clearing the timbers like the projectile from a rifled gun, and catching the butt at the other side as handsomely as any circus rider.

From there to Nahmakanta was easy. Joe held to the log until he reached clear water at the foot, and until his momentum had carried him out into the lake for almost a quarter of a mile. Then he sat down on the log, straddled it and poled her ashore with his pick.

## NEW BRUNSWICK LETTER.

[Regular Correspondence of the CANADA LUMBERMAN.]

THE month of July has been one of the most active in the history of the lumber trade of the port of St. John. The harbor has been alive with vessels and all available help has been employed in loading the same. This condition has been brought about partly by the strength of the British market and partly by the fear that an import duty would be imposed by the United States Government. A fortnight ago there were in port fifteen ocean steamships, totalling 25,655 tons, and sixteen sailing ships, totalling 13,582 tons, all loading for English and continental markets. It required not less than 25,000 standards, or in round figures 50,000,000 superficial feet to load these vessels, making a record of shipments for the month within a few millions of being half as much as shipped during the previous year, viz., 106,000,000 superficial feet. During July, 1895 and 1896, the shipments to the British market were 18,000,000 and 25,000,000 feet respectively.

At the time of writing much attention is directed to the action of the United States Senators with regard to the tariff. In the vicinity of the city there are fifteen saw mills. Four of these are owned by Canadians and eleven by Americans. The Canadian mills are those of Messrs. Randolph & Baker, George Barnhill, W. H. Murray and Hillyard Bros. The American mills are those of S. P. King & Sons, Andre Crushing & Co., C. F. Woodman, two mills, Charles Miller, Stetson & Cutler, two mills, Dunn Bros., E. D. Jewett, Purvis & Murchie, J. R. Hamilton and J. R. Warner. It is not to be wondered at, therefore, that an effort has been made to secure an insertion in the tariff act of a clause providing that lumber cut in the Province of New Brunswick, when owned by American citizens and manufactured by American labor, should be admitted free of duty. The shingle mills in St. John are owned by Charles Miller, C. F. Woodman and S. T. King.

The Hammond River Lumbering Co., of Robertson, is being incorporated, with a capital stock of $25,000.

The last instalment of the corporation drive has passed into the boom limits. A prominent lumberman states that the past season has been the most successful for river driving in the history of lumbering on the St. John river. He thinks that the Messrs. Moore, whose driving contract terminates this autumn, will make at least $20,000 on this season's operations.

Mr. George Upham has completed his new mill at Fredericton. The machinery is driven by a 100 horse power engine with large boiler, sawdust being used as fuel. The mill is fitted with Connell Bros.' rotary mill, capable of sawing 40,000 feet per day; McDonald edger, planer and lath machine. Mr. Upham is superintendent, C. E. Parker, sawyer and foreman, and F. Dibblee, filer. About thirty men will be employed and the output will be chiefly deals. The logs come from the Tobique river.

ST. JOHN, N. B., July 23rd, 1897.

Let me ask, says Mr. Andrew Carnegie in a recent address, under what conditions does the employer of labor make profits and become prosperous? Only when labor is prosperous, is his reply, and in great demand; when wages are the highest, and when the demand for his products are the greatest. Then, and then only, is the employer prosperous. On the other hand, when labor is not fully employed, and can be obtained for the lowest wages; when there is little demand for his products, then the employer can never be prosperous. In most cases he must not only make profits, but he must see his capital impaired month after month; he cannot gain, he must lose. Before the employer can be prosperous, prosperity must exist throughout the land,

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.*

VOL. III. TORONTO, ONT., JULY 28, 1897 No. 30.



**CANADA LUMBERMAN**

PUBLISHED BY

**C. H. MORTIMER**

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING,
MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

### WANTED TO BUY.

OAK RAILWAY SLEEPERS OR OAK TIMber cut to convenient sizes.
R. SPINDLER, BRUSSELS, BELGIUM.

### FOR SALE.

IF YOU WANT DRY DIMENSION CUT HEMlock lumber, common and good dressing pine, write to J. JACKSON & SON, Hepworth, Ont. Correspondence solicited.

### WANTED.

LUMBERMEN TO ADVERTISE IN THIS column stocks of lumber for sale. Probable purchasers look for this information. Address, CANADA LUMBERMAN, Toronto.

### OAK LUMBER WANTED.

PLAIN OR QUARTER SAWED OAK, ALL twelve feet, for picture mouldings; also ash. Address, MATTHEWS BROS. & CO.
48-52 Temperance st., Toronto.

### SITUATION WANTED.

BY EXPERIENCED PINE AND HARDWOOD Lumberman, as Buyer, Salesman or Inspector. Satisfactory references; low salary. Address
T. W. WALKER, 16 Beaconsfield Ave., Toronto.

### FOR SALE.

250 THOUSAND FEET DRY HARDWOOD Lumber—Red Oak, Hard and Soft Maple, Bass Wood, Black Ash and Elm and 500 thousand flour barrel staves.—THOMAS ROBINSON, Newbury, Ont.

### POSITION WANTED.

WRITE TO MY ADDRESS IF YOU WANT A young man to take charge of your office and keep your books; understands the inspection of lumber; best of references given as to character. Address A A., care of CANADA LUMBERMAN

### FOR SALE.

VALUABLE WATER-POWER WOOD-WORKing business, basket factory and saw mill; profitable trade established; hundred acres of land; in good agricultural country; plenty of timber; good buildings; ten acres of orchard; good shipping facilities; 50 acres taken in exchange; no encumbrances; easy terms. For further particulars apply to W. G BARNES, Green River, Ont.

## EXTENSIVE SALE BY AUCTION

### OF 1,837 SQUARE MILES

# Timber Berths

### IN THE PROVINCES OF ONTARIO AND QUEBEC

THE UNDERSIGNED HAS RECEIVED INstructions from Messrs. McLachlin Bros., of Arnprior, to sell by Public Auction at the Russell House, in the City of Ottawa, on

## Tuesday, August 10th, 1897

at two o'clock p. m., in separate parcels, the following

**TIMBER LIMITS:**

| | | | | |
|---|---|---|---|---|
| Parcel 1 | Keepawa and Dumoine | 573½ | sq. miles, | Que. |
| " 2 | Block A | 50 | " " | " |
| " 3 | Keepawa | 230¼ | " " | " |
| " 4 | Bonnechere | 257¼ | " " | Ont. |
| " 5 | " | 49½ | " " | " |
| " 6 | Petawawa | 130 | " " | " |
| " 7 | Madawaski | 201½ | " " | " |
| " 8 | " | 246½ | " " | " |
| " 9 | " | 54½ | " " | " |
| " 10 | " | 13 | " " | " |
| " 11 | Amable du Fond | 22¼ | " " | " |

With parcels 1, 3, 4 and 7 are supplies and shanty plant which purchaser of such parcels must take with limits at valuation.

For further information, conditions of sale, &c., apply to Messrs. McLachlin Bros., Arnprior, Ontario.

PETER RYAN, Toronto,
Auctioneer.

# Auction Sale

OF

# Timber Berths

DEPARTMENT OF CROWN LANDS,
(Woods and Forests Branch.)
Toronto, June 2nd, 1897.

NOTICE is hereby given that under authority of Orders in Council Timber Berths as hereunder mentioned in the NIPISSING, ALGOMA and RAINY RIVER DISTRICTS, viz., the Townships of Rathbun, Kelly, Davis, the north half of Scadding, and that part of Hanmer south of the Vermillion River, all in the District of Nipissing; the Township of Coffin additional, and certain small areas on the Spanish and Biscotasing waters, in the District of Algoma; and berths 36 and 37 sale of 1892, D 3, D 4, D 5, D 6, on Manitou Lake, and certain small scattered areas in the District of Rainy River, will be offered for Sale by Public Auction at the Department of Crown Lands, Toronto, at the hour of ONE o'clock p. m. on WEDNESDAY, THE EIGHTEENTH DAY OF AUGUST NEXT.

Sheets containing conditions and terms of Sale, with information as to Areas, Lots and Concessions comprised in each Berth, will be furnished on application, personally or by letter, to the Department of Crown Lands or to the Crown Timber offices at Ottawa and Rat Portage.

J. M. GIBSON,
Commissioner of Crown Lands.

N. B.—No unauthorized publication of this advertisement will be paid for.

### WANTED.

ADVERTISER WILL EXCHANGE WOODworking machinery in good order for pine or hardwood lumber. Corresspond with
Box 52, CANADA LUMBERMAN.

## MILL FOR SALE

SITUATED ON SALMON RIVER, VIC. CO., N. B., consisting of six Shingle Machines, Rotary Gang Edger, Lath Machine and Clapboard Machine. Water Power, with a never failing supply of water. Will cut the present season four million of deal, sixteen million of shingles and four million of lath.

There are 100,000 acres of timber land under lease, well stocked with cedar, spruce and hardwoods, to supply the mill with lumber. The mill property consists of 100 acres of land.

On the above property is a large store, storehouses, boarding-house, blacksmith shop and a large stable There are also six tenement houses. An electric light plant lights mill, store, blacksmith shop and stable.

This property is situated in the parish of Drummond, Victoria county, N.B., seven miles below Grand Falls.

For further particulars enquire of

STEVENS LUMBER CO.,
Grand Falls, N.B., or Fort Fairfield, Maine.

### CURRENT TRADE CONDITIONS.

#### ONTARIO

The imposition by the United States of a $2 duty on lumber has put a temporary check to shipments of lumber across the border, and at the present time the market is in a very unsettled condition. Quotations have been withdrawn, and manufacturers are now awaiting the action of the Dominion government with respect to the export duty on saw logs. Upon this will depend to a large extent the arrangements which will be made for the operations in the woods next winter, and lumbermen are therefore looking for an early declaration from the government. Many of the largest lumber firms will no doubt take steps at once to cater for the British trade, and the favor with which Canadian goods have been received of late in foreign markets augurs well for their success. The grave question is the disposition of the lower grades of lumber, which it is almost impossible to place profitably in the British market owing to the high freight rates.

Reports received this week from the mills tell of a delining market. Last year's stock has been well sold out, but considerable of this season's cut is still held at mill points. In hardwoods the chief call is for elm, red oak and basswood. The Ottawa mills are sawing largely on deals for the British market, to fill contracts made early in the year.

#### QUEBEC AND NEW BRUNSWICK.

In sympathy with the decline in the price of spruce deals in the British market, there is also a weakening on this side, and shippers do not exhibit the anxiety to contract for goods which characterized the trade earlier in the season. The feeling is, however, that the break is only temporary, and has been caused by the heavy arrivals of stock at British ports rather than by any falling off in consumption. The production of spruce in Quebec and the maritime provinces this season has been exceptionally heavy, and were it not for the favor which is now accorded Canadian goods, a decline would probably have been the result before this time. In any case, we think it would be a wise policy on the part of shippers to confine shipments as far as possible to goods already contracted for. Waney pine is firm in the Quebec market, and prices have advanced about one cent per cubic foot, as shown in the quotations given on the fourth page. Heavy shipments have been made from St. John, N. B., to Great Britain and the United States, and light cargoes to France and South America. Quotations of spruce deals at city mills are about $10.

#### MANITOBA AND BRITISH COLUMBIA.

Lumber shipping from British Columbia to foreign ports is not as active as earlier in the season. Shipments to Manitoba and the eastern provinces continue fair, but complaint is still heard of the low prices ruling. Red cedar shingles are experiencing quite a boom, and manufacturers have cleared out their heavy stocks which have been carried for some time past. Prices are hardening, and an advance is looked for at an early date. In Manitoba the lumber trade is steadily improving. Mills are taxed to their utmost capacity to fill orders, and crop prospects give promise of a year of successful business.

#### UNITED STATES.

The midsummer quietude has become somewhat pronounced in the lumber trade of the Eastern States, its influence being particularly noticeable in the pine cargo trade. In the west there is a rising demand, created by the continued advance in the price of wheat, and lumbermen consider the outlook for a good fall trade somewhat promising. In the Lake Superior and Michigan district the feature of the trade is the strength with which piece stuff is held. There is likely to be a shortage of this stock, and an advance in price will follow. The dry stock in the eastern markets has passed out of the hands of wholesalers, and the new cut has not been purchased with any liberality. Consumers are content to move slowly with present supplies until fall, when it is believed there will be a rush for stocking up. Anticipating this, a few wholesale

dealers have put in quite heavy stocks of Canadian lumber. Buffalo and Tonawanda dealers report trade as showing some life. Piece stuff and 12 inch boards are selling fairly well, but poor lumber is a drug upon the market, owing to the heavy stock. Good lumber will probably advance as soon as the situation becomes settled, in view of the duty of $2 per thousand feet now imposed on Canadian importations. At Boston spruce has taken another drop, and some of the mills will close down for a time. A revival of the furniture, car building and other consuming industries is looked for at an early date, when the demand for hardwoods will improve. Basswood has been selling freely of late in the east, especially the thicker grades. Some inquiry is reported for soft elm, which is held at Michigan points at $16 to $17 for firsts and seconds. Birch for furniture is also asked for, and prices are steady.

FOREIGN.

The heavy arrivals of wood goods at British ports has engaged the attention of importers, and few new contracts are reported. The market has shown a slight weakening, as buyers have been holding off in the hope that lower values would rule later in the season. The position is nevertheless regarded as satisfactory, prices being still at least 15s to 20s in advance of those obtained last season. There appears to be a growing demand for Canadian goods, a fact which is realized by importers, who are holding firm to prices. Very large stocks of spruce have arrived at London. Third quality has sold at £7 for 7 and 8 inch, and at £7 10s for 9 inch. Good first quality is scarce and wanted. Quebec 9 inch deals are said to be worth £12. Some inferior goods have been offered, which have had a depressing effect upon the market. At Liverpool spruce stocks are also heavy, and the tendency of prices is downwards. In pine deals this is not the case, as late arrivals have been to fill contracts made early in the spring. Glasgow has received considerable oak, elm and birch timber, as well as spruce deals. Birch continues in too heavy stock, and dealers find difficulty im making sales.

## STOCKS AND PRICES.

CANADA.

The steamship Eastlands left Quebec on the 17th inst. for London, with a cargo of lumber.

A. W. Featherstone, wholesale lumber dealer, of Listowel, Ont., reports a good trade in soft elm and black ash.

The steamship Akaba is now completing loading at New Liverpool Cove, Quebec, for the McArthur Bros. Co.

A raft of square timber, containing 135 cribs and owned by R. H. Klock & Co., is expected to reach Quebec this week.

The steamship Australia, for Greenock, completed cargo in the Louise Basin, Quebec, on the 24th inst., and left for sea.

H. Black & Co., of Fergus, Ont., have a large quantity of logs to saw, which will keep their mill running until late in the season.

The steamers Coquet and Osmanli are at present loading cargoes of timber and deals at Sillery Cove, Quebec, for Messrs. J. & W. Sharples.

Johnston & Beveridge, of Parry Sound, Ont., are in the market to purchase basswood logs on the line of railway between Kearney and Rose Point.

The Calvin Co.'s fourteenth raft of the season arrived at Union Cove, Quebec, on the 22nd inst., having made an exceptionally quick run from Garden Island to Quebec.

The steamer Lorle sailed from West Bay, N. S., last week with 2,389,604 feet of deals and 429.836 feet of deal ends, shipped by W. M. Mackay, of St. John.

The steamship Rydal Holme is now discharging a cargo of rails at Quebec for the Quebec District Railway Co., after which she will load a cargo of timber and deals for Ireland.

A statement of the exports from Vancouver, B. C., to the United States during the year ended June 30th last, is as follows: Logs, $10,983; lumber, $9,650; shingles, $18,375.

The steamer United Lumberman and consorts arrived at Buffalo on Monday last from the Georgian Bay, with 1,500,000 feet of lumber, upon which the $2 duty will have to be paid.

The exports of forest products from Windsor, Ont., to the United States for the quarter ending June 30th last, were valued as follows: Elm logs, $59,000; staves, $50,000; timber, $23,000.

The ship Hazelmoor sailed from Quebec last week, with a full cargo of deals, which were loaded at Pierreville by the Tourville Lumber Mills Co., on account of Messrs. Dobell, Beckett & Co.

The barque Sif, loaded by the McArthur Bros. Co., with a cargo of timber, etc., for the Imperial government, to be delivered at Chatham and Sheerness, left Quebec on the 22nd of this month.

A dispatch from Lockport, New York, states that several canal boats loaded with Canadian pulp wood are held at that place owing to insufficient bills of lading and improper designation of consignee.

A large raft of Ottawa square and waney pine was last week delivered at Sillery Cove, Quebec, to Messrs. W. & J. Sharples. This timber was the manufacture of the Gillies Bros. Co., Ltd., of Braeside, Ont.

A large quantity of lumber will be shipped this season from St. John, N. B., to the River Platte. J. R. Warner & Co. contracted early in the season for the shipment of seven cargoes, one of which has gone forward.

At Three Rivers, Que., the saw mills are working night and day, and the production of deals, &c., in this district will be greatly in excess of any previous year. The product of all the mills excepting one is reported to be sold in advance.

During last week over 27,000,000 feet of lumber cleared from the port of St. John, N. B. Of this over 20,000,000 feet went to British ports, 2,000,000 feet to France, 2,000,000 feet to Buenos Ayres and about 1,700,000 feet of long lumber, 4,000,000 laths and 1,500,000 shingles to the United States.

The barque Greenland cleared from Parrsboro, N. S., for Preston, England, on the 17th inst., with a cargo of 642,000 feet of deals, shipped by George McKean, of St. John. The barque Persia sailed on same day for Buenos Ayres with 494,957 feet of spruce boards, shipped by J. H. & J. W. Seaman, of River Herbert.

The steamship Marian, with a cargo of lumber shipped by Messrs. H. R. Goodday & Co., left Quebec for sea on the 17th inst. The steamship Eleanor completed loading a large cargo of timber and deals on the same date, and left for sea Sunday morning. The cargo was supplied by Dobell, Beckett & Co., and goes to Sunderland.

FOREIGN.

The Nellie Torrent and six consorts arrived at Bay City, Mich., last week with 3,000,000 feet of lumber.

The first cargo of pulp wood to be shipped from Bangor, Maine, to Manchester, England, was made a fortnight ago.

By the breaking of the booms at Waterville, Maine, some 5,000,000 feet of logs floated down the river, upon which a loss of 50 per cent. will result.

Box makers are placing orders at Tonawanda, realizing that prices are now at rock bottom. Barn boards, shaky dressing and common lumber are moving freely.

At Minneapolis, Minn., basswood is in fair request, but prices rule low. In birch only selected red sells with any freedom, the market value being from $13 to $15 for common and better.

Oak still has the preference in the Buffalo market. Ash and elm are also asked for, but dealers report very little life in the trade. The record of sales for the month of July is much below that of June.

There has been rafted from the Georgian Bay district to Alpena, Mich., this season, six rafts of logs, aggregating 24,000,000 feet. The total importations this year to that port will be about 36,000,000 feet.

The spruce market in the east has weakened within the past week. Random spruce is selling in New York at $11.50 to $12.50 for narrow, $14.50 to $15.50 for wide, and the logs from which this lumber is sawed are held at $9 to $12.50 a thousand.

The Puget Sound & South African Trading Co. have chartered a steamer to take a full cargo of fir lumber from Port Blakeley to Buenos Ayres. This, it is said, will be the first cargo of lumber ever shipped from Washington to the east coast of South America.

Churchill & Sims, London, Eng., realized the following prices for Canadian goods at their last auction sale: Per steamer "St. John City," from Halifax.—4 x 12/14 birch planks, 11d; 4 x 10 birch planks, 10d; 4 x 7 birch planks, 9d. Per steamer "Cameo," for Quebec.—12 x 3 x 9 1st spruce, £8 10s; 11 x 3 x 9 1st spruce, £8 5s.

The United States shingle market continues to strengthen. White pine and cedar are selling moderately, while the demand for western red cedars is greatly beyond the supply. The wet season is probably responsible for this demand. At Minneapolis the market is bare, as sufficient cars cannot be obtained to carry the stock. At Buffalo dealers are laying in shingles on an extensive scale. R. Laidlaw & Co. have received large quantities from Canada, and Haines & Co. have lately put in 3,000,000 feet of pine.

## BUSINESS NOTES.

Wm. Massie, jr., has purchased the lumber yard belonging to the estate of the late W. McRossie, of Kingston, Ont.

The Consolidated Lumber & Storage Company, New York, N. Y., has been succeeded by the Manhattan Lumber Company.

Roby & Swart, of Nashua, N. Y., have incorporated under the name of the Roby & Swart Lumber Company; capital stock, $100,000.

E. S. Curry has commenced business at 35 New Broad street, London, E. C., as agent for the sale of wood goods, under the style of Stanley Curry & Co.

James Smith & Bro., commission agents, Liverpool, England, have opened an office at Halifax, N. S., under the style of Smith, Tyrer & Co. Mr. Edgar C. Baker is manager.

The Fredericton Herald states that Fraser Richardson, lumberman, of Lower Brighton, N. B., is asking an extension of time. The assets are placed at $5,000 and the liabilities at $10,000.

The saw mill of John Harley, St. Gabriel, county of Rimouski, Que., was destroyed by fire last week. Some 42,000 logs were also consumed. The mill employed sixty-five men.

## FIRES.

M. Dean's saw mill at Sprucedale, Ont., was burned a few days ago.

A saw mill at Acton Vale, Que., owned by C. G. Langevin & Co., has been burned.

An old landmark to Quebec lumbermen was destroyed by fire on Thursday, the 23rd inst. The old mill at New Liverpool, known as Benson's Mills, and the property of Mr. Harper Wade, was burned to the ground. The machinery had been taken out of this mill some years ago. There was no insurance on the building.

## SHIPPING MATTERS.

The bark Eva Lynch will load deals at Halifax for the U. K.

Bark British America is fixed to load deals at Miramichi for Valencia, at 52s 6d.

The bark Misletoe will load lumber at St. John, N. B., for Buenos Ayres, at $8.

The ship George T. Hay gets 41s 3d on deals from Spencer's Island, N. S., to Sharpness.

The Timber Trades Journal, of London, Eng., states that freight rates show a hardening tendency, particularly those for small vessels. Charters have been made as follows for August sailing: Auretta, Bathurst, N. B., to Glasgow, 40s; Amyl, St. John to Belfast, 40s; Aloedene, Saguenay to Glasgow, 41s 3d; Simonside, Saguenay to London, 40s; Elfrida, Musquash to w. c. England, 42s 6d.

The following additional charters are reported: Bark Strathmuir, Miramichi to e. c. Ireland, deals, 43s 9d; bark Artisan, St. John, N. B., to Cardiff, 40s: s.s. Arthur Head, St. John to Bristol Channel, deals, 40s; Ship Mary L. Burrill, Saguenay to Rio Janeiro, lumber, $11; barque St. Peter, Bear River to Buenos Ayres, lumber, $8; Rosario, $9, Nicanor, Miramichi to New York, laths, 60c.; ship Creedmore, St. John to Cardiff or Newport, deals, 4 s. option w. c. England, 42s 6d.


**WANTED**

500,000 18" good 6 inch c. b. Pine and Cedar Shingles; also Oak Bill Timber cut to order, 12 to 50 feet in length.

**C. H. CLARK**
Commission Broker - 34 Adelaide St. E., TORONTO

**FOR IMMEDIATE SALE—DRY STOCK**

10 Cars XXX 16" Pine Shingles.
500,000 feet 4/4 Box and Common.
200,000 " 8/4 "
300,000 " 4/4 Log Run Hemlock.
200,000 " 8/4 "
Correspondence Solicited.
THE UTTERSON LUMBER CO., LTD. - - - TORONTO

Telephone 5332 Established 1851
**JOHN B. SMITH & SONS,**
MANUFACTURERS OF
**LUMBER** Lath, Shingles, Doors, Sash, Blinds, Mouldings, Boxes, &c.
BILL LUMBER a Specialty
Cor. Strachan and Wellington Avenues, TORONTO.

What have you FOR SALE? We Buy all kinds of.. HARDWOOD LUMBER / W. N. McEACHREN & CO. 21 Yonge St. Arcade TORONTO

**MILLS**

Having Brown Ash 12, 14 and 16 ft. firsts and seconds inch Bass firsts and seconds 12 feet, or any other Hardwood Lumber, can sell same for cash by addressing
*H. D. WIGGIN*
No 89 State St., BOSTON, MASS.
Inspection at mill.

**We Want to Buy**

| | | | |
|---|---|---|---|
| *1 to 2 in.* | *1 and 2* | *Red Birch* | *6 in. and up.* |
| *1 to 4 in.* | " | *Brown Ash* | " |
| *1 to 2 in.* | " | *Plain Oak* | " |
| *1 to 3 in.* | " | *Soft Elm* | " |
| *1 to 4 in.* | " | *Hard Maple* | " |

Send lowest cash prices and full description of stock as to width, length and dryness.

**LAWRENCE & WIGGIN**
Hardwoods and Mahogany BOSTON, MASS.

## LUMBER FREIGHT RATES.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse, $2.20 per M ft, (3,000 lbs. and under per M ft.); Ottawa to Montreal, $1.00 per M ft.; Arnprior to Montreal, $1.50 per M ft.; Parry Sound to Montreal, $3.00 per M ft.; Ottawa to Buffalo, 12 cents per 100 lbs.: Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. To New York for boat delivery, lots 50 M ft. and over, $2.50 per M ft., under 50 M feet $3.25 per M ft. Arnprior to New York, track delivery 17 cts. per 100 lbs., lightered 19 cts. per 100 lbs. Boat delivery, lots 50 M ft, and over $3.00 per M ft., under 50 M ft. $3.75 per M ft. Parry Sound, $4.00 per M feet; Ottawa to Boston, Portland and common points, local 15 cents; exports 13c. per 100 lbs.; Arnprior to Boston, Portland and common points, local 17 cents; export 15 cents per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cents per 100 lbs.; Ottawa to Burlington, 6 cents per 100 lbs.; Ottawa to Albany, 10 cents per 100 lbs.; Arnprior to Albany, 12 cents per 100 lbs.; Parry Sound to Albany, 17 cents per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N. Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22½ cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

Lumber freight rates for pine on the Grand Trunk Railway, according to the tariff issued 15th February, 1897, will be found below. General instructions in shipping by Grand Trunk are embodied in these words in the schedule: Minimum we ght 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination. For instance, the rates from Orillia to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Gravenhurst to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, and the rates from Hanover or Hepworth would not be higher than from Wiarton to the same destination, but in no case are higher rates to be charged than as per mileage table published on page 15 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale Sundridge and South River, to Toronto, 8c.; Trout Creek, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 10c. The rates on hardwoods average about from 1c. per 100 lbs. higher than on pine and softwoods. For rates on railway ties mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the distric freight agent.

On spruce and balsam (partly seasoned) for pulp manufacture, the rate from Longford, Wiarton, Penetang, Coldwater, Waubaushene, Victoria Harbor, Haliburton, Kinmount, etc., to Toronto, is $2.20 per cord; and to Merriton and Thorold, $2.60; Katrine, Callendar, North Bay, etc., to same points, $2.45 and $2.60 respectively; Beeton, Allandale, Orillia, etc., $2.20 and $2.60. On green spruce and balsam the rate is 25 per cent. higher.

On the Canadian Pacific the rates on pine and soft woods may be illustrated as follows: Cache Bay, North Bay, Sturgeon Falls and Warren, to Toronto, 9c.; Algoma, Sprague, Massey, Spanish River and Whitefish to Toronto, 12c.; Ottawa to Toronto, 10c. From Ottawa, Hull, Aylmer and Duchesne Mills to station on the Lake Erie and Detroit River, Erie and Huron, Toronto, Hamilton and Buffalo, and Michigan Central Railways, the rate is 14½c. per 100 lbs. Regulations apply as to minimum size of carload of 30,000 lbs., and an advanced rate is charged for hardwoods


## CANADIAN EXPORTERS AND WHOLESALERS

THOS. MEANEY & CO.
103 Bay Street - TORONTO
WANT Soft Elm, Mill Run
Send Particulars and Prices.

Huntsville Lumber Co., Ltd.
—: HUNTSVILLE, ONT. :—
MANUFACTURERS OF LUMBER LATH AND SHINGLES
WE are open to cut White Pine and Hemlock Bill Stuff. Have for Sale a Quantity of Dry Mill Stocks and Sidings, also 16 in. Pine Shingles and 4 ft. Lath 1½ in. wide.
CORRESPONDENCE SOLICITED

THE PEMBROKE LUMBER CO. LTD.
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT

Wm. Mason & Sons
Dimension Timber, Lath and Shingles, Dressed Lumber, Mouldings, Sash and Doors.
LUMBER
Correspondence Solicited. - OTTAWA, CANADA - P.O. Box 1020. 'Phone 135.

ROBERT WATT • WIARTON
Pine and Hardwood } WHOLESALE LUMBER { PINE LATH, CEDAR AND PINE SHINGLES
HEMLOCK BILLS A SPECIALTY -:- CORRESPONDENCE SOLICITED
Have for sale a quantity of 6/4 and 8/4 Pine No. 1 Cuts and Better; also a few cars of 5/4 Dry Basswood.

A. & P. WHITE Manufacturers of and Dealers in.....
Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.
A Large Quantity of Dry Lumber in Stock - PEMBROKE, ONT.

JAS. G. CANE & CO.
WHOLESALE HARDWOOD • LUMBER •
35 Adelaide East, Toronto, Ont.
Send us full description and lowest price for any lumber you have for sale.

JAS. PLAYFAIR & CO.
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . . MIDLAND, ONT.

T. L. BAILIE, PENETANGUISHENE, ONT.
Wholesale Hardwood Lumber
Winter-Cut Basswood, Red Oak and Red Birch a Specialty
CORRESPONDENCE SOLICITED.

WANTED
Second-hand Stave Knife and Stave Jointer in good condition. . . . .
J. E. MURPHY, Hepworth Station, Ont.

WANTED 30 inch No. 1 and Mill Run Elm Staves; also Coiled Hoops and Heading.
. . . . TERMS CASH . . . .
JOHN BRADLEY,
23 King Street West - - HAMILTON, ONTARIO

ONE DOLLAR
will pay your subscription to the weekly and monthly CANADA LUMBERMAN for
ONE YEAR

KILN-DRIED BIRCH FLOORING SHEETING .. and .. CEILING Flooring from $12.00 Ceiling " 10.00 SAMPLES BY MAIL KNIGHT BROTHERS CO. Burk's Falls, Ont.

## FOREIGN EXPORTERS AND IMPORTERS

WE have a large bill of
RED OAK, ROCK ELM AND SOFT MAPLE
that we want sawed at once for delivery next Fall. Please write us if you have such logs and can take care of such a bill, and we will send particulars.
SCATCHERD & SON - 1053 Seneca Street, BUFFALO, N. Y.

JAMES SMITH & BRO. - 14 Canada Dock, LIVERPOOL
. . Wood Agents . .
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH TYRER & CO., Metropole Bldg., Hollis St., Halifax, N.S.

CANADA ATLANTIC RAILWAY
Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
R. A. CARTER, Contracting Agent, 115 Board Trade Montreal
M. A. Overend, Ontario Agent, Union Station, Toronto.
Shortest and Quickest Route from
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PARRY SOUND and all points on Grand Trunk Ry. TO . . . BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
C. J. SMITH General Freight Agent Ottawa, Ont.

Ottawa & New York Lumber Line
- - - BONDED LINE BETWEEN - - -
CANADIAN POINTS, NEW YORK CITY AND ALL POINTS REACHED BY WATER FROM ALBANY
CANADA ATLANTIC RAILWAY. DELAWARE & HUDSON CANAL CO. WILLIAMS' LINE. } J. H. Williams Agent { 15 Lumber District, ALBANY, N.Y. NEW YORK OFFICE, 93 Wall Street Telephone 531 Broad.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

## BELTING

Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
Sadler & Haworth, Montreal and Toronto.
The Waterous Co., Brantford.

## DRY KILNS

McEachren Heating & Ventilating Co., Galt, Ont.
Parmenter, J. S., Flushing, N. Y.
The Emerson Co., Baltimore, Md.

## ELECTRICAL APPARATUS

Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

## LUMBERMEN'S SUPPLIES

Eckardt, H. P. & Co., Toronto.
Rice Lewis & Son, Toronto.

## MACHINERY

Bell, Robt., Jr., Hensall, Ont.
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston, Ont.
Dunbar, Alex., & Sons, Woodstock, N. B.
Darling Bros., Montreal.
Lancaster Machine Works, Lancaster, Ont.
Mowry, B. R., & Co., Gravenhurst, Ont.
Northey Mfg. Co., Toronto, Ont.
Petrie, H. W., Toronto, Ont.,
Sawyer & Massey Co., Ltd., Hamilton, Ont.
Small & Fisher Co., Woodstock, N. B.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Phelps Machine Co., Eastman, Que.
The Waterous Co., Brantford.
Williams Machinery Co., A. R., Toronto.

## RELAYING RAILS

Gartshore, John, Toronto.
Scully & Co., John, Toronto.

## SAW MANUFACTURERS

Burns, E. R., Saw Co., Toronto, Ont.
Shurly & Dietrich, Galt, Ont.

## SPLIT PULLEYS

Dodge Wood Split Pulley Co., Toronto, Ont.

## WHOLESALE LUMBER DEALERS

Parker, C. H., Scotstown, Que.
Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

## MISCELLANEOUS

Axes, Campbell Bros., St. John, N. B.
Canadian Photo Engraving Bureau Toronto.
Contractors' Plant, John Scully & Co., Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Illinois Central R.R.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Magnolia Metal Co., New York.
Machine Knives, Peter Hay, Galt, Ont.
Metal Roofing, Pedlar Metal Roofing Co., Oshawa, Ont.
Pulp Machinery, Robb Engineering Co., Amherst, N. S.
Shanks and Chisel Bits, A. McPherson, Oxford, N. S.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, July 28, 1897.

CAR OR CARGO LOTS.

| | | |
|---|---|---|
| 1¼, 1½ and 2 inch cut up and better | 32 00 | 34 00 |
| 2 inch picks and uppers | 34 00 | 36 00 |
| 1x12 dressing and better, 60% 16 ft | 22 00 | 24 00 |
| 1x10 fine dressing and better | 21 00 | 23 00 |
| 1x10 and 12 Canadian dressing and better | 20 00 | 22 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 |
| 1x10 and 12 common | 12 00 | 14 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 |
| 1 inch clear and picks | 28 00 | 30 00 |
| 1 inch dressing and better | 20 00 | 22 00 |
| 1 inch siding mill run | 14 00 | 15 00 |
| 1 inch siding common | 11 00 | 12 00 |
| 1 inch siding ship culls | 10 50 | 11 50 |
| 1 inch siding mill culls | 8 50 | 9 00 |
| Cull scantling | 8 00 | 9 00 |
| 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1 inch strips, common | 11 00 | 12 00 |
| 1 1-4 inch flooring | | 16 00 |
| 1 1-2 inch flooring | | 16 00 |
| XXX pine shingles, 16 inch | | 2 25 |
| XX pine shingles 16inch | | 1 40 |
| Lath, No. 1 | | 1 60 |
| Lath No. 2 | | 1 30 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Ash, white, | 1 | to 2 in.. | $26 00 | $28 00 | Cherry | 1 | to 1½ | $50 00 | $60 00 |
| " " | 2½ | to 4.. | 30 00 | 32 00 | " | 2 | " 4.. | 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, | 1 | to 1½ in.... | 17 00 | 19 00 | Elm, soft | 1 | " 1½ | 14 00 | 15 00 |
| | | | | | " " | 2 | " 3.. | 15 00 | 16 00 |
| Ash, black, 1sts and 2nds, | 2 | to 4 in..... | 19 00 | 21 00 | " rock | 1 | " 1¼ | 16 00 | 18 00 |
| Ash, M. R., | 1 | " 2.. | 15 00 | 18 00 | " " | 1½ | " 2.. | 28 00 | 30 00 |
| Birch, | 1 | .. | 18 00 | 20 00 | Hickory | 1½ | " 2.. | 28 00 | 30 00 |
| " | 1½ | " 2.. | 20 00 | 23 00 | Maple | 1 | " 1½ | 16 00 | 17 00 |
| " sqrs. 4x4 | " 8 x8 | 24 00 | 26 00 | | 2 | " 4.. | 17 00 | 18 00 |
| Basswood | 1 | " 1¼ | 16 00 | 18 00 | Oak, red, p'n | 1 | " 1½ | 26 00 | 30 00 |
| " | 1½ | " 2.. | 19 00 | 20 00 | " " | | " 4.. | 29 00 | 32 00 |
| " m. r. | 1 | " 1¼ | 14 00 | 16 00 | " white | | " 1½ | 28 00 | 30 00 |
| Butternut | 1 | " 1½ | 23 00 | 25 00 | " " | | " 4.. | 30 00 | 35 00 |
| " | 2 | " 3.. | 25 00 | 28 00 | " quart'd | | " 2.. | 46 00 | 50 00 |
| Chestnut | 1 | " 2.. | 24 00 | 26 00 | Walnut | 1 | " 3.. | 85 00 | 100 00 |
| | | | | | Whitewood | 1 | " 2.. | 32 00 | 36 00 |

## OTTAWA, ONT.

OTTAWA, July 28, 1897.

| | | |
|---|---|---|
| Pine, good sidings, per M feet, b.m. | $29 00 | 35 00 |
| Pine, good strips, " " " | 23 00 | 30 00 |
| Pine, good shorts, " " " | 16 00 | 25 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m. | 15 00 | 20 00 |
| Pine, " " strips, " " " | 13 00 | 18 00 |
| Pine, " " shorts, " " " | 12 00 | 14 00 |
| Pine, 10 s.c. and better stock, " " " | 10 00 | 13 00 |
| Pine, 8 s.c. " " " " " | 11 50 | 13 00 |
| Pine, " sidings " " " | 12 00 | 14 00 |
| Pine, " strips " " " | 9 00 | 12 00 |
| Pine, " shorts " " " | 6 50 | 9 00 |
| Pine, box culls " " " | 9 00 | 11 00 |
| Pine mill culls " " " | 6 00 | 10 00 |
| Lath per M No. 1 | 9 | 1 20 |
| Lath per M No. 2 | 60 | 1 00 |
| 1x10 No. 1 barn | | 18 00 |
| 1x10 No. 2 " | | 12 00 |
| 1x8 & 9 No. 1 " | 15 00 | 17 00 |
| 1x8 & 9 No. 2 " | 14 00 | 16 00 |

## QUEBEC, QUE.

QUEBEC, July 28, 1897.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Common and railroad, for inferior and ordinary according to average, quality, etc., measured off | 21 @ | 24 |
| For 40 to 45 feet average, measured off | 26 | 29 |
| For good and good fair average, measured off | 29 | 33 |
| First class " " | 36 | 39 |
| In shipping order " " | 35 | 38 |
| First class Ottawa waney, 18 inch average | 38 | 41 |
| " " " 19 to 21 inch average | 41 | 42 |
| First class Michigan waney board, 18 inch average | 42 | 44 |
| " " " " 19 to 21 inch average | 44 | 46 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 28 |
| In shipping order, 35 to 45 feet " " | 38 | 40 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 47 | 50 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 28 | 34 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average an quality | 21 | 28 |
| To average 16 inch | 26 | 29 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 14 | 17 |
| 16 " " | 15 | 19 |
| 18 " " | 21 | 23 |

TAMARAC.

| | | |
|---|---|---|
| Square, according to size and quality | 17 | 19 |
| Flatted. " " " | 15 | 18 |

DEALS.

Bright spruce, according to mill specification, $40 to $43 for 1st, $26 to $28 for 2nd, $23 to $26 for 3rd, and $19 to $22 for 4th quality. F.O.B. batteau

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., July 28, 1897.

UPPERS AND SELECTS.

| | | | |
|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $44 00 | Selects, 1 in., 8 in. and up wide | $40 00 |
| 1¼, 1½ and 2 in. | 44 00 | 1¼, 1½ and 2 in. | 41 00 |
| 2½ and 3 in. | 53 00 | 2½ and 3 in. | 47 00 |
| 4 in. | 56 00 | 4 in. | 50 00 |

FINE COMMON.

| | | | |
|---|---|---|---|
| 1 in., 8 in. and up wide | 33 50 | 2½ and 3 in., 8 in. and up wide | 42 00 |
| 1¼, 1½ and 2 in. | 35 00 | 4 in. | 45 00 |

B FINE COMMON OR NO. 1 CUTTING.

| | | | |
|---|---|---|---|
| 1 in., 7 in. and up wide | 23 50 | 2½ and 3 in., 7 in. and up wide | 37 00 |
| 1¼, 1½ and 2 in. | 30 00 | 4 in. | 40 00 |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | |
|---|---|---|---|
| 1½ in., 4, 5 and 7 in. wide | 34 00 | 1 in., 4, 5 and 7 in. wide | 32 00 |
| 6 in. wide | 36 00 | 6 in. wide | 36 00 |

FINE COMMON OR C.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 30 00 | 1 in., 6 in. wide | 30 00 |
| 1 in., 4, 5 in. wide | 29 00 | | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 24 00 | 1 in., 4, 5, 6 in. wide | 22 00 |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 in | 16 00 | 1¼ in., 4, 5 and 7 in. | 15 00 |
| 1 in., 6 in. | 17 00 | 1¼ in., 6 in. | 17 00 |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 | 1¼ in., 4 to 7 inch | 14 00 |
| 1 in., 6 inch | 14 00 | No. 3 Fencing, 1 in., 6 inch | 12 00 |

SHELVING.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 | No. 2, 1 in., 7 and 8 in. stocks | 19 00 |
| 1 in., 10 in. and up wide | 26 00 | 1 in., 10 in. stocks | 21 00 |
| 1 in., 12 in. stocks | 29 00 | 1 in., 12 in. stocks | 24 00 |
| 1 in., 12 in. and up wide | 30 00 | 1 in., 10 in. and up wide | 22 00 |
| 1¼ in. 1½ and 2 in., 8 in. and up wide | 29 00 | 1 in., 13 in. and up wide | 25 00 |

BARN BOARDS OR STOCKS.

| | | | |
|---|---|---|---|
| No. 1, 12 in. | 21 00 | No. 2, 9 in. | 13 50 |
| 10 in. | 16 50 | 8 and 7 in. | 13 50 |
| 9 in. | 16 00 | No. 3, 12 in. | 12 50 |
| 8 and 7 in. | 16 00 | 10 in. | 11 00 |
| No. 2, 12 in. | 16 00 | 9 in. | 11 00 |
| 10 in. | 14 00 | 8 in. | 11 00 |

SHIPPING CULLS OR BOX.

| | | | |
|---|---|---|---|
| 1 in., 4 and 5 in. wide | $ 8 50 | 1 in., 13 in. and up wide | $11 00 |
| 1 in., 6 in. wide | 9 50 | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 |
| 1 in., 7 in. wide and up | 9 50 | | |

SHAKY CLEAR.

| | | | |
|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9 in. wide | 18 00 | 1 in., 10 in. and up wide | 19 00 |
| 1 in., 6 in. wide | 20 00 | 1¼, 1½ and 2 in., 8 in. and up wide | 20 00 |

COFFIN BOARDS.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 13 in. and up | 20 00 | No. 1, mill culls | 8 00 |
| No. 2 | 17 00 | No. 2, or red horse | 6 50 |

BEVELED SIDING—DRESSED.

| | | | |
|---|---|---|---|
| Extra clear (perfect) | 23 00 | No. 2 | 17 00 |
| No. 1 (nearly clear) | 21 50 | No. 3 | 14 00 |

TIMBER, JOIST AND SCANTLING.

| | | | |
|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $ 8 50 | Hemlock, 2x4 to 10, 12 to 16 feet | 7 50 |
| 18 ft. | 10 50 | 2x12 | 8 50 |
| 20 ft. | 11 50 | Add $1 to each additional 2ft. in length. | |
| 22 and 24 ft. | 12 50 | | |

SHINGLES, 18-IN.

| | | | |
|---|---|---|---|
| Country brands, XXXX | 2 65 | Standard brands, river made, XXXX | 2 90 |
| Clear Butts | 1 65 | Clear Butts | 1 90 |

WHITE PINE LATH.

| | | | |
|---|---|---|---|
| No. 1 | 1 50 | No. 2 | 1 00 |
| | | Hemlock | 1 00 |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., July 28, 1897.

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in. | $46 00 | 50 00 | No. 3, 1¼ to 2 in. | 15 00 | 16 00 |
| 2½ and 3 in. | 51 00 | 55 00 | Shelving, No. 1, 13 in and up, 1 in. | 32 00@ | 34 00 |
| 4 in. | 58 00 | 60 00 | Dressing 1¼ in. | 27 00 | 29 00 |
| Selects, 1 in. | 41 00 | 42 00 | 1¼ x10 and 12 | | 28 00 |
| 1¼ to 2 in. | 42 00 | 43 00 | 1½ in. | 28 00 | 30 00 |
| 2½ and 3 in. | 47 00 | 50 00 | 2 in | 29 00 | 30 00 |
| 4 in. | | 52 00 | Mold st'ps, 1 to 2 in. | 33 00 | 34 00 |
| Fine common, 1 in. | 35 00 | 36 00 | Barn, No. 1, 10 and 12 in. | 20 00 | 21 00 |
| 1¼ and 1½ in. | 35 00 | 37 00 | 6 and 8 in. | 17 00 | 18 00 |
| 2 in. | 36 00 | 38 00 | No. 2, 10 and 12 in. | 15 50 | 17 00 |
| 3 in. | | 45 00 | No. 3, 10 and 12 in. | 12 00 | 14 00 |
| 4 in. | | 47 00 | 6 and 8 in. | 11 00 | 12 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | Common, 1 in. | 15 00 | 16 00 |
| 1¼ to 2 in. | 30 00 | 32 00 | 1¼ and 1½ in. | 17 00 | 18 00 |
| No. 2, 1 in. | | 16 00 | 2 in | 18 00 | 20 00 |
| No. 2, 1¼ to 2 in | 22 00 | 25 00 | | | |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 30 00 | 32 00 | 2½ to 4 in. | 36 00 | 40 00 |
| 1¼ to 2 in. | 33 00 | 35 00 | Strips | 17 00 | 18 00 |
| | | | Culls | 11 00 | 14 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 24 00 | 27 00 | Com. & good culls | 9 00 | 10 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 28 00 | 30 00 | 1st & 2nd, white, 6" & up, | 18 00 | 20 00 |
| | | | Com & good culls | 10 00 | 12 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 20 00 | 25 00 | 1st & 2d, soft, 8 in. & up, | 16 00 | 18 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 18 00 | 20 00 | 1st & 2d, soft, 6in. & up, | 17 00 | 19 00 |

WHITE OAK.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, plain, 8 in & up | 33 00 | 36 00 | Clear squares, 5x5 to 8x8 | | 45 00 |
| Good common | 20 00 | 22 00 | 1st & 2nd quartered, 6 in. up | 48 00 | 50 00 |
| Good culls | 12 00 | 14 00 | Common quartered | 30 00 | 32 00 |

RED OAK.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd | 31 00 | 32 00 | Quartered 1st & 2nd | 44 00 | 47 00 |
| Common | 20 00 | 22 00 | Common | 29 00 | 30 00 |
| Cull | 12 00 | 14 00 | | | |

## NEW YORK CITY.

NEW YORK, N. Y., July 28, 1897.

WHITE PINE LUMBER

Prices for white pine lumber are governed entirely by source of supply rendering it useless to give prices for local market.

WHITE PINE TIMBER.

| | | | |
|---|---|---|---|
| Bridge timber | $28 00 @ 40 00 | Building orders | $27 00 @ 37 00 |
| Decking | 44 00 @ 50 00 | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in. | 14 00 | 14 50 | 10 to 12 in. | 16 25 | 17 00 |
| 6 to 12 in. | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 to 12 in. | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | | | |
|---|---|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, 10 to 16 | | | | 25 00 |
| 1¼ to 2 in. | " " " | " | | | 26 00 |
| 1 inch, | " Soft Elm, | " | | | 19 00 |
| 1¼ in and thicker, | " " | " | | | 21 00 |
| 4/4 | " " Hard Maple, | " | | | 21 00 |
| " | " " Basswood, | " | | | 20 00 |
| " | " " Birch, | " | | | 23 00 |
| " | " Black Ash, Com. and Shipping Cull, M.C.O. | | | | 14 00 |
| " | " Soft Elm, | " | " | | 12 00 |
| " | " Hard Maple, | " | " | | 14 00 |
| " | " Basswood, | " | " | | 12 00 |
| " | " Birch, | " | " | | 14 00 |

## ALBANY, N.Y.

ALBANY, N. Y., July 28, 1897.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $52 | $55 | Dressing boards, narrow | $19 | $21 |
| 2½ in. | 52 | 55 | West India shipping boards | 14 | 16 |
| 1 to 2 in. | 45 | 48 | Box boards | 10 | 12 |
| 4 inch uppers | | 55 | 10-in. dressing and better | 26 | 30 |
| Selects, 2½ in. up | | 45 | 10-in. common | 13 | 15 |
| 1 to 2 in. | | 40 | 12-in. dressing and better | 26 | 32 |
| Fine common, 2½ in. and up | 40 | 42 | Common, 1x12 | 13 | 15 |
| 1 to 2 in. | 36 | 40 | No. 1 barn, 1x12 | | 21 |
| No. 1 cut, 1 to 2 inch | 25 | 30 | 1x10 | 18 | 20 |
| No. 2 | 18 | 25 | 1x8 | 16 | 18 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 16 | 17 |
| No. 1 molding, 1 to 2 in. | 33 | 36 | 1x10 | 15 | 19 |
| No. 2 molding, 1 to 2 in. | 25 | 28 | 1x8 | 13 | 15 |
| Stained saps | | 20 | Shaky or star clear, 1 to 2 in. | 19 | 21 |
| Bracket plank | 30 | 35 | Dressing | 16 | 18 |
| Shelving boards, 12-in. up | 30 | 32 | Common | 11 | 15 |

LATH.

| | | | |
|---|---|---|---|
| Pine | $1 60 | Spruce | $1 55 |

SHINGLES.

| | | | |
|---|---|---|---|
| Sawed Pine, ex. XXXX | $3 90 | $4 10 | Bound butts, 6 x 18 | $5 00 | $5 25 |
| Clear butts | 2 75 | 3 00 | Hemlock | | 2 00 |
| Smooth, 6 x 18 | 4 50 | 4 75 | Spruce | | 2 00 |

## BOSTON, MASS.

BOSTON, July 28, 1897.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $11 50 | 12 00 | ¾ inch | $ 9 25 | 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 11-16 inch | 8 50 | 8 75 |
| Refuse | 13 00 | 13 25 | ⅝ inch | 8 00 | 8 25 |
| Outs | | 9 00 | Clapboards, sap ext. | 45 00 | 48 00 |
| Boxboards, 1 inch | 10 00 | 10 50 | Sap clear | 41 00 | 43 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, 2nd clear | 32 00 | 35 00 |
| | | | No. 1 | 23 00 | 25 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in. | $50 00@ | 52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in. | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in. | 58 00 | 62 00 | 1¼, 1½ and 2 in. | 30 00 | 32 00 |
| Selects, 1 in. | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in. | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in. | 52 00 | 55 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in. | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in. | 24 00 | 38 00 |
| Fine common, 1 in. | 40 00 | 41 00 | Coffin boards | 19 00 | 22 00 |
| 1¼, 1½ and 2 in. | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in. | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 50 | 1 60 |
| Cedar, extra | 2 50 | 2 65 | Extra No. 1 | 1 25 | 1 35 |
| Clear | 2 10 | 2 25 | | | |

HEMLOCK

| | | | | | |
|---|---|---|---|---|---|
| Rough | | | | $10 00@ | 10 50 |
| Northern and Eastern, planed one side, | | | No. 1 | | 11 00 |
| " " " " " | | | No. 2 | 9 50 | 10 00 |
| Pennsylvania, | " " " | | No. 1 | 12 00 | 12 25 |
| " | " " " | | No. 2 | | 10 00 |

LATH.

| | | | |
|---|---|---|---|
| Spruce | | By cargo | 1 30@ 1 90 |
| By car | 1 80@ 2 00 | | |

## DEVELOPING THE EXPORT TRADE.

A writer in the Toronto Globe, on the subject of developing our export trade, says:

The Norwegians use all kinds of ships, big and little. Where the water is too shallow for a large vessel, then they send a cargo on the small sized craft. I presume a 500-ton sailing craft, laden with lumber, would cross the Atlantic safely. Such a vessel could deliver Canadian lumber at many ports more cheaply than it could be transhipped from a large to a small coaster and then delivered. As it stands now, the Norwegians convey direct to the small ports, whereas Canadians convey to the large ports and let small vessels transfer and distribute. The Norwegian lumber is loaded and unloaded once, while Canadian material is loaded and unloaded twice. Of course I do not mean to apply this statement to all our lumber, or to the greater portion, as I have no means of comparison. But it is true in special cases, and the special cases we should watch.

And Canadians have not studied how to cater for the English market in small lumber. To watch the Norwegians unload their vessels, and see how they have cut and adapted the material to the purchaser's needs, is to learn that they have studied closely. When in Australia I carefully examined into this matter, and there I saw the Yankee ships unload, as well as the Norsemen, and in both cases I was forced to admire their methods. Doors and windows partly made, boxes of soap, fruit cans and all sorts of things partly made. I say "partly" because by this means they escape tariff on manufactured goods, and yet secured most of the advantages accruing from the manufacture. Instead of selling in lump, our people should seek to do all the work at home they possibly can thus furnishing the more labor for our people. And this is one of the best ways of favoring immigration.

Already I have written on the subject of paper pulp to Canadian papers, notably the Vancouver Daily World, but would add a few words in this connection. I have visited many large paper mills in England and find that Norway furnishes most of the "wood pulp." Where the small coasters cannot land direct, barges are extensively used. The paper mill men assure me that they would gladly purchase from Canada, if it would pay them to do so. And yet there has been no real test of the Canadian article. When a large concern is running along evenly for years business men do not care to go through the ordeal of getting out of the ruts. One manager said the only way to make a sure test would be for Canada to furnish a large amount—say enough for a full day's run—which in some cases would mean several hundred tons. With this amount the mill men and some of their best customers could make a thorough trial. Then if quality, prices, quantity and delivery could be regulated so as to suit there would be a fairly clear road to success.

## THE SOFT ELM SUPPLY.

ONE of the peculiar happenings in connection with this year's lumber trade is the disappearance of the bulk of the soft elm supply in Michigan. The finest soft, or gray, elm in the country grows in the northern counties of the lower peninsula of Michigan, and especially in the counties clustering around Grand Traverse bay. A few years ago this wood came into great prominence as a furniture material, especially in the line of parlor frame making. It ran wide and clear, was soft and easily worked, and was the ideal lumber to cut up economically in the factory. Of course, it was understood that it was not a fine wood, or capable of being employed in high-grade furniture. But as a common and good material for working into furniture "within the reach of all," and good enough for anybody when well finished, gray elm was a valuable and available kind of lumber. After the use of it gained full headway it was in great demand, all dealers in Michigan lumber handled it, and it stood next to oak in this market, at Grand Rapids and other furniture centres, in volume of sale and consumption. When the panic broke loose and the furniture trade began to run down, the call for soft elm diminished. Still, since it had been a wood so important, operators continued to buy logs and cut it lavishly.

The furniture trade continued to shrivel up as the years of depression succeeded one another, until the demand for elm seriously declined, and prices fell so low that there was no money in handling elm. In the meantime the manufacturers of coopers' stock and fruit packages had continued to use up material, and had largely utilized elm. Several stave, heading and hoop factories had been erected up in the elm district, so as to be near the supply. These and the fruit basket manufacturers bought up elm logs in large quantities, and thus made a market for the timber to such an extent that a comparatively small quantity was converted into the thick lumber used in furniture factories.

This diversion of elm to the cooper stock and basket factories was more pronounced last winter than ever before. The absorption went on while dealers and consumers in other lines of manufacture were indifferent, because there was little call from the furniture trade for elm. Nobody was hunting for it, and stocks were left to other courses. But it seems that elm did not go begging amid this indifference. Every available log was bought up. Prices went up, too, so that reports of logs being sold at $8 and $11 a thousand are frequent. The cleaning up of the log supply has induced a lively sale of such lumber as could be found at the mills, and it seems that the quantity obtainable at any price is very small, while such as is for sale is held at prices so high that dealers in this market cannot touch it. It looks as if the remaining elm supply will have to be left for the stave and hoop makers and the basket weavers, and that consumers in other lines will have to resort to something else in the shape of lumber. One dealer in this city suggests that the scarcity of elm will give black and white ash a chance to come to the front as market factors.—Northwestern Lumberman.

## CAMPBELLTON AS A LUMBERING CENTRE.

THE town of Campbellton, N.B., must no longer be regarded merely as a railway divisional point. It has become a very important lumbering centre, and of the new houses that have gone up recently quite a number are for the families of men engaged in the lumber industry, who work in the woods in winter and find employment in the mills in summer.

The growth in importance of Campbellton, N. B., as a lumber shipping centre has been rapid. Time was, and not so long ago, when Dalhousie had all the business. But the erection of mills at Campbellton, the provision of terminal facilities, and some necessary dredging in the channel have changed that, and already this season three steamers and four square rigged vessels have loaded deals at Campbellton, Kilgour Shives and D. Richards shipping each in the vicinity of 5,000,000 feet. Kilgour Shives has a large mill running night and day. W. P. Doherty has a mill above the town cutting deals for Richards, and also a shingle mill. The latter has a shingle mill of his own. W. P. Gray, A. E. Alexander and John Mayor have shingle mills. J. & E. H. Harqual have a sash and door factory. The boom company employ a lot of men. Over the river at Oak Bay, J. D. Sowerby is running a deal mill night and day and also has a shingle mill. The lumber industry is therefore a very important one.

There has been great activity in the shingle mills, and large shipments have gone to the States. With the imposition of a duty, however, the quantity going forward will decrease, and it is thought a considerable quantity of cedar logs will be held over.

Lumbering on the Restigouche differs from the conditions on the Miramichi and the St. John. The logs on the latter streams have been pretty well cleared for a long distance, and each year sees the operator going further away from deep water. On the Restigouche the annual cut has never been very large, though gradually increasing. Most of the timber lands are held by a comparatively few operators, who will be in no hurry to deplete the available supply. This year they had great success with their drives, and except a couple of millions owned by Geo. Moffatt, of Dalhousie, practically all the logs were got out safely. There will be more deals shipped than last year.

## MATCH BLOCKS.

THE casual user has little idea of the high class of white pine lumber, and the great quantity thereof, that is used in the manufacture of matches. In former years match blocks from which matches were made were cut entirely from straight-grained white pine uppers. Nowadays more economy has entered into the deal, and soft white pine timber is cut into bolts of 16 inches in length. The soft and straight-grained and clear portions of these bolts are resawn to a thickness of two inches on shingle machines. The hard-grained, cross-grained and knotty or defective portions of the bolts are made into shingles. These two-inch pieces are then loosely piled out of doors like so much cordwood, for air-drying. The match-maker will have nothing to do with kiln-dried stuff, as it renders the match stick too brittle and brash for satisfactory results.

When thoroughly dry, these pieces of straight-grained lumber are cross-cut into sections 1⅞ to 2¼ inches in length (the various lengths providing for various-sized matches) and the pieces are then split into sections of from three to six inches in length, thus producing match blocks. Any piece in which the grain for the length of the block varies more than one-half the thickness of a match from being straight-grained is rejected as being unsuitable for the purpose. Likewise, all pieces showing hard or gummy grain are rejected. The waste, after all the care taken to secure the original two-inch pieces of straight-grained, clear lumber, varies from 25 to 50 per cent.

## CLAPBOARDS.

THE word clapboard is a word used in the New England States for a thin, narrow board used to cover the sides of the houses and placed so as to overlap the one below; it has been supposed to be an Americanism, but, like many other Americanisms, it was brought over to this country by the early English colonists. According to very old dictionaries published in England, clapboards were thin boards formed ready for the cooper's use for the manufacture of casks. They were originally "cloveboards," because they were "cloven" out by hand and not made with a saw as other boards are. In course of time the word was abbreviated to "cloboards," "claboards" and "clapboards." In the law of the Massachusetts Colony, in 1641, the price of these articles was three shillings for "clapboards" five feet in length. The legal price for the work performed by hired labor was: "If they cleave by the hundred, they shall be paid six pence per hundred for five-foot boards." In other parts of the country the term siding or weather-boards is used to designate this particular product.

## PIANO CASES.

ONE of the most important uses for soft elm in a limited way is for piano cases. It is used for the heavy frame in the back of which the action is fastened. This frame must be firm and solid and of good material. The piano case factories buy the soft elm log run, mill culls out, of course, and two inches thick. Strange as it may seem, considering the slow improvement in business, the piano case makers report the business as fairly lively, much better than it has been for nearly two years.

It is a fact that the majority of piano cases made in this city are made of native wood, black walnut and white oak taking the lead. Red birch with mahogany finish and cherry are used somewhat. Nearly all the black, or so-called ebony, cases are made of good solid Michigan hard maple, colored to stimulate ebony. There is an occasional real ebony case made, but the real wood is hard to work and keep in place. Some rosewood is also used, but it is not as popular as it once was.

Next to black walnut and white oak the wood most used is mahogany. This, as well as all other foreign woods is used mostly in the shape of veneers, with solid native wood, poplar being the favorite. Occasionally a costly case is made of solid mahogany, or some other choice foreign fancy wood. Some use is made of prima vera, or white mahogany, and there are a number of native woods, which are rather rare, used, such as white holly and myrtle. Curly birch, curly and bird's eye maple, burls of various native and foreign woods, in fact all sorts of attractive accidental growths of wood are sought after by the case makers, and are used for panels and ornamentation, if not for the entire case.

The pin boards of pianos, for holding the pins over which the wires are strung, are generally made of quarter sawed hard maple, the quarter-sawing rendering the wood less liable to split from the powerful pull of the wires. One hardwood lumber firm in this city makes a specialty of furnishing this quarter sawed maple by the cargo, nearly monopolizing the trade in the west.—Hardwood.

Messrs. J. & P. Ament, of Brussels, Ont., are at present turning out 4800 barrel heads per day at their mills.

# THE NEWS.

—A saw mill is being erected at Mossy River, Dauphin District, Man.

—Geo. F. Beech is erecting a steam saw mill at Meadows, Ont.

—Jones & Finch have secured a large timber grant at Fort Steele, B.C.

—Grant & Kerr's new saw mill at Ladnor, B.C., has been completed and put in successful operation.

—Mr. William Mackay, of Ottawa, has taken square timber to Quebec for fifty-three successive years.

—Five steamers are chartered to carry white birch spool bars from Bangor, Maine, to the Scottish thread mills.

—Sequime & Powers, who operate a saw mill in Midway, B. C., have been succeeded by the Boundary Creek Lumber Co.

—Messrs. Thomson & Blakeley have purchased a planing mill property at Port Credit, Ont., and intend putting in additional machinery.

—James McLean, of Bryson, Ont., has lately added new machinery. He purposes enlarging his premises and engaging in the manufacture of furniture.

—Ritchie Bros., of Aylmer, Que., will put in a band saw for next season's operations. They are cutting a quantity of dimension timber for Klock Bros.

—Geo. W. Upham, the Tobique lumberman, is erecting a saw mill at Fredericton, N. B. The machinery from his Tobique mill will be transferred to the new mill.

—As the result of a reduction of ten per cent. in wages, the employees of James Murchie & Sons, Calais, Me., recently went on strike, but have since returned to work.

—The lumber business employs more persons than all other industries in the United States. By the census of 1890, it is shown that 373,085 are receiving a livelihood from it.

—Messrs. DeCew, late of Essex Centre, Ont., have made application for 160 acres of timber property at Arrow Head, B.C., with a view of erecting a saw mill at that point.

—In the ten months ending June 30, 1897, Mexico imported lumber and timber from the United States valued at $1,618,506, a gain of $367,620—gold value—over the previous ten months.

—The large iron smoke stack of Gillies' saw mill at Braeside, Ont., recently gave way. About thirty feet broke off at the top and fell on the platform below. A horse belonging to the firm was killed.

—A writ has been issued against Harriet Murray, as an executor of the estate of the firm of Murray & Cleveland, to recover the sum of $739 for lumber sold to the firm by the Casselman Lumber Co., of Ottawa.

—An electric light plant has been installed in the Aberdeen Mills at Fredericton, N.B. The proprietors are well satisfied with their investment, which makes it possible for the mills to almost double their former capacity.

—The Rat Portage Lumber Co., of Rat Portage, Ont., find such a demand for their lumber, doors, sash, etc., that they are obliged to run their mills night and day. The principal demand is from the west, while the town orders and those from the district of Rainy River have exceeded those of any former season.

—Mr. Robert Ward, of the Victoria Lumber Co., Chemainus, B.C., has returned from England, after an absence of two years. Mr. Ward states that for the Jubilee celebration over 76,000,000 superficial feet of lumber—an amount that would represent 75 shiploads—was used for putting up the stands and seats for spectators.

—A person by the name of McAlphine, representing himself as an agent of Smith & Elgie, a reputable firm of Webbwood, Ont., recently engaged about thirty men in Toronto to go to the lumber mills at that place. He exacted some $50 from the men as commissions, but when they reached the Union Station McAlphine could not be found.

—Mr. Greenway is credited with having made the statement that American lumber can be laid down at Manitoba points at $5 or $6 per thousand feet less than would be paid for the Canadian material of like grades and dimensions. This statement is disputed by Mr. D. C. Cameron, of Rat Portage, a gentleman well versed in lumber matters.

## CASUALTIES.

—Winfield Harrison, while rolling logs at Griffith's cheese box mills at Thornbury, Ont., accidently fell into a vat of scalding water.

—Robert Veitch, of Clarksburg, met with an accident in Peter's lumber mill at Parry Sound which caused his death. A board, falling from the top of a lumber pile, struck him in the body.

—J. A. Hadley, of the S. Hadley Lumber Co., Chatham, Ont., was superintending the loading of some shingles, when the pile fell upon him, burying him under the heap. Fortunately he escaped without serious injury.

Two little boys, sons of Mr. Blanchard, employed in Adam & Burns' mill at Bathurst, N.B., were playing around the mill, when they got into the sawdust shoot, were carried some distance and terribly injured.

## TRADE NOTES.

A shingle machine, manufactured by the Lloyd Manufacturing Co., of Kentville, N.S., was recently shipped to Huntingdon, Que.

The Waterous Engine Co., of Brantford, Ont., are installing a 40 horse power engine and boiler in the lumber and planing mills of Thomas Bros. at Jerusalem, Ont.

The new lumber mills and grounds of Messrs. D. & J. Ritchie & Co., at Newcastle, N.B., have been equipped with an electric light plant by John Starr, Son & Co., Ltd., Halifax. This installation consists of about 200 incandescent lamps of 16 and 32 c.p., and by it the output of the mill will be much increased. Messrs. Starr make a specialty of installing electric plants in lumber factories, and many of these in Nova Scotia and New Brunswick have been equipped by them.

The Dodge Wood Split Pulley Co., with works at Toronto Junction and head office and sales rooms at 74 York St., Toronto, report being quite busy and running full handed on wood pulley outfits for saw mills and power plants throughout the Dominion. The company have equipped the Montague Paper Co.'s saw mill at Lake Megantic, Que., with a full set of pulleys, including some very large sizes for heavy power. They are also supplying the pulleys for the new saw mills at Fenelon Falls and for Gillies Bros.' mill at Sand Point, and have some very large and heavy wheels in work for the electric plant at Rat Portage. The Dodge Co. patent split friction clutch is also becoming well known among the large mills and repeat orders are coming in. The company say that the large users throughout Canada are becoming more familiar with the merits of the Dodge pulley, with the result that the demand is increasing from that quarter. The Dodge Co. have issued a most complete 300 page catalogue covering their full line of power transmission specialties, which every mill man should have. It will be mailed free on application.

## PUBLICATIONS.

We have received a copy of a valuable book, entitled "Credits, Collections and Their Management," which contains many department forms, and is published by the Lawyer and Credit Man, of 178 Fulton Street, New York. The author is Mr. W. H. Preston, president of the National Association of Credit Men of the United States, which fact alone is a guarantee of its usefulness. The subjects embraced by the book are treated in a very able manner, the author adding to his own experience a study of the methods and forms in use in many of the best departments of the country.

Mr. James Dollar, of San Francisco, California, at one time a resident of Ontario, has favored THE LUMBERMAN with a handsome souvenir of the timber industry of California, entitled, "The Home of the Redwood." It is published by the Redwood Lumber Manufacturers' Association, and the letter-press and numerous half-tone illustrations which it contains convey to the reader a fair conception of the methods of lumbering on the Pacific coast. Testimonials of the good qualities of redwood and comparative tests of pine and redwood for paving purposes are also given.

# WOOD PULP DEPARTMENT

## THE MASTERMAN PULP MILL AT CHATHAM, N. B.

[COMMUNICATED.]

THE Masterman Sulphite Fibre Company's pulp mill, which has recently been sold to Mr. Albert E. Reed, of Maidstone, England, for $185,000, is situated at Mill Cove, on the Miramachi river, opposite the town of Chatham, N. B., and comprises nine massive buildings of wood, resting on stone foundation, all covered with iron, and most substantially constructed. The store room is 100 ft. x 50 ft.; the paper room, 150 ft. x 50 ft.; the tubular boiler house and machine shop, 104 ft. x 44 ft.; the Galloway boiler house, 50 ft. x 40 ft.; the digester room, 90 ft. x 31 ft.; the wood room, 70 ft. x 50 ft.; the acid plant, 70 x 60 ft.; the sulphur burning room, 70 x 40 ft., and the riffler building, 100 x 20 ft.

In the paper room is a fine cylinder paper machine, with twenty-one dryers 36 inches in diameter, built by John Bertram & Son, Dundas, Ont., and which works beautifully. Immediately behind this machine are ten noiseless suction screens for screening the pulp, built by J. M. Ruddock, of Chatham, N.B., and behind these is a 60 h.p. Leonard Ball automatic cut-off engine, which drives the screens and paper machines, and which was built by E. Leonard & Sons, of London, Ont. Everything in this room is very handy, and when the rolls of pulp are taken off the winder they are in the store room. The foundation for another paper machine was also completed in this room.

From the paper room we pass into the machine shop and tubular house, which is a stone structure. Here is a 40 ft. gap lathe, with a 22 ft. bed, an 18 in. x 8 ft. bed lathe, a 30 in. vertical drill, and a 30 in. x 8 ft. planer. A large portion of the machinery connected with the mill was built in this shop. At the other end of this building are two tubular boilers of 110 h.p. each, which supply the steam for the paper room, wood room and acid plant, and were built by Leonard & Sons.

Next we come to the riffler building, in which the pulp riffles over boards 6 in. high, 4 ft. wide, and 4 ft. apart, for 100 ft., there being three of these boards. These boards catch a large quantity of dirt which settles from the pulp as it flows gradually along and into the screens in the paper room. At the head of this room are two screens which catch quite a quantity of dirt from the pulp before it enters the rifflers. Below these rifflers are two stock tanks, into which the pulp is pumped from the blow tanks, and from these tanks the pulp can be used as required.

The next building is the Galloway boiler house, where the steam is generated for cooking the pulp. Here there is a large Galloway boiler of 7 ft. in diameter and 32 feet long, which carries 100 lbs. pressure, and was also built by Leonard & Sons.

From the boiler house we pass into the digestor room, where the pulp is cooked. Here are three large digestors, built by Leonard & Sons, 9 ft. in diameter and 32 ft. long, built of 7/8 in.

steel, and lined with tile. It was in these digestors that the finest sulphite pulp ever produced on this continent was cooked in twelve hours. They were built from drawings by Mr. T. R. Allison, the chief engineer of construction. Above these digestors is a large chip bin for holding the chips when prepared for the digestors. Large hoppers extend from the chip bin floor to within 3 ft. of the neck of the digestors, so that when filling a disgestor a light wooden shute is pushed in between the hopper and the neck of the digestor, a slide drawn, and the chips fall from the bin above and fill the digestor in a remarkably quick time. One of these digestors can be blown off, re-filled with chips and acid, and started cooking again in the short time of thirty minutes.

The wood room is next reached. In this building the wood is prepared for the digestors; the logs are drawn up the haul-up from the boom into the wood room, then rolled onto endless chains and drawn up against the saws, cut into lengths of 30 in., then barked on the barking machines, the bark dropping into a conveyer and being carried into the furnaces of the tubular boilers. After the bark is taken off, the pieces go to the wood splitter, where they are split, then to the boring machines, where all the knots are bored out, then to the chipper, where it is cut up and falls through the floor into the chip breaking machine, which breaks all the wood up to a uniform size ; from the breaker it falls onto the shaker or screen, where all the saw dust and long slivers are shaken out. This shaker shoves the chips on to a short conveyor, which carries them into the chip bin above the digestors. It will readily be seen how well this machinery was planned, by having the material drop from one machine to another, thus doing away with all elevators and a large amount of machinery and expense.

From the wood preparing room we pass into the acid plant and sulphur burning room, where the acid is made for cooking the pulp. It is all run by gravitation, doing away with all acid pumps, which are very expensive to keep in repair in a sulphite mill. Starting at the top of the upper floor, the lime is slacked in an iron tank, then run into two mixing tanks, where water is added to bring it to the proper gravity, and it is ready to enter the acid absorbing tanks, of which there are three in each system (there being two systems.) When the lime and water is let into the first or upper absorbing tank, it continues its flow into the second and third ones, then flows into the settling tanks and from these into the storage tanks, where it is ready for use. From these storage tanks it is drawn off as required in the digestor room, all flowing by gravitation. During the flow of the lime and water through the acid absorbing tanks it is met by the sulphur gas from the burners, which is drawn through the liquor by large vacuum pumps, which brings the lime and water up to the proper acid test.

The heavy wood room machinery, such as the barking machines, splitter, chipper and grinder, was built by John Bertram & Sons, of Dundas, while the shafting, boring machines, acid plant, etc., were built on the premises by Mr. T. R. Allison, who designed the mill. The complete mill, with property, cost in the vicinity of $100,000, and was built in ten months. The buildings are sufficiently large to manufacture thirty tons of pulp in twenty-four hours, the machinery having a capacity of fifteen to eighteen tons. It is estimated that the additional machinery required for a thirty-ton mill could be installed at a cost of $30,000.

## PULP NOTES.

The Chicoutimi Pulp Company are making rapid progress with the construction of its mill at Lotbiniere Falls, Que. From 250 to 300 men will be employed.

Mr. J. S. Larke, trade commissioner in Australia, writes that the first orders for Canadian pulp wood are being filled, and he is sure there is a better opening for Canadian paper.

The St. Raymond Company, with a capital of $50,000, has been incorporated at Montreal. One of the objects of the company is to manufacture wood pulp and articles made therefrom. Among the promoters are John Macfarlane, Walter Drake and George Finley.

The Laurentide Pulp Co., of Grand Mere, Que., will at an early date add a three machine paper mill to their pulp plant, with the object of cultivating an export trade with Great Britain. It is reported that an order for the machinery has been placed with American manufacturers.

A rumour is current that in the near future the erection of a large pulp mill at St. John, N.B., will be commenced. The amount to be invested is variously stated from $100,000 to $150,000. Should the proposition be carried out, it will certainly prove a profitable investment and of great benefit to the city.

An exchange says that the first raft of pulp wood from Canada by way of the great lakes is expected to arrive at the Long Tall Point docks of the Pulp Wood Supply Company, near Green Bay, Wis., in a few days. The raft will contain 5,000 cords and others will follow in rapid succession from the Georgian Bay district.

In Germany and Russia railroad rails have been successfully made of entirely paper material. The mode of making the rails consists in the employment of moulds and powerful pressing machines, the former for shaping the rail, and the latter for consolidating purposes. Wood pulp has not been tried with any marked success as yet, but ordinary pulp from rags, rope stock, etc., answers the pupose.

The Paper Trade Review of London, England, says: Scandinavian wood pulp prices continue to rule firm, but there is a feeling of uneasiness in the trade as to how long quotations will be maintained. Several makers view with concern the steady increase in the consumption of Canadian pulp on the part of English mills, and the starting up of new undertakings in Canada with British capital. Any diversion of trade is partly attributed to the action of certain British wood pulp firms, who also act as agents for Scandinavian mills. The latter fancy they have a grievance.

The Conference Committee of the Senate and House of Representatives of the United States Government have reported a retaliatory clause as follows: "That if any country or dependency shall impose an export duty upon pulp wood exported to the United States, there shall be imposed upon printing paper when imported from such country or dependency an additional duty of one-tenth of one cent per pound for each dollar of export duty per cord so imposed, and proportionately for fractions of a dollar of such export duty."


MANUFACTURERS

**Of Pulp Machinery** should place their announcements on this page. The pulp industry is a growing one, and a number of new mills are likely to be erected in the near future. Write for card of advertising rates.

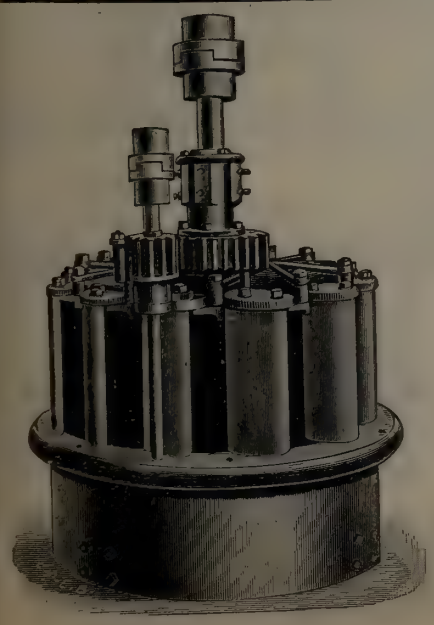
THE CANADA LUMBERMAN
**Toronto**

PULP MACHINERY

We are prepared to supply Pulp Grinders, Wet Machines and Baling Presses. . . .

WRITE FOR ESTIMATES.

**Robb Engineering Co., Ltd., Amherst, N.S.**



THE MILLS GRINDER
THE CROCKER TURBINE
**For Pulp Mills**

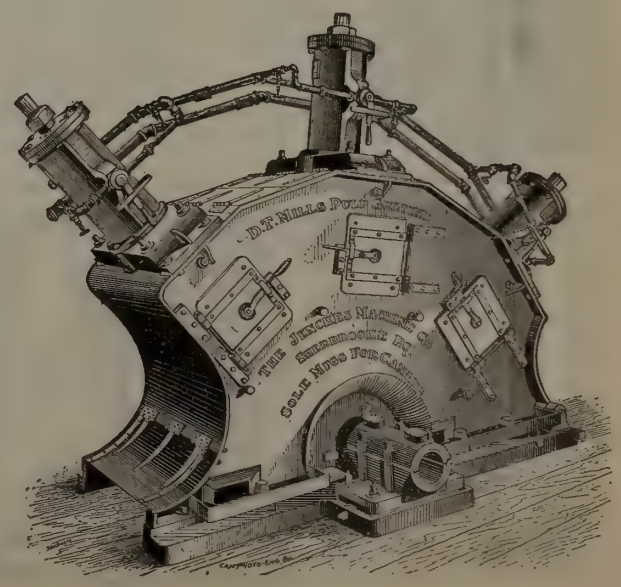
The Jenckes Machine Co.
33 LANSDOWNE AVE.,
SHERBROOKE, QUE.

Builders of . . .

**WET PRESSES - SCREENS**

. . . AND . . .

**GENERAL PULP MILL MACHINERY**



## GIANT FIR TREES.

MR. J. SPROTT, superintendent of roads for the district of New Westminster, B.C., has received, for consignment to Kew Gardens, London Eng., the great botanical, horticultural and forestry display centre, officially maintained by the British government, a splendid cross section of one of British Columbia's giant Douglas firs. The section measures 6 feet 9½ inches in diameter, and is without knot or blemish. The fir, whence it came, stood 268 feet high, and the selected specimen was sawn at a point 11 feet from the base. The tree grew in the valley of the Squamish in the Vancouver coast district. This section of giant fir will, at Kew Gardens, be seen during each year by several thousand visitors, including botanical and forestry experts from all parts of the world, and should, together with the giant flagstaff of Douglas fir which is to float the Canadian flag over the rifle shooting camp at Bisley this year, give Englishmen a better notion of the magnificent timber of the Dominion's Pacific province.

---

The wooded area of British Columbia is estimated at 285,000 square miles, and includes 40 kinds of timber. These forests will increase in value year by year as the supply diminishes in the east.

Supplementary letters patent have been issued whereby the total capital stock of the Laurentide Pulp Company, Limited, is increased from three hundred thousand dollars to nine hundred thousand dollars.


THE CANADIAN Photo Engraving Bureau
TELEPHONE 2130
16 ADELAIDE ST. WEST
TORONTO
COPPER · WOOD · ZINC ENGRAVINGS FOR ALL KINDS OF ILLUSTRATING HALF-TONE OR SOLID WORK

Equal to the Best
HALF THE PRICE of other standard machines.
THE EMPIRE
Price $55.00.
Send for testimonials
The WILLIAMS MFG. CO.
Montreal, P.Q.

FOR SALE

PORTABLE ENGINES—1 Abell 16 h.p.; 1 White 14 h.p.; 1 Burns 14 h.p.; 1 L. D. Sawyer 13 h.p.; several others thoroughly rebuilt. Also Portable Mills, &c.

ROBT. BELL JR.,
Hensall, Ont.

J. D. SHIER
MANUFACTURER OF
Lumber, Lath & Shingles
BRACEBRIDGE, ONT.

BEST MAIN DRIVE. GANDY'S PATENT RECISTERED AMERICAN COTTON BELTING TRADE MARK GUARANTEED.
Sole Canadian Agents :-: Prices Reduced.
WATEROUS, BRANTFORD, CANADA.

OUR EXTRA HAND-MADE
AXE

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N.B.

JOHN SCULLY & CO.
ESTABLISHED 1878. TORONTO
TIMBER LIMITS BOUGHT AND SOLD
Contractors', Lumbermen's and Mining Co.'s Plant and Supplies.
Light Locomotives; Rails of all kinds.
Air Compressors, Pumps, Steam Drills, Blasting Batteries, Wire and Hemp Rope.
MINING MACHINERY—New and Second-Hand.
Prospecting Outfits, Tents, Portable Forges, Explosives, Etc.

RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given or complete outfit.

JOHN J. GARTSHORE,
49 Front St. West, Toronto.

ARE YOU LOOKING
FOR A CHANGE IN LOCATION?

If you are not satisfied with your present site, or if you are not doing quite as well as you would like to, why not consider the advantages of a location on the Illinois Central R. R. or the Yazoo & Mississippi Valley R. R.? These roads run through South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Indiana, Kentucky, Tennessee, Mississippi and Louisiana, and possess

FINE SITES FOR NEW MILLS
BEST OF FREIGHT FACILITIES
CLOSE PROXIMITY TO
COAL FIELDS AND DISTRIBUTING CENTERS
AND
INTELLIGENT HELP OF ALL KINDS
MANY KINDS OF RAW MATERIAL

For full information write to the undersigned for a copy of the pamphlet entitled

100 Cities and Towns WANTING INDUSTRIES

This will give you the population, city and county debt, death rate, assessed valuation of property, tax rate, annual shipments, raw materials, industries desired, etc.

To sound industries, which will bear investigation, substantial inducements will be given by many of the places on the lines of the Illinois Central R. R., which is the only road under one management running through from the North-Western States to the Gulf of Mexico. GEO. C. POWER, Industrial Commissioner I.C.R.R. Co., 506 Central Station, Chicago.

JAMES W. WOODS Manufacturer of.....
Lumbermen's Supplies
(WHOLESALE)

A Few of Our Specialties

BLANKETS—
BAGS—Cotton and Jute.
CARDIGAN JACKETS—
COATS—Etoffe, Corduroy, Tweed and Rubber.
DRAWERS — Knit, Flannel and Kersey.
GLOVES—Buck, Kid and Wool.
KNIVES — Pocket and Table (J. Rodgers & Son).
MOCCASINS—Buck and Beef.
MITTS—Buck and Leather.
MITTS—Hand Knit Woolen, 3 and 4 lbs.
OVERALLS—
PANTS—Etoffe, Tweed and Mackinaw.
PIPES—Complete, including Case Pipes.
SHIRTS — Under and Top, of Tweed, Kersey, Flannel and Mackinaw.
SOCKS—Hand and Machine Knit, 4 and 5 lbs., Ribbed.
STOCKINGS—Long.
Smocks, Towels, Ticks, Tuques, and full line of Fancy and Dry Goods.

75 Queen Street,
OTTAWA, ONT.
Telephone 1118
Direct from Manufacturer to Consumer.

CANNED FRUITS 2 lb., 3 lb. and Gallon Tins.
CANNED VEGETABLES 2 and 3 lb. Tins.
CANNED MEATS 1/4, 1/2, 1, 2, 6 and 14 lb. Tins.

When in need of supplies TRY US. We are making a specialty of this class of business.

H. P. ECKARDT & CO.
Wholesale Grocers TORONTO

Galt Machine Knife Works

MACHINE KNIVES OF EVERY DESCRIPTION
FOR Woodworking Machines
...Send for Price List...
PETER HAY - - - - - Galt, Ont.

OAK TANNED BELTING
TORONTO
20 FRONT ST EAST
TELEPHONE 475
THE J.C.McLAREN BELTING Co MONTREAL

### LUMBER OF THE FUTURE.

It is difficult to conceive of anything for which paper lumber, or if you please, pulp lumber, cannot be adopted, says an exchange. Tubs and pails are no novelty, but boards an inch thick and 30 inches wide are not so familiar objects, while yet they have been produced, and at a first cost scarcely above that of the price for which ordinary No. 1 common pine lumber will retail. It is some years since the writer has seen specimens of this lumber, but that it has been produced is evidence that as occasion demands it will come to the front. So, too, with doors, which a recent patentee proposes to mould under great pressure from pulp, which is colored while in the soft condition, to give rich effects in panelling and in frame, while securing all the strength desirable in a door.

So, too, with wall brackets, picture moulds and balusters, including frieze and cornice, which can be moulded hollow, and with a waterproof cement which is incorporated in the pulp, is claimed to withstand the weather as well as the terra cotta, which forms so important an adjunct to the steel structures for which our great cities are becoming noted. So, too, mosaic blocks for inlaid floors may be colored to represent marble, oak, or any other desirable appearance, and being compressed to great density, will present a good wearing surface. Pulp, moulded as a covering to steel or iron posts, is claimed, from its comparatively non-inflammable character, to be equally with terra cotta adaptable as a protecting and ornamental shield, which can be as highly finished as may be desirable to the most æsthetic taste.


# SADLER & HAWORTH

FORMERLY

**ROBIN, SADLER & HAWORTH**

Manufacturers of

# OAK-TANNED LEATHER BELTING

MONTREAL AND TORONTO

**Orders addressed either to our Toronto or Montreal Factory will have prompt care.**
**Goods will be forwarded same day as order is received.**

# Pumps

& HYDRAULIC MACHINERY

DUPLEX
AND SINGLE
STEAM
AND POWER

The Northey Mfg. Co. Ltd.
TORONTO

THE LAURIE ENGINE CO. - MONTREAL
SOLE AGENTS FOR PROVINCE OF QUEBEC.

## THE STAVE INDUSTRY IN CANADA.

THE United States Consul at Chatham, Ont., commenting on the early extinction of the stave industry in Canada, says :

The only elm fit for cooperage stock found in British North America lies in the counties of Kent, Essex and Lampton, and of the original forest only 150,000,000 feet of stumpage remain. It has been depleted not only by the demands of the Sutherland, Innes Co., with its seventeen mills, but by smaller manufacturers, and millions of feet are yearly rafted to the United States. The rock elm found elsewhere in Canada will not do for staves, and with the exhaustion of the 150,000,000 feet above referred to, operations here must entirely cease. It is estimated by the company mentioned above that their mills will be idle in three years, and 1900 will see the elm stave manufactured only in the United States. They claim, furthermore, that the end of the use of elm for staves is in sight and cannot possibly be deferred for more than a quarter of a century. The bulk of this timber left suitable for staves lies in Michigan and Indiana, and that gone, they expect to see the cottonwood used for headings and the gum and red oak for staves, unless some other form of barrel or package first comes into use.

## HOW DID HE GET THE CREDIT?

STRANGER—Beg pardon, sir, but you have the power to do me a great favor, and one that I will repay.

Bankrupt (sadly)—I ! I am afraid you have made a mistake. I am of no use to anybody. I have failed for half a million, with no assets.

"So I heard."

"You know it, and yet you say I can be of service to you ?"

"Yes, sir, I beg you will not refuse."

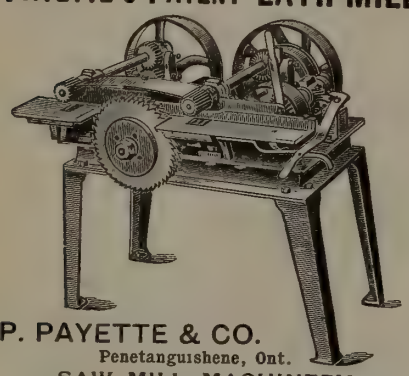
"But what can a miserable bankrupt like me do for anyone ?"

"I want you to tell me, sir, how you got so much credit ?"—Timber Trades Journal.

Cassier's Magazine for August is a special ship-building and marine engineering number, in which the complete story is told of how a modern steamship is designed, built, launched and fitted up with machinery. Altogether there are nineteen articles, amounting to over 300 pages of text, with nearly 400 beautiful engravings.

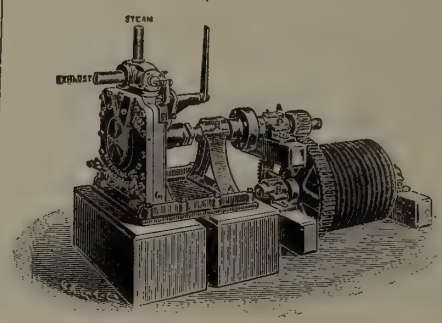

SEND TO H·W·PETRIE FOR CATALOGUE OF NEW & 2ND MACHINERY TORONTO, CANADA.

PAYETTE'S PATENT LATH MILL



P. PAYETTE & CO.
Penetanguishene, Ont.
— SAW MILL MACHINERY —

THE DAKE STEAM FEED



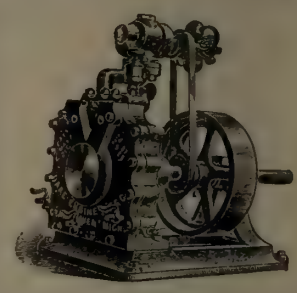
Embodies the following Advantages:
SIMPLICITY OF CONSTRUCTION,
POSITIVE AND EASY MANAGEMENT,
ECONOMICAL USE OF STEAM,
SMALL SPACE OCCUPIED,
CHEAPNESS,
EASY ADAPTATION TO FITHER NEW MILLS OR THOSE NOW IN USE.

The movement of the engine in either direction is under the absolute control of the sawyer, thus accommodating the speed of the feed to the size of the logs.
Mill men who have used other makes of Steam Feeds comment favorably on the economical use of steam of our feed over others.
Write for Catalogue and full particulars.

The Phelps Machine Co. - Eastman, Que.

The Dake Engine

For Running Dynamos in



Small Isolated Plants.

STEADY AND EVEN MOTION

Also for Attachment Direct to Fans, Blowers, Centrifugal Pumps, Filing Room Machinery.
Correspondence Solicited.

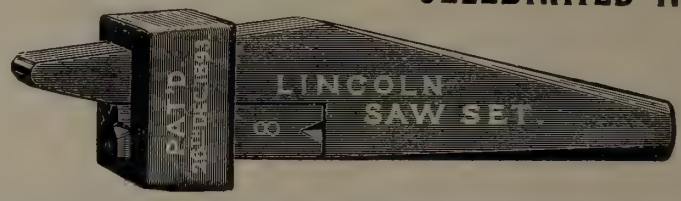
The McMillan & Haynes Co., Ltd.
ST. CATHARINES, ONT.

CELEBRATED NICKEL-STEEL CROSSCUT SAWS

We lead all others in High-Grade Crosscuts and Saw Tools. A cheap, thick, clumsy saw is dear at any price.

The price of a good saw is soon saved in the extra work it will do.

Be sure you use McMILLAN & HAYNES SAWS; They are all warranted to give entire satisfaction.




This SAW SET is the BEST EVER MADE. It is Simple and Strong, and is guaranteed to do its work perfectly.

We also manufacture Axes, Files, Saw Jointers, Cant Hooks, Steel and Brass Bedsteads. We have a cheap bed with wire mattrass attached suitable for shanties.

We handle the Famous KELLY AMERICAN AXES. Their Flint Edge is guaranteed to stand in cold, frosty weather, better than any other axe made.

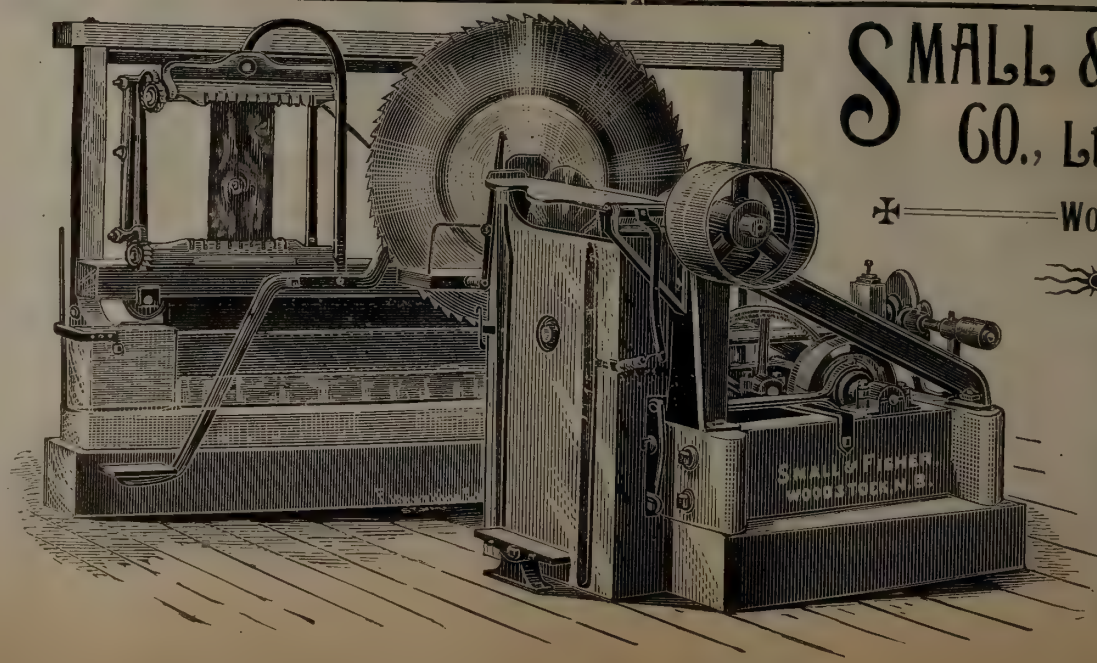
FOR SALE—LOW

2 150 Light Dynamos
1 250 Light Dynamo

Compound Wound, 110 volts; Complete with Rheostat, Sliding Base, etc.
Just the thing for an Isolated Plant in a Factory or Mill.
These Dynamos are perfectly new and guaranteed, and will be sold very low to close consignment.

*Write for Particulars*

John Starr, Son & Co. LTD.
Electrical Contractors
HALIFAX, N. S.



SMALL & FISHER CO., Ltd.
Woodstock, N. B.

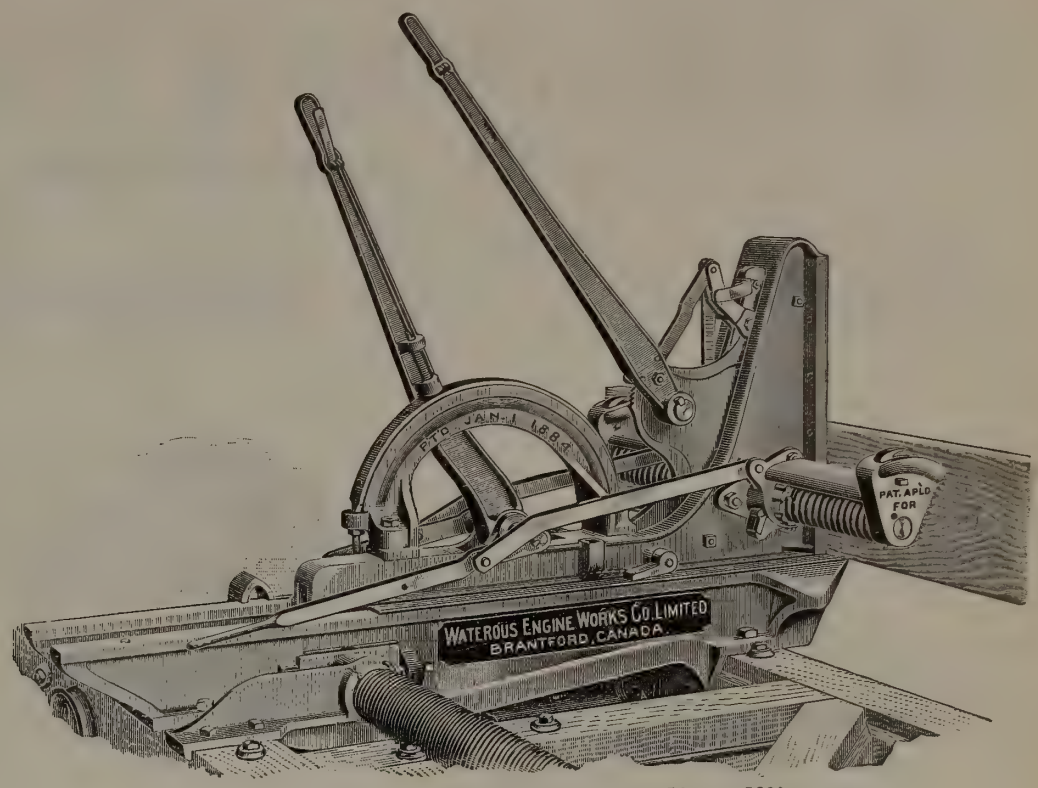
Patent Shingle Machine

Up-to-Date

# Saw Mill Machinery

**Of Every Description**

• • •

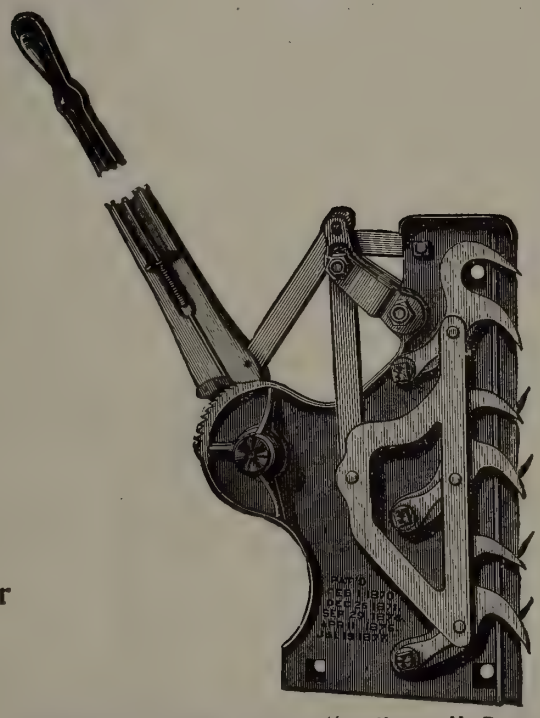



**Automatic Dogging and Receding Wings.**
PATENTED DECEMBER 17, 1895.
**For Straightening and Holding Last Board.**

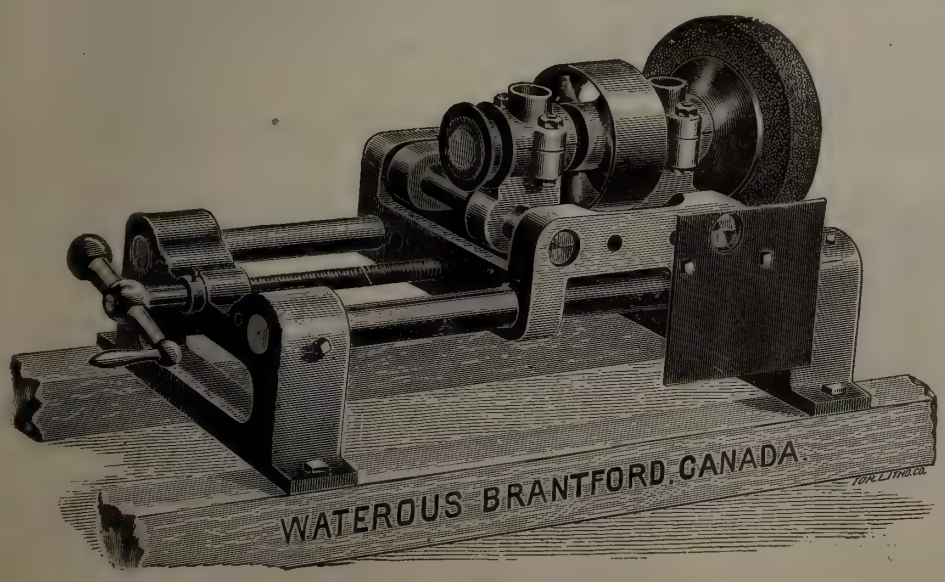
Makers of the

# NEW ALLIS BAND MILL

New safety device for holding upper Guide on Band Mill to Guide Arm. Can be applied to any make of Band Mill.



**Improved Double Tooth "Reliance" Dog.**
Made entirely of Steel.
Can be Bolted to the Knee or Standard of any Mill.




**Band Wheel Grinding Machine**
**For Grinding and Trueing Up Face of BAND MILL WHEELS in Mill.**

## Specialties

Log Band Mills and Band Re-Saws.
Circular Mills, single or double, and Circular Re-Saws.
Improved Head Blocks.
Fractional Set Works.
Quartered Log Dogs.
Gang Edgers, for all classes of work.
Lumber Trimmers.
Slab Slashers.
Steam Log Kickers, single and double deck.
Steam Log Rollers and Loaders.
Steam Niggers.
Steam Feed, direct action, 7, 8, 9, 10 and 11″ cylinders, any length.
Steam Twin Engine Feed.
Steam Jump or Crosscut Saws.
Endless Detachable Chain Log Haul-up, best in use.
Lath Mill and Bolters.
Live Rolls.
Saw Stretching Machines.
Band and Circular Saw Tools.
Band Saws, best quality, prompt shipments.

All kinds of Steam Appliances for the Economical Handling of Logs and Lumber

## Pulpwood Machinery

**Cutting Off Machinery**—Two men will cut 60 cords per 10 hours and deliver to barkers.
**Barkers** with automatic attachment—Two men will take from carrier and four men will bark and deliver to carrier to car sixty cords per 10 hours.

**FULL LINE OF PULP MAKING MACHINERY**
**WATER WHEELS, WATER WHEEL GOVERNORS**

# WATEROUS

**Brantford, Canada**

Correspondence Solicited.
Catalogue on Application.

A. B. C. Code used

# R. H. SMITH CO., LTD.

## St. Catharines, Ont.

We are the Sole Manufacturers of Saws under the **Simonds' Process** in the Dominion of Canada.

There is no process its equal for tempering circular saws. Other makers recognize this fact, as some of them, in order to sell their goods, claim to have the same process. **All such Claims are FALSE,** as the patentee in the U. S. and ourselves are the only firms in the world who use it.

MILL STREAM, QUE., on I. C. R'y, December 17th, 1894.

R. H. SMITH CO., LTD., St. Catharines, Ont.

DEAR SIRS,—Driving a 20 in. 13 gauge saw into frozen hardwood, using a 9 in. 4-ply belt, f it can be done satisfactorily, is a very severe test. Your saws have stood that test better than any I have tried. I have been experimenting with different makes—both home and imported—during the last five years, and give yours the preference. Last order is just to hand and will report on them by and bye.

Yours very truly, JAMES McKINLAY.

CAMPBELLTON, N. B., Nov. 17th, 1894.

R. H. SMITH CO., Ltd., St. Catharines, Ont.

DEAR SIRS,—In regard to your Shingle Saws, you can say that I have been using Shingle Saws of your make (Simonds) for the past four years, and they have given good satisfaction. I am running nine machines and use a good many saws, but have never had a saw yet that did not work satisfactorily. Before using your saws I used saws of American make which worked well, but after giving your saw a trial have continued to use yours, as they are cheaper, and in regard to working qualities are all that is needed.

Yours truly, KILGOUR SHIVES.

CLAVERING, ONT., May 3rd, 1897.

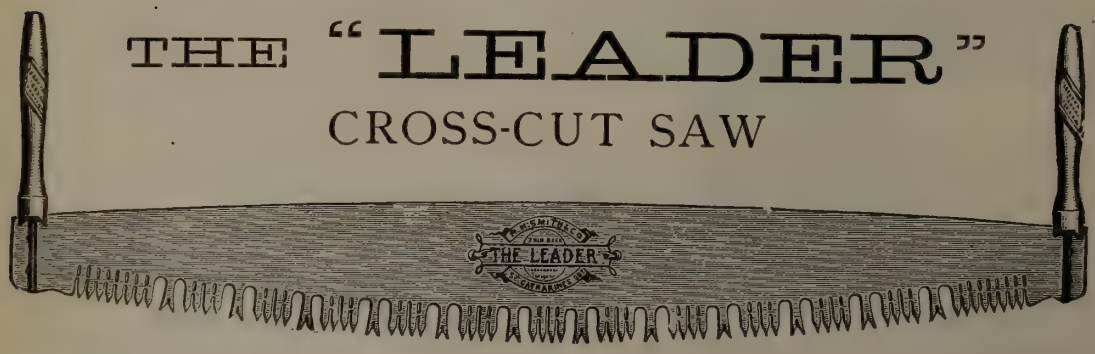
R. H. SMITH CO., Ltd., St. Catharines, Ont.

GENTS,—In reply to your letter asking me how I liked the 62" SIMONDS Saw, I must say in all my experience I never had a saw stand up to its work like the one purchased from you last month. Having used saws for the last 22 years, and tried different makes, I can fully say it is the best saw I ever had in my mill, and would recommend the SIMONDS' Process Saws to all mill men in need of circular saws.

Yours truly, W. G. SIMMIE.

P. S.—I am sending you my old saw to be repaired; please hammer to same speed as new one. W. G. S.

## THE "LEADER" CROSS-CUT SAW




These Saws are made from the best DOUBLE REFINED SILVER STEEL, warranted four gauges thinner on back than front, and the only Saws on the market that are a perfect taper from the points of the teeth to the back, and require less Set than any other Cross-Cut Saw.

They are tempered by the Simonds' Patent Process, insuring a perfectly uniform temper throughout the plate, and stand without a rival as the BEST, FASTEST AND EASIEST-CUTTING SAW KNOWN. A gauge to regulate the clearing teeth is furnished with each saw.

Directions for Setting and Filing are plainly Etched on every Saw. None genuine without our Registered Trade Mark as shown in cut.

## THE "LEADER" SAW SWAGE

**Made in 3 Sizes—$2.00, $2.50, $3.00 Net.**

OUR PRICES ARE RIGHT. KINDLY ALLOW US TO QUOTE YOU BEFORE PURCHASING.

# R. H. SMITH CO., Ltd., St. Catharines., Ont.

A. ALLAN, President.
J. O. GRAVEL, Sec.-Treas.
FRS. SCHOLES, Man. Dir.
J. J. McGILL, Gen. Mgr.

# CANADIAN RUBBER COMPANY

OF MONTREAL, TORONTO AND WINNIPEG
Capital $2,000,000

..MANUFACTURERS OF THE..

## Highest Grade Rubber Belting

Made in America

**Specially Adapted for Use in Lumber Mills, Pulp Mills, Etc.**

**Western Branch:** Cor. Front & Yonge Sts., **TORONTO** - J. H. WALKER, Mgr.

# The XXX Saw Gummer and Sharpener

*Has No Rival*

## FOR VARIETY, CAPACITY OR QUALITY OF WORK

... OR FOR ...

SIMPLICITY, DURABILITY, CHEAPNESS

Will take saws from 6 inches to 5 feet diameter; sets the saw forward one tooth at a time automatically; sharpens any saw (rip or crosscut) perfectly, giving the teeth any desired pitch or bevel, and making all the teeth exactly alike. Will sharpen 20 teeth in an ordinary saw mill in one minute, or 100 teeth in a shingle saw in four or five minutes. The cut shows outline of mill saw 54-inch diameter.

PEMBROKE, ONT., Jan'y 28th, 1896.

MR. F. J. DRAKE, Kingston:

Dear Sir,—Re the conversation you had with our manager, I am instructed to inform you that the machine we purchased from you early last spring has proved to be a very useful piece of machinery. Our Mr. McCool, who uses it, is greatly pleased with it, and recommends it to any person who may require a Saw Filer. Wishing you much success with your Filer, we remain,

Yours truly,
(Signed) THE PEMBROKE LUMBER CO.
Per W. H. Bromley.

**Send for Catalogue**

Manufactured Only by ....

## CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON, ONT.

# B. R. Mowry & Son

Manufacturers of...

SAW MILL
AND
SHINGLE MILL
MACHINERY

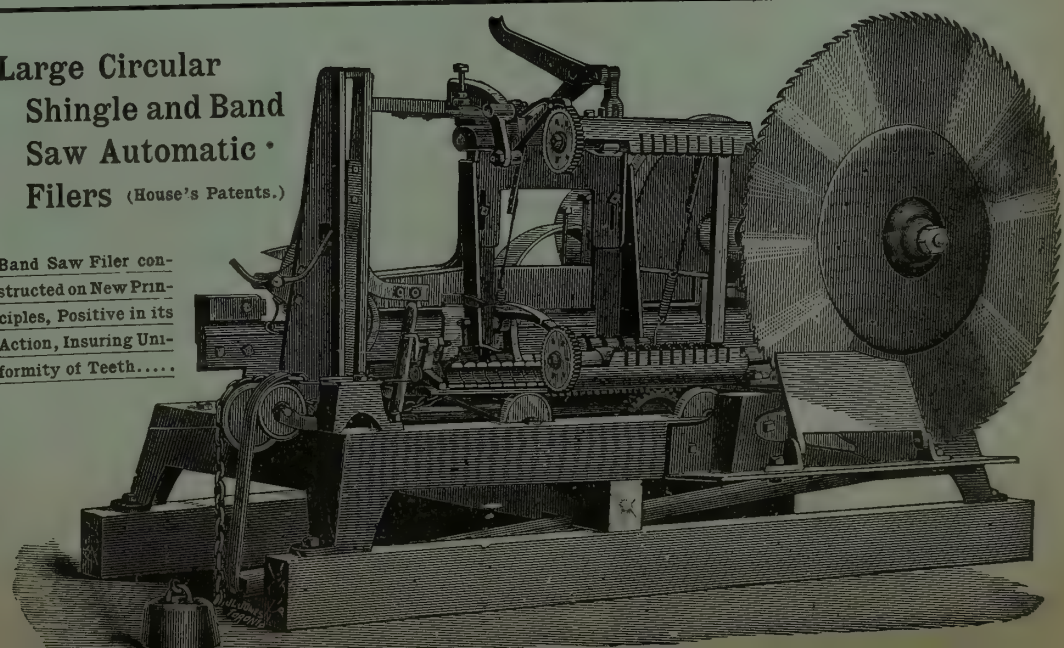
Shingle Machinery a Specialty

REPAIRING PROMPTLY AND CAREFULLY EXECUTED

Gravenhurst, Ont.

Large Circular
Shingle and Band
Saw Automatic
Filers (House's Patents.)

Band Saw Filer constructed on New Principles, Positive in its Action, Insuring Uniformity of Teeth.....



# IT COSTS YOU NOTHING

FOR OUR

**Automatic "Compression"**

# DRY KILN

UNLESS OUR GUARANTEE IS FULFILLED

To convince you of the Superiority of our Process, write us for Catalogue "C" and Testimonials.

**Have you ever seen our Channel Steel . . ?**
**Roller Bearing Trucks and Lumber Buggies ?**

**THE EMERSON COMPANY** FIDELITY BUILDING **BALTIMORE, MD., U.S.A.**

# SUPPLIES

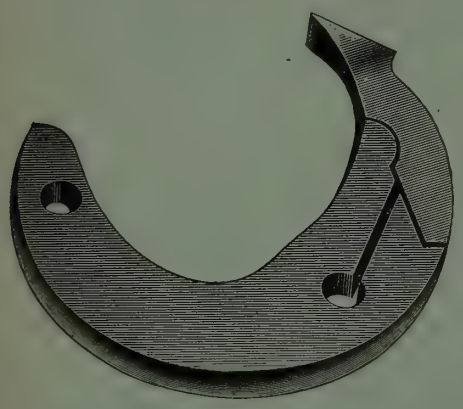
OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

# RICE LEWIS & SON

(LIMITED)

**Cor. King and Victoria Sts. - TORONTO**



## A. McPHERSON

Manufacturer of

## SHANKS AND CHISEL BITS

**For Inserted Tooth Saws.**

Warranted equal to any on the market.

Also Manufacturer of

**Locomotives and Trucks** for the Pole System of Tramways for handling logs and lumber in the woods.

Correspondence Solicited.

**A. McPherson - OXFORD, NOVA SCOTIA**

Every Lumberman wants it — **35** cents buys it

# Scribner's Lumber and Log Book

SAVES TIME SAVES MISTAKES SAVES MONEY

BRIMFUL OF EVERY-DAY, PRACTICAL INFORMATION

Address: THE CANADA LUMBERMAN, Toronto

## CANADIAN OFFICE & SCHOOL FURNITURE CO. LIMITED

PRESTON ONT.

FINE BANK, OFFICE, COURT HOUSE & DRUG STORE FITTINGS. OFFICE, SCHOOL, CHURCH & LODGE FURNITURE.

SEND FOR CATALOGUE

J. L. JOVES - TOR

## CORNICES, FINIALS, METAL BUILDING FRONTS METAL TILES

CHEAPEST AND BEST. CATALOGUE ON APPLICATION

PEDLAR METAL ROOFING Co. OSHAWA ONT.

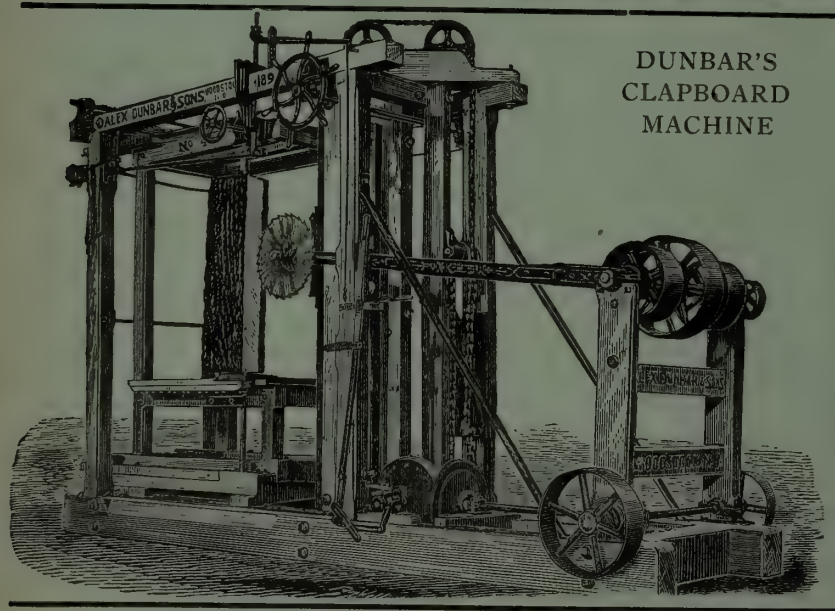
*The Leading European Lumber Paper*

# *The Timber Trades Journal*

**Published Weekly by WILLIAM RIDER & SON, Ltd., 14 Bartholomew Close, LONDON, E. C.**

**SUBSCRIPTION: $5.00 PER ANNUM, POST FREE**

The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .




DUNBAR'S CLAPBOARD MACHINE

# ALEX. DUNBAR & SONS

**Woodstock, N.B.**

Manufacturers of . . . . .

# Saw-Mill Machinery

OF ALL KINDS

Including ROTARY SAW MILLS (3 sizes), CLAPBOARD SAWING MACHINES, CLAPBOARD PLANING AND FINISHING MACHINERY, SHINGLE MACHINES, STEAM ENGINES, Etc.

WRITE FOR FURTHER PARTICULARS

**ALEX. DUNBAR & SONS - Woodstock, N. B.**

# NEW PORTABLE SAW MILLS

*Traction and Plain Engines of different sizes*

*Threshers, Clover Hullers, Horse Powers and Road-Making Machinery.*

MANUFACTURED ... BY ... **SAWYER & MASSEY CO., LTD. - HAMILTON ONTARIO, CANADA**

SEND FOR CATALOGUE

# THE CANADA LUMBERMAN

WOOD-WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XVIII. NUMBER 9. | TORONTO, ONT., SEPTEMBER, 1897 | TERMS, $1.00 PER YEAR Single Copies, 10 Cents.

## MAGNOLIA METAL

In Use by Ten Leading Governments.

BEST ANTI-FRICTION METAL

For All Machinery Bearings

## MAGNOLIA METAL CO.

OWNERS AND SOLE MANUFACTURERS

266 and 267 West Street, NEW YORK

Chicago Office: TRADERS BUILDING.

Montreal Office: Messrs. Caverhill, Learmont & Co., Agents.

London Office: No. 49 QUEEN VICTORIA STREET, LONDON, E. C.

FOR SALE BY ALL DEALERS

## THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office: TORONTO, ONT.

Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

## Electrical Machinery and Apparatus

... FOR ...

LIGHT and POWER

SPECIAL ATTENTION GIVEN TO——

LONG DISTANCE TRANSMISSION OF ELECTRICITY

FOR LIGHT AND POWER

ALSO FOR

ELECTRIC PLANTS FOR MILLS

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

## MEWER AUTOMATIC DRILLER $3.00 NET.

The Cheapest and Most Convenient Drilling Machine ever produced. Drills holes from 1/8 to 7/8". Is Quick to Adjust, requires very little Power to Operate, and can be used in connection with any ordinary Breast Brace.

DARLING BROTHERS

Reliance Works - MONTREAL

## For Sale ★ Low

2 150 Light Dynamos

1 250 Light Dynamo

Compound Wound, 110 volts; Complete with Rheostat, Sliding Base, etc. Just the thing for an Isolated Plant in a Factory or Mill.

These Dynamos are perfectly new and guaranteed, and will be sold very low to close consignment.

*Write for Particulars*

JOHN STARR, SON & CO., Limited.

Electrical Contractors

HALIFAX, N. S.

## JAMES W. WOODS Manufacturer of.....

## Lumbermen's Supplies

Telephone 1118 (WHOLESALE)

75 Queen St., OTTAWA, ONT.

A Few of Our Specialties

BLANKETS—
BAGS—Cotton and Jute.
CARDIGAN JACKETS—
COATS—Etoffe, Corduroy, Tweed and Rubber.
DRAWERS—Knit, Flannel and Kersey.
GLOVES—Buck, Kid and Wool.
KNIVES—Pocket and Table (J. Rodgers & Son).
MOCCASINS—Buck and Beef.
MITTS—Buck and Leather.
MITTS—Hand Knit Woolen, 3 and 4 lbs.
OVERALLS—
PANTS—Etoffe, Tweed and Mackinaw.
PIPES—Complete, including Case Pipes.
SHIRTS—Under and Top, of Tweed, Kersey, Flannel and Mackinaw.
SOCKS—Hand and Machine Knit, 4 and 5 lbs., Ribbed.
STOCKINGS—Long.
Smocks, Towels, Ticks, Tuques, and full line of Fancy and Dry Goods.

Direct from Manufacturer to Consumer.

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED.*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING AND LACE LEATHER

Danville, Que.

All Grades of

## CROSS-CUT SAWS

at Lowest Prices

.... SOLE MANUFACTURERS OF ...

## The "Burns" Patent Handle

PATENTED JUNE 26th, 1893

**Positively the Strongest Handle Made**

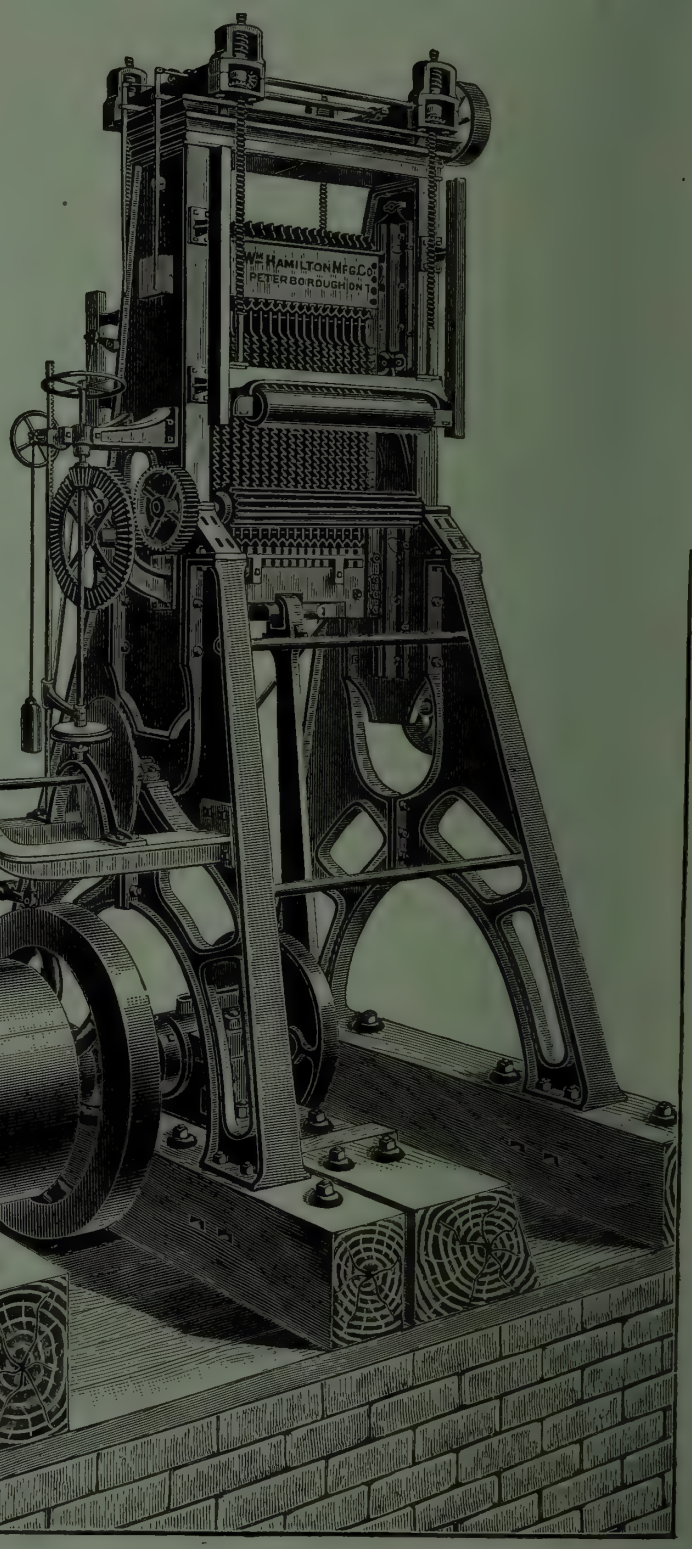
Ask your Hardware Merchant for our Goods. -:- Special Quotations on Large Quantities.

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a Complete Line of

## HIGH GRADE SAW-MILL MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

We are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Ltd.

**Branch Office: VANCOUVER, B. C.**

**PETERBOROUGH, ONT.**

# THE CANADA LUMBERMAN

VOLUME XVIII. NUMBER 9. | TORONTO, ONT., SEPTEMBER, 1897 | TERMS, $1.00 PER YEAR Single Copies, 10 Cents.


## MEETING OF ONTARIO LUMBERMEN

### Large and Enthusiastic Gathering at the Board of Trade Building in Toronto.—Resolution Adopted Asking the Ontario Government to Amend the Timber Regulations.—Opposition from the Ottawa Valley.

IN response to an invitation issued at the instance of Mr. C. Beck, of Penetanguishene, a meeting of Ontario lumbermen took place in the rotunda of the Board of Trade Building, Toronto, on Thursday, August 19th. The meeting was, in point of attendance and enthusiasm, one of the most successful that has been held in the province for years.

Georgian Bay lumbermen were present in full force, and formed the chief element of the meeting. The Ottawa valley was represented by Messrs. W. C. Edwards, M. P., Levi Crannell, W. C. Hughson and W. Anderson.

The circular calling the meeting read as follows :

TORONTO, AUGUST 3rd, 1897.

I have been requested by several large mill owners to call a meeting of the Ontario lumbermen and mill owners to be held in the Board of Trade Building, Toronto, on August 19th, at eleven o'clock a. m., for the purpose of discussing the general aspect of the lumber trade, and also to take into consideration the steps that should be taken by the government in regards the export duty on logs and import duty on lumber.

You are well aware that under the present American tariff and our present law, free trade in lumber and logs is detrimental to the general lumber interests of Ontario, and I trust that in your own interest as well as that of the lumber trade generally, you will make it a point to be present at the meeting.

There will also be a proposition made to form a lumber association to further the interests of the lumber industry.

All lumbermen are cordially invited to attend whether members of the Board of Trade or not.

EDGAR A. WILLS,
Sec. Board of Trade.

The questions to be discussed were of the utmost importance to the trade, and it was evident from the eloquence of the speakers that they had come prepared to give a full expression of their views. When the meeting was called to order the following persons were in attendance :

W. C. Edwards, W. C. Edwards & Co., Ottawa.
Levi Crannell, Bronsons & Weston Co., "
W. C. Hughson, Gilmour & Hughson "
W. Anderson, J. R. Booth, - "
Jas. Scott, Georgian Bay Lumber Co., Toronto.
John Bertram, Collins Inlet Lumber Co., "
George Bertram, " " " . " "
John Waldie, Victoria Harbor Lum. Co., "
A. H. Campbell, jr., Muskoka Lum. Co., "
W. H. Pratt, Conger Lumber Co., - "
Col. Davidson, Davidson & Hay, - "
Robert Laidlaw, R. Laidlaw & Co., "
A. L. N. Weller, Ontario Lumber Co., "
J. B. Miller, Parry Sound Lumber Co., "
W. B. Tindall, " " " " "
Chas. D. Warren, Imperial Lumber Co., "
J. S. Playfair, Musk. & Geor. Bay Nav. Co. "
F. N. Waldie, Victoria Harbor Lum. Co., "
A. A. Scott, - - - "
Wm. Leek, - - - "
J. G. Cane, J. G. Cane & Co., - "
Geo. A. Anderson, J. G. Cane & Co., "
Geo. Gall, Gall Lumber Co., - - "
Thomas Southworth, - - "
J. H. Eyer, - - - - "
B. Ryan, - - - - "
C. H. Clark, - - - - "
John J. Hall, - - Toronto.
Cook Bros., - - - "
James Tennant, - - - "
A. Oakley, Davidson & Hay, - "
Robert Smith, J. B. Smith & Sons, "
W. J. Smith, - - - "
R. Fleming, - - "
A. W. Belding, - - "
S. Crangle, - - - "
E. S. Rowe, - - - - "
L. R. Arnett, - - - "
E. W. Rathbun, - - Deseronto.
C. Beck, - - - - Penetanguishene.
Dr. Spohn, - - - "
O. G. Anderson, Anderson Furniture Co., Woodstock.

COLONEL DAVIDSON, Chairman.

John Charlton, - - - Lynedoch.
W. A. Charlton, - - "
W. Stoddart, - - - Owen Sound.
E. J. Harrison, John Harrison & Sons, " "
Robt. Watt, - - - Wiarton.
John P. Newman, - - - "
John Collins, - - - Sault Ste. Marie.
Robert Connolly - - Eau Claire.
R. Cook, South River Lumber Co., South River.
W. J. Arde, " " " " " "
Wm. Irwin, Wm. Irwin & Co., - Peterboro.
G. W. Ramsay, - - "
W. J. Sheppard, Georgian Bay Lum. Co., Waubaushene.
J. E. Murphy, - - - Hepworth.
J. J. McNeil, - - Gravenhurst.
N. Dyment, - - - Barrie.
James L. Burton, - - "
A. E. Dyment, - - - Thessalon.
H. R. McDonald, - - "
C. E. C. Newton, Newton & Son Victoria Harbor.
C. W. Newton, " " - " "
F. R. Wallace, - - - " "
A. McLeod, - - Bracebridge.
F. Potter, - - - "
W. C. Mahaffy, - - - "
Thomas Hale, Hale & Booth - Pembroke.
T. H. Sheppard, - - Orillia.
Robert Jackson, - - - "
H. L. Lovering, Georgian Bay Lum. Co., Coldwater.
C. McCool, - - - Geneva Lake.
Wm. Milne, - - Trout Creek.
P. McSherry, - - - Stayner.
J. Jolliffe, - - - Parry Sound.
W. R. Beatty, M.P.P., - - " "
Robt. J. Clarkson, - - Parry Sound.
Capt. Morden, str. United Lumberman, Oakville.
Jas. Playfair, - - Midland.
D. L. White, jr., - - - "
Frank R. Weston, - - - "
Mr. Foley, Arthur Hill Co., - "
J. W. Chew, Chew Bros., - - "
W. Savidge, Cutler & Savidge Co., Spring Lake, Mich.
E. S. Brennan - - - Sturgeon Falls.
Geo. Cormack, - - Whitby.
J. Conlan, J. & T. Conlan, - Little Current.
T. Conlan, " " " - - Thorold.
R. T. Steele - - - Hamilton.
Robert Thomson, R. Thomson & Co., "
H. S. Brennan, M. Brennan & Sons, "
G. F. Webster, - - - Creemore.
A. McCall, McCall & McBurney, Simcoe.
W. E. Bigwood, - - - Wahnaipitae.
W. W. Carter, - - - Fesserton.
D. Hadden, - - Foxmead.
R. Bunyan - - - North Bay.

On motion of Ald. Scott, seconded by Dr. Spohn, Lieut.-Col. John I. Davidson was elected to the chair and Mr. E. A. Wills appointed secretary. The chairman then read the circular calling the meeting, and stated that the voice of such a representative gathering would no doubt have much influence with the government. It was then in order to proceed with business.

For a time no one seemed anxious to take the initial step, but Ald. Scott finally came forward with a resolution which he had prepared. He wished it understood, however, that the idea contained therein was brought forward by Mr. Bertram, and not by himself. The resolution was as follows :

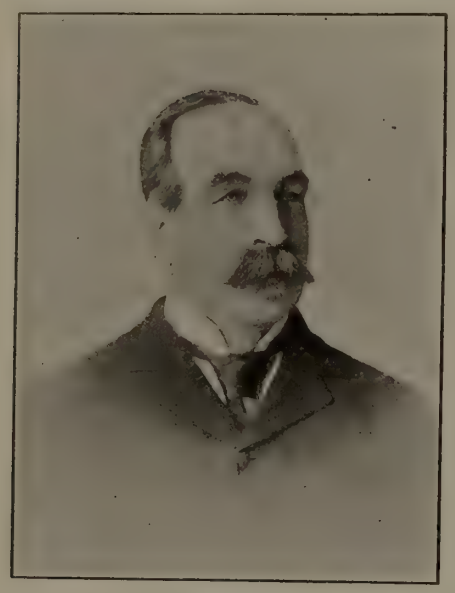
That whereas the government of the United States have imposed an export duty of $2.00 per thousand feet on sawn lumber; and whereas that government has made special provision in the tariff that a still higher import duty in a certain event be imposed on sawn lumber; and whereas the government has not imposed an export duty on saw logs; and whereas by the present Canadian tariff sawn lumber is admitted into Canada free of duty; and whereas the said Canadian tariff permits the export of saw logs free of duty; and whereas the effect of such tariff arrangements is highly injurious to the true interests of the owners of saw mills in Canada, to Canadian workmen and Canadians generally, as tending to transfer the sawing of lumber from Canada to the United States;

Be it therefore resolved, that in the opinion of this meeting the export of saw logs should be restricted, and with that object in view the government of the Province of Ontario be requested to so amend the pine timber regulations that all pine lumber cut under license in the Province of Ontario should be manufactured in Canada.

With regard to the merits of the question, Ald. Scott stated that he did not propose to say much. The situation for Canadian saw mill men and Canadians generally, not only workmen, but those who were engaged in furnishing supplies, was a very grave one. The action of the United States government had placed Canadian lumber manufacturers in an unfair condition, and as Canadians we could not with dignity submit to the injustice.

Continuing, Ald. Scott said: "The import duty is simply a license to kill the lumber trade of Canada. Those of us who have mills on the Georgian Bay must either close our mills and export our logs, or do business unprofitably. The duty of $2 per thousand feet is practically an exclusion of average sawn lumber. Under it the higher grades may be imported, but the coarser lumber could not be sold in the United

States market at a profit. I do not consider it necessary to enlarge on this aspect of the case. The next thing to be considered is, what is the remedy? One possible remedy is an export duty on saw logs, which would be applicable to the whole of Canada. There was another remedy, that contained in the resolution which I have submitted, and which affects only the province of Ontario. It is that the Ontario government so amend the regulations that timber cut on licensed lands should be manufactured in Canada. I was pleased to observe that at the sale of limits held yesterday the government had taken steps in this direction, and we ask them to do the same thing in regard to all licenses. If they do that, then we will be reserving to ourselves



ALD. SCOTT.

the industries of manufacturing the timber of Ontario in all its branches, and that is one thing which should commend itself to the reason of this meeting. Some say, let matters remain as they are; we may continue to export our saw logs. That is the most unpatriotic position we, as Canadians, could assume. Such an argument should only come from the other side of the line. If this Canada of ours is ever going to attain a high position we must take action under the present circumstances. Now is the time to assert ourselves. The United States duty is framed simply that the United States people may reap the benefit, to the detriment of Canadians. Our rights are threatened simply because we do what we have a right to do. If something is not done now the position year after year will grow worse. They are trying to cripple, grind and crush us as much as ever they can. The tariff has been designed with the object of crushing us, and the time has now come for Canadians to take the question of the disposal of our forests into their own hands. The Dingley bill is for the purpose of the contraction, restriction, and prohibition of our trade with the United States. I say, let us take a stand even if we have to do without trade. We are willing to trade with them on fair and even terms, there is no disposition on the part of Canadians to do otherwise, but we will have no jug-handled policy. Let us say, we are prepared to deal with you on reasonable terms. Now is the time to make our determination known, otherwise let us crawl quietly into some hole and hide ourselves."

Mr. Newman wished to know how that would operate with Americans holding limits in Canada, to which Ald. Scott replied that we would treat them all alike. The Americans should have no preference over Canadians in Canada. When they purchased limits they fully understood that the Ontario government had the right to amend the regulations.

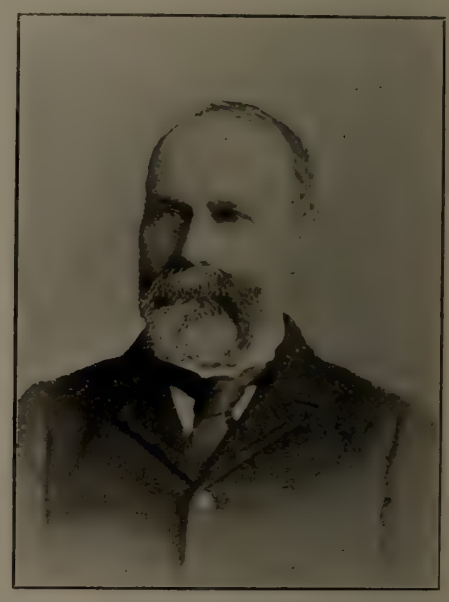
### VIEWS OF MR. BERTRAM.

The resolution was seconded by Mr. John Bertram. In doing so he said: "I do not consider it necessary to go into detail as to the policy of the country. When we were discussing what policy to pursue, it occurred to us there were two ways to meet the action taken by the United States government. It is necessary that our interests should be guarded in the closest manner. I admit that nothing should be put in the way of Americans obtaining the best results for their investments in Canada, but we cannot give them advantages over ourselves. The original duty on lumber entering the United States was $2. This was subsequently raised to $3, and remained at that figure until 1890, when an agreement was reached between Mr. Macdonald and Mr. Blaine that if Canada rescinded the export duty of $2 on logs, the import duty on lumber would be reduced to $1. This agreement has now been broken. Now, we in Canada propose to act in an honorable way. We can see the absolute right of the United States to make the duty whatever they like, but they have gone beyond that and had assumed to direct the action of the Canadian people. They said that if we imposed an export duty they would double the amount of the import lumber duty. This was in the nature of a penalty, and while it remains we are justified in giving them no logs at all. It was a domestic question which should be settled in the province of Ontario. Now, Canadians are not a captious people, they do not grasp at straws, but this is a pure matter of business which we should face. We cannot allow our business to be cornered. It was absurd that the people of the United States should come over here and take our timber to their country, and if we cut it here we are to be fined $2 per thousand feet. The resolution, instead of asking an export duty on logs from the Dominion government, asked that the provincial government require that the timber be sawn in Ontario. Personally, I like the American people, but do not like their legislation."

Concluding, Mr. Bertram said that the forests of Canada were raw material, and he believed the day was near at hand when we will consider whether we will allow any of our timber to be taken out of the country, as upon it depends a number of our industries. He thought we would shortly be able to commence a system of practical forestry and make use of every tree, large and small. He strongly urged the meeting to endorse the resolution, stating that the policy of acting through the Ontario government, rather than through the Dominion government, was given the preference in order that any feeling that Canada was retaliating might be allayed.

### THE RESOLUTION OPPOSED.

Mr. W. C. Edwards, M.P., of Ottawa, was the next speaker. Regarding the statement that the meeting would have much influence with the government, he remarked that it was largely representative of the Georgian Bay district, and did not voice the sentiment of the province. The Ottawa valley represented an important portion of the lumber business, and he was safe in saying that the resolution would be opposed by nearly every lumberman in that district. "The question," said Mr. Edwards, "is not a sectional one, and the Dominion government would not be influenced by the action of this meeting. It is a great question, affecting the country from Halifax to Vancouver, and grave consequences may follow the action of the government one way or the other. In my opinion the meeting is a mistake and ill-advised, and I regret that it has been called. I consider that the matter should rest for a while and not be hastily dealt with, and this is the opinion of the people of the Ottawa valley—not that I think the opinion of the valley ought to dominate, for its voice should only be in proportion to the importance of the district. I am opposed to every item of the resolution, not only as a matter of policy, but of principle. If I were to go over to the United States and buy property under certain conditions, I would regard it as a crime for them to say that I could not take it out of the country or dispose of it as I wished. The Americans had come to Canada and bid in good faith, and put money into the Ontario government treasury which would otherwise never have come, and it would be manifestly unfair if the government made any such restriction as the one proposed in the resolution. Then, at the next meeting of Congress some provision would be made to offset this action. I am a Canadian in sentiment, but this is restriction that will strike a deadly blow to



MR. JOHN WALDIE.

Canada. I regret as much as any one that the $2 duty has been imposed, but let us carry out the policy of retaliation proposed and what would be the result? Why, we would not manufacture any cotton in Canada. This clause is not directed against Canada any more than any other country."

"Would you kindly tell us," interrupted Ald. Scott, "from what other country the United States recieves logs."

"I made no such remark," retorted Mr. Edwards, "I simply said Canada was not particularly discriminated against. I think the United States made a mistake. We must look at the effect of an export duty. If the Ontario govern-

ment is allowed to do the dishonorable act Canada will be placed in a bad position."

At this juncture Ald. Scott stated that the speaker was going away from the resolution, to which Mr. Edwards replied that if he were not allowed to talk he would withdraw. This he did, with the understanding that at a later period the export duty would be discussed.

The chairman took exception to the word "dishonorable," as used by Mr. Edwards, when the latter most willingly withdrew it.

Then followed Dr. Spohn in support of the resolution. "In discussing this question," he said, "we must take into consideration the interests of the people. All will admit that the greatest benefit is derived from the manufacturing of the lumber and from permanent citizens. The men who take out the logs are a floating population, here to-day and gone to-morrow. The raw material is the property of the people, and we should obtain every possible benefit from it, instead of having the trees taken to Michigan to be manufactured and the stumps left in Canada. I claim that the Ontario government should make such restrictions as would compel the manufacture of our timber to be done in this country. Mr. Edwards appealed too much to sentiment. The United States people bought the limits with their eyes open, and the Ontario government is free to make any change they may see fit in the interests of the country. Mr. Peters, of Parry Sound, sent twenty million feet of lumber to the United States last year, and if the Ontario government complied with the resolution Mr. Peters says he is prepared to cut the lumber in Canada. The American lumbermen owning mills in Canada are not in favor of the Dingley policy. Such legislation is calculated to ruin towns and villages. Ontario wants to anchor her people down in thriving villages, and the proposal of Ald. Scott is calculated to do so."

COMPARISON OF FREIGHT RATES.

Mr. Edwards asked Dr. Spohn how much lumber was cut annually in Ontario outside of the Ottawa valley.

The exact amount Dr. Spohn could not say, but he compared the poor lumberman of the Georgian Bay with his more fortunate friend in the Ottawa valley. "We are handicapped by freight rates to the extent of from one to two dollars," said the doctor, "and we have to pay higher prices for our timber limits owing to the competition from the Americans."

Mr. Edwards: "As to freight rates to Quebec we are in a better position, but it costs twice as much to take out timber in the Ottawa valley as in the Georgian Bay district."

(Voices): "No, not that much."

Mr. Scott: "As Mr. Edwards referred to the question of freight rates, I would like to ask him what the freight is from Ottawa to New York by way of Albany."

Mr. Edwards: "The freight from the Ottawa valley to New York, via the Canada Atlantic Railway, is, I think, three dollars. We can ship by boat in summer time for $2.50, and if by all rail one dollar extra."

Ald. Scott: "The lowest freight rate from the Georgian Bay to New York by way of Albany is four dollars, and by Buffalo and Tonawanda five dollars. That is the advantage the eastern manufacturers have over those on the Georgian Bay."

Mr. John Waldie then rose to his feet. He pronounced himself as being strongly in favor of the resolution, which, he said, was not an exceptional one. The timber was a product which could not be reproduced. With regard to the Ontario government taking such an action as was proposed, it was nothing more than had been adopted in British Columbia and by the Dominion government with respect to the Northwest, where the purchasers of property were compelled to establish a mill. "Our friends from the Ottawa valley," said Mr. Waldie, "are exceptionally located. As Canadians surely we are not going to allow the Americans to take away the timber from the Georgian Bay without saying a word. The new tariff was simply a bonus to Americans. Are we going to submit that the Washington government shall grant a bonus of two dollars per thousand feet to take all the timber from the Georgian Bay to Michigan. If that is the situation, then I will be compelled to close my mill and send my logs to Michigan. Necessity will compel me to do so to meet my liabilities. Why, in five years' time I believe the United States people would sweep the whole north shore. We are therefore threatened with extinction by the Dingley bill, and the provincial government have a right to legislate in our behalf. We are prepared to stand the consequences. It will result in a curtailment of production, which will ultimately be beneficial; we are getting rid of our timber too quickly. The Americans come in here, buy up limits, and set to work to clear them off in about two years. They have no further interests here, and I claim it is not such men British law was designed to protect. The men supporting the resolution before the meeting are men whose interests are in Canada, men who are paying taxes, whose families live here, and it is the duty of the government to give them British justice. The resolution submitted is preferable to an export duty, which might injure the pulp industry and in certain districts deprive some of their means of support. A comparison has been made by one of the speakers to the cotton industry. Such a comparison is, I think, unfair, because the timber is the growth of a lifetime." Mr. Waldie concluded with the remark that he was in favor of Ontario manufacturing Ontario timber, and was heartily applauded.

Mr. E. W. Rathbun.

MR. CHARLTON URGES DELAY.

An opponent of the resolution was next heard, in the person of Mr. John Charlton, M. P., who said he thought the Dingley bill a most outrageous measure. "If only my feelings were concerned," continued Mr. Charlton, "I would only be too glad to give a Roland for an Oliver. But we must consult our interests. The question is a business question to be dealt with upon broad principles, so as not to result injurious to ourselves. The provisions in the Dingley Bill with regard to lumber naturally awakens sentiment in Canada; it is an action for which we are not responsible. I am told that I am the champion of American interests. I wish to say that I am not; I have no saw mill in the United States; nine-tenths of my holdings of timber limits are in the Ottawa Valley. My interests are therefore identical with those of the other gentlemen present. The difference is simply a divergence of opinion. The proposal before the meeting is intended as a flank movement to arrive at the results of an export duty without incurring the penalty. I say, gentlemen, that the two propositions aim at the same result, and will be construed as such by the United States government. The Ontario government have no right to impose such a restriction upon the timber lands except at the time of sale. Those men who bought lands on the understanding that they should tow logs from Canada at their pleasure have rights which the country is bound to observe. There is doubt, too, as to what the United States might do in the case of an export duty being imposed by Canada. I think the export duty preferable to the resolution before the meeting. If Canada prohibited the exportation of logs, the United States might prohibit the importation of lumber."

"Let them do it!" was heard from all round the room.

"Then," Mr. Charlton continued, "the towing of logs has not been found satisfactory. The firm of Holland, Graves & Montgomery found that the loss in towing was about 20 per cent. Mr. Peters has removed to Canada; a mill is being removed to Byng Inlet, and another one to St. Johns Island, all on account of the cost of towing logs across the lake. Then, at the Ontario government sale in 1892, over a quarter of a million dollars was realized for 600 square miles of timber limits—a most extraordinary price—and the Americans purchasing them expected to be allowed to enjoy the property they secured. Before taking any action it would well to enquire what the result would be. It is a question if the American government cannot impose the additional duty the moment such action as recommended is taken by the Ontario government. There is a moral certainty that our position will be as bad as if we imposed an export duty. I would prefer the latter, then we would know what the action of the Congress would be."

"What have we to do with what Congress does?" was asked.

"Will it not affect our interests," asked Mr. Charlton, "if Congress says that in view of Canada's action lumber cannot be imported to

the United States; what position would this country be placed in? I would strongly urge that action be deferred until the next meeting of Congress in December, to see if we cannot get a rearrangement and modification of the tariff. This step has never been taken, but I have reason to believe it would be successful. When the Dingley bill was being considered, I made an effort to have the duty kept down to one dollar, but the Dominion government refused to make the requisition. The proposal to re-enact the McKinley bill has never been made. The wood schedule was not considered on its own footing. It was a question whether the Dingley bill should stand or fall, and consequently it received the support of some who were opposed to the duty on lumber. If the lumbermen of this country would prefer to have a one dollar duty and no export duty, the course which I suggest should be pursued. Can we not afford to wait a few months, and endeavor to get as near as possible what we want? If the matter is left in status quo, I believe an arrangement can be made."

Mr. Charlton then submitted an amendment to the resolution, which, as it was finally altered, read as follows:

"Resolved, That, in the opinion of this meeting, action upon the question of imposing export duties or of prohibiting the export of sawlogs should be deferred until after the next meeting of the American Congress, in view of the possibility of receiving a more satisfactory adjustment of the American lumber duties."

Mr. E. W. Rathbun, of Deseronto, followed as an advocate of the original resolution. The question was one, he said, involving great difficulties, and the first impulse was to retaliate. It was probable that they would be charged with adopting retaliatory measures, and it was unfortunate that the word "retaliation" should have been brought into the discussion. It first appeared, however, in the lumber clause of the Dingley Bill, and some action was therefore necessary. Mr. Rathbun continued: "Mr. Charlton states that he does not own a saw mill in the United States. If this is correct I owe him an apology, as I have always understood that the firm of J. & T. Charlton, of Tonawanda, represented Mr. John Charlton, and also that that gentleman had interests in the state of Michigan."

Mr. Charlton: "I never had a saw mill; I have only a tug; it is a Canadian tug, and we are willing to do business wherever we can get it. I am a Canadian lumberman, and own no mills in the United States."

### FOREST PROTECTION ADVOCATED.

Mr. Rathbun: "I thought Mr. Charlton's considerations would have been in favor of exporting logs to the United States. Looking at the question of timber supply, we have in this country probably forty billion feet of timber. This is being reduced at the rate of 1¼ billions annually. We therefore have no more than will be required for the industries of our own country. It is only a question of a little time when we will not have sufficient timber for our own purposes, and for the proper protection of our water courses. Have we any pine to spare that will not be required for our own industrial interests?" asked Mr. Rathbun. He thought the provincial government had a perfect right to impose the export duty, which was not retaliation, but simply a return to a principle which was temporarily abandoned some years ago when the lumber duty was reduced to one dollar per thousand feet. He did not think Mr. Charlton's statement that we could obtain a one dollar duty from Congress was correct. This was an opportune time to act, as the western states were now in a very prosperous condition. There was a wonderful consumption of lumber in Nebraska and other western states, and this would continue to increase. The effect would be that increased prices would follow, and this would be attributed to the imposition of a duty on lumber. This would be followed by an agitation by consumers to have the duty repealed. There was a clause in the Dingley bill providing that the governments of the two countries could meet and reduce the duty to a certain extent, but he had very little consolation in looking to Washington for help, and hence was driven to the conclusion that some steps should be taken by the provincial authorities. Lumbermen who had good pine could still market it in the United States and make a profit, but the two dollar duty practically marked down as worthless 25 per cent. of the timber of Canada. This would have the result of increasing the fire risk, inasmuch as the poorer timber would be left standing in the woods. At every point where there is a saw mill, the workmen were encouraged to build homes, towns and villages spring up, and the municipalities spend money to facilitate the exchange of traffic. He considered it unjust that all such investments should be practically wiped out by the imposition of a duty by the United States government. The United States had not more than seven years' supply of white pine timber, and he estimated that under the present conditions our 40,000,000,000 feet of timber would be wiped out of existence in twenty years. Referring to freight rates, Mr. Rathbun stated that the rate from Ottawa to New York was little more than one-half that from the Georgian Bay district to the same point, while lumber could be laid down at Montreal at about one-quarter the cost. This he asked the Ottawa lumbermen to consider carefully. At the government sale of 1892 he had urged that the same conditions be included in the regulations as those which were adopted by the Ontario government in their recent sale of limits, and in this he solicited the assistance of the banks and railway companies. They, however, did not interest themselves in the matter, and he was unable to influence the government to take any action. He was confronted with the fear that the restriction asked for in the resolution would not affect the licenses dated 1st of May last, and could not become operative until the 1st of May, 1898. This winter there would probably be taken from the Georgian Bay district 750,000,000 feet of logs, and he regretted that some restriction could not be put on to prevent this being done. It was said that the Georgian Bay district did not manufacture as much lumber as the Ottawa valley, but he wished to point out that much of the timber which was now taken to the Ottawa mills should properly be manufactured in the Georgian Bay district. The timber was the foundation of so many industries that it should be kept in Canada for manufacturing purposes. The United States were actuated entirely by their own interests, as evidenced by their bonding act. In conclusion, he argued that some steps should be taken to protect the settlers.

Adjournment was then announced for lunch.

### AFTERNOON SESSION.

Upon resuming the debate at 2.30 p. m., the first speaker was Mr. C. Beck, of Penetanguishene, who stated that it was a question with him whether his mills on the Georgian Bay should be operated or closed down, as under the present conditions it was impossible to operate them at a profit. The firms that had removed from Michigan to the Georgian Bay were sorry for it, and unless some steps were taken they would probably be removed back again. He referred to the advantageous position of the Ottawa lumbermen; they had an advantage over the Georgian Bay people of from two to three dollars in freight, and over Michigan manufacturers of one dollar or more. Manufacturers on the Georgian Bay were debarred from the British market by high freight rates. The Ottawa manufacturers could ship the coarser grades in spite of the two dollar duty. He did not agree with Mr. Edwards that the meeting was a mistake, as the lumbermen had a perfect right to meet together and discuss questions affecting the trade. The lumbermen stood isolated; they had no association. It was his proposition to have the meeting called to endeavor to form an association, which would be a factor in improving their position. He pointed out that the towing of logs from his limits to the mill cost him almost as much as it cost the Michigan manufacturers to tow their logs across to Michigan. Further, the Ottawa manufacturers had not paid as high prices for their limits. In reply to Mr. Edwards' question, he stated that the annual capacity of the Georgian Bay mills was about 400,000,000 feet. There were exported to the United States yearly probably 300,000,000 feet of logs. He thought the adoption of the restriction submitted in the resolution would, in the long run, be the making of Canada, as the natural resources of the country should be manufactured here. There was a clause in the Dingley bill that if American labor was employed in manufacturing, the lumber might be imported into the United States free of duty. This, in his opinion, was a gross injustice. More lumber was exported from the United States than Canada exports, and he could not understand why we should not handle our own trade. He knew a large box factory at Tonawanda that obtained most of its lumber from Canada, all of which was exported to South America. We should endeavor to seek new markets, and not be subject to the tariff changes of the United States every three or four years.

Mr. Charlton: "A practical action would be to impose an import duty on American lumber. I have already urged this, but was told by Mr. Fielding that there was strong opposition to such a duty in the Northwest. I learned the other day that a large bill at Quebec was being filled by Southern lumber. I would suggest that the meeting petition the government to impose a duty equal to that levied by the Americans on Canadian lumber."

### THE OPPOSITION AGAIN HEARD.

Mr. A. H. Campbell, jr., seconded Mr. Charlton's amendment. In doing so he said: "I understood that this was a lumbermen's meeting, and I think we should look at the question from a lumberman's point of view. Statistics show that Canada does not supply sufficient lumber to the United States to enable us to dictate in the slightest degree as to how that country should arrange her tariff. We supply, including logs, about 3½ per cent. of the total lumber trade of the United States—only a drop in the bucket. So far as the United States politicians are concerned, I feel satisfied they will look upon the restriction proposed by Ald Scott's resolution as the same as an export duty. There is no doubt but that the tariff has hit the lumbermen hard, but the only remedy proposed is an export duty on logs, and no one has shown that any benefit would result to lumbermen if this were done. Some of the speakers said that they could not manufacture lumber in this country under a duty of $2 a thousand. How, then, could they expect to manufacture it if the United States imposed a duty of $4 or $5, as they threaten to do in case of Canadian retaliation. Now, we should consider what the loss would be if an export duty were imposed. We cannot manufacture for a market under a four or five dollar duty, and in the event of stringency, fire, etc., we could not even sell our logs to the United States. Look to the farmer for an example. When the McKinley bill was passed the farmers were shut out of the United States market. What did they do? They went to work to seek new markets, and have found them to-day. This is exactly what the lumbermen must do. We lumbermen on the Georgian Bay have to awaken to the fact that an earthquake like the McKinley bill may come at any time, and that the United States is not our market. We must find some more stable market for our lumber, but in the meantime why not keep our little trade with the United States? To do otherwise would be suicidal policy."

Mr. A. E. Dyment, of Thessalon, strongly opposed the original resolution. As a limit holder and manufacturer, his first impulse upon reading the Dingley bill was to retaliate. He felt satisfied the resolution, if acted upon, would cause an additional import duty. Because we take a flank movement to overcome the difficulty, they were not going to submit to it. For the sake of national honor, he hoped that no such action as proposed would be taken. The Americans had invested millions of dollars in Canada, many of them to their sorrow, and had paid two, yes, three prices for their limits. Now they proposed preventing these people from doing what they liked with their own property. No argument had been shown as to how the lumbermen would be benefitted by the resolution. He favored Mr. Charlton's amendment.

Mr. Edwards pronounced himself as an out-and-out free trader. With him it was a matter of principle. "If," said Mr. Edwards, "I were personally to suffer by it, I would still favor Americans manufacturing Canadian logs if they could supply the people of this country with cheaper lumber than Canadian mills. I am opposed to an export duty under any circumstances. The Canadian export duty on logs cannot do any good unless it is to remove the import duty on lumber. True, the forests are a great asset to each province, but much more timber has been destroyed by fire than ever was cut by the lumberman's axe. American manufacturers would hail with delight a $4 instead of a $2 duty. Canada exports annually 700,000,000 feet of lumber to the United States, and the result of a higher duty would be the shutting down of Canadian mills, the ruination of the wholesale trade,

and disaster to the business of the whole country. Is it desirable that the lumber trade should cease? It certainly would as a result of the resolution, as in less than six months the British market would be overloaded and collapse. The import duty was not imposed as a blow at Canada; it was imposed because the industries there clamored for it. An export duty would not build up villages, but kill them. I live in a village of 3,000 people which is almost entirely dependent upon the lumber business, and it would be destroyed by an export duty. Instead of the two dollar duty being a detriment to Canada, it will be a benefit. We are cutting our forests altogether too fast. In the United States some white pine still exists, and just as long as it can be obtained it will be preferred. Let the Americans go ahead and exhaust their supply, and then we will come in and make money. In the Ottawa valley fewer logs will be taken out this winter than heretofore. I think we should be compelled to curtail our production. That is my position, and I would take the same stand in the House of Commons even if it were to defeat the government." Referring to the proposal for an export duty on pulpwood, he said the United States would take exactly the same action in this case as in the case of timber, and the people who would be injured would be the farmers. He desired to see many pulp mills in Canada, but until they were built he was opposed to placing a duty on the material, which would circumscribe the supply and raise the price to the farmer.

Mr. Brennan followed. He did not believe the restriction would be an injustice to American holders of timber limits. Previous to 1892 there had been an export duty on logs, and it was removed by arrangement between the two governments. Now we were justified in putting on the duty, as the United States had taken the iniative and broken the agreement. If no action was taken, manufacturing would be diverted to Michigan. Were we not, therefore, in danger of losing our own citizens?

Here Mr. Beck jocularly suggested that the government compensate the Georgian Bay manufacturers for their loss and tax the Ottawa people a corresponding amount.

Mr. Lovering was pleased with the first resolution. The question was one of the most important that had ever come up in the province. He asked the sympathy of his Ottawa friends, who, he said, were in a favorable position to cater to the foreign market.

Mr. Edwards: "Not one-third of the timber will make deals for the British market."

### MR. LOVERING SPEAKS.

Mr. Lovering, continuing, said he considered the Georgian Bay interests of more importance to the country than those of the Ottawa valley. He thought he could speak from a provincial standpoint. Look what the lumbering trade means to Owen Sound, Penetang, Collingwood, Midland, Victoria Harbor, Waubaushene, Orillia, Peterboro', Gravenhurst, Huntsville, Burks Falls, and dozens of other towns. Their interests were completely wrapped up in the lumber business. He believed if the government had taken action last summer, and said, "we will put on dollar for dollar," the United States duty, instead of being two dollars, would have been one dollar. If the Ontario government placed restrictions on the exportation of logs, they could go to Congress and offer something tangible, but if they did not, Congress would rightly think that they were only bluffing. He pointed out that the duty was on Canadian labor, and not on Canadian lumber. The United States were quite willing to admit Canadian timber, but if any labor is put upon it in the shape of manufacturing it into lumber, then it is subject to the duty. The tax is therefore not on the lumber, but on the labor. The wisest thing they could do was to protect the forests. Why, he asked, should Canadians strip their woods for the Michigan mills and the Canadian mills be allowed to stand there and rot? Nor, he said, will the Ottawa valley escape. Just as soon as the Americans have finished with the Georgian Bay, they will cross the divide, and then the Ottawa men will rue the day they opposed making restrictions.

Mr. Lovering, upon retiring, was greeted with loud applause.

Mr. Charlton: "There has been much discussion apart from the motion before the meeting. I have said nothing for or against an export duty. My resolution merely affirms that it would be judicious to defer action until Congress assembles. The real opinion of Congress has never been obtained on this question. I may take this meeting so far into my confidence as to say that Messrs. Alliston and Aldrich, two members of the Committee of Congress, informed me privately that they did not sanction the duty on lumber, but that no objection had been made to it through fear of endangering the whole bill in which it was incorporated. It is a mistake to imperil our chances by passing the resolution before the meeting. If the proposal of Messrs. Scott and Bertram becomes law, Mr. Lovering will see only 500,000 feet of lumber cut in the Georgian Bay district within 18 months."

Mr. Lovering: "I would rather see it in 18 months than in five years, when the Americans would have taken away all our timber."

Mr. Newman, of Wiarton, urged the chairman to proceed with business as rapidly as possible, as several of those present desired an opportunity of voting on the question and had only a short time to remain.

Before taking the vote on the question, Messrs. Scott and Bertram, as mover and seconder of the resolution, were heard.

"Mr. Charlton has made a piteous appeal to defer action," said Ald. Scott, "but the appeal came from the other side of the line. His sentiments are not those of a true Canadian lumberman. He asks that we defer simply that we may ask the United States to take us into their pitiful consideration. The Michigan lumbermen had placed the whole question before Congress, and the result

MR. A. H. CAMPBELL, SR.,
President Ontario Association of Lumbermen.

was the $2 tariff. If Congress could do nothing then, I see no reason why they should now. I believe that delay would be only prejudicial. The United States would think we were afraid, and every day we wait our case is prejudiced."

Mr. Scott said he felt aggrieved at the manner in which Mr. Charlton had treated himself and some others, and he thought he (Mr. Charlton) owed them an apology. He explained that at a conference of some of the Georgian Bay lumbermen at the Rossin house, Mr. Charlton admitted that we were entitled to free lumber for free logs, but if they could not get this they would concentrate their efforts to keeping the duty down to one dollar. They were all pledged to strict secrecy, but Mr. Charlton, in an interview with an Ottawa newspaper man, stated that Canadian lumbermen were willing to submit to a one dollar duty. This Mr. Scott characterized as a breach of trust, as nothing, he said, could have transpired between Saturday and Monday to convince Mr. Charlton that free lumber was an impossibility.

Mr. Charlton undertook to reply in a somewhat roundabout manner, reverting to the advantages which he claimed to have secured some years ago for the lumbermen of Canada.

The Chairman: "That is not answering the question. You must confine your remarks to the answer."

Mr. Charlton: "These points have a direct bearing upon the question, and I claim the right to so answer the question as to place myself properly before the meeting." Continuing, he said: "At the Rossin House I admitted that Canada was entitled to free lumber, but said that I did not believe we could get it, and advised concentrating our efforts to secure the one dollar duty. At Ottawa I met some lumbermen and a reporter, and discussed the lumber question, giving it as my opinion that the one dollar duty would be generally accepted. The reporter took the liberty of publishing a private conversation."

Mr. Charlton referred to his efforts at Washington to obtain free lumber, but he was again reminded by the chair that this was away from the question, and retired with the remark that he wished the meeting to understand that he was not permitted to reply to the attack as he desired.

Mr. Scott continued the debate. With reference to the argument that had been used, that by imposing the restrictions they would be breaking faith with the American purchasers of claims, he referred to the fact that when the limits were purchased the question of an export duty was prominently before the country, and the purchasers were fully aware of the restrictions which might be adopted. He characterized Mr. Campbell's illustration with regard to wheat as inapplicable to the present case. The United States was not a market for wheat, and there was not the slightest analogy between the two cases.

Mr. Bertram, seconder of the motion, stated that Messrs. Edwards and Charlton asked them simply to do nothing. In place of going to Washington, we should legislate for ourselves. He cut logs in Michigan last year and is also cutting some this season, but as a Canadian he was prepared to stand the consequences of the resolution and allow the pine to stand in the woods, if need be. It was quite within the jurisdiction of the Ontario government to take the step asked, as in 1885 the government dues were raised from 75 cents to one dollar—a similar action. "Let us assert our manhood. We think we are right, and as Canadians and British subjects, let us give our opinions regardless of the United States," concluded Mr. Bertram.

This ended the discussion, and the chairman announced that the vote would be taken on Mr. Charlton's amendment. The result was 11 for and 50 against.

The original resolution submitted by Ald. Scott was then put and adopted, the vote being 48 for and 11 against. On motion of Ald. Scott, seconded by Dr. Spohn, a committee, composed of Messrs. Bertram, Rathbun, Waldie and Scott, was appointed to wait on the Ontario government and present the resolution.

### ONTARIO LUMBERMEN'S ASSOCIATION.

Mr. Rathbun moved that steps be taken to form an Association of Lumbermen for Ontario.

Mr. J. B. Miller stated that such an association already existed.

"Has it not gone out of existence?" was asked.

Mr. Miller: "I think not; there are yet some funds in the treasury. Mr. A. H. Campbell, sr., is president, and myself secretary."

Mr. Newman inquired if the hardwood lumbermen were included in the association. He thought their interests should be guarded. They were now suffering from unfair treatment by the railway companies in the matter of freight rates.

Mr. Scott replied that they would become a section of the association in the future. He urged that the association be revived into renewed activity, and asked all present to become members.

Dr. Spohn moved, seconded by Mr. Charlton, that the Dominion government be requested to impose an import duty on lumber coming into Canada equal in amount to the United States import duty. This was carried by a vote of 35 for and 5 against.

Votes of thanks were then tendered the chairman, secretary and the Board of Trade, which brought the meeting to a close.

---

A Chicago lumber firm is said to have made a heroic effort to save $6,000 duty on imported lumber on Saturday, July 24th. The firm had 1,750,000 feet on board of several steamers, and telephoned to Milwaukee to send out the tug Starke and bring the captains with their manifest to the city. Here a special train took the captains to Chicago, where the manifests were filed that night. The tariff law, however, went into effect on Friday night, and the trick therefore failed.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

C. H. MORTIMER
PUBLISHER
CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:
One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

### *TO VISITING LUMBERMEN.*

*Lumbermen visiting Toronto are invited to use the office of the CANADA LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way they may desire.*

## THE RECENT SALE OF TIMBER LIMITS.

IN some respects the result of the sale of timber limits held by the Ontario government on the 18th ultimo came in the nature of a surprise. Much of the timber was located in gold-bearing districts, and the fear of destruction by fire, together with the agitation of miners that the property be opened for disposal under the Mines Act, influenced the government in their decision to place the limits on the market. The prices realized, when the extent and class of timber is considered, were, we believe, as great as was expected. The limits in the Rainy River district which were withdrawn consisted largely of local timber, and were not particularly valuable.

For one limit the sum of $6,600 per mile was realized. At the government sale in 1887 the highest price paid per mile was $6,350, but at the sale in 1892 the Gilmour Company, of Trenton, paid $17,500 per mile for a limit. It is freely admitted, however, that this figure was beyond the commercial value of the timber, and left no margin of profit in manufacturing the same into lumber.

Before the limits were offered for competition the announcement was made that a condition of the sale would be that all the timber on the limits must be manufactured in Canada—a provision which many thought would affect the result of the sale. There was also the United States duty of two dollars on lumber to be taken into consideration, rendering the probabilities of obtaining even fair prices extremely doubtful. But in the face of these adverse circumstances the lumbermen gathered in large numbers, and showed in no uncertain manner their undoubted faith in Canada and Canadian timber limits. It would seem that notwithstanding years of depression lumbermen have lost none of their courage, but are constantly on the look-out for investment.

## THE LUMBER SITUATION DISCUSSED.

THE meeting of lumbermen held in Toronto a fortnight ago, a report of which is given elsewhere, was to a large extent representative of the Georgian Bay interests. The Ottawa Valley and other sections of the province were but poorly represented—a fact which lessened the importance of the meeting. It could scarcely be called a provincial gathering, although such was, we believe, the intention of the promoters. The chief question considered, that of requesting the Ontario government to restrict the manufacture of pine timber to the province, found many advocates, but was not without strong opposition. Able arguments, both pro and con, were presented.

The Georgian Bay lumbermen were almost unanimous in favor of the resolution for restriction. That the United States people should be given the preference over Canadians in Canada seemed to them most unfair. This point was well taken. The prosperity of the country demands that some action be taken to protect our forests, otherwise mills and villages will be wiped out of existence, and population transferred from Canada to the United States. It is said that many of the lumbermen could dispose of their logs at Michigan points at a figure that would bring better returns than if they were manufactured into lumber, but having the welfare of the country at heart, they prefer to cut only a limited amount each year, and thereby extend the supply of timber over a greater period of time.

It is worthy of note, and a point which should carry weight with the government, that, although the lumbermen on the shore of the Georgian Bay are in a most unfavorable position to cater to foreign trade, yet they pronounced themselves as willing to bear the consequences of an export duty on logs, following which would be an additional import duty on lumber shipped to the United States.

It is claimed by some that in a short time the price of lumber in the United States will advance to the amount of the duty, and that we will then be in as good a position as we were before the imposition of the duty. This may be true, but the manufacturer on the other side still has an advantage over the Canadian manufacturer of two dollars per thousand feet.

Mr. Edwards, as representing in a measure the Ottawa valley, strongly opposed the resolution. He is apparently willing to submit to any legislation which the United States Congress may exact. The Ottawa valley has of late years become less dependent upon the United States market, owing to the expansion of British trade. Not only are large quantities of deals shipped to Great Britain, but inch lumber of common grade is now finding a market in that country. It would appear that Mr. Edwards' opposition is founded on the fear that the closing of the American market would result in the overstocking of the British market, attended by a collapse in prices.

The key-note of Mr. Charlton's deliberations was delay, in the hope of securing a re-consideration of the wood schedule of the bill when the United States Congress shall meet in December. The lumbermen of this country would probably not agree to anything less than free lumber for free logs, and it is scarcely reasonable to expect that this could be obtained under the present administration.

The proposal of Mr. Bertram contained in the resolution meets with general approval, as being likely to solve the question in a satisfactory manner. The Ontario Government reserves the right to make such regulations governing the cutting of timber as may be deemed advisable, and can, in good faith, take the step asked. The time has come when we must legislate for ourselves. For years we have been subject to the changes and uncertainties of the American tariff, and are to-day in no better position than ten years ago. Should an export duty be imposed by the Dominion government the immediate consequences would no doubt be keenly felt in some quarters—the value of timber limits would probably be depreciated; but in a very short time, as new markets were found, this and other drawbacks would pass away.

The apparent ignorance among the trade that a lumbermen's association existed in Ontario did not speak well for the organization. As pointed out by Mr. Beck, the lumbermen stand isolated; there is a lack of cohesion among the persons engaged in the manufacture of forest products. It is hoped that the decision of this meeting to revive the association into greater activity will not be the end of the matter, but that steps will be taken at once to make its influence felt.

There is abundance of work for an association of this kind to do. The finding of new markets is a matter which might profitably be dealt with. Much valuable information could be obtained and placed at the disposal of the trade. The subject of freight rates is another question for consideration. Efforts should be made to obtain lower rates to ocean ports, which would place lumbermen in a better position to cater to foreign markets. Nor should the hardwood lumber trade be forgotten; it is an important branch of the industry. Let the association take action at once to secure from the railway companies a rate on hardwoods as low as that given for pine. By dealing in a vigorous manner with these and other questions affecting the prosperity of the trade its usefullness will be demonstrated.

## EDITORIAL NOTES.

THE space given to a report of the lumbermen's meeting accounts for the absence in this number of some of the regular departments. We believe, however, that all interested in any way in the manufacture of forest products will find a perusal of the report both interesting and instructive.

OWING to the failure of Messrs. McLachlin Bros., of Arnprior, to dispose of their timber limits, they are said to have decided to operate

them again this winter. The outcome of the sale, although not entirely unexpected, is in striking contrast with the result of the Ontario government sale held one week later, at which competition was keen and fair prices realized. Particularly is this the case when the situation of the limits is considered. Those of McLachlin Bros. are on waters adjacent to the Ottawa river, and favorably located for catering to the British market, while the government limits, situated in the north-west part of the province, are to a greater extent dependent upon the United States market. To the forethought of the government in dividing the limits into small blocks is due, we think, the success of the sale.

The development of mining properties in British Columbia and the Klondike is providing employment for a number of workmen, and consequently the country at large is certain to benefit. Of late years the number of workmen who sought employment in the lumber woods has been greatly beyond the demand, a condition which has to some extent regulated the price paid for labor. The wages of woodsmen last winter, particularly in Ontario, were lower than for many years past, and steps were taken to form a labor organization with the object of securing greater remuneration. What the situation will be this winter, in the face of the United States duty on lumber, it is difficult to say, but it would appear that there would be fewer persons dependent upon the lumber business for their livelihood. Late reports from the Ottawa district are to this effect. With the development of the vast farming and mineral resources of our western provinces, the congested condition of the labor market in Ontario promises to be relieved, and then, and only then, can workmen hope to secure a higher rate of wages.

## FORESTRY IN ONTARIO.

The second annual report issued by the present Clerk of Forestry, Mr. Thomas Southworth, sets forth the many advantages to be derived from systematic forestry in a very able manner. Owing to the appointment by the Ontario Government of a Royal Commission to report fully on the question of reforestation, and the fact that this commission is expected to present some practical scheme for the consideration of the Government, Mr. Southworth's report is not as comprehensive as would otherwise have been the case.

Attention is given to the question of forestry on the farm, and it is shown that by cultivating a crop of timber on a portion of the land, good financial results would shortly accrue. Again, thirty of the counties of the province have less than twenty-five per cent. of their total area under timber, and throughout the greater part of southern Ontario the percentage of forest has been reduced to far below that which should have been retained to ensure the perpetuation of these favorable conditions.

Competent judges of forest conditions in the United States, says Mr. Southworth, estimate that the supply of white pine in that country will not be adequate for their home consumption for many years to come at the present rate of cutting, while the fact that all or nearly all their white pine lands are held by private parties renders any attempt at reforestation by the state on any large scale out of the question. When this period arrives, when the United States has no more pine to export, the price of this wood will be considerably enhanced, rendering scientific forestry practice in Ontario not only possible but profitable. In countries where the price of lumber is much higher than here, a very expensively managed forestry system returns a handsome profit over all expenses. The net revenue to the state from the forests of Prussia is about $6,000,000 yearly, and this in spite of their limited area as compared with ours, and the expense of their forest administration, which reaches about $8,000,000 per annum.

The white pine is our timber tree of commerce and has no successful rival in its particular field. At the same time it should not be lost sight of that we have in large quantities other woods of great and increasing value. Aside from the white and black spruces, to which reference is made elsewhere in this report, there is a growing demand for many of our hardwoods, and in any plan of future forestry operations these must also be considered. Until recently most of our export in hardwoods has gone to the United States, through whose merchants, doubtless, much of it ultimately reached Great Britain and Europe. It is a matter of congratulation that our direct trade with Britain is steadily increasing in hardwoods and manufactures of wood generally. Because of its nearness our timber exporters have heretofore been at greater efforts to cultivate the United States market, making little effort to ship to Britain anything except square or waney timber and deals, to be manufactured by the British saw millers. Were our mill men better acquainted with the needs of the British market there is no doubt a very profitable trade could be done there in lines we have not been exporting to that market at all. Already a trade in furniture and a few other lines is developing between Canada and Britain, and the Bureau of Forestry is in receipt of frequent inquiries from Britain regarding ash, maple, birch and manufactures of wood of various kinds. There is no doubt the United States market has been at times a profitable one for our lumbermen, but in view of the great uncertainty attending it in consequence of the fluctuations of their customs tariff it would seem to be a wise policy to devote more attention to secure an extension of trade with Britain, which, when secured, may be relied upon.

Considerable quantities of some of our hardwoods are now going to Britain from Ontario. The latest inquiry received by the Bureau in this respect was through the Imperial Institute, London, from the carriage makers of Great Britain, for ash used in carriages. The wood they have so far used is the European ash, not grown here, but our white ash of second growth provides a good substitute and the price offered for it will make it a very profitable wood to grow. A mixed growth of deciduous and evergreen trees is much less liable to danger from fires than a pure evergreen forest and in a scheme of reforestation this needs to be kept in view, more particularly since, as above pointed out, our deciduous trees are likely soon to have a value considerably in excess of the present one.

Aside from the advantages of the protection of climate and water supply and the revenue to the province, there are other factors in this question of reforestation of the waste lands of the crown that are frequently overlooked. At our present rate of cutting, unless something is done in the way of restoring to a tree covered condition the non-tillable portion of the crown lands now lying waste, the lumber business and allied trades will become extinct for want of raw material. Just what this would mean to the people of the province is not generally understood. Besides the large mills cutting timber from crown lands there are over 1,500 other mills, large and small, in the province, employing a large number of men, furnishing the farmers with a local supply of lumber and affording a market for their mature and, sometimes it is to be feared, immature timber.

The volume of trade dependent on the products of the forest in this country is very large. Most of the industries are to some extent dependent upon the forest and its products, while many of them derive nearly the whole of their raw material from this source. According to the last Dominion census industries dependent directly upon the forest, exclusive of logging and the wood pulp industries, besides some minor industries, such as picture-frame making, had a capital invested in land, machinery and buildings of $18,073,000, employed 39,5000 people directly, with a wage roll of $11,810,000, and a yearly output of the value of $45,643,471. Besides the people directly employed in these industries a very large number are engaged in the woods, hauling freight, and in other ways derive their living wholly or in part from forest industries.

It is true many of these mills subsist upon the supplies drawn from the farmers' wood lots and are not dependent on the crown lands, but the unwise policy of farmers in clearing their farms of all or nearly all the timber upon them is likely to close many of them. Many saw mill men in correspondence with the Bureau of Forestry complain of their inability to get a sufficient quantity of logs from farmers to keep their mills running, and desire new locations where an adequate supply can be obtained. If the farmers worked their wood lots properly, and planted up some of their waste and poor pasture land to trees, the present supply of timber from this source would be constant. The decadence of this industry because of the want of timber would be a calamity to this country, and it is the duty of government so far as possible to prevent it. The investigation of forest conditions in Ontario, and also by the forestry departments in various states of the Union, has established the fact that it is quite possible here, as in Europe, to secure successive crops of our most valuable timber trees. It is satisfactory to note that when this fact was brought to the attention of the government measures were taken to ascertain how these crops could best be provided for.

Messrs. W. Brodie and A. Kirkwood have contributed papers to the report on "Eutomology" and "The Manufacture of Wood Charcoal" respectively.

Mr. Geo. Webster, of Creemore, has decided to purchase Beatty's old mill site at Parry Sound and erect thereon a mill next fall.

## MICHIGAN LETTER.

[Regular Correspondence of the CANADA LUMBERMAN.]

MICHIGAN lumbermen who have had their faces turned towards Washington for the past six months, in the hope of keeping the lumber duty down to one dollar, are now anxiously watching the movements of the Canadian governments. There is fear evinced that the export of logs may be prohibited either by a duty or by some measure adopted by the Ontario legislature. A Bay City lumberman, now operating in Canada, says that he feels sure that Canada will put an export duty on logs, although he does not wish to be quoted. Other owners of standing timber say they will not operate in the woods this winter as they had intended to, but will wait until a more opportune time. They say their stumpage will not decrease in value, but on the contrary will increase, as the pine in the United States is depleted. One limit holder says he can afford to hold his pine ten or fifteen years, and feel certain that the import duty will then have been removed by the United States.

The anticipation that the lumber business would revive in Michigan as soon as the Dingley bill became law has not yet received any assurance. This is probably due to the heavy stock of Canadian lumber shipped in previous to the passing of the bill.

From a number of operators it is learned that they will take things easy during the coming winter. The cut of logs in Michigan and the Georgian Bay district will not be heavy, as there is no desire to add to the present accumulated stock of lumber.

The Central Lumber Co., of Saginaw, received a raft of logs lately which contained 5,000,000 feet.

Col. A. T. Bliss' Carrollton mill is closed down for the present. It will probably resnme later in the season.

SAGINAW, Mich., August 21, 1897.

## OTTAWA LETTER.

[Regular Correspondence of the CANADA LUMBERMAN.]

### OPPOSED TO RETALIATION.

MOST of the lumbermen of the Ottawa Valley feel very strongly with regard to the action taken at the meeting in Toronto in respect to restricting the exports of saw logs. They argue that it will incur the same penalty as an export duty. The views of Messrs. Edwards and Crannell have already appeared in the daily press, and are said to be backed up by Mr. J. R. Booth and other large lumbermen. The end desired is to secure free lumber, and this will be accomplished much sooner, they think, by Canada taking no retaliatory action. It is expected to be brought about in this manner: The price of lumber in the United States has already advanced about 50 cents per thousand feet, and indications point to a further rise. This the consumer of lumber will attribute to the import duty, and a general demand will be made to have the duty repealed. There are some, however, who believe that this result will not occur.

### WAGES OF WOODSMEN.

The outlook for workmen dependent upon the lumber industry is anything but bright. J. R. Booth will operate in the woods this winter on much the same scale as last year, but all the other firms will likely curtail operations. The following is a comparative statement of last year's and this season's wages per month:

| | 1896 | 1897 |
|---|---|---|
| Head log cutters | $20 | $17 |
| Second log cutters | $19 | $16 |
| Teamsters | $20 | $16 |
| General hands | $15 to $18 | $12 to $15 |
| Road cutters | $14 to $16 | $10 to $12 |

Besides the reduction in wages, only about half as many hands will be employed as last year.

### PRESENTATION TO EX-CONSUL.

Hon. John B. Riley, ex-Consul for the United States at Ottawa, took his departure early in August for his home in Plattsburg. As an indication of friendship, prominent citizens assembled at the Rossin House on the evening of the 6th inst., and presented Mr. and Mrs. Riley with a magnificent cabinet of sterling silver table-ware. As a special present Mr. Riley received a gold-headed cane, and Mrs. Riley a superb three-stoned diamond ring. None regret the removal of Mr. Riley from Ottawa more than the lumbermen, who appreciate the courtesy with which he discharged the duties of his office.

### MCLACHLIN BROS.' SALE.

There were a number of lumbermen present at the Russell House on the 10th inst., when the extensive limits of McLachlin Bros. were offered for sale. Among them were noticed Messrs. Alex. Barnett, Braeside; John Gillies, Braeside; Alex. Fraser, Ottawa; William Mohr, Fitzroy; Andrew McCormick, Ottawa; Thomas Carpenter, Arnprior; Jas. Carswell, Renfrew; R. A. Graham, Pembroke; Joseph Gaudette, Arnprior; Joseph McKinnon, Whitney; Charles McDougall and Alex. McDougall, Arnprior; Patrick McGuire, Brudenell, and others. The first parcel offered was 573½ square miles on the North Kippewa and Lake Expanse, which reached $425, but was withdrawn. No satisfactory bid for the other parcels were received, and consequently the sale was cancelled. The owners will again operate the limits this winter.

### BITS OF LUMBER.

Fire in J. R. Booth's Opemicon limits recently resulted in slight damage.

The Ottawa Lumber Company are making great improvements in their mill at Calumet, including electric lights.

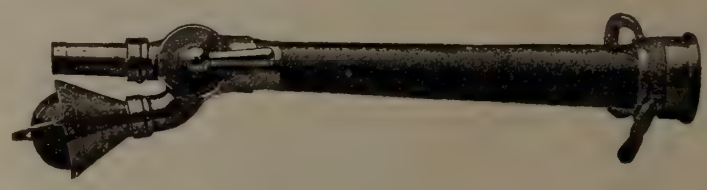
The proposal of the Ontario government that only Canadian workmen be employed in the lumber woods caused no anxiety among the lumbermen of the Ottawa valley. The men who work in the woods in this district are almost solely Canadians, and if the law should be passed, it would cause no change of arrangements by the lumbermen.

OTTAWA, Aug. 20, 1897.

## THE BALL NOZZLE.

WITH the exception of a practical and powerful spray which will drive smoke, cover a large area quickly, and quench the flame, the present equipment of fire departments would seem well nigh perfect. The ball nozzle furnishes such a spray, and so becomes, perhaps, the most important part of fire fighting apparatus.

The ball nozzle permits the flow of the same quantity of water from the hose as a straight nozzle without producing back pressure on the hose. A single man with one hand can manage it when it takes two or more men to manage a straight stream. It enables firemen to enter buildings in the face of flame and smoke, and to go with impunity to any part of a burning structure, fighting the fire at close range, covering the area quickly and effectively. In many cases the heavy straight stream does as much damage as the fire. The ball nozzle obviates this. Firemen arriving with the ball nozzle before the structure commences to fall can enter the building, pursue the course of the fire and



BALL FIRE NOZZLE.

master it, rescuing the people and saving property, and there are few cases when our gallant firemen are not on hand promptly and before fires have reached their most destructive stage.

The value of the ball nozzle for wetting property adjoining the burning building must be apparent to all. It is safe to say that it will accomplish as much as a half-dozen straight streams, and do so without material damage to buildings.

The ball nozzle is just as effective for chemical apparatus, probably more so, as it enables firemen to cover area quickly with less exhaustion of fluid.

When hotels and large buildings are equipped with the ball nozzle those inside can get out and those outside can enter burning structures. There being no back pressure, the ball nozzle may be easily managed by a woman or by a child of ordinary strength.

This apparatus is now in use by the government of Canada, Ontario and Manitoba, the Canadian Pacific Railway, Intercolonial Railway,

Montreal Street Railway, Bank of Montreal, Canadian Pacific Navigation Co., E. B. Eddy Co., and other large corporations. The Ball Nozzle Co., Limited, of Toronto, are the sole Canadian manufacturers.

## A SIMPLE FIRE EXTINGUISHER.

HAND grenades, the simplest form of fire extinguishers, can be made at home cheaply and easily. And it is well to have at hand a simple contrivance for extinguishing a small fire at its start.

Take 20 lbs. of common salt and 10 pounds of sal ammoniac (nitrate of ammonia, to be had of any druggist), and dissolve in seven gallons of water. Procure quart bottles of thin glass, such as are ordinarily used by druggists, and fill with this, corking tightly and sealing to prevent evaporation.

In case of fire throw so as to break in or near the flame. If the fire is in such a place as to prevent the bottle from breaking, as in wool or cotton, knock off the neck and scatter the contents. The breaking of the bottle liberates a certain amount of gas, and the heat of the fire generates more, thus working its own destruction.—Scientific American.

Mrs. McLachlin, mother of Messrs. H. F. and Claude McLachlin, lumbermen, of Arnprior, Ont., died at that place on the 10th of August.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.*

VOL. III — TORONTO, ONT., AUGUST 25, 1897 — No. 34.



## CANADA LUMBERMAN

PUBLISHED BY

C. H. MORTIMER

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING,
MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.



LUMBERMAN'S

VEST-POCKET

INSPECTION BOOK

Containing Rules for the Inspection and Measuring of Pine and Hardwood Lumber in the leading markets of Canada and the United States. Embracing also many useful tables and calculations of everyday service to lumbermen.

*Prepared by the Editor of the "Canada Lumberman."*

Toronto, Canada
C H. MORTIMER, Publisher
1895

THE above is a fac simile of the title page of the latest and most complete Lumber and Inspection Book published.

We shall be pleased to send you a copy on receipt of four 3 cent Canadian postage stamps

THE CANADA LUMBERMAN,
*Toronto, Canada*


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

FOR SALE.

LOG RUN, DRY PINE, BASSWOOD, ASH and Birch lumber. All cut full inch. JOHN EDGINGTON, Edgington P.O., Ont.

WANTED.

LUMBERMEN TO ADVERTISE IN THIS column stocks of lumber for sale. Probable purchasers look for this information. Address, CANADA LUMBERMAN, Toronto.

WANTED.

A CONTRACT OF CUTTING HARDWOOD or pine lumber at Parry Sound, on Georgian Bay. welve years' experience in cutting and grading timber. Apply to GEO. F. WEBSTER, Creemore, Ont.

SITUATION WANTED.

BY EXPERIENCED PINE AND HARDWOOD Lumberman, as Buyer, Salesman or Inspector. Satisfactory references; low salary. Address T. W. WALKER, 16 Beaconsfield Ave., Toronto.

FOR SALE.

ONE 66" CIRCULAR SAW RIG, WITH LARGE edger, trimmers, slab tables, shafting, engine and boiler; will be sold cheap for cash, or will exchange for lumber. For particulars apply to THE WM. CANE & SONS MFG. CO., Limited, Newmarket, Ont.

## JUDICIAL SALE OF MILL PROPERTY

**Baldwin vs. Colclough.**

THERE WILL BE SOLD BY PUBLIC AUCtion at Sault Ste. Marie, Ontario, on the 25th of September, 1897, under the direction of the Court, the saw mill property known as "Moiles Mill," John's Island, Lake Huron, District of Algoma.

For further particulars apply to Stephen Baldwin, Detroit, Mich., John Moiles, Sault Ste. Marie, Mich., and Hearst & McKay, Sault Ste. Marie, Ontario, or

McFADDON & FARWELL,
Sault Ste. Marie, Ont., Plaintiff's Sol'rs.

Dated 13th Aug., 1897.

## MILL FOR SALE

SITUATED ON SALMON RIVER, VIC. CO., N. B., consisting of six Shingle Machines, Rotary Gang Edger, Lath Machine and Clapboard Machine. Water Power, with a never failing supply of water. Will cut the present season four million of deal, sixteen million of shingles and four million of lath.

There are 100,000 acres of timber land under lease, well stocked with cedar, spruce and hardwoods, to supply the mill with lumber. The mill property consists of 100 acres of land.

On the above property is a large store storehouses, boarding-house, blacksmith shop and a large stable. There are also six tenement houses. An electric light plant lights mill store blacksmith shop and stable.

This property is situated in the parish of Drummond Victoria county N.B. seven miles below Grand Falls., For further particulars enquire of

STEVENS LUMBER CO.,
Grand Falls, N.B., or Fort Fairfield, Maine.

### SHIPPING MATTERS.

The ship Charles S. Whitney will load deals at Liscomb for w. c. England at 43s. 6d.

A British schooner will carry lumber from Boston to Rosario at $8.25. A schooner, 309 tons, gets $5.30 on lumber from Annapolis, N.S., to Sagua.

### CURRENT TRADE CONDITIONS.

ONTARIO

The remark of a wholesale dealer that there is practically no trade aptly explains the situation of the lumber business in Ontario, so far as the United States market is concerned. There is a small local consumption of lumber, but even this is characterized by cautious buying. Looking at the general conditions of the country, we find the outlook for the lumber trade is not without some encouragement. The prosperity of the farmer can usually be taken as reflecting the position of the lumberman. When the farmer is prosperous, and receives good prices for his products, lumber is almost certain to sell at a fair figure. The recent advance in the price of wheat is regarded as an indication of the return to more prosperous times.

Some of the lumbermen have made their arrangements for operations in the woods this winter, although on a less extensive scale than heretofore. The necessity of the curtailment of the output seems to have become recognized, as until this step is taken better prices cannot be expected. In the Ottawa valley as much square timber will be manufactured this winter as last year, but the production of saw logs will be less.

QUEBEC AND NEW BRUNSWICK.

We are advised by our Quebec correspondent that there is no foundation for the report of advanced prices for square timber, as stated in the daily press. Birch still continues unsaleable in the British market, owing to over-production, and ash is also in much the same position. Pine, oak and elm are holding their own, and good stock finds ready sale, but the demand is not particularly brisk. The bulk of spruce and pine deal stocks have gone forward to the British market, and from this time forward shipping will be less active. Freight rates are very firm, owing to the tonnage required for wheat. Reports from the maritime provinces state that no new contracts are being entered into. Last week 14,000,000 feet of lumber was shipped to British ports from St. John on contract, and less than one million feet to the United States. There appears to be a strong feeling among the trade in favor of seeking markets in new fields, and thus becoming less dependent upon the United States.

MANITOBA AND BRITISH COLUMBIA.

The various branches of the lumber industry in British Columbia are running full force. The Northwest continues to provide an outlet for building lumber and bridge timber. Red cedar shingles are being shipped to the east, and prices are now more satisfactory than they have been for years. Throughout Manitoba and the Northwest the harvest is now well under way. The yield of wheat promises to be an average one, which with present prices will bring good returns to the producer. The feeling among the farmers is one of strong hope. These improved conditions will no doubt be followed by an expansion of the demand for lumber.

UNITED STATES.

There si said to be a rising tide of prosperity throughout the United States, induced to a large extent by the advance in the price of wheat and other farm products. The lumber trade has felt this influence perhaps less than other industries, but as the farmer obtains money for his crops new buildings and repairs to old ones will follow. In Nebraska this condition is already experienced. The northern pine markets have not yet shown any visible enlargement of demand. Everyone appears to be waiting for the fall trade to commence, when it is thought there will be such activity as will warrant higher prices. Manufacturers at the head of the lakes have taken the first steps in this direction. The Duluth market is in a very healthy condition, and prices are stiffening. Beyond a better feeling among the trade, no changes have as yet taken place in Michigan. Hardwood lumber is selling fairly well, and shingles are moving rapidly at an advance of 25 cents. Tonawanda buyers have recently purchased considerable log run stock at Menominee. Some increase of demand and distribution is reported from Buffalo, this being especially noticeable in hardwoods. The appearance of various building enterprises is an encouraging feature. White pine is moving more freely at Philadelphia, and the hardwood men speak encouragingly of prospects. The Boston market is featureless, apart from the demand for shingles which is characteristic of all the eastern states. The higher price and scarcity of red cedar shingles has resulted in dealers stocking up with the white pine variety.

FOREIGN.

Recent reports from Great Britain indicate that the markets are somewhat congested owing to the heavy shipments of all descriptions of wood goods which have been arriving both from the St. Lawrence and lower ports. Freights,

however, are now exceedingly stiff, and it is probable that from this out, for the balance of the season, shipments will be very much curtailed. This, it is hoped, will tend to revive the trade very shortly. The outlook generally, however, is hopeful. Another evidence of the favor with which Canadian goods is received is found in the remark of an English exchange, that the Scandinavian shippers are losing ground in Scotland, and that spruce is being bought instead. It is believed that if the same circumstances should prevail next year, Canadian spruce will be further patronised. The fact cannot be ignored that spruce prices on the west coast of England are depreciating. A drop of from 2s to 5s per standard has taken place, and late transactions of St. John spruce have been closed at £6 10s ex-quay. Several importers, in view of this condition, are storing goods, with the hope of steadying the market. There has also arrived an excessive quantity of St. John birch logs, which has been sold at auction at low prices.

## STOCKS AND PRICES.

### CANADA.

The barque Fram is now loading a cargo of deals, &c., at Hall's booms, Quebec.

The steamer Ursula Bright has left St. John for Manchester, with 1,545 standards of lumber.

The Hawkesbury Lumber Co.'s mills have lately been closed down on account of low water.

The brigantine Rapid sailed from Quebec for Ireland on the 19th inst., with a cargo of deals.

The steamship Teelin Head is at Indian cove, Quebec., taking timber and deals for Ireland.

Graham, Horne & Co., of Fort William, Ont., have just completed the sawing of 6,000,000 feet of logs at Duluth, Minn.

Messrs. Kidd & Morrow, of Wiarton, Ont., are sending gangs to the woods, and expect to commence cutting about September 1st.

The steamship Inneshowen Head arrived at Quebec from Montreal on the 19th inst., and went into Sillery cove to complete cargo for Ireland.

The steamship Emma, from Algiers, is in the Louise basin, Quebec, loading a cargo of deals, &c., on account of Messrs. H. R. Goodday & Co.

The steamship Longhurst and barque Winnifred are both loading cargoes of lumber at New Liverpool, Quebec, on account of the McArthur Bros. Co., Ltd.

The Quebec government offers for sale the spruce timber on the Rocmont Indian reserve, which contains fifteen square miles. The date limit is September 15th.

The bark St. Peter, with 540,000 feet of lumber, shipped by Clarke Bros., left Bear River, N. S., last week for Buenos Ayres. The schooner Dove, of Maitland, is now loading for St. Jago, Cuba.

J. W. Gorham & Co., Halifax, N.S., are offering for sale 100 miles of timber limits on the Restigouche river, in the provinces of Quebec and New Brunswick, together with mill and boom privileges.

The government of Quebec want tenders for timber and lumber required by the various canals during the coming fiscal year. Particulars may be obtained from Ernest Marceau, Montreal.

Lumsden's lot of Ottawa square and waney pine timber, together with a small parcel of Edward Moore's wood, recently arrived at Cap Rouge cove, Quebec. Both lots have been purchased by J. Burstall & Co.

The steamship Micmac has cleared from Pictou, N. S., for Glasgow with 650 tons birch timber, 100 standards birch deals, 107 standards pine deals, 100 standards hemlock deals and 500 standards spruce deals.

A raft of Klock Bros., Deux Rivieres, Ont., arrived at Cap Rouge cove, Quebec, on the 19th inst., and A. Barnet's raft, containing about 200,000 feet, was delivered at Cap Rouge on the 30th inst. These are about the last rafts of Ottawa timber to arrive this season.

The steamship British Trader arrived at Three Rivers, from Montreal, on the 17th instant, and shipped a deckload of deals at the Baptist Island anchorage. This is one of the Johnston Line boats, and goes to Liverpool.

A Sheet Harbor, N. S., letter says: The mills at this place will close down in a couple of weeks; the sawing season has been a short one, but very successful. There will be about 13,000,000 feet cut at East and West river combined.

The steamships Fitzclarence and Fitzpatrick are now in the port of Quebec (the former at Indian cove and the latter at Sillery cove), loading cargoes of lumber for U. K., for sundry shippers, the principal being McArthur Bros., W & J. Sharples, and Harold Kennedy.

The steamship Lammermoor left Quebec for Greenock on the 9th inst., with a full cargo of square timber, consigned by Dobell, Beckett & Co. The Bjorgvin left New Liverpool cove on the 14th inst., with a full cargo of timber and deals, shipped by the McArthur Bros. Co., Ltd.

The steamship Edenmoor, Captain Laurenson, left Sillery cove on the 9th inst., for Sunderland, with a large cargo of timber, consigned by Dobell, Beckett & Co. The Daybreak has also sailed from Sillery cove for Manchester, with a cargo of timber, consigned by Dobell, Beckett & Co.

Sir Donald Smith writes to the Minister of Trade and Commerce that almost all the streets of London, Eng., are paved with wooden blocks covered with a coating of asphalt. The wood is said to resemble Canadian pine, and he thinks lumbermen in this country could supply some of the material. A contract is now open from one of the London vestries, if any Canadian firm would care to take it up.

The Calvin Co.'s eighteenth raft for this season, from Garden Island, Ont., arrived in Quebec, notwithstanding the prevailing strong easterly wind, at two o'clock in the afternoon of Sunday, the 15th August, in tow of steamer "Chieftan," making the run from Garden Island to Quebec in 4 days and 16½ hours. In raft navigation the Calvin Co. have this season developed a hitherto unthought-of speed, the present being the fifth or sixth time this year in which the trip has been made within five days. This speaks well for the crews of the Calvin Co.'s rafts and steamers, as well as for the management.

### FOREIGN.

About 60,000,000 feet of lumber has been shipped from Alpena, Mich., this season.

Log run is held at Saginaw, Mich., at $13.50 and upwards. Bill stuff has been offered as low as $7.50, and box is dull at $8 to $9.

There is a steady movement of hardwoods at Boston. Oak, cherry, ash and poplar are in most inquiry, and prices remain firm.

G. Elias & Bro., of Buffalo, are receiving a large quantity of mixed hardwood and pine by lake. The firm is also shipping maple flooring.

Smith, Fassett & Co., of Tonawanda, N. Y., last week purchased 5,000,000 feet of log run stock from the Spalding Lumber Co., of Menominee, Mich.

Pelton & Reid, of Cheboygan, Mich., have purchased 5,000,000 feet of pine lumber on Pine river, and will lumber there during the coming winter.

A large stock of Canadian logs is carried over at the mouth of the Saginaw river. An estimate places the amount at 1,000,000 feet, some of which are owned by Canadian parties and held for sale.

A remarkable scarcity of red cedar shingles is reported from Minneapolis. It is impossible to obtain the required stock even at the advanced prices now offered of from $2.10 to $2.20 per thousand.

According to the Northwestern Lumberman, a large percentage of lumbermen in the United States will operate in the woods next winter on an extensive scale. Reports state that several concerns intend putting in twice the amount of logs as last season.

Piece stuff is selling in the Chicago market at $8 to $8.50. Common inch has sold at $9, but there is promise of increased prices being obtained in the near future. Shingles are scarce and advancing.

Up to August 1st the Fredericton Boom Co., of Fredericton, N. B., had rafted 108,517,561 feet of spruce, 8,253,620 feet of cedar, 7,253,590 feet of pine, 2,330 feet of hemlock and 41 tons of timber—a total of over 124,000,000 feet. The company expect to handle in all this season about 160,000,000 feet, compared with 140,000,000 feet last year.

A comparison of the quantity of hewn and sawn wood received at ports in the United Kingdom of Great Britain and Ireland, more than one hundred in number, for six months this year, compared with same in 1896, shows a perceptible increase in the first half of 1897. The total quantity of hewn this year was 1,138,677 loads, and of sawn, 1,890,900 loads, making together 3,018,477 loads; while in the first half of 1896 there was landed 1,048,498 loads hewn and 1,802,052 loads sawn, making a total of 2,850,550 loads.

Prices realized at the last sale of Foy, Morgan & Co., London, Eng., were as follows: Per steamer "Mab," from Quebec—10 x 3 x 9 1st spruce, £7 5s; 12 x 3 x 7 1st spruce, £7 10s. Per steamer "Greylands," from Quebec—13 x 3 x 9 1st, 2nd and 3rd red pine, £7 10s. Per steamer "Senator," from Vancouver—20/42 ft., 7/8 in. x 14/16 in. prime clear, 1s 5d; 12/40 ft., 6 in. x 12/24 in. prime clear, 1s 4d; 12/36 ft., 3 in. x 15/22 in. prime clear, 1s 3d; 20/40 ft., 3 in. x 12 in. prime clear, 1s 3d. Per steamer "Castlemoor," from Quebec—12 x 3 x 10 4th pine, £6 10s; 12 x 3 x 9 4th pine, £6 10s. Per steamer "City of Wakefield," from St. John—12/14 x 3 x 7 1st, 2nd and 3rd spruce, £6 10s; 12/13 x 3 x 7 1st, 2nd and 3rd spruce, £6 12s; 9/11 x 3 x 7 1st, 2nd and 3rd spruce, £6 10s.

## CONDITIONS AT LONDON.

According to Churchill & Sims' wood circular, the importation of wood goods at London from the St. Lawrence up to July 5th was 1,025,000 pieces of pine deals, and 1,077,006 spruce deals, against 1,282,000 and 931,000 pieces respectively for the same period in 1896.

From New Brunswick the import was as follows:

| | 1897 | |
|---|---|---|
| Pine deals | 31,000 | pieces |
| Spruce deals | 360,000 | " |
| Birch planks | 175,000 | " |
| | **1896** | |
| Pine deals | 1,000 | pieces |
| Spruce deals | 126,000 | " |
| Birch planks | 137,000 | " |

The market for pine deals, especially in regular sizes, has continued to be very steady, with an improving tendency for good and seasoned parcels. The trade has been much hampered by the difficulties of handling the importation, which is always heavy in July. Spruce deals have arrived freely, but there has again been a good consumption, and prices have only dropped slightly. Birch timber has been sold at ruinous prices, the stock being far too large. Oak, ash and elm timber have been in little demand, and what white pine there is here is being carefully held, there being indications of a short supply from the shipping ports.

Considerable arrivals of sawn timber have swelled the stock in the docks, and prices have receded slightly under constant pressure of sales. The demand is good, and a fair business has been lately effected at prices which have shown some improvement towards the end of the month, so that, with the absence of anxiety on the part of holders to accept current rates, the market should soon recover itself. Deals and boards are still heavy in stock and difficult to force into consumption at anything like remunerative rates to holders, except where the quality is greatly above the average.

## SALE OF TIMBER LIMITS.

The first sale of new timber berths took place at Fredericton, N. B., last week. Seventeen blocks in all were sold. The following is the result: North east of Wild Goose Lake, north west branch of Green river, 7½ miles, sold to W. T. Whitehead, $20 per mile; west and north of Wild Goose Lake, north west branch of Green river, 7 miles, W. T. Whitehead, $21 per mile; head of Little river, Sunbury, 3 miles, Thos. Fulton, $8 per mile; Five Mile Brook, branch of Canaan river, 2 miles, J. A. Carr, at upset price; south east branch of south branch of Mamozekel river, 7½ miles, Hale & Murchie, at upset price; north east of Serpentine river, 3 miles, Hilyard Bros., at upset price; south of Serpentine river, 8 miles, Hilyard Bros., at upset price: McKeen Brook branch Serpentine river, 9½ miles, Hilyard Bros., at upset price; south of south Oromocto Lake, 3 miles, Geo. Barnhill, $51 a mile; north of Middle river, Gloucester county, 6 miles, Sumner Co., at upset price; north of south branches Middle river, Gloucester county, 6 miles, Sumner Co., upset price; Middle river, 6 miles, Sumner Co., upset price; Middle river, 6 miles, Sumner Co., upset price; Eel river, Escuminac, 3 miles, Thomas Murray and David Mundle, $21 per mile; Restigouche river, 5 miles, J. P. Mowatt, upset price.

## BUSINESS NOTES.

Reuben Haskin has purchased the saw mill of J. E. Brown, at Delta, Ont.

Louis Chenier, lumber jobber, of Pembrooke, Ont., is announced to have assigned to G. Delahaye.

J. F. Richardson, lumber merchant, of Lower Brighton, N.B., is offering to compromise at 10 cents on the dollar. His liabilities are given as $10,000.


**WANTED**

500,000 18" good 6 inch c. b. Pine and Cedar Shingles; also Oak Bill Timber cut to order, 12 to 50 feet in length.

**C. H. CLARK**
Commission Broker - 34 Adelaide St. E., TORONTO

**FOR IMMEDIATE SALE—DRY STOCK**

10 Cars XXX 16" Pine Shingles.
500,000 feet 4/4 Box and Common.
200,000 " 8/4 " "
300,000 " 4/4 Log Run Hemlock.
200,000 " 8/4 " "
Correspondence Solicited.
THE UTTERSON LUMBER CO., LTD. - - - TORONTO

Telephone 5332 Established 1852
**JOHN B. SMITH & SONS,**
MANUFACTURERS OF
**LUMBER** Lath, Shingles, Doors, Sash, Blinds, Mouldings, Boxes, &c.
BILL LUMBER a Specialty
Cor. Strachan and Wellington Avenues, TORONTO.

**MILLS**

Having Brown Ash 12, 14 and 16 ft. firsts and seconds inch Bass firsts and seconds 12 feet, or any other Hardwood Lumber, can sell same for cash by addressing
*H. D. WIGGIN*
No 89 State St., BOSTON, MASS.
Inspection at mill.

**We Want to Buy**

| | | | |
|---|---|---|---|
| *1 to 2 in.* | *1 and 2* | *Red Birch* | *6 in. and up.* |
| *1 to 4 in.* | " | *Brown Ash* | " |
| *1 to 2 in.* | " | *Plain Oak* | " |
| *1 to 3 in.* | " | *Soft Elm* | " |
| *1 to 4 in.* | " | *Hard Maple* | " |

Send lowest cash prices and full description of stock as to width, length and dryness.

**LAWRENCE & WIGGIN**
Hardwoods and Mahogany BOSTON, MASS.

## LUMBER FREIGHT RATES.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse, $2.20 per M ft, (3,000 lbs. and under per M ft.); Ottawa to Montreal, $1.00 per M ft.; Arnprior to Montreal, $1.50 per M ft.; Parry Sound to Montreal, $3.00 per M ft.; Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. To New York for boat delivery, lots 50 M ft. and over, $2.50 per M ft., under 50 M feet $3.25 per M ft. Arnprior to New York, track delivery 17 cts. per 100 lbs., lightered 19 cts. per 100 lbs. Boat delivery, lots 50 M ft, and over $3.00 per M ft., under 50 M ft. $3.75 per M ft. Parry Sound, $4.00 per M feet; Ottawa to Boston, Portland and common points, local 15 cents; exports 13c. per 100 lbs.; Arnprior to Boston, Portland and common points, local 17 cents; export 15 cents per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cents per 100 lbs.; Ottawa to Burlington, 6 cents per 100 lbs.; Ottawa to Albany, 10 cents per 100 lbs.; Arnprior to Albany, 12 cents per 100 lbs.; Parry Sound to Albany, 17 cents per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N. Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22½ cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

Lumber freight rates for pine on the Grand Trunk Railway, according to the tariff issued 15th February, 1897, will be found below. General instructions in shipping by Grand Trunk are embodied in these words in the schedule: Minimum weight 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination. For instance, the rates from Orillia to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Gravenhurst to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, and the rates from Hanover or Hepworth would not be higher than from Wiarton to the same destination, but in no case are higher rates to be charged than as per mileage table published on page 15 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale Sundridge and South River, to Toronto, 8c.; Trout Creek, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 10c. The rates on hardwoods average about from 1c. per 100 lbs. higher than on pine and softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On spruce and balsam (partly seasoned) for pulp manufacture, the rate from Longford, Wiarton, Penetang, Coldwater, Waubaushene, Victoria Harbor, Haliburton, Kinmount, etc., to Toronto, is $2.20 per cord; and to Merriton and Thorold, $2.60; Katrine, Callendar, North Bay, etc., to same points, $2.45 and $2.60 respectively: Beeton, Allandale, Orillia, etc., $2.20 and $2.60. On green spruce and balsam the rate is 25 per cent. higher.

On the Canadian Pacific the rates on pine and soft woods may be illustrated as follows: Cache Bay, North Bay, Sturgeon Falls and Warren, to Toronto, 9c.; Algoma, Spragge, Massey, Spanish River and Whitefish to Toronto, 12c.; Ottawa to Toronto, 10c. From Ottawa, Hull, Aylmer and Duchesne Mills to station on the Lake Erie and Detroit River, Erie and Huron, Toronto, Hamilton and Buffalo, and Michigan Central Railways, the rate is 14½c. per 100 lbs. Regulations apply as to minimum size of carload of 30,000 lbs., and an advanced rate is charged for hardwoods


## CANADIAN EXPORTERS AND WHOLESALERS

THOS. MEANEY & CO.
103 Bay Street - TORONTO
WANT Soft Elm, Mill Run
Send Particulars and Prices.

Huntsville Lumber Co., Ltd.
—: HUNTSVILLE, ONT. :—
MANUFACTURERS OF LUMBER LATH AND SHINGLES
We are open to cut White Pine and Hemlock Bill Stuff. Have for Sale a Quantity of Dry Mill Stocks and Sidings, also 16 in. Pine Shingles and 4 ft. Lath 1½ in. wide.
CORRESPONDENCE SOLICITED

THE PEMBROKE LUMBER CO. LTD.
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT

Wm. Mason & Sons
Dimension Timber, Lath and Shingles, Dressed Lumber, Mouldings, Sash and Doors.
LUMBER
Correspondence Solicited. - OTTAWA, CANADA - P.O. Box 1020. 'Phone 135.

ROBERT WATT • WIARTON
Pine and Hardwood WHOLESALE LUMBER PINE LATH, CEDAR AND PINE SHINGLES
HEMLOCK BILLS A SPECIALTY -:- CORRESPONDENCE SOLICITED
Have for sale a quantity of 6/4 and 8/4 Pine No. 1 Cuts and Better; also a few cars of 5/4 Dry Basswood.

Is it your wish . .
To Purchase or Sell as quickly as possible
A PARTICULAR LOT OF LUMBER
A MILL PROPERTY
SECOND-HAND MACHINERY
An Advertisement in the "Wanted" and "For Sale" Department of the . . .
CANADA LUMBERMAN WEEKLY EDITION
Will secure for you a Buyer or Seller, as the case may be. Address,
The Canada Lumberman
Toronto, Canada.

JAS. G. CANE & CO.
WHOLESALE HARDWOOD • LUMBER
35 Adelaide East, Toronto, Ont.
Send us full description and lowest price for any lumber you have for sale.

JAS. PLAYFAIR & CO.
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . .
MIDLAND, ONT.

A. & P. WHITE
Manufacturers of and Dealers in.....
Sawn and Planed Lumber, Dimension Timber, Joisting Car Sills, Car Flooring, Shingles and Lath.
A Large Quantity of Dry Lumber in Stock - PEMBROKE, ONT.

FOR SALE
75 M 4/4 Dry Hard Maple; 40 M 4/4 Dry Basswood; two cars 4/4 Dry Black Ash; one car 6/4 Dry Birch; one car 4/4 Dry Birch; and a very large assortment of Dry Hemlock and Cedar.
J. E. MURPHY, Hepworth Station, Ont.

ONE DOLLAR
will pay your subscription to the weekly and monthly CANADA LUMBERMAN for
ONE YEAR

KILN-DRIED BIRCH FLOORING SHEETING .. and . CEILING
Flooring from $12.00
Ceiling " 10.00
SAMPLES BY MAIL
KNIGHT BROTHERS CO.
Burk's Falls, Ont.

## FOREIGN EXPORTERS AND IMPORTERS

WE have a large bill of
RED OAK, ROCK ELM AND SOFT MAPLE
that we want sawed at once for delivery next Fall. Please write us if you have such logs and can take care of such a bill, and we will send particulars.
SCATCHERD & SON - 1053 Seneca Street, BUFFALO, N. Y.

JAMES SMITH & BRO. - 14 Canada Dock, LIVERPOOL
. . Wood Agents . .
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax, N.S.

CANADA ATLANTIC RAILWAY
Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
R. A. CARTER, Contracting Agent, 115 Board Trade Montreal
M. A. Overend, Ontario Agent, Union Station, Toronto.
Shortest and Quickest Route from
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PARRY SOUND and all points on Grand Trunk Ry. TO . . . BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
C. J. SMITH General Freight Agent Ottawa, Ont.
Ottawa & New York Lumber Line
- - - BONDED LINE BETWEEN - - -
CANADIAN POINTS, NEW YORK CITY AND ALL POINTS REACHED BY WATER FROM ALBANY
CANADA ATLANTIC RAILWAY. DELAWARE & HUDSON CANAL CO. WILLIAMS' LINE.
J. H. Williams Agent
15 Lumber District, ALBANY, N.Y.
NEW YORK OFFICE, 93 Wall Street
Telephone 531 Broad.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

## BELTING

Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
Sadler & Haworth, Montreal and Toronto.
The Waterous Co., Brantford.

## ELECTRICAL APPARATUS

Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

## LUMBERMEN'S SUPPLIES

Eckardt, H. P. & Co., Toronto.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

## MACHINERY

Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston Ont.
Dunbar, Alex., & Sons, Woodstock, N. B
Darling Bros., Montreal.
Mowry, B. R., & Co., Gravenhurst, Ont.
Northey Mfg. Co., Toronto, Ont.
Payette, P. & Co., Penetanguishene, Ont.
Petrie, H. W., Toronto, Ont.,
Sawyer & Massey Co., Ltd., Hamilton, Ont.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Phelps Machine Co., Eastman, Que.
The Waterous Co., Brantford.

## PULP MACHINERY

Robb Engineering Co., Amherst, N. S.
The Jenckes Machine Co., Sherbrooke, Que.

## RELAYING RAILS

Gartshore, John, Toronto.
Scully & Co., John, Toronto.

## SAW MANUFACTURERS

Burns, E. R., Saw Co., Toronto, Ont.
R. H. Smith Co., St. Catharines, Ont.
The McMillan & Haynes Co., St. Catharines. Ont.

## SPLIT PULLEYS

Dodge Wood Split Pulley Co., Toronto, Ont.

## WHOLESALE LUMBER DEALERS

Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

## MISCELLANEOUS

Axes, Campbell Bros., St. John, N. B.
Ball Nozzle Co., The, Toronto, Ont.
Canadian Photo Engraving Bureau, Toronto.
Contractors' Plant, John Scully & Co., Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Illinois Central R.R.
Magnolia Metal Co., New York.
Machine Knives, Peter Hay, Galt, Ont.
Metal Roofing, Pedlar Metal Roofing Co., Oshawa, Ont.
Shanks and Chisel Bits, A. McPherson, Oxford, N. S.
The Timber Trades Journal, London, Eng.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, August 25, 1897.

CAR OR CARGO LOTS.

| | | |
|---|---|---|
| 1¼, 1½ and 2 inch cut up and better | 32 00 | 34 00 |
| 2 inch picks and uppers | 34 00 | 36 00 |
| 1x12 dressing and better, 60% 16 ft | 22 00 | 24 00 |
| 1x10 fine dressing and better | 21 00 | 23 00 |
| 1x10 and 12 Canadian dressing and better | 20 00 | 22 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 |
| 1x10 and 12 common | 12 00 | 14 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 |
| 1 inch clear and picks | 28 00 | 30 00 |
| 1 inch dressing and better | 20 00 | 22 00 |
| 1 inch siding mill run | 14 00 | 15 00 |
| 1 inch siding common | 11 00 | 12 00 |
| 1 inch siding ship culls | 10 50 | 11 50 |
| 1 inch siding mill culls | 8 50 | 9 00 |
| Cull scantling | 8 00 | 9 00 |
| 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1 inch strips, common | 11 00 | 12 00 |
| 1 1-4 inch flooring | | 16 00 |
| 1 1-2 inch flooring | | 16 00 |
| XXX pine shingles, 16 inch | | 2 25 |
| XX pine shingles 16inch | | 1 40 |
| Lath, No. 1 | | 1 60 |
| Lath No. 2 | | 1 30 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | |
|---|---|---|---|---|---|
| Ash, white, 1 to 2 in | $26 00 | $28 00 | Cherry 1 | to 1½ | $50 00 $60 00 |
| " " 2½ to 4 | 30 00 | 32 00 | " 2 | " 4 | 60 00 65 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in | 17 00 | 19 00 | Elm, soft 1 | " 1½ | 14 00 15 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in | 19 00 | 21 00 | " " 2 | " 3 | 15 00 16 00 |
| Ash, M. R., 1 " | 15 00 | 18 00 | " rock 1 | " 1¼ | 16 00 18 00 |
| Birch, 1 " | 18 00 | 20 00 | " " 1½ | " 3 | 20 00 22 00 |
| " 1½ " | 20 00 | 23 00 | Hickory 1½ | " 2 | 28 00 30 00 |
| " sqrs. 4x4 " | 8 x8 24 00 | 26 00 | Maple 1 | " 1½ | 16 00 17 00 |
| Basswood, 1sts and 2nds, 1 to 1¼ in | 16 00 | 18 00 | " 2 | " 4 | 17 00 18 00 |
| " 1½ " | 20 00 | 20 00 | Oak, red, p'n 1 | " 1½ | 26 00 30 00 |
| " m. r. 1 " | 14 00 | 16 00 | " " | " 4 | 29 00 32 00 |
| Butternut 1 " | 1½ 23 00 | 25 00 | " white | " 1½ | 28 00 30 00 |
| " 2 " | 3 25 00 | 28 00 | " " | " 4 | 30 00 35 00 |
| Chestnut 1 " | 2 24 00 | 26 00 | " quart'd | " 2 | 46 00 50 00 |
| | | | Walnut 1 | " 3 | 85 00 100 00 |
| | | | Whitewood 1 | " 2 | 32 00 36 00 |

## OTTAWA, ONT.

OTTAWA, August 25, 1897.

| | | |
|---|---|---|
| Pine, good sidings, per M feet, b.m | $29 00 | 35 00 |
| Pine, good strips, " " " | 23 00 | 30 00 |
| Pine, good shorts, " " " | 16 00 | 25 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m | 15 00 | 20 00 |
| Pine, " " strips, " " " | 13 00 | 18 00 |
| Pine, " " shorts, " " " | 12 00 | 14 00 |
| Pine, 10 s.c. and better stock, " " " | 10 00 | 13 00 |
| Pine, 8 s.c. " " " " " | 11 50 | 13 00 |
| Pine, " sidings " " " | 12 00 | 14 00 |
| Pine, " strips " " " | 9 00 | 12 00 |
| Pine, " shorts " " " | 6 50 | 9 00 |
| Pine, box culls " " " | 9 00 | 11 00 |
| Pine mill culls " " " | 6 00 | 10 00 |
| Lath per M No. 1 | 90 | 1 20 |
| Lath per M No. 2 | 60 | 1 00 |
| 1x10 No. 1 barn | | 18 00 |
| 1x10 No. 2 " | 15 00 | 17 00 |
| 1x8 & 9 No. 1 " | 15 00 | 17 00 |
| 1x8 & 9 No. 2 " | 14 00 | 16 00 |

## QUEBEC, QUE.

QUEBEC, August 25, 1897.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Common and railroad, for interior and ordinary according to average, quality, etc., measured off | 21 @ | 24 |
| For 40 to 45 feet average, measured off | 26 | 29 |
| For good and good fair average, measured off | 29 | 33 |
| First class " " | 36 | 39 |
| In shipping order " " | 35 | 38 |
| First class Ottawa waney, 18 inch average | 38 | 41 |
| " " 19 to 21 inch average | 41 | 42 |
| First class Michigan waney board, 18 inch average | 42 | 44 |
| " " " " 19 to 21 inch average | 44 | 46 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 28 |
| In shipping order, 35 to 45 feet " " | 38 | 40 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 47 | 50 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 28 | 34 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average an quality | 21 | 28 |
| To average 16 inch | 26 | 29 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 14 | 17 |
| 16 " " | 15 | 19 |
| 18 " " | 21 | 23 |

TAMARAC.

| | | |
|---|---|---|
| Square, according to size and quality | 17 | 19 |
| Flatted, " " " | 15 | 18 |

DEALS.

Bright spruce, according to mill specification, $40 to $43 for 1st, $26 to $28 for 2nd, $23 to $26 for 3rd, and $19 to $22 for 4th quality. F.O.B. batteau

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., August 25, 1897.

UPPERS AND SELECTS.

| | | | |
|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $44 00 | Selects, 1 in., 8 in. and up wide | $40 00 |
| 1¼, 1½ and 2 in | 44 00 | 1¼, 1½ and 2 in | 41 00 |
| 2½ and 3 in | 53 00 | 2½ and 3 in | 47 00 |
| 4 in | 56 00 | 4 in | 50 00 |

FINE COMMON.

| | | | |
|---|---|---|---|
| 1 in., 8 in. and up wide | 33 50 | 2½ and 3 in., 8 in. and up wide | 42 00 |
| 1¼, 1½ and 2 in | 35 00 | 4 in | 45 00 |

B FINE COMMON OR NO. 1 CUTTING.

| | | | |
|---|---|---|---|
| 1 in., 7 in. and up wide | 23 50 | 2½ and 3 in., 7 in. and up wide | 37 00 |
| 1¼, 1½ and 2 in | 30 00 | 4 in | 40 00 |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 34 00 | 1 in., 4, 5 and 7 in. wide | 32 00 |
| 6 in. wide | 36 00 | 6 in. wide | 36 00 |

FINE COMMON OR C.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 30 00 | 1 in., 6 in. wide | 30 00 |
| 1 in., 4, 5 in. wide | 29 00 | | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 24 00 | 1 in., 4, 5, 6 in. wide | 22 00 |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 in | 16 00 | 1¼ in., 4, 5 and 7 in | 15 00 |
| 1 in., 6 in | 17 00 | 1¼ in., 6 in | 17 00 |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 | 1¼ in., 4 to 7 inch | 14 00 |
| 1 in., 6 inch | 14 00 | No. 3 Fencing, 1 in., 6 inch | 12 00 |

SHELVING.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 | No. 2, 1 in., 7 and 8 in. stocks | 19 00 |
| 1 in., 10 in. and up wide | 26 00 | 1 in., 10 in. stocks | 21 00 |
| 1 in., 12 in. stocks | 29 00 | 1 in., 12 in. stocks | 24 00 |
| 1 in., 12 in. and up wide | 30 00 | 1 in., 10 in. and up wide | 22 00 |
| 1¼ in. 1½ and 2 in., 8 in. and up wide | 29 00 | 1 in., 13 in. and up wide | 25 00 |

BARN BOARDS OR STOCKS.

| | | | |
|---|---|---|---|
| No. 1, 12 in | 21 00 | No. 2, 9 in | 13 50 |
| 10 in | 16 50 | 8 and 7 in | 13 50 |
| 9 in | 16 00 | No. 3, 12 in | 12 50 |
| 8 and 7 in | 16 00 | 10 in | 11 00 |
| No. 2, 12 in | 16 00 | 9 in | 11 00 |
| 10 in | 14 00 | 8 in | 11 00 |

SHIPPING CULLS OR BOX.

| | | | |
|---|---|---|---|
| 1 in., 4 and 5 in. wide | $ 8 50 | 1 in., 13 in. and up wide | $11 00 |
| 1 in., 6 in. wide | 9 50 | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 |
| 1 in., 7 in. wide and up | 9 50 | | |

SHAKY CLEAR.

| | | | |
|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9in. wide | 18 00 | 1 in., 10 in. and up wide | 19 00 |
| 1 in., 6 in. wide | 20 00 | 1¼, 1½ and 2 in., 8in. and up wide | 20 00 |

COFFIN BOARDS.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 13in. and up | 20 00 | No. 1, mill culls | 8 00 |
| No. 2 | 17 00 | No. 2, or red horse | 6 50 |

BEVELED SIDING—DRESSED.

| | | | |
|---|---|---|---|
| Extra clear (perfect) | 23 00 | No. 2 | 17 00 |
| No. 1 (nearly clear) | 21 50 | No. 3 | 14 00 |

TIMBER, JOIST AND SCANTLING.

| | | | |
|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $ 8 50 | Hemlock, 2x4 to 10, 12 to 16 feet | 7 50 |
| 18 ft | 10 50 | 2x12 | 8 50 |
| 20 ft | 11 50 | Add $1 to each additional 2ft. in length. | |
| 22 and 24 ft | 12 50 | | |

SHINGLES, 18-IN.

| | | | |
|---|---|---|---|
| Country brands, XXXX | 2 65 | Standard brands, river made, XXXX | 2 90 |
| Clear Butts | 1 65 | Clear Butts | 1 90 |

WHITE PINE LATH.

| | | | |
|---|---|---|---|
| No. 1 | 1 50 | No. 2 | 1 00 |
| | | Hemlock | 1 00 |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., August 25, 1897.

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in | $46 00 | 48 00 | No. 3, 1¼ & 1½ in | 15 00 | 17 00 |
| 2½ and 3 in | 55 00 | 56 00 | Shelving No. 1, 2 in | 17 00 | 18 00 |
| 4 in | 58 00 | 60 00 | 13 in. and up, 1 in | 32 00@ | 34 00 |
| Selects, 1 in. | 41 00 | 42 00 | Dressing 1¼ in | 27 00 | 30 00 |
| 1¼ to 2 in | 42 00 | 43 00 | 1¼x10 and 12 | 28 00 | 30 00 |
| 2½ and 3 in | | 50 00 | 1½ in | 28 00 | 30 00 |
| 4 in | | 52 00 | 2 in | 29 00 | 34 00 |
| Fine common, 1 in | 35 00 | 36 00 | Mold st'ps, 1 to 2 in | 33 00 | 30 00 |
| 1¼ and 1½ in | 35 00 | 37 00 | Barn, No. 1, 10 and 12 in. | 22 00 | 23 00 |
| 2 in | 36 00 | 38 00 | 6 and 8 in | 18 00 | 19 00 |
| 3 in. | | 45 00 | No. 2, 10 and 12 in. | 16 00 | 15 00 |
| 4 in | | 47 00 | No. 3, 10 and 12 in. | 13 00 | 12 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | 6 and 8 in | 11 00 | 12 00 |
| 1¼ to 2 in | 30 00 | 32 00 | Common, 1 in | 15 00 | 16 00 |
| No. 2, 1 in | | 16 00 | 1¼ and 1½ in | 17 00 | 18 00 |
| No. 2, 1¼, & 1½ in | 22 00 | 25 00 | 2 in | 18 00 | 20 00 |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 30 00 | 32 00 | 2½ to 4 in | 36 00 | 40 00 |
| 1¼ to 2 in | 33 00 | 35 00 | Strips | 17 00 | 18 00 |
| | | | Culls | 11 00 | 14 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 20 00 | 21 00 | Com. & good culls | 8 00 | 9 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 25 00 | 27 00 | 1st & 2nd, white, 6" & up, | 16 00 | 17 00 |
| | | | Com & good culls | 8 00 | 9 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 16 00 | 18 00 | 1st & 2d, soft, 8 in. & up, | 14 00 | 16 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 14 00 | 16 00 | 1st & 2d, soft, 6in. & up, | 14 00 | 16 00 |

WHITE OAK.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, plain, 8 in. & up | 26 00 | 28 00 | Clear squares, 5x5 to 8x8 | | 33 00 |
| Good common | 16 00 | 17 00 | 1st & 2nd quartered, 6 in. up | 38 00 | 40 00 |
| Good culls | 10 00 | 11 00 | Common quartered | 24 00 | 26 00 |

RED OAK.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd | 26 00 | 28 00 | Quartered 1st & 2nd | 34 00 | 36 00 |
| Common | 16 00 | 17 00 | Common | 23 00 | 25 00 |
| Cull | 9 00 | 10 00 | | | |

## NEW YORK CITY.

NEW YORK, N. Y., August 25, 1897.

WHITE PINE LUMBER

Prices for white pine lumber are governed entirely by source of supply rendering it useless to give prices for local market.

WHITE PINE TIMBER.

| | | | | | |
|---|---|---|---|---|---|
| Bridge timber | $28 00 @ | 40 00 | Building orders | $27 00 @ | 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in | 14 00 | 14 50 | 10 to 12 in | 16 25 | 17 00 |
| 6 to 12 in | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 to 12 in | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | | | |
|---|---|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, | 10 to 16 | | | 25 00 |
| 1¼ to 2 in. | " | " | " | | 26 00 |
| 1 inch, | " | Soft Elm, | " | | 19 00 |
| 1¼ in and thicker, | " | " | " | | 21 00 |
| 4/4 | " | Hard Maple, | " | | 21 00 |
| " | " | Basswood, | " | | 20 00 |
| " | " | Birch, | " | | 23 00 |
| " | Black Ash, Com. and Shipping Cull, M.C.O. | | | | 14 00 |
| " | Soft Elm, | " | " | | 12 00 |
| " | Hard Maple, | " | " | | 14 00 |
| " | Basswood, | " | " | | 12 00 |
| " | Birch, | " | " | | 14 00 |

## ALBANY, N.Y.

ALBANY, N. Y., August 25, 1897.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $52 | $55 | Dressing boards, narrow | $19 | $26 |
| 2½ in | 52 | 55 | West India shipping boards | 14 | 12 |
| 1 to 2 in | 45 | 48 | Box boards | 10 | 10 |
| 4 inch uppers | | 55 | 10-in. dressing and better | 26 | 35 |
| Selects, 2½ in. up | | 45 | 10-in. common | 13 | 12 |
| 1 to 2 in | | 40 | 12-in. dressing and better | 26 | 35 |
| Fine common, 2½ in. and up | 40 | 42 | Common, 1x12 | 13 | 11 |
| 1 to 2 in | 36 | 40 | No. 1 barn, 1x12 | | 21 |
| No. 1 cut, 1 to 2 inch | 25 | 30 | 1x10 | 18 | 20 |
| No. 2 | 18 | 25 | 1x8 | 16 | 18 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 16 | 17 |
| No. 1 molding, 1 to 2 in | 33 | 36 | 1x10 | 15 | 19 |
| No. 2 molding, 1 to 2 in | 25 | 28 | 1x8 | 13 | 15 |
| Stained saps | | 20 | Shaky or star clear, 1 to 2 in. | 19 | 21 |
| Bracket plank | 30 | 35 | Dressing | 16 | 18 |
| Shelving boards, 12-in. up | 30 | 32 | Common | 11 | 15 |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Pine | $1 60 | | Spruce | $1 55 | |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $3 90 | $4 10 | Bound butts, 6 x 18 | $5 00 | $5 25 |
| Clear butts | 2 75 | 3 00 | Hemlock | | 2 00 |
| Smooth, 6 x 18 | 4 50 | 4 75 | Spruce | | 2 00 |

## BOSTON, MASS.

BOSTON, August 25, 1897.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $11 50 | 12 00 | ¾ inch | $ 9 25 | 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 11-16 inch | 8 50 | 8 75 |
| Refuse | 13 00 | 13 25 | ⅝ inch | 8 00 | 8 25 |
| Outs | | 9 00 | Clapboards, sap ext. | 45 00 | 48 00 |
| Boxboards, 1 inch | 10 00 | 10 50 | Sap clear | 41 00 | 43 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, and clear | 32 00 | 35 00 |
| | | | No. 1 | 23 00 | 25 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in | $50 00@ | 52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in | 58 00 | 62 00 | 1¼, 1½ and 2 in | 30 00 | 32 00 |
| Selects, 1 in | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in | 52 00 | 55 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in | 24 00 | 38 00 |
| Fine common, 1 in | 40 00 | 41 00 | Coffin boards | 19 00 | 22 00 |
| 1¼, 1½ and 2 in | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 50 | 1 60 |
| Cedar, extra | 2 50 | 2 65 | Extra No. 1 | 1 25 | 1 35 |
| Clear | 2 10 | 2 25 | | | |

HEMLOCK

| | | | | | |
|---|---|---|---|---|---|
| Rough | | | | $10 00@ | 10 50 |
| Northern and Eastern, planed one side, | | | No. 1 | | 11 00 |
| Pennsylvania, | | | No. 2 | 9 50 | 10 00 |
| | | | No. 1 | 12 00 | 12 25 |
| | | | No. 2 | | 10 00 |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | | | By cargo | 1 30@ | 1 90 |
| By car | 1 80@ | 2 00 | | | |

# THE RETAILER AND Wood-Worker

## ELECTRICITY IN WOOD-WORKING CONCERNS.

In the average wood-working shop run by an engine of 100 horse power, how many horse power do you suppose is consumed in driving shafting and belts, and is lost between the engine and the machines? There is a good deal of loss, and in shops where the shafting runs pretty freely, it is safe to say that over 60 per cent. of the power developed by the engine is lost as above stated. It has been determined by pretty good authority that every time a certain amount of power is transmitted through a shaft, at least 10 per cent. of the power is absorbed by that single shaft. This seems like a good deal of loss, but it is for good shafting, well hung and easy running. What then must the loss be when the shafting is out of line?

Electric dynamos and motors have been brought to such a height of perfection that the generator (as the dynamo is called) loses only five or six per cent. of the power delivered to it, in changing that form of power into electrical energy. The motor is equally efficient, and allowing for a loss of one per cent. in the conducting wires, there is a total loss of 9 to 12 per cent. between engine and machine, instead of the 50 or 60 per cent. loss where shafting is used.

That it is better and cheaper to carry power from the engine by wire than by shaft, is about being acknowledged by the best engineers in the world, and many plants are thus being and have been fitted, to the great benefit of the owners. The price of dynamos and motors is quite high, and the question naturally comes up how much it will pay to spend money for this machinery; that is, is it better to put a separate motor to each machine, no matter how small it may be, or shall the machines be divided into groups, with a separate motor to each group?

It all depends upon the kinds of machines, the amount of power used by each, and the nearness together they can be located. The log saws should each have a motor of its own, likewise big surfacing machines and all other tools consuming a large amount of power, but when it comes to small machines, they can be profitably driven several in a bunch, provided a lot of countershafts are not needed. A number of bench saws, for example, may be driven from the same shaft, but no tight and loose pulleys will be allowed, and no counters for getting up the necessary speed can be used, as they all consume power, and that is what we are saving by electrical transmission.

Put up a single shaft. It can be a pretty small shaft, for it can run at about one-fourth the speed of the machines or thereabouts, and the machines started and stopped by friction pulleys on the fast-running shaft. There will be a number of disparaging remarks concerning friction pulleys, but it makes all the difference in the world how friction pulleys are used. There are good ones—of the rim-friction kind, so called to distinguish them from those making fast to the hub and known as hub friction pulleys, which I like best to avoid. The fast-running friction has much less work to do than the slow-moving friction pulley, which is perhaps put in one of the main lines and has to drive a lot of machines and the whole of the shafting, and run at a low speed at that. It is to drive, I say, but I might better say that a friction thus mounted drives all it can and lets the rest slip, hence we condemn it when it is actually doing its very best; but, mounted on a fast-running shaft and driving only a single machine, the friction pulley will give excellent service.

A single machine can be started at will, and stopped when the work is done or any changes are to be made, without wasting any power in loose pulleys and their accompaniments. There is one thing in regard to a motor with each large machine: Although there is a certain speed at which each motor will work economically, in case of need a machine can be run slow or fast at will by simply moving the handle of the starting rheostat. This is an advantage which will be greatly appreciated when electric power has become common.

I have in mind a shop where the old line-shafting was all taken out and a number of motors put in. One two-inch shaft, run at about 1,000 revolutions per minute, drove a small band saw, three bench saws, a shaper and a pony planer. All these machines were belted from shaft, which ran across the room overhead, and the machines were arranged in a row nearly underneath the shaft. The motor which drove the shaft was attached immediately to the end thereof, being coupled direct through some sort of flexible coupling which permitted the shaft to get out of line without affecting the armature shaft.

Aside from driving machinery, there are many places where electricity can do good work. In the engine room, contacts can be arranged so as to ring a bell when the engine gets below a certain speed through an overload, and to ring another and different-toned bell when the speed gets too high through the breaking of a governor belt. In the saw mill electricity will make the best feed you ever saw. It will discount the steam feed and not half try. Instead of the long and costly "gun barrel" cylinder, with piston attached direct to the carriage, just put in a small motor at any convenient place around the mill, and gear the motor to a sort of gypsy head around which a steel cable passes to the log carriage. By running the motor, the cable will be over-run and the carriage moved at will, at any speed, in either direction, by simply moving a little lever which controls the current supplied to the motor. A log can be "fired" at the saw with this rig as spitefully as with the "gun barrel" steam feed so much prized by some sawyers, and the speed can be regulated in a much more positive manner without having any steam pipes to freeze up, burst, or get broken through accident.—James F. Hobart, M. E., in The Wood-Worker.

## THE RETAIL DEALER A NECESSITY.

Mr. D. E. Sprague, of the Winnipeg saw mills, in speaking with a representative of The Commercial about the price of lumber, pointed out that the consumer gets lumber at a price nearer the first cost than is the case with almost any other class of goods. In the lumber trade in the Northwest there are no jobbers. The lumber goes direct from the manufacturer to the country retailer, and the latter sells to the consumer. In most other classes of goods there is, first the manufacturer, second the commission or manufacturer's agent, third the jobber, and fourth the retailer. As the margin of profit to both the manufacturer and retail dealer is very moderate, the consumer gets his lumber supplies at as close to first cost as it is possible to secure it. The retailer is almost as much of a necessity in the trade as the manufacturer, as it would be practically impossible to distribute lumber direct from the mills to the consumer and meet all the requirements of the consumer for small lots of lumber. The mills might maintain agents and carry stocks at country points, but there would be no advantage in this, as they would have the same, or a greater, expense as a retail dealer, whereas a retail dealer who would be looking after his own business could do it to better advantage than the mills could do it through an agent.

## DECISION AFFECTING PLANED LUMBER.

The first decision affecting lumber under the new tariff, says the Lumber Trades Journal, was promulgated the first of the month at Washington by Assistant Secretary Howell, of the Treasury Department. He holds that the section of the act which permits the products of the forests of Maine, on the St. John's river, owned by American citizens, and sawed and hewed in New Brunswick by citizens of the United States, to be admitted free, forbids the free admission of lumber which has been planed or improved in any way beyond "sawed and hewed." The phrase "the same being otherwise manufactured" is held to prevent the free entry of planed lumber.

A mutual insurance company says it has cancelled more risks during the last two years because mill and factory owners neglected to keep their mills clean and supplied with barrels and buckets on each floor, than for all other causes combined. Experience has proved beyond doubt that many fires are due directly to dirt and rubbish that is permitted to accumulate about the mill; also that a large per centum of these fires would be extinguished in their incipiency were the simplest of all apparatus for extinguishing fires at hand. Not only should the large barrels be kept filled with salt water, but they, as well as the buckets, should have "For Fire Only" painted on them with bright red paint.

### McLEAN & SON'S MILL AT WINGHAM.

THE firm of McLean & Son, of Wingham, Ont., whose mill we illustrate on this page, is composed of Messrs. L. and J. A. McLean. They have long been engaged in the lumber trade, and are well known throughout western Ontario, having been proprietors of several different mills. They purchased the present mill property in 1882, and have since done a progressive business, under the management of Mr. J. A. McLean.

Modern machinery has been added to facilitate the handling of the lumber—also stave and heading machinery and shingle machines. A cooperage shop also forms a part of the establishment. Commodious yards and sheds afford ample storage capacity, while the G. T. R. provides means of shipping. The power for the mill is supplied by a 60 h. p. boiler and a 45 h. p. engine. The cut in the sawmill this season had, early in August, reached 1,800,000 feet.

### PERSONAL.

Mr. J. B. Klock, of Klock's Mills, Ont., has returned from a visit to Great Britain.

Mr. William Gillies, of the lumber firm of Gillies Bros., Braeside, Ont., has spent some months in British Columbia, where he is interested in mining claims.

McLEAN & SON'S MILL AT WINGHAM, ONT.

Mr. E. Van Senden, of Emden, North Germany, was a visitor in Toronto a fortnight ago. Mr. Van Senden is the son of an extensive lumberman in Germany, and is making a tour through Canada to learn something of its forest wealth.

Mr. E. E. Sheppard, Canadian Commissioner to South America, Central America and Mexico, has presented his report on the possibilities of trade with Mexico, in which he states that Canadian lumber can find a market there. Mr. Sheppard is now visiting South and Central America.

---

Simply drying lumber is not the same thing as seasoning it. Lumber can be dried in a few days in a dry-kiln, but that does not season it. There would be trouble in working mahogany if it went as directly from the green tree into the finished parlor set as does much of our native wood. But little mahogany reaches the factory until it is from eighteen months to three years old. The great fault with all our users of native woods is that they are simply dried and not seasoned. Seasoning is not necessarily drying. If lumber is seasoned, the drying of it is an easy matter. Herein lies the mistake of many finishers of hardwoods.

## THE NEWS.

—Mr. James Richards is completing the erection of a new saw mill at Kinlough, Ont.

—New machinery has been placed in John Dewar & Sons' mill at St. George, N. B.

—H. & F. Swim, Doaktown, N.B., whose mill was burned, purpose building a larger one.

—The Robson Saw Mill Company's business at Robson, B.C., is advertised for sale by auction.

—A. & P. White's saw mill at Pembroke, Ont., suffered damage by fire last month to the extent of $500.

—An up-river lumberman, according to the Fredericton Gleaner, will probably erect a large rotary saw mill near that city.

—The Maritime Sulphite Fibre Company intend placing a rotary mill on the wharf they are now building at Chatham, N.B.

—Jas. Young, saw mill proprietor, of Auburn, Ont., is building a planing mill in connection with his saw mill, and is also erecting a new boiler house.

—The Ontario government is taking steps to improve several watercourses. The outlet to Cobbs, Fairy and Mary's Lakes have already received attention.

—A large piece of timber has arrived at Ottawa, consigned to Hon. Sidney Fisher, Minister of Agriculture. The plank is a Douglas fir from British Columbia, and is three inches thick, fifty inches wide and sixteen feet long. It is a clear piece of timber, without knots or cracks.

—Mr. Joseph Belanger, of Gracefield, has been appointed government fire ranger, and assigned to duty on the Eagle branch of W. C. Edwards & Co.'s timber limits.

—Mr. Thomas Atkinson, the veteran lumber manufacturer, is anxious to dispose of his mill property at Mortimer, N.B., on the I.C.R., one and a half miles from Harcourt Station.

—The Jenckes Machine Co., of Sherbrooke, have just completed the balance of the saw mill machinery for the Montague Paper Co., Lake Megantic, who expect to start their new mills at once.

—The Nova Scotia Lumber Company are building a new mill at Sherbrooke, N. S., to replace the one recently burned. It will cost in the vicinity of $20,000 and will be completed early in October.

—The Ontario government is said to have issued circulars with the object of learning the views of lumbermen regarding the advisability of passing a regulation compelling all timber cut on Crown lands to be manufactured in the province.

—William Young, of Wiarton, chartered the steamer Swallow to take 250,000 feet of lumber to Detroit, hoping to get the same delivered before the tariff bill became law. In this he was unsuccessful, and the payment of $500 duty followed.

—Wm. W. Stewart, Lucknow, Ont., is erecting a new planing mill on the site of the building burned in June last. The new mill will be two stories, 56 x 70 ft., and will be thoroughly equipped with modern wood-working machinery, and a new 80 h.p Bell engine from the Bell Engine Works, Hensall.

—Messrs. R. & J. Brown, of Starrat, Ont., who are the owners of a twelve hundred acre timber limit skirting the shores of Beaver Lake, are erecting a saw and shingle mill on this lake, six and a half miles from White Hall station. Power will be furnished by a new Abell 60 h.p. boiler and a 35 h.p. engine.

—The Bank of Toronto and McArthur Bros., lumber merchants, have entered an action at Osgoode Hall to obtain an injunction restraining Wm. Irwin & Co., of Peterboro', from cutting timber or otherwise disposing of timber on a limit in Algoma, claimed to be the property of the applicants under a mortgage.

—The Acton Free Press says that W. Douglas and J. McArthur recently pulled what they consider a mammoth pine stump. It measured seven feet in diameter, twenty-seven feet from tip to tip of the roots, and the roots were seven and a half feet into the ground.

—Some American operators who own limits in Canada are in a peculiar position. One firm has given a contract to a Canadian firm to take out twenty-five million feet of logs, and in case an export duty of $3 should be imposed by the Dominion gouernment, they will have to pay $75,000 or have the lumber sawn in Canada.

### CASUALTIES.

—Homere Desharnais, of Sherbrooke, was peeling pulp wood near Bulwer, Que., when the top of a dead tree was blown down upon him, killing him instantly.

—A shantyman named Louis Plante, while working in Cashman's lumber camps near Sault Ste. Marie, Ont., was killed by a falling tree. His home was at Casselman.

—A serious accident occurred in Montgomery's new mill at Dalhousie, N. B. An employee named Andrew Smith was crushed between a rotary carriage and a post, breaking three ribs, which pierced his lung, causing extensive hemorrage.

—James Riddle, of Thornbury, Ont., was killed in a saw mill at Byng Inlet. He was working on a loaded car on the tramway, which had run off the track, and while thus engaged slipped off the wet planks and fell a distance of twenty feet, striking his head against a log and fracturing the skull. He rolled into the water, and the body was recovered three-quarters of an hour later.

### SAW THE LOGS IN CANADA.

Under the above heading, Mr. John Waldie, of the Victoria Harbor Lumber Company, writes as follows in the Toronto World :

In a recent editorial article in the Globe, reference was made to a proposal under consideration of the Ontario government, to limit the employment of labor on Crown lands to Canadians only ; that is, lumbermen cutting under license were to employ only Canadians.

While there would be no general objections from lumbermen, it appears to those familiar with that class of work that the words of a late statesman fit the case exactly, viz., "There's nothing to it."

During a boom in the lumber trade three or four years ago several American lumber companies brought in men and their outfits, but when the business became normal those concerns collapsed, and to-day, owing to dullness of trade, there are not three Americans in every hundred men working in the woods of Ontario, and if we take Ontario and Quebec together, there is not even that percentage ; therefore, it amounts to an empty proposal.

Then, such an order should not emanate from a provincial government, while our Dominion government is sending out agents to foreign countries inviting immigration, even from the United States. The only benefit the Ontario government can confer upon the workmen of this province is to insist that the logs taken from the Crown lands (the people's property) shall be hewn or sawn in the province. The labor to do this will give ten times the employment that is incident to cutting down a tree and drawing it to the nearest stream.

I notice that John Charlton, M.P., admits the right of the Ontario government to do this, but presents very forcibly the feelings of the Michigan mill men and threatens a dire punishment from Washington to Canada should the people of Ontario demand that their government stand up for provincial rights.

The people of Ontario have for years supported a government who claimed to be defenders of provincial rights against those in authority in Ottawa, who sought to interfere with our timber, minerals, etc. Now, are the people of Ontario going to submit to dictation from Michigan or Washington, even though it be presented ever so favorably by those interested in United States industries? Has not Ontario a right to her own estates? Does not every state in the Union decide who shall hold property in the state? Has not the United States government denied its responsibility for the acts of the separate states?

If the government of Ontario adopts the proposition of Mr. Bertram, with such additions as they deem necessary, no wrong will be done to American citizens within or without our borders. They will only be making such regulations and laws as they deem for the best interest of the people, and such as will promote our welfare.

The law or regulation will apply to Americans and Canadians alike.

I further contend that where a settler is to follow the lumberman, the Canadian process of cutting is preferable to the American. And even though the government receipts for timber dues were less for a few years, the country would be benefitted in the end theory.

# WOOD PULP DEPARTMENT

## GOOD LOCATION FOR A PULP MILL.

WHITNEY, ONT., Aug. 16th, 1897.

Editor of the CANADA LUMBERMAN:

DEAR SIR:—While the excitement in the Klondyke and Kootenay districts is attracting the attention of Canadian capitalists, would you permit me, through the columns of your valuable paper, to place before the readers of THE LUMBERMAN an industry (and a growing one) where safe investment can be made, with large profits in return. I refer to the sulphite pulp industry. There is no doubt that until very recently hundreds of thousands of dollars, and I may go further and say millions, have been spent experimenting on the manufacture of sulphite pulp, and, indeed, some are experimenting still who have not an up-to-date mill; but with well-directed mechanical experience it has been shown that a 30 ton sulphite mill can be erected complete for $130,000, equipped with Canadian machinery.

To manufacture a ton of sulphite pulp costs $22; this is for first-class fibre. The selling price in England at present is $50 per ton, and the freight to British ports about $5 per ton. Therefore, after making a liberal allowance for losses, &c., the profits should be large enough to satisfy the most exacting investor.

During last summer I was engaged by some companies examining some probable sites for pulp mills, and reported on some others. There is one in my opinion that cannot be excelled on the continent of America. It is located at Sheet Harbor, N. S., and was recently purchased by the Hon. A. R. Dickey, the late Minister of Justice in the Conservative government, who resides at Amherst. Sheet Harbor is situated 70 miles from Halifax, on the Atlantic coast.

It was on the 3rd of February last that I visited Sheet Harbor, at the request of the honorable gentleman, to inspect and make a report on the sulphite pulp mill and property which he had lately purchased. The pulp mill originally cost $110,000. After thoroughly inspecting the mill, I found that to increase the capacity of the mill from 5 tons to 20 tons, so as to put it on a paying basis, would cost $60,000, and would require some new and up-to-date machinery, as well as some other slight alterations. I estimated it would require four months' time to make the necessary alterations, and then the mill would make a clear profit of $80,000 per annum. Mr. Dickey also personally owns 45,000 acres of the best spruce lands in Nova Scotia, which is adjacent to the mill, and also has a controlling interest in 43,000 acres more on the West river. There are fully 1,500 h.p., water power, on both the East and West rivers at Sheet Harbor, and when you stand and watch the beautiful West river flowing over ledges of rock from a height of 65 feet, until it flows under the bridge at Sheet Harbor and into the sea, and where harbor dues are very low and navigation open all the year round, and where the lowest possible freight rates to the United Kingdom can be obtained, I think that all will agree with me that sulphite pulp can be manufactured on this property at the lowest possible cost. I would advise any capitalist who has money to invest to communicate with the Hon. A. R. Dickey in reference to this valuable property.

Thanking you for the space in your columns.

Yours truly,

THOMAS R. ALLISON.

## TESTIMONIAL TO CANADIAN PULP.

A CORRESPONDENT writes to the Wochenblatt fur Papierfabrikation that he has received from an English paper-maker samples of Canadian mechanical pulp in rolls, and that he finds the quality excellent. The price, he states, is £50 per ton in London, Manchester, etc., and is readily paid. He had the samples thoroughly tested microscopically, and found only a very small proportion of soft yellowish splinters.

Under the microscope a large number of long and thoroughly isolated cells and cell pieces were visible, similar to pine cells in length and thickness. These long cells were embedded in about an equal proportion of fine broken up cells; at first the pulp had the appearance of cellulose. Micro-photos of the Canadian and fine-ground German pulp showed very distinctly that in the latter there were a great many broken cells, splinters and shive, while the Canadian was all long, properly isolated fibres, with soft cloudy dissolved cell fragments. Apart from this examination, he says the good quality of the Canadian pulp is proved by its reputation in England, and the higher price (10 to 14 per cent.) paid for it, although lately its superiority was very much doubted.

He says he does not know whether to attribute it to the hot grinding process without refining, or to a better raw material.

## PULP NOTES.

During one month this summer 25,000 tons of pulp were shipped from Montreal to the British market.

It is probable that the Nova Scotia Lumber Co., of Amherst, N.S., will erect a pulp mill in the near future.

Messrs. Mooney, of St. John, N.B., have purchased property at Mispec, where they will probably erect a pulp mill.

The Montague Mills Company, of Megantic, Que., have resumed operations. Their output is for the European market.

A large deputation of pulp manufacturers has requested the Quebec government to reduce the stumpage dues from 40 to 25 cents.

The ground pulp market in Germany is stiffening considerably, as the demand for pulp is on the increase, but, on the other hand, complaints continue that raw wood is getting dearer.

The Royal Paper Mills Company have purchased the saw mill belonging to Mr. Arkley of Sherbrooke, situated at Dudswell. It is the intention of the company to have the mills moved to East Angus, Que.

The Acadia Pulp & Paper Co., of Halifax, N. S., have placed an order with the Jenckes Machine Co., of Sherbrooke, Que., for six 72" wet presses, six 10-plate screens and two centrifugal pumps, for the extension of their mills at Milton, N. S.

The Jenckes Machine Company have just shipped the complete screen and pressing machinery for the pulp company at Sturgeon Falls, Ont., consisting of four 72" set presses, with four 10-plate screens. They furnish the wood barkers for the same mill.

An English exchange remarks: "If the Scandinavian pulp makers continue their suicidal policy of pushing up prices, we have got Canada and Newfoundland to tap for our supplies, and would not be long in getting at them. We are sure of one thing; if Scandinavian prices don't come down, more makers than Albert Reed will arrange for Canadian mills." As to this the New York Paper Mill says: "The significance of these remarks in an English journal is seen when it is remembered that it is only three or four years ago that the first consignment of Canadian pulp reached England, and it was hard work to find purchasers for it."

Pulp Wood, of London, Eng., says: "Mr. W. P. Douglas, a director of the Sault Ste. Marie Pulp and Paper Co., of Sault Ste. Marie, Canada, is at present in this country looking after the interests of his firm. Mr. Stuart and Mr. Lee, of the Maritime Sulphite Fibre Co., of Chatham, New Brunswick, left Liverpool on the 29th inst., on their return voyage, after a lengthy stay in this country, and Mr. A. G. Jones, of Halifax, representing the Acadia Pulp and Paper Co., also returned recently to Canada after arranging for the disposal of his company's product. It will be seen that the Canadians are leaving no stone unturned to make a market in this country.

MANUFACTURERS

**Of Pulp Machinery** should place their announcements on this page. The pulp industry is a growing one, and a number of new mills are likely to be erected in the near future. Write for card of advertising rates.

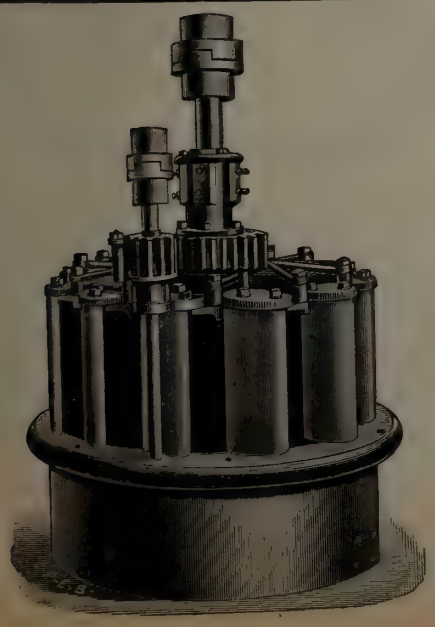
THE CANADA LUMBERMAN
**Toronto**

PULP MACHINERY

We are prepared to supply Pulp Grinders, Wet Machines and Baling Presses. . . .

WRITE FOR ESTIMATES.

**Robb Engineering Co., Ltd., Amherst, N.S.**



THE MILLS GRINDER
THE CROCKER TURBINE
**For Pulp Mills**

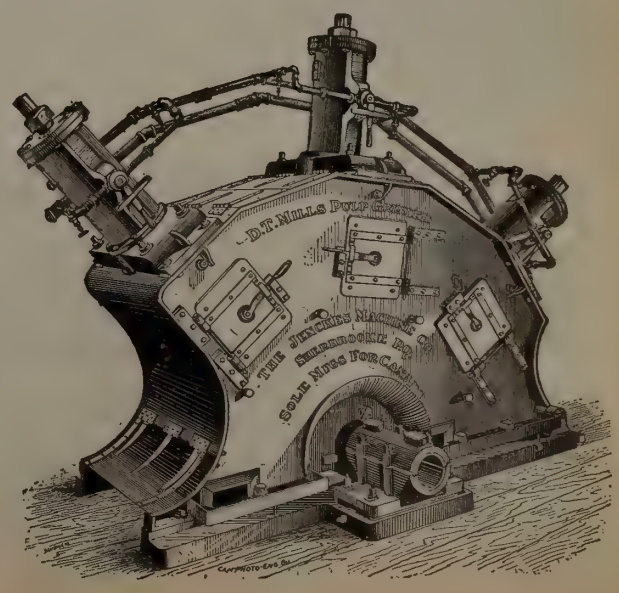
The Jenckes Machine Co.
33 LANSDOWNE AVE.,
SHERBROOKE, QUE.

Builders of . . .

**WET PRESSES - SCREENS**

. . . AND . . .

**GENERAL PULP MILL MACHINERY**



## ONTARIO FORESTRY COMMISSION.

THE Ontario Forestry Commission lately returned from a tour in the Georgian Bay and Lake Nipissing districts. Regarding the trip, Mr. Southworth stated to a Globe reporter that they visited some timber lands in the neighborhood of Whitefish, going down the Vermillion river through Louise township, where there is much cut over and burned over country. They visited also the country around Thessalon, in which there is quite an old and large settlement in the midst of a considerable territory not adapted for agriculture. From there a general inspection of the north shore of the Georgian Bay was made, a closer investigation being undertaken in the vicinity of Collins' Inlet. The forest here is described as very interesting, showing pine in block—from seedlings one or two years old—growing underneath a dense crop of poplar, birch, etc., through the stage where the pine was overtaking the poplar and struggling to get above it. This land is all under license and makes an ideal timber estate, being cut up everywhere by floatable streams. Thanks to the present fire-ranging system, this section has been well protected and escaped any serious fire for some years past.

## THE VICTORIAN ERA EXPOSITION.

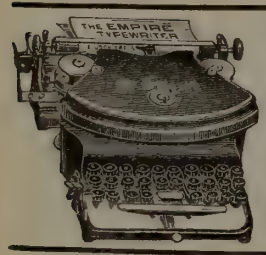
THE approach of the opening day of the Victorian Era Exposition, which commences this year on August 30 and lasts till Sept 11, is deserving of more than passing attention. By no other feature of its civic life is the city more widely and favorably known than by this annually recurring exhibition of the products, the resources, the capabilities of our country and people. It is popularly known as Canada's Greatest Fair, and the title does not belie its scope and comprehensiveness. The little affair which started with local aims assumed provincial proportions and then continued to spread until it is now entitled to be looked upon as a Dominion affair. Especially so is it the case with this exhibition, which in the value and number of its exhibits, the attractiveness and scale of its many entertaining features, far surpasses any preceding exposition. Take only one feature, the Jubilee parade, a replica of the scene which took place in London. Everything will be exactly the same as in London on June 22. The escort of colonial and British troops, the Indian Princes, the Princes and Princesses of the royal family, Queen Victoria, her carriage, state trumpeters—everything will be an exact reproduction of the London pageant. An idea of the scale upon which this feature will be presented can be gathered from the fact that the frame work and structure of St. Paul's Cathedral and Buckingham Palace is over 650 feet in length and runs up to 80 feet in height. Take again the tableaux of historical events during her majesty's reign; they cover hundreds of feet in area. These features are more than entertaining, they are educational. They enable Canadians to grasp the immense size of the British Empire, and the great variety of races bound together by the same ties of loyalty to the one institution. They also give a vivid idea of the might and pomp of the empire and well illustrate the meaning of that phrase, "Hands across the Sea," words which in this Jubilee year possess so much significance to the people of the Anglo-Saxon race. Add to these the great variety of the objects displayed, from the minerals of British Columbia to those of Nova Scotia, from the products of the west to those of the east. Visited in a proper spirit the fair is more than an exhibition, it is a source of instruction, for there one can see and appreciate in a short time the great extent, value and variety of Canada's resources.


**JOHN SCULLY & CO.**

ESTABLISHED 1878. TORONTO

TIMBER LIMITS BOUGHT AND SOLD

Contractors', Lumbermen's and Mining Co.'s Plant and Supplies.
Light Locomotives; Rails of all kinds.
Air Compressors, Pumps, Steam Drills, Blasting Batteries, Wire and Hemp Rope.
MINING MACHINERY—New and Second-Hand.
Prospecting Outfits, Tents, Portable Forges, Explosives, Etc.




Equal to the Best
HALF THE PRICE of other standard machines.
**THE EMPIRE**
Price $55.co.
Send for testimonials
The
WILLIAMS MFG. CO.
Montreal, P.Q.

OUR EXTRA HAND-MADE
**AXE**

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N.B.

**ARE YOU LOOKING**
FOR A CHANGE IN LOCATION?

If you are not satisfied with your present site, or if you are not doing quite as well as you would like to, why not consider the advantages of a location on the Illinois Central R. R. or the Yazoo & Mississippi Valley R. R.? These roads run through South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Indiana, Kentucky, Tennessee, Mississippi and Louisiana, and possess

FINE SITES FOR NEW MILLS
BEST OF FREIGHT FACILITIES
CLOSE PROXIMITY TO
COAL FIELDS AND DISTRIBUTING CENTERS
AND
INTELLIGENT HELP OF ALL KINDS
MANY KINDS OF RAW MATERIAL

For full information write to the undersigned for a copy of the pamphlet entitled

100 Cities and Towns **WANTING INDUSTRIES**

This will give you the population, city and county debt, death rate, assessed valuation of property, tax rate, annual shipments, raw materials, industries desired, etc.

To sound industries, which will bear investigation, substantial inducements will be given by many of the places on the lines of the Illinois Central R. R., which is the only road under one management running through from the North-Western States to the Gulf of Mexico. GEO. C. POWER, Industrial Commissioner I.C.R.R. Co., 506 Central Station, Chicago.

**RAILS FOR TRAMWAYS**

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given or complete outfit.

JOHN J. GARTSHORE,
49 Front St. West, Toronto.

**CANNED FRUITS** 2 lb., 3 lb. and Gallon Tins.
**CANNED VEGETABLES** 2 and 3 lb. Tins.
**CANNED MEATS** 1/4, 1/2, 1, 2, 6 and 14 lb. Tins.

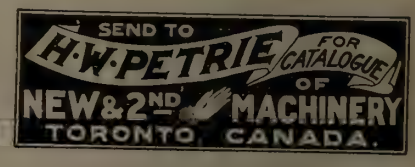
When in need of supplies TRY US. We are making a specialty of this class of business.

H. P. ECKARDT & CO.
Wholesale Grocers TORONTO

*FOR SALE*

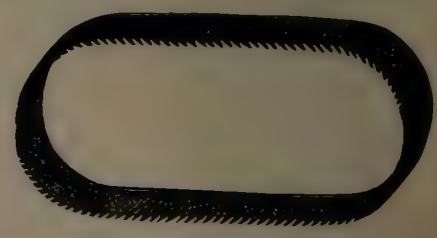
PORTABLE ENGINES—1 Abell 16 h.p.; 1 White 14 h. p'; 1 Burns 14 h p.; 1 L. D Sawyer 13 h. p.; several others thoroughly rebuilt. Also Portable Mills, &c.

ROBT. BELL, Jr.,
Hensall, Ont.




**WHY** BAND SAWS BREAK

SIXTEEN REASONS,
AND HOW TO
AVOID THEM



Being instructions to filers on the care of large band saw blades used in the manufacture of lumber.

A book filled with valuable information on the care of band saws. Giving the reasons for breaking; analyzing each reason; giving instructions to dispense with the causes as laid down in each reason; and full details on filing and brazing. The proper styles of hammers to use are illustrated and described, and views of blades showing the blows of the different styles of hammers form an important part of the illustrations. Improper and unequal tension are then treated, and the manner of properly setting irregular teeth is described. In connection with the treatise is a history of the invention, manufacture and use of the saw from its origin to the present time. The work in whole makes an accumulation of information such as has never before been published.

The book is printed on fine paper, good clear type, and is handsomely and substantially bound in cloth. It will be sent to any address on receipt of the price, **ONE DOLLAR.**

Address— CANADA LUMBERMAN, Toronto Ont.

**Galt Machine Knife Works**

**MACHINE KNIVES** OF EVERY DESCRIPTION
FOR **Woodworking Machines**
...Send for Price List...
PETER HAY - - - - - Galt, Ont.

## PULP MILL FOR ST. JOHN.

ANDRE Cushing & Co., of St. John, N. B., have made a proposition to the city that if they were granted free water from Spruce Lake for their steam plant and the manufacture of pulp, they would undertake to build a pulp mill of 20 tons per day capacity on Union Point, near their present saw mill. Such a mill would cost from $150,000 to $175,000, and would furnish constant employment to, say 150 hands, with an expenditure for wages of from $50,000 to $60,000 a year. Mr. Cushing states that he is advised on expert authority that New Brunswick spruce is superior to the Scandinavian article. It grows faster and has a better fibre. The demand for sulphite pulp in England is practically unlimited.

## MARKET FOR PULP WOOD.

MR. Edmond Wagner, of Paris, representing Darblay, Pere & Fils, one of the largest pulp and paper making firms in France, is at present in Canada, seeking experimental shipments of spruce pulp wood to his firm. The size wanted is three feet six inches long, and from five inches up in diameter, all to be peeled. His firm would charter a vessel to carry the wood if satisfactory arrangements could be made, and if the result was satisfactory yearly contracts would be made. Mr. Wagner has been in the upper provinces, and has lately returned to St. John. His firm is not the only one that is looking this way. Canada is sure to have a great development of the pulp industry. The government of Norway and Sweden has made stringent regulations curtailing the cut of trees suitable for pulp wood, because of the rapid denudation of their forest areas.

## PUBLICATIONS.

The Timberman, of Chicago, has issued a special number to commemorate its eleventh anniversary. In the 200 pages are included 140 pages of advertising, some printed in color, which in itself is indicative of the prosperity which the publication enjoys.

A new edition of the "List of Shipping Marks on Sawn and Planed Wood," has just been issued by Wm. Rider & Sons, of London, Eng. A new feature in this book is the section giving a complete list of shipping marks on Canadian wood goods; also a glossary in French, German and Spanish. The price is 6s. in cloth and 7s. 6d. in leather.

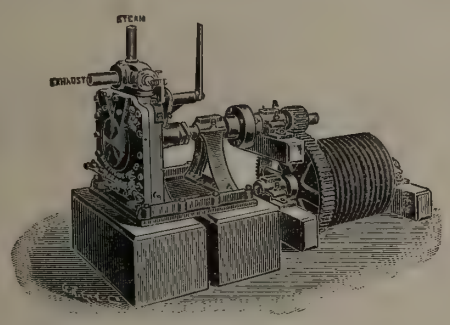
The two well-known hardwood lumber papers of Chicago, viz., Hardwood and the Hardwood Record, have amalgamated, and henceforth will be issued as one publication. Mr. O. S. Whitmore, the late editor of Hardwood and a writer of no mean ability, will fill the editorial chair, and the business department will be managed by Mr. C. V. Kimball, who has acted in that capacity for the Hardwood Record.


J. D. SHIER
MANUFACTURER OF
Lumber, Lath & Shingles
BRACEBRIDGE, ONT.

BEST MAIN DRIVE. REGISTERED TRADE GUARANTEED. GANDY'S PATENT MARK
GANDY'S AMERICAN COTTON BELTING
Sole Canadian Agents :-: Prices Reduced.
WATEROUS, BRANTFORD, CANADA.

Please mention the CANAGA LUMBERMAN when corresponding with advertisers.

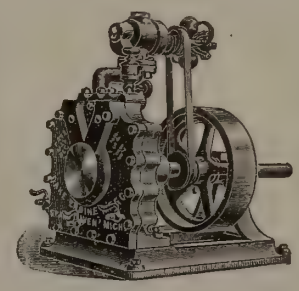
THE
DAKE STEAM FEED



Embodies the following Advantages:
SIMPLICITY OF CONSTRUCTION,
POSITIVE AND EASY MANAGEMENT,
ECONOMICAL USE OF STEAM,
SMALL SPACE OCCUPIED,
CHEAPNESS,
EASY ADAPTATION TO EITHER NEW MILLS OR THOSE NOW IN USE.

The movement of the engine in either direction is under the absolute control of the sawyer, thus accommodating the speed of the feed to the size of the logs.
Mill men who have used other makes of Steam Feeds comment favorably on the economical use of steam of our feed over others.
Write for Catalogue and full particulars.

The Dake Engine
For Running Dynamos in Small Isolated Plants.

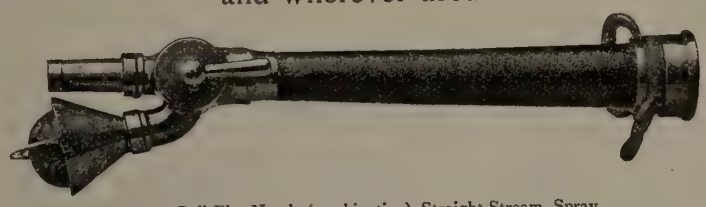


STEADY AND EVEN MOTION
Also for Attachment Direct to Fans, Blowers, Centrifugal Pumps, Filing Room Machinery.
Correspondence Solicited.

The Phelps Machine Co. - Eastman, Que.

THE BALL NOZZLE

Highly endorsed by the Underwriters and Fire Departments throughout Great Britain and the United States, and wherever used.



No. 1. Ball Fire Nozzle (combination), Straight Stream, Spray and Shut-off, with or without Play Pipe.

BALL NOZZLES For Fire Hose, Lawn Sprinklers, Fountains, Air Distributors, Tree and Land Irrigation

THE
Ball Nozzle Company, of Toronto
LIMITED
Offices: Room 1, Confederation Life Building, TORONTO

OAK TANNED BELTING
TORONTO
20 FRONT ST EAST
TELEPHONE 475
THE J.C.McLAREN BELTING Co MONTREAL

If oil comes in contact with gum belts it softens them. If water gets between the canvas and the seams, then freezes, it separates the layers. Even frosty pulleys, in contact with gum belts, tear them from the canvas. Boiled linseed oil lightly applied on the pulley side of a gum belt will help to overcome slipping, caused by dust, etc. Gum belts are used with success in damp or wet places in preference to leather ones, because the leather absorbs dampness, etc. They cannot be used with success at half-cross or on cone pulleys.

An effort is being made to introduce mahogany in place of oak, with much reported success, but there is no danger that oak will be supplanted to a great degree. It is possible that a lavish use of mahogany would cut into the demand for the finer qualities of quarter-sawed oak, but ordinary furniture will continue to be made of oak, because it is the most available in quantity and price. At this juncture, when furniture and finish manufacturers are turning attention to mahogany, it is reported that the supply of that wood in the leading eastern markets is anything but large, nor is there prospects that stocks will soon be increased. This is likely to deter manufacturers from going into mahogany on a large scale; for if there is anything that the American manufacturers dislike it is buying a raw material that is not plentiful and reasonably cheap. Hence furniture and finish manufacturers will stick to oak as the most available and profitable wood.—Northwestern Lumberman.


# SADLER & HAWORTH

FORMERLY

**ROBIN, SADLER & HAWORTH**

Manufacturers of

# OAK-TANNED LEATHER BELTING

MONTREAL AND TORONTO

**Orders addressed either to our Toronto or Montreal Factory will have prompt care.**
**Goods will be forwarded same day as order is received.**

# Pumps

& HYDRAULIC MACHINERY

DUPLEX
AND SINGLE
STEAM
AND POWER

The Northey Mfg. Co. Ltd.
TORONTO

THE LAURIE ENGINE CO. - MONTREAL
SOLE AGENTS FOR PROVINCE OF QUEBEC.

# R. H. SMITH CO., LTD.

## St. Catharines, Ont.

We are the Sole Manufacturers of Saws under the **Simonds' Process** in the Dominion of Canada.

There is no process its equal for tempering circular saws. Other makers recognize this fact, as some of them, in order to sell their goods, claim to have the same process. **All such Claims are FALSE,** as the patentee in the U. S. and ourselves are the only firms in the world who use it.

MILL STREAM, QUE., on I. C. R'y, December 17th, 1894.

R. H. SMITH CO., LTD., St. Catharines, Ont.

DEAR SIRS,—Driving a 20 in. 13 gauge saw into frozen hardwood, using a 9 in. 4-ply belt, f it can be done satisfactorily, is a very severe test. Your saws have stood that test better than any I have tried. I have been experimenting with different makes—both home and imported—during the last five years, and give yours the preference. Last order is just to hand and will report on them by and bye.

Yours very truly, JAMES McKINLAY.

CAMPBELLTON, N. B., Nov. 17th, 1894.

R. H. SMITH CO., Ltd., St. Catharines, Ont.

DEAR SIRS,—In regard to your Shingle Saws, you can say that I have been using Shingle Saws of your make (Simonds) for the past four years, and they have given good satisfaction. I am running nine machines and use a good many saws, but have never had a saw yet that did not work satisfactorily. Before using your saws I used saws of American make which worked well, but after giving your saw a trial have continued to use yours, as they are cheaper, and in regard to working qualities are all that is needed.

Yours truly, KILGOUR SHIVES.

CLAVERING, ONT., May 3rd, 1897.

R. H. SMITH CO., Ltd., St. Catharines, Ont.

GENTS,—In reply to your letter asking me how I liked the 62" SIMONDS Saw, I must say in all my experience I never had a saw stand up to its work like the one purchased from you last month. Having used saws for the last 22 years, and tried different makes, I can fully say it is the best saw I ever had in my mill, and would recommend the SIMONDS' Process Saws to all mill men in need of circular saws.

Yours truly, W. G. SIMMIE.

P. S.—I am sending you my old saw to be repaired; please hammer to same speed as new one. W. G. S.

## THE "LEADER" CROSS-CUT SAW

These Saws are made from the best DOUBLE REFINED SILVER STEEL, warranted four gauges thinner on back than front, and the only Saws on the market that are a perfect taper from the points of the teeth to the back, and require less Set than any other Cross-Cut Saw.

They are tempered by the Simonds' Patent Process, insuring a perfectly uniform temper throughout the plate, and stand without a rival as the BEST, FASTEST AND EASIEST-CUTTING SAW KNOWN. A gauge to regulate the clearing teeth is furnished with each saw.

Directions for Setting and Filing are plainly Etched on every Saw. None genuine without our Registered Trade Mark as shown in cut.

## THE "LEADER" SAW SWAGE

**Made in 3 Sizes—$2.00, $2.50, $3.00 Net.**

OUR PRICES ARE RIGHT. KINDLY ALLOW US TO QUOTE YOU BEEORE PURCHASING.

# R. H. SMITH CO., Ltd., St. Catharines., Ont.

Up-to-Date

# Saw Mill Machinery

**Of Every Descrption**

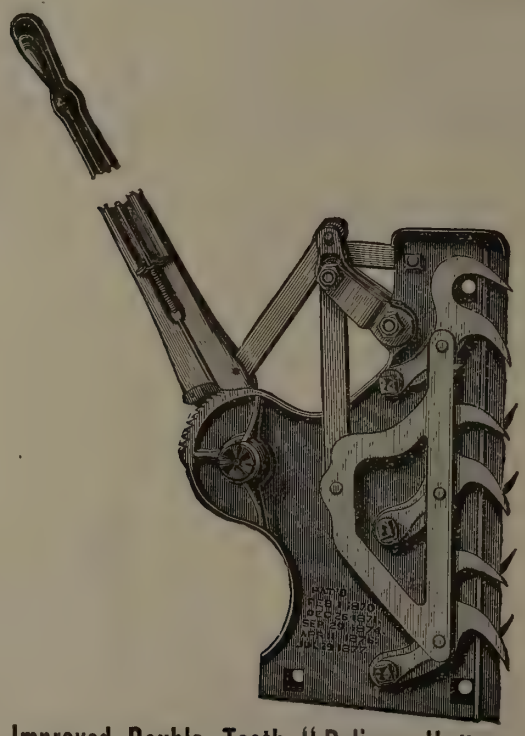
• • •

**Automatic Dogging and Receding Wings.**
PATENTED DECEMBER 17, 1895.
**For Straightening and Holding Last Board.**

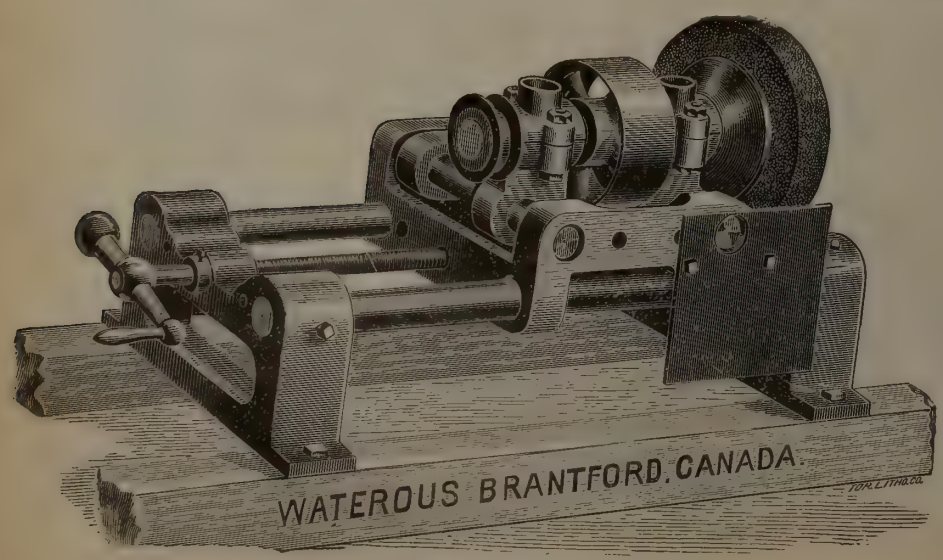
Makers of the

# NEW ALLIS BAND MILL

New safety device for holding upper Guide on Band Mill to Guide Arm. Can be applied to any make of Band Mill.



**Improved Double Tooth "Reliance" Dog.**
Made entirely of Steel.
Can be Bolted to the Knee or Standard of any Mill.




**Band Wheel Grinding Machine**
**For Grinding and Trueing Up Face of BAND MILL WHEELS in Mill.**

## Specialties

Log Band Mills and Band Re-Saws.
Circular Mills, single or double, and Circular Re-Saws.
Improved Head Blocks.
Fractional Set Works.
Quartered Log Dogs.
Gang Edgers, for all classes of work.
Lumber Trimmers.
Slab Slashers.
Steam Log Kickers, single and double deck.
Steam Log Rollers and Loaders.
Steam Niggers.
Steam Feed, direct action, 7, 8, 9, 10 and 11" cylinders, any length.
Steam Twin Engine Feed.
Steam Jump or Crosscut Saws.
Endless Detachable Chain Log Haul-up, best in use.
Lath Mill and Bolters.
Live Rolls.
Saw Stretching Machines.
Band and Circular Saw Tools.
Band Saws, best quality, prompt shipments.

All kinds of Steam Appliances for the Economical Handling of Logs and Lumber

## Pulpwood Machinery

**Cutting Off Machinery**—Two men will cut 60 cords per 10 hours and deliver to barkers.
**Barkers** with automatic attachment—Two men will take from carrier and four men will bark and deliver to carrier to car sixty cords per 10 hours.

**FULL LINE OF PULP MAKING MACHINERY**
**WATER WHEELS, WATER WHEEL GOVERNORS**

# WATEROUS

**Brantford, Canada**

Correspondence Solicited.
Catalogue on Application.

A. B. C. Code used

A. ALLAN, President.
J. O. GRAVEL, Sec.-Treas.
FRS. SCHOLES, Man. Dir.
J. J. McGILL, Gen. Mgr.

# CANADIAN RUBBER COMPANY

OF MONTREAL, TORONTO AND WINNIPEG
Capital $2,000,000

..MANUFACTURERS OF THE..

## Highest Grade Rubber Belting

Made in America

**Specially Adapted for Use in Lumber Mills, Pulp Mills, Etc.**

**Western Branch:** Cor. Front & Yonge Sts., **TORONTO** - J. H. WALKER, Mgr.

# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON - ONTARIO

**Manufacture**

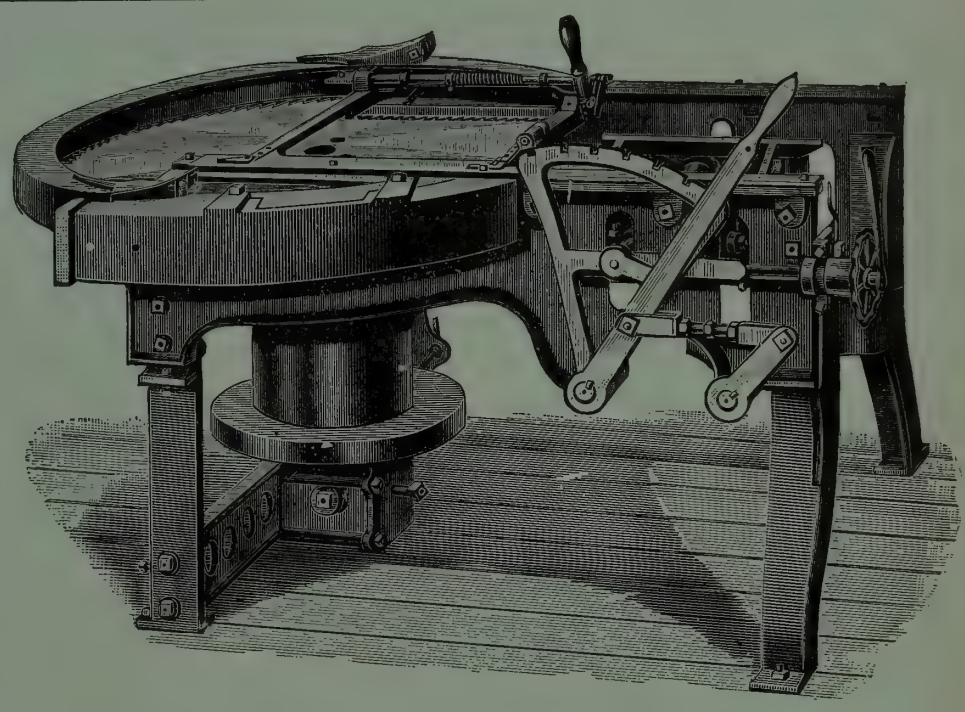
**Band Saw Mills**
**Gang Saw Mills**
**Circular Saw Mills**
**Portable Saw Mills**
**Shingle Mills**
**Lath Mills**
**Saw Filers, and all of F. J. Drake's Patents**

Our Patterns are New and of Modern Design.

We can give you a Complete Outfit and guarantee results.

No trouble to quote prices.

Correspondence Solicited.



DAUNTLESS SHINGLE AND HEADING MACHINE.
Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter.
Capacity 25,000 to 50,000 per day.

**We purpose showing Shingle Mill in Actual Operation at the Toronto Exhibition, and will manufacture 5 M or more Shingles in ONE HOUR'S Run each day of the Exhibition. Mill Owners and others interested are cordially invited to inspect our exhibit.**

# B. R. Mowry & Son

Manufacturers of...

**SAW MILL**
AND
**SHINGLE MILL MACHINERY**

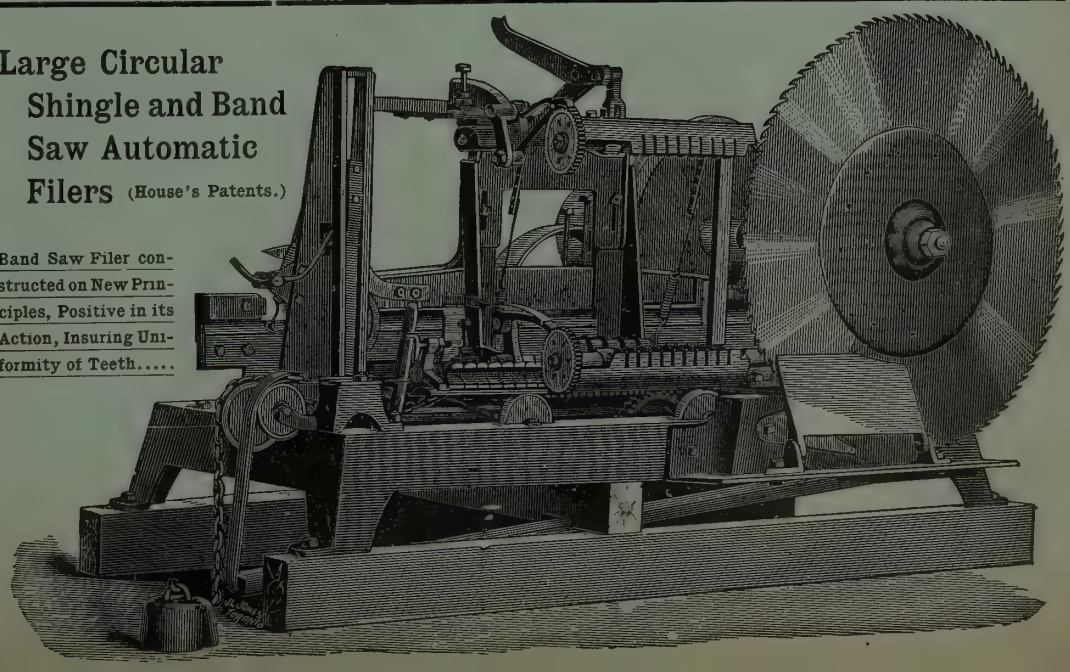
**Shingle Machinery a Specialty**

REPAIRING PROMPTLY AND CAREFULLY EXECUTED

**Gravenhurst, Ont.**

**Large Circular Shingle and Band Saw Automatic Filers** (House's Patents.)

Band Saw Filer constructed on New Principles, Positive in its Action, Insuring Uniformity of Teeth.....



# DODGE

## Wood Split Pulleys

AND

Split Friction Clutch Pulleys

AND

Cut-Off Couplings—In use in all the Big Mills.

Saw Mill Men, get our Prices.

**DODGE WOOD SPLIT PULLEY CO.**

Works: TORONTO JUNCTION. Office: 74 York St., TORONTO

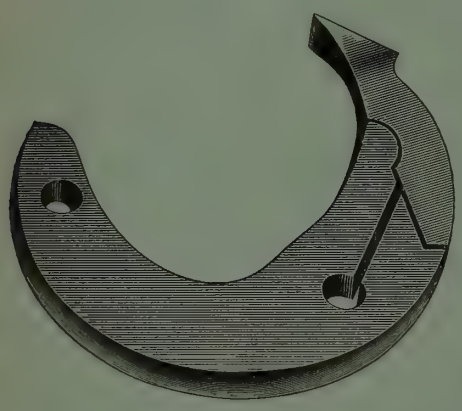
# SUPPLIES

OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

**RICE LEWIS & SON**
(LIMITED)

Cor. King and Victoria Sts. - - TORONTO



**A. McPHERSON**

Manufacturer of

**SHANKS AND CHISEL BITS**

For Inserted Tooth Saws.

Warranted equal to any on the market.

Also Manufacturer of

**Locomotives and Trucks** for the Pole System of Tramways for handling logs and lumber in the woods.

Correspondence Solicited.

A. McPherson - OXFORD, NOVA SCOTIA

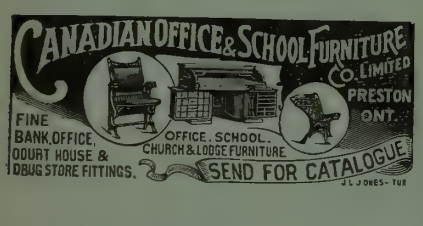
Every Lumberman wants it — 35 cents buys it

**Scribner's Lumber and Log Book**

SAVES TIME SAVES MISTAKES SAVES MONEY

BRIMFUL OF EVERY-DAY, PRACTICAL INFORMATION

Address: THE CANADA LUMBERMAN, Toronto



*The Leading European Lumber Paper*

***The Timber Trades Journal***

Published Weekly by WILLIAM RIDER & SON, Ltd., 14 Bartholomew Close, LONDON, E. C.

SUBSCRIPTION: $5.00 PER ANNUM, POST FREE

The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .

## The McMillan & Haynes Co., Ltd.

ST. CATHARINES, ONT.

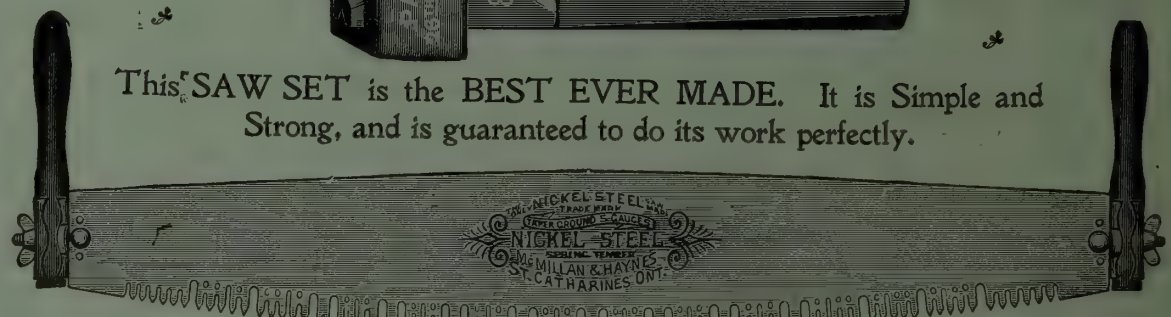
# CELEBRATED NICKEL-STEEL CROSSCUT SAWS

We lead all others in High-Grade Crosscuts and Saw Tools. A cheap, thick, clumsy saw is dear at any price.

The price of a good saw is soon saved in the extra work it will do.

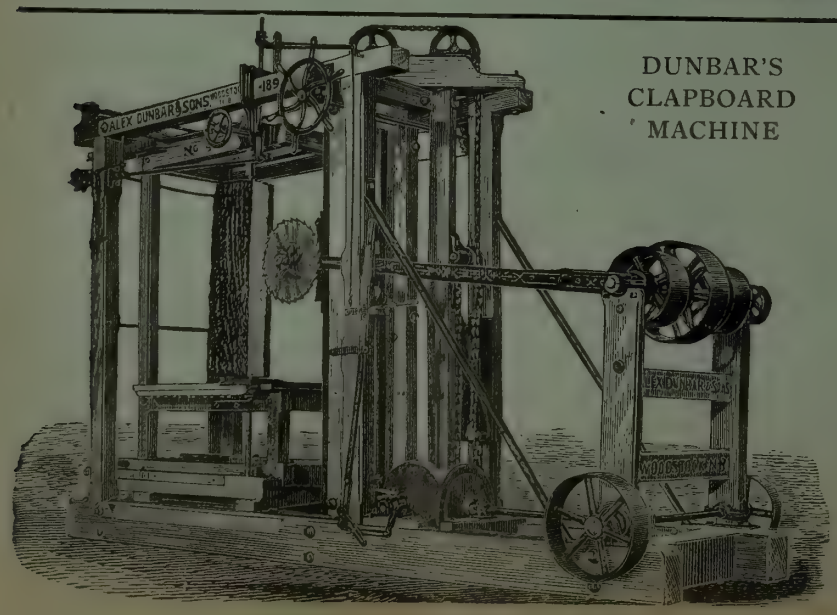
Be sure you use McMILLAN & HAYNES SAWS; They are all warranted to give entire satisfaction.

This SAW SET is the BEST EVER MADE. It is Simple and Strong, and is guaranteed to do its work perfectly.




We also manufacture Axes, Files, Saw Jointers, Cant Hooks, Steel and Brass Bedsteads. We have a cheap bed with wire mattress attached suitable for shanties.

We handle the Famous KELLY AMERICAN AXES. Their Flint Edge is guaranteed to stand in cold, frosty weather, better than any other axe made.




DUNBAR'S CLAPBOARD MACHINE

# ALEX. DUNBAR & SONS

**Woodstock, N. B.**

Manufacturers of . . . . .

# Saw-Mill Machinery

OF ALL KINDS

Including ROTARY SAW MILLS (3 sizes), CLAPBOARD SAWING MACHINES, CLAPBOARD PLANING AND FINISHING MACHINERY, SHINGLE MACHINES, STEAM ENGINES, Etc.

WRITE FOR FURTHER PARTICULARS

ALEX. DUNBAR & SONS - Woodstock, N. B.

# THE CANADA LUMBERMAN

WOOD-WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XVIII. NUMBER 10. | TORONTO, ONT., OCTOBER, 1897 | TERMS, $1.00 PER YEAR Single Copies, 10 Cents.

## MAGNOLIA METAL

In Use by Ten Leading Governments.

BEST ANTI-FRICTION METAL

For All Machinery Bearings

## MAGNOLIA METAL CO.

OWNERS AND SOLE MANUFATURERS

266 and 267 West Street, NEW YORK

Chicago Office: TRADERS BUILDING.

Montreal Office: Messrs. Caverhill, Learmont & Co., Agents.

London Office: No. 49 QUEEN VICTORIA STREET, LONDON, E. C.

FOR SALE BY ALL DEALERS

## THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office: TORONTO, ONT.

Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

## Electrical Machinery and Apparatus

... FOR ...

LIGHT and POWER

SPECIAL ATTENTION GIVEN TO——

LONG DISTANCE TRANSMISSION OF ELECTRICITY

FOR LIGHT AND POWER

ALSO FOR

ELECTRIC PLANTS FOR MILLS

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

## MOORE STEAM PUMP

For Stationary, Traction and Marine Boilers. High and Low or Special Duty.

Send for Illustrated Catalogue.

DARLING BROTHERS

Reliance Works - MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.

Frank Darling, Agent, Nelson, B. C.

J. Herbert Larmouth, B. A. Sc., Agent Central Chambers, Ottawa, Ont.

## For Sale ★ Low

2 150 Light Dynamos

1 250 Light Dynamo

Compound Wound, 110 volts; Complete with Rheostat, Sliding Base, etc. Just the thing for an Isolated Plant in a Factory or Mill.

These Dynamos are perfectly new and guaranteed, and will be sold very low to close consignment.

*Write for Particulars*

JOHN STARR, SON & CO., Limited.

Electrical Contractors

HALIFAX, N. S.

## JAMES W. WOODS

Manufacturer of.....

Lumbermen's Supplies

Telephone 1118 (WHOLESALE)

75 Queen St., : OTTAWA, ONT.

A Few of Our Specialties

BLANKETS—
BAGS—Cotton and Jute.
CARDIGAN JACKETS—
COATS—Etoffe, Corduroy, Tweed and Rubber.
DRAWERS — Knit, Flannel and Kersey.
GLOVES—Buck, Kid and Wool.
KNIVES — Pocket and Table (J. Rodgers & Son).
MOCCASINS—Buck and Beef.
MITTS—Buck and Leather.
MITTS—Hand Knit Woolen, 3 and 4 lbs.
OVERALLS—
PANTS—Etoffe, Tweed and Mackinaw.
PIPES—Complete, including Case Pipes.
SHIRTS — Under and Top, of Tweed, Kersey, Flannel and Mackinaw.
SOCKS—Hand and Machine Knit, 4 and 5 lbs., Ribbed.
STOCKINGS—Long.
Smocks, Towels, Ticks, Tuques, and full line of Fancy and Dry Goods.

Direct from Manufacturer to Consumer.

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED.*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING AND LACE LEATHER

Danville, Que.

Sole Canadian Agents for the Celebrated

PEUGEOT AÎNÉ

## Band Saws

THE BEST FRENCH BLADES MADE

*We Carry a Complete Stock - Prompt Shipment Guaranteed*

Send for List.

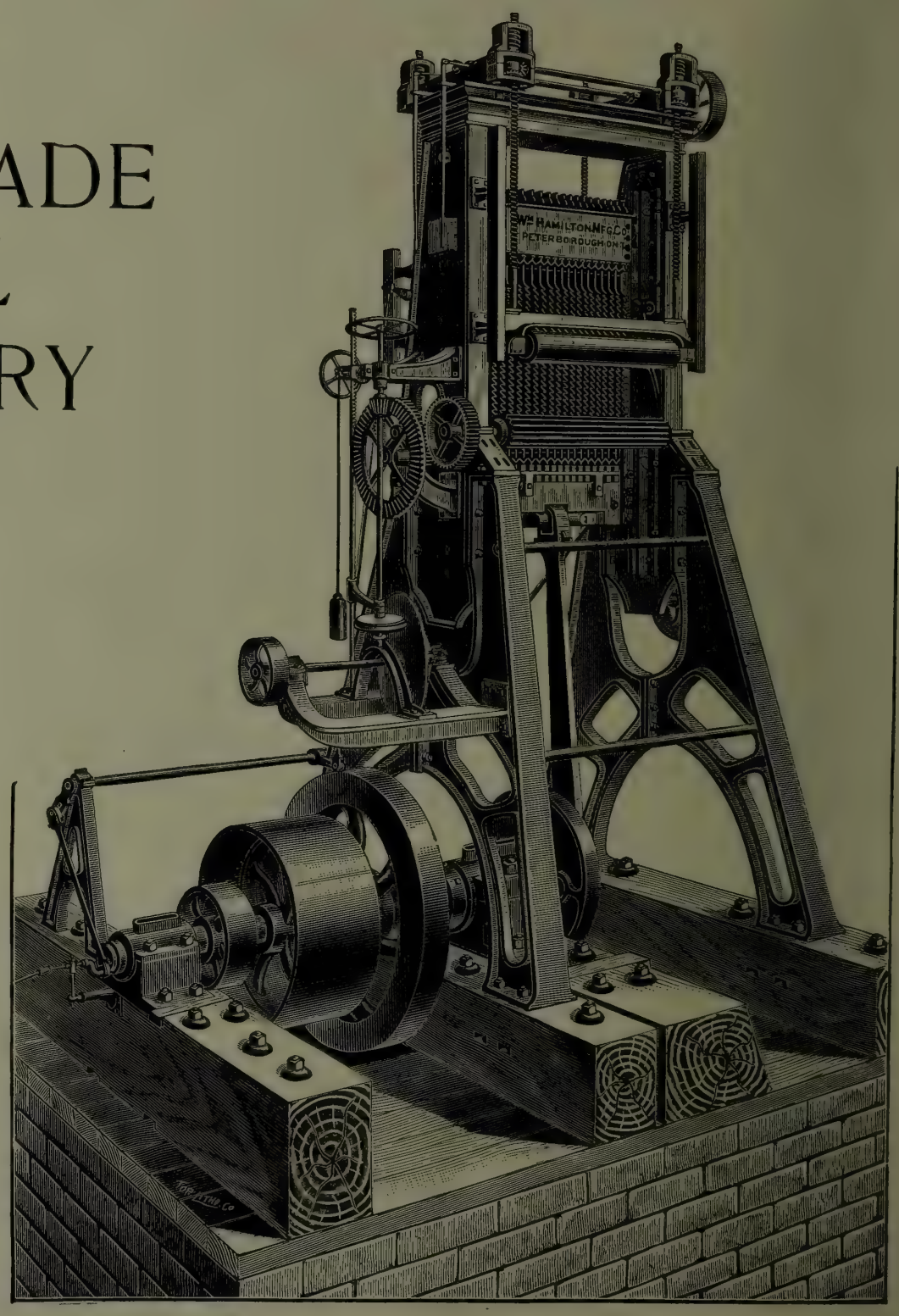
PRICES GREATLY REDUCED

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a Complete Line of

HIGH GRADE SAW-MILL MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

We are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Limited

**Branch Office: VANCOUVER, B. C.**

**PETERBOROUGH, ONT.**

# THE CANADA LUMBERMAN

VOLUME XVIII. NUMBER 10. | TORONTO, ONT., OCTOBER, 1897 | TERMS, $1.00 PER YEAR Single Copies, 10 Cents.

## PROMINENT OTTAWA LUMBERMAN.

AT the convention of lumbermen held in Toronto in August last, at which a resolution was passed requesting the Ontario government to provide that all timber cut on crown lands should be manufactured within the province, a strong opponent to the measure was Mr. W. C. Edwards, M.P., of whom we present a portrait herewith.

Mr. Edwards is one of the most influential lumbermen of the Ottawa Valley. He is a son of the late William Edwards, a native of Portsmouth, England, who came to Canada about the year 1820.

The subject of our sketch was born in the township of Clarence, Ontario, in the year 1844, and educated at the Ottawa grammar school. At the age of 19 years he was employed by Cameron & Edwards, lumbermen, of Thurso, Quebec, with whom he remained until 1868, when he joined in partnership with Mr. James Wood and built a small steam saw mill at Rockland, on the Ottawa river, under the firm name of W. C. Edwards & Co. This was the foundation of his present extensive business. From the beginning the company met with success, and in 1871 they were joined by Cameron & Edwards, of Thurso. A larger mill was then erected, and the business gradually expanded, until in 1875 fire visited the locality, destroying the entire premises, including mills, docks, buildings, plant, and, indeed, everything pertaining to the establishment, besides a large stock of lumber. The circumstance was particularly unfortunate in view of the fact that less than one-third of the loss was covered by insurance.

Probably inspired by the success attained in the past, the firm set to work to rebuild, and in the following spring a new mill was in operation. Previous to opening mills at Rockland only two or three houses were located there, but to-day the village has a population of about 2,000.

At New Edinburgh the firm of W. C. Edwards & Co. also have extensive mills, including planing mills, etc. Mr. Edwards has continued as sole manager of the firm's business, and, as indicated by the rapid growth, he has been eminently successful. Although the management of such an extensive concern necessitates his close personal attention, Mr. Edwards has found time to attend to public affairs. In the year 1882 he was unsuccessful in contesting for his present seat at the Dominion election, but was returned as the representative for Russell in 1878. The election was declared void, and a new election was held the following spring, with the same result. He was again re-elected at the general elections in 1891 and 1896. Mr. Edwards is a Liberal, and is recognized as an influential member of the party.

In 1866 Mr. Edwards formed the Thurso Infantry Company, and for three years was captain. He has been Justice of the Peace, Reeve of Rockland, and president of the County of Russell Agricultural Society, in which connection he has done considerable towards the improvement of stock and the general advancement of agriculture.

MR. W. C. EDWARDS.

## NEW TIMBER REGULATIONS.

ON Tuesday, September 21st, a meeting of the Ontario Cabinet was held, at which alien labor clauses were added to the crown timber regulations, by which United States owners of Canadian timber limits will be compelled to employ Canadian workmen in cutting the timber. The full text of the recommendation presented to the Council by the Commissioner of Crown Lands is as follows :

"No timber licensee or holder of a permit engaged in cutting, taking or removing sawlogs or timber upon or from the lands of the Crown, or driving, floating or towing the same in Canadian waters, and no other person, firm or company engaged in or about any such work under the authority or with the assent of such licensee or holder of a permit, shall employ or engage, or permit to be employed or engaged in any capacity whatever in and about or in connection with such cutting, removing, driving, floating or towing in Canadian waters any person who is not a resident of or domiciled in Canada, except the following persons, viz., the agent or manager having charge or supervision of the entire lumbering operations carried on by any person, firm or company within the province of Ontario, the head bookkeeper or accountant under such agent or manager, and one estimator or explorer for each operation, unless under special permission of the Commissioner of Crown Lands expressed in writing.

"Should any such holder of a timber license or permit who is cutting, taking or removing logs or timber upon or from the lands of the Crown, or any person by his or their authority or assent, employ or permit to be employed in his lumbering operations, either by himself or his agent or contractor, any person who is not a resident of the Dominion of Canada or domiciled therein other than is above excepted, then his license or permit, as the case may be, shall be suspended and held in abeyance, and shall not again be issued until so directed by order in Council, and then only upon such terms and conditions as the Lieutenant-Governor in Council may impose; and all timber and sawlogs cut on territory included in the license or permit shall be deemed to have been cut in trespass, and shall be subject to seizure and to the penalties provided and applicable to timber cut in trespass by any act of the Legislature or by any regulation.

"Where the tug used in towing any logs or timber is registered in or as of the United States nothing herein shall prevent the employment by the person using such tug of the captain, engineer or firemen thereof.

"All horses, cattle, sleighs, and all provisions, pork, flour, tea, and all tools and hardware, such as chains, axes, saws, and all tools, supplies or material of any kind whatsoever required or used in connection with the taking out of sawlogs or timber cut upon Crown lands, shall be purchased in Canada.

"Should any holder of a timber license or permit purchase, either by himself or his agent or contractor, supplies to be used in connection with the cutting of timber upon license lands in the province of Ontario outside of the Dominion Canada, except under permission of the Commissioner of Crown Lands expressed in writing, then his license or permit, as the case may be, shall be suspended or placed in abeyance as aforesaid; and all timber and sawlogs cut on territory included in them shall be deemed to have been cut in trespass, and shall be subject to the same penalties as are provided in paragraph 2 of these regulations in the case of logs or timber cut in trespass."

## CREOSOTING TIMBER.

WHEN in St. John, N. B., recently, the Minister of Public Works was waited upon by a delegation from the Natural Historical Society of New Brunswick. The delegation drew the attention of the Minister to the desirability of establishing in the Dominion a plant for creosoting timber. The creosoted lumber used in the construction of public works in the maritime provinces is at present imported from the United States at a large expense. The process, too, by which this timber is treated is not reliable, and the delegation recommended the Boulton process and the use of native timber. Mr. Tarte promised to take the matter into consideration.

## MR. J. W. CRAWFORD.

THE residence and saw mill shown in the accompanying illustration is owned by Mr. J. W. Crawford, of Durham, Ont., one of our enterprising lumber manufacturers. Mr. Crawford is a native of Scotland, and first saw the light of day on October 21st, 1848, his birth-place being Aberdeenshire. When a boy of seven he removed

RESIDENCE AND SAW MILL OF MR. J. W. CRAWFORD, DURHAM, ONT.

with his family to Canada, and in 1870 engaged in the saw milling business at Aberdeen. A few years later he removed to Durham, erecting his present mill, to which has been added a sash and door factory, planing and shingle mill. The saw mill is equipped with modern machinery, and has a daily capacity of 20,000 feet. Power is supplied by a Cowan & Co. 45 h. p. engine and boiler. Mr. Crawford has built up quite an extensive trade. In local affairs he has always taken an active interest, and has served as councillor for several years.

## BAND VS. CIRCULAR SAW.

THE band saw is adapted to the needs of saw-mills which are of a permanent character only, and consequently there is an enormous number of the smaller class of portable, or semi-portable, mills which have never considered the adoption of the band, but even among the substantial and permanent mills it is the minority only which have adopted that log-cutting machine that has come to take first rank in the public estimation and in saw-mill discussion, says the Timberman. We do not know what the proportion may be, but presume it would not be an exaggeration to say that there are five circular mills running to one band mill, in saw-mills of standard construction.

It is an interesting question why the band mill during the ten or fifteen years that it has been making such headway—during which time most of the mills in the country have been rebuilt in whole or in part—has not come into exclusive possession of the field, if all the claims of its advocates are well founded. These claims are based on two vitally important points—economy of material and better quality of product. As to the first claim there can be no question as to the fact, except when it be compared with the gang. The gang mill, if properly operated, is as economical as the band, though with a disadvantage in many classes of material that there is no chance to improve the grade of the product by turning the log or cant. As far as perfection of manufacture is concerned, there is more divergence of opinion.

The fact seems to be that there is more than mere prejudice resisting innovation—more than a mere clinging to old methods. That the band mill is a more expensive machine than the circular is one point which must be taken into consideration. It requires a greater expense to keep it up, and a higher degree of skill on the part of the filers and sawyers, and, in the third place, there is a legitimate question as to its economy when cutting small and cheap logs.

No one will deny that on large or costly logs the band mill is the only machine that should be used, and that to employ a circular for such a purpose means wanton waste of material. But there comes a point where, as logs decrease in size, and perhaps in quality, the circular is the more economical. There is no chance for argument in the proposition that for large logs the band mill is the more rapid producer, for the reason that it cuts almost as fast in the largest-sized logs as it does in the smallest. If the logs run two or three, or even four, to the thousand, the band mill will unquestionably show as great as, and even greater, capacity than the circular.

MR. JOHN CAREW.

In logs that run two or less to the thousand, the advantage of the band in point of capacity is a great one; but when you come down to logs that run ten or more to the thousand, that are perhaps only ten to fourteen inches in diameter, the circular is unquestionably the more rapid machine.

There are a good many lumber manufacturers, and among them some of the best in the country, who insist that for any class of work—no matter how small or cheap the grade or defective the logs may be—the band saw is the proper machine; but, considering its slower speed on this class of work, and its higher cost to buy and maintain, there must be a point where the advantages and disadvantages balance each other, and below which the circular is the more profitable machine.

The capacity of the band on large logs was demonstrated not long ago by the Burns Lumber Co., at Sattes, W. Va. On Saturday, June 12th, a trial run of ten hours resulted in a production of 133,277 feet of poplar lumber, of which 9,741 was inch, 21,840 feet one and one-half inch, and 81,696 feet two inch. This product was claimed to have been perfectly manufactured, and, considering that fact, the proprietors of the mill believe that the run was the best ever made. Yet that production was not the largest as a mere matter of record, for considerably larger outputs have been made in ten hours, though, perhaps, not of perfectly manufactured stock.

It is evident that the capabilities of the band mill have not, until a recent time, been thoroughly appreciated and developed; and yet it seems probable that to a certain extent it has been put to uses for which it is not well adapted.

## SAW MILL OF MR. JOHN CAREW, LINDSAY, ONTARIO.

WHEN in Lindsay recently a representative of THE LUMBERMAN visited the establishment of Mr. John Carew, who owns one of the many complete saw mills with which the province of Ontario is possessed, and of which the accompanying illustration gives a fair idea.

Mr. Carew manufactures all kinds of lumber, lath, shingles, pickets, etc. The business has been established seven years and occupies a large frame building 70x30 ft., with a wing 30x 24 ft., all two storeys in height, with a brick engine house 36x24 ft. The mill is fitted with the usual saw mill machinery, with facilities for an output of twenty thousand feet of lumber per day, and in the shingle department the output averages 25,000 per day.

The grounds in connection with the mill cover an area of four acres on the west side of the river bank. Mr. Carew's trade extends over a large section of the Dominion, and he is also a very extensive exporter, shipping largely to the United States and other foreign markets.

Mr. Carew gives employment to about 35 hands, and his establishment is one of the important factors of the industrial interests of Lindsay. He is also part owner of the steamer Beaver, which is used for towing logs from different points on the river and lake to the mill.

SAW MILL OF MR. JOHN CAREW, LINDSAY, ONT.

Mr. Carew is a Canadian by birth, and has resided in Lindsay for upwards of thirty years, having been in the lumber and wood business for five years previous to branching out into his present enterprise.

## THE ST. JOHN EXHIBITION.

By far the most important and successful exhibition held in the maritime provinces is that of St. John, N. B. This year it surpassed all previous records, both in attendance and attractiveness of the exhibits. Our representative sends the following particulars of exhibits in which readers of this journal are likely to be interested:

McFarlane, Thompson & Anderson, of Fredericton, N. B., had on view their celebrated Dunbar shingle machine, which attracted the attention of mill men.

On the lower floor the exhibit of the Small & Fisher Company, of Woodstock, N. B., was to be found. It consisted of three of their celebrated shingle machines, a rotary saw mill, and drag and circular sawing machines.

Fowler & Rankin, St. John, N. B., had a full line of axes on view.

The exhibit of the Robb Engineering Company was in charge of Mr. J. F. Porter, and included one of the company's well-known 40 horse power side crank engines, which are now being used extensively in saw-mills and wood-working factories and for electrical purposes.

The A. B. McLean Company, of St. John, exhibited a full line of mill supplies, including leather and rubber belting. This company are agents for the Beardmore Belting Company, of Toronto, and the Boston Belting Company, of Boston.

Walter Wilson & Sons, of St. John, had a fine display of band, circular, inserted tooth and gang saws.

The Lawton Saw Company had an exhibit of saws and rubber belting. They exhibited a gang saw, made for Messrs. E. D. Davison & Son, of Bridgewater, N. S. It is one of the thinnest gang saws used. Samples of tree saws, which are now largely used by lumbermen instead of axes, were shown.

The many lines of goods manufactured by the James Robertson Company made an attractive exhibit. The articles of interest to lumbermen included a nicely arranged cone of belting, which they sell in connection with their line of mill supplies. On the wall in the rear was a sample of their saw manufactures, which served as a very pretty background for the floor exhibits, comprising chisel-tooth saws in three sizes of teeth, patent edgers, lath bolters, etc., some of which the company have running with great satisfaction in all provinces of the Dominion. Solid tooth circular saws for all purposes; gang saws, cross-cut for one man or two, for log-cutting or tree felling, with all the different styles of teeth which the experience of the users of such goods has suggested as best suited to the conditions; concave or head cutting saws, groovers, bench saws, dado saws, buck saws, drag saws and hay cutting knives are also shown. Mr. P. McMichael is manager of the St. John branch.

A varied display of goods was made by Waring, White & Co., of St. John, one of the chief attractions being a miniature high speed, centre crank engine in motion, with automatic governor, also a miniature lathe. There were also shown an edger for portable mills, a double grip rotary dog, with head block and skid, Rich saw grinder, Ross lathe and packet mills, propellors, etc.

The exhibit of Campbell Bros., St. John, was one of the best ever made in their line of goods. It consisted of all kinds of chopping axes, broad axes, adzes, chisels, picks, slicers, hatchets, carriage springs and axles. The firm state that they find an increasing demand for their axes, on account of the manner in which they withstand frosty weather. They say lumbermen are willing to pay a slight advance for a good axe, and in selling their handmade black axe they feel confident their customers are getting the best value. Their axes are made similar to machine made, but in drawing the bitt (or steel) a hand hammer and sledge are used instead of trip or steam hammer, and in this way the steel is refined and is much stronger. They had an axe on exhibition, taken out of stock, with which they had cut iron bars one-half inch diameter, as easy as if it were lead, without the least injury. There has been a number of American manufacturers trying to introduce axes in the maritime provines, but lumbermen are afraid they will not stand when frost comes. Messrs. Campbell Bros. find their trade ahead of last year, and they are shipping a larger number to Quebec and Ontario every year.

## ACTION OF THE MICHIGAN DEPUTATION CRITICIZED.

THE Detroit News thus humorously refers to the recent interview of Michigan lumbermen with the Ontario government:

"If our Ontario cousins had any keen sense of humor, they would highly appreciate the visit of Michigan gentlemen to their capital yesterday. A deputation of Yankee lumbermen, who would be doing a manufacturing business in the Dominion if their government would let them, headed by ex-Governor Rich, and composed of such men as Thomas Pitts, Albert Pack, Frank Gilchrist, W. Churchill, Dwight Cutler, and so forth, presented themselves at the foot of the throne in Toronto, so to speak, and humbly asked the Ontario government to save them from the cruel persecutions of their own beneficent government at Washington. Their own representatives in congress assembled specially and extraordinarily for this very purpose, passed a law a month or so ago, which may be paraphrased thus:

'An act to forbid and prevent citizens of the United States from deriving any profit from the natural wealth of other nations: Be it enacted that no citizen of the United States owning timber lands in the Dominion of Canada shall, after having shaped the lumber from the trees of the Canadian forests, import the same, or any part of the same, into the United States.'

"In justice to the good senator from the state to which these orators belong, it is well to state that Mr. Burrows and the government of which he is an humble part were not moved in exacting this law by any feelings of hostility to any of their own citizens. The theory was to make the foreigners squirm while paying our taxes. No stone was left unturned by the lumbermen of Michigan owning pine lands in the Dominion to prevent the perpetration of the outrage by their own government. Their last recourse now is to apply in all humility to the government at which their own government designed to strike. If the Canadians will kindly permit them to bring their logs unsawed to this country, they can thereby escape in a measure the evil consequences of the vicious legislation which their own representatives in Congress were chiefly instrumental in bringing about. The formal request was preferred yesterday, and it is recorded that the Ontario Cabinet permitted the American gentlemen to retire without indicating to them what their views on the subject really are. Possibly the American visitor who lingered on the threshold of the Parliament building may have caught the echoes of the remark within, 'It is a long road that has no turn.'"

## THE LUMBERMEN'S REQUISITION.

THE following is a copy of the paper read before the Ontario government by Mr. John Bertram, on behalf of the committee appointed at the convention in Toronto:

"I have the honor to join with my colleagues in this matter in presenting to your honorable body the copy of a resolution passed by a numerously attended meeting of the lumbermen, held at Toronto on the 19th ult. The resolution sets forth that by the action of the United States government a duty of $2 per thousand feet shall be levied on lumber entering the United States, while saw logs are entered free. This, as a matter of course, would greatly encourage the sawing of Canadian logs in the United States, and correspondingly discourage sawing in Canada. It is obvious that the authors of this legislation feared that the government of Canada would, for the purpose of protecting a valuable industry, place an export duty of a similar amount on all logs leaving Canada to make the conditions even for both American and Canadian limit-holders; and so enacted a further clause, that 'if any country or dependency shall impose an export duty on saw logs, round unmanufactured timber, stave bolts, shingle bolts, or heading bolts, exported to the United States, or a discriminating charge on boom sticks or chains used by American citizens in towing logs, the amount of such export duty, tax, or other charge, as the case may be, shall be added as an additional duty to the duties imposed upon the articles mentioned in this paragraph when imported from such countries or dependencies.' Without in any way questioning the motives of this legislation, it may be fairly said that it is discriminatory in its nature; that it is an attempt to transfer the bulk of the business of sawing lumber in the Georgian Bay district to Michigan. As the resolution now presented is in favor of action being taken by the government of Ontario, it is not necessary to discuss it except incidentally from a Dominion standpoint.

"Confining ourselves, therefore, to Ontario, it may be said that in the province there are two main divisions or districts where lumber is manufactured for export, the Ottawa valley and the Georgian Bay district. For geographical reasons logs cannot be exported from the Ottawa valley profitably to be sawn anywhere in the United States, and so our attention is confined as to how it will affect the Georgian Bay and its tributary district. The Ontario government, by virtue of their policy of disposing of their standing timber on Crown lands from time to time by open competition, subject to certain conditions, have sold to three classes of purchasers, to whom they have an implied obligation of guaranteeing equality in the enjoyment of their purchases. The three classes of purchasers are: Canadians, who manufacture lumber in Canada; Americans, who manufacture lumber in Canada, having erected saw mills for that purpose; and Americans, who have bought timber to saw at their mills in the United States. Now, leaving out for the moment how the Canadians would be affected, let us consider the conditions in which the two classes of American buyers would find themselves. Two purchasers of timber limits, it may be situated side by side, commence to operate in our forests; one takes his product in the log to the United States, and has it admitted free of duty, while the other goes one step further in making the product of the forest marketable, and is on this account charged a duty of two dollars per thousand feet. This is a direct fine on the American who has transferred the sawing of his lumber to this country, which provides his raw material; it is an injustice which could be easily remedied by the Dominion government reverting to its former policy, and placing an export duty on logs; this is sought to be prevented by the retaliatory clause in the bill before quoted. It would savour somewhat of bravado to take up a challenge thus thrown down, and would bring about a deadlock in the business and strained relations with the United States, and is a remedy to be applied only as a last resort. We now have the honor of presenting to you in this resolution a much easier and simpler solution of the difficulty.

THE REMEDY.

"The government of Ontario, who sold the limits to both parties, and who were glad to welcome the Americans here to build their saw mills, owe them certainly some protection in their investments. They are in the position of partners with the purchasers, and have only sold the right to cut the timber subject to the payment of Crown dues, ground rent, and any other regulations considered necessary from time to time. It would seem, therefore, that the government cannot afford to allow an injustice of this kind to prevail against Americans sawing lumber in Canada, brought about by the action of a foreign government, without applying whatever remedy is in their power, and if this can be said in the interests of American citizens carrying on their business here, it applies with equal force to the citizens of this country. A claim has been made that it would be unjust or dishonorable for the government to take action now in limiting the disposal of the timber after selling, but it is well known that the power of making further regulations remains with the government. The conditions are published and read at the time of the sale, and are well understood, so that intending purchasers have a full knowledge of this latent power, which can only be excercised by a government for the whole people in their best interests.

"The most natural way to have rectified this inequality of conditions (which would have the effect of keeping the Michigan mills running at the expense of the Canadian) would be to revert to the old export duty of $2 per M. ft., imposed by the Dominion government, which was only taken off by the agreement of the two governments, and which every lumberman doing business on the lakes knew would be again imposed whenever the former American duty on lumber was reverted to. The framers of the Dingley bill have tried to make an export duty on logs impossible by the retaliatory clause, with a full knowledge of the injustice it would work, and cannot complain if it is met in a way to place all workers in our Ontario forests on an equal footing. The claim, therefore, that any action by the government of Ontario would be unjust interference with vested rights falls to the ground on both counts. First, the American purchasers of standing timber knew the conditions of sale, as they were proclaimed at the time. Second, they also knew that free logs to stock their mills were only obtained by agreement, and when the agreement ceased to be operative the export duty would again be imposed. The attempt to hinder the free action of the Canadian government by the retaliatory clause only makes the matter worse, and proves that a full knowledge of the situation was in the minds of those who were the real authors of the retaliatory clause. To offset, then, this inequality and injustice, the government of the province of Ontario is respectfully requested to pass an order-in-council to the effect that so long as the before quoted retaliatory clause remains the law of the United States, the Crown timber regulations shall be so amended that all pine timber cut under license in the province of Ontario shall be sawn into lumber or made into square timber in Canada; all of which is respectfully submitted."

Judicious advertising always brings good returns to the advertiser.

The Minister of Marine and Fisheries has notified the Ottawa lumbermen that there will be no further postponement of the law which has been enacted preventing the dumping of sawdust into the Ottawa river, and that it will come into force on the first of July next. This act was passed four years ago.

## REPORTS OF COMMERCIAL AGENTS.

THE last quarterly report of the Department of Trade and Commerce of Canada contains communications from commercial agents in which subjects of interest to the lumber trade are discussed. Under date of June 10th, Mr. J. S. Larke, of Sydney, Australia, writes :

"Reclamations have been made on another cargo of timber from British Columbia. They are made on two grounds. One is for interiority of timber. The amount under this head is small. The cargo as a whole was very good. If it had come to one buyer only it would no doubt have been accepted, but it belonged to several persons, and all the alleged inferior stuff fell to one shipper, and he demands compensation. The other demand is for delay in delivery through improper stowage. Instead of being placed in the ship so that each owner could get at his portion in turn, the several lots were so mixed that the owners had to keep their punts and laborers about the ship during the delivery, making the cost several times more than it otherwise would have been. Not having seen the cargo I am not personally aware how much the losses in this way may have been, but they are errors that may occur and should be prevented. The failure of a large San Francisco firm engaged in the timber trade of this colony is reported. It is charged, justly or unjustly, with cutting prices to the low ebb which now prevails in the effort to monopolize the trade. They may have been a factor in doing this, but only a factor. It seems to me wise to support the view advised in a previous report, that the British Columbia mill men should emancipate themselves from the San Francisco middle men. There are too many agents in the business, and as a consequence the San Francisco broker, through his agent here, and the Sydney indent merchant, representing the lumber from a common mill, are found competing against each other and cutting the price of products of the same mill. Under such circumstances demoralization in prices must occur."

One month later the same agent reviews the timber trade as follows :

"The price of rough merchantable Oregon continues very low. It has been brought here at 6s. 4d. per hundred feet, and one or two sales have been reported at 6s. 3d., which includes freight, insurance and brokerage. There are at present in the harbor two ships unloading timber from British Columbia. So far no exception has been taken to one, but damages have already been claimed on the other cargo. I went and saw it. Some spots of fungus growth showing dry rot appeared on some pieces. Otherwise the lumber was of excellent quality, and if properly stacked this fungus would disappear. However, an allowance will have to be made or a survey demanded. The market has been so spoiled by shipping practically clear lumber as rough merchantable, that ordinary rough merchantable will not be accepted as up to grade. One Puget Sound company is reported as having instructed its agents here to sell and guarantee all cargoes. It is selling at a very low figure and sending down very high grade stuff. There can be little profit at present rates to either shippers or importers under such conditions. Some who have hitherto imported are desirous of acting as agents for mills, preferring a commission instead of a possible profit. Very heavy loss results in the case of reclamation for defects in quality. On one cargo from the United States, the claim on which has only recently been settled, the direct loss was nearly six thousand dollars. There were some indirect expenses also, and both together were enough to prevent the mill from receiving anything for the cargo shipped. One or two firms who have done a large timber trade are endeavoring to secure agencies for Canadian mills, but it is probable that the low prices here may make the mills hesitate to take the risk of the trade. They could secure a much larger sale of dressed timber than is being done, as the relative high price of Baltic just now should create a larger demand for dressed Oregon as flooring and boarding. Some Oregon shelving has been sold here. It is used in cheap work instead of spruce."

Mr. Larke also refers to a shipment of carriage axles made from Gananoque, Ont. The goods are said to have been superior to a sample lot from Cleveland, Ohio, but the higher freight rates rendered the venture unprofitable.

Mr. E. Eustace Burke, Commissioner for Jamaica, under date of July 17th, says :

"America supplies large cargoes. The dressed descriptions are increasing in demand, and I consider the Dominion ought to share the supply. This latter remark will also apply to ready made doors, blinds and sash frames."

### PAVING BLOCKS.

The general commercial information in the report contains the following with respect to paving blocks :

Large quantities of wooden blocks are used every year in paving the streets of London. These blocks have so far for the most part come from Sweden.

On the 21st June the vestry of Marylebone, one of the parishes of London, passed the following resolution :

"That it be an instruction to the works committee to avail themselves of the present unique opportunity, when so many colonials, officials and others are in London, to confer with those interested to ascertain whether it is not possible to obtain equally serviceable material for wood paving within the British Empire as that now obtained from foreigners."

The specifications have heretofore called for the following :—

"The blocks to be of the best Swedish yellow deal and cut from Soderham or Gefle deals, and the channel blocks to be of the best memel timber, the whole to be sound, close-grained, free from sap, shakes, dead knots, decay or other defects, to be cut truly to the specified dimensions and to be in every respect fairly equal to the sample blocks deposited with your surveyor."

| | | | $ cts. |
|---|---|---|---|
| The prices paid per 1,000 for | 6"x3"x9" | blocks were | 32 24 |
| do. | 5"x3"x9" | do. | 28 23 |

A specimen of these blocks may be seen at this department. It would seem as if Canada might be able to participate in this, and intending exporters are requested to correspond with the High Commissioner and to send him sample blocks.

## NEW TIMBER CULLERS.

EXAMINATIONS for timber cullers were held by the Quebec government at Hull on the 11th of August. Out of 48 candidates 34 were successful, whose names are as follows : A. Yull, A. Normand, A. Adams, W. Adams, A. St. Amour, J. E. Lindsay, J. E. McIntosh, D. McGregor, J. Fraser, S. Buchanan, J. C. McMann, M. Donan, H. Brock, D. Bourgeois, I. Dupuis, W. F. Sims, G. J. Aren, C. M. Cheney, T. Desmarais, A. M. Adams, F. Jordan, J. Carty, J. Howard, J. B. White, J. F. McNamara, H. Link, H. Link, jr., R. J. Duff, D. R. Stewart, P. Baterlon, R. F. Grimes, A. Fadbout, S. C. Lawless.

## SECTION OF DOUGLAS FIR FOR KEW GARDENS.

DURING the past summer a beautiful specimen of Douglas fir was shipped from New Westminster, B. C., to Kew Gardens, London, England, the great botanical and forestry display centre. Referring to the photograph from which the accompanying illustration was made, Mr. John Sprott, of New Westminster, says : "The enclosed being but a camera reproduction of sketch, correctness in all detail is not guaranteed, but in the main a fair idea of the size of the tree is conveyed. The pole in the man's hand is 10 feet long, and if the diameter of section is set with this, 7 feet will be shown. The actual length of the tree was over 250 feet from ground to top, and 116 feet from ground to first limb. Owing to large roots at the base, the tree had to be felled some 8 to 10 feet from the ground to get a clear section, and as perfect in circle as possible. On the butt, measurement ran between 8 and 9 feet." The timber is said to be without knot or blemish, and will no doubt be the means of making known to European users of wood the wonderful forest possessions of British Columbia.

SECTION OF TREE SHIPPED TO KEW GARDENS, LONDON, ENGLAND, JUNE 3RD, 1897.

## THE SAW.

PLINY says that the saw was first invented by Dædalus, but according to Apollodorus, it was the invention of Talus, who used the jawbone of a crocodile to cut through a piece of wood, and then made an iron instrument in imitation of it. The saw is represented on the monuments of Egypt, from 2500 to 3000 years B. C. As early as A. D. 1327, sawmills driven by water power were in operation at Augsburg, and it is believed before this that they were in operation in Paris, driven by the current of the Seine. The first sawmill erected in the Norway pineries was in 1530. Sawmills were numerous in Italy in the sixteenth century. They were not introduced into England until 1663, when a native of Holland built one, but was compelled to abandon it by the opposition of the populace, carpenters and other artisans, who saw no good in such a new-fangled contrivance.—Journal of Building.

## LUMBERING IN NEW BRUNSWICK.

[COMMUNICATED.]

The south-eastern section of the province of New Brunswick is especially fortunate in having very fine facilities for getting logs and sawn lumber to the shipping port of St. John. Particular reference is made to the large number of navigable streams and lakes which are tributary to the River St. John, the principal of which are on the eastern side. First, the Kennebecassis, entering the St. John river five miles from that city, and navigable 20 miles, while logs are driven from 40 miles further; next, the Bellisle, entering the main river 20 miles from St. John, and navigable twenty miles, logs being driven 40 to 50 miles to this point; next, the Washdemoak, entering the main river 40 miles from St. John city and navigable 40 miles, and logs being driven from 60 to 70 miles further up; and last, but not least, is the Jemseg, 60 miles from St. John city, the outlet of Grand Lake and Salmon river. The Jemseg river is six miles long, narrow and deep, the left hand bank forming an acute angle with the St. John river and consisting of interval land which is covered with water at high spring freshets and a deposit left which is valued for fertilizing properties, the consequence being that the land is always rich and good hay crops are assured. The right bank is high land with well cultivated farms.

Grand Lake is about thirty miles long and eight or ten miles wide, with a large number of bays and points which make a trip on the steamer "May Queen" from St. John to Chipman one not soon to be forgotten. Upon arriving at the end of Grand Lake, Salmon river is entered and traversed ten miles, when the pretty little village of Chipman, the end of navigation on these waters, is reached. Chipman owes its existence to the energy and push of G. G. and W. C. King, the senior member of the firm having been the federal member for a number of years, and is now Senator. They do an extensive lumber and mercantile business in the village. Their saw mill is a double circular with patent edgar, lath machines, planers, etc., and is noted for doing an exceedingly fine class of work. They also keep some portable mills employed sawing for them. Chipman is at present the terminus of the Central Railroad from Norton on the I. C. R., thus giving an outlet by rail and water.

Three miles further up the Salmon river is the residence and business place of the chief log operator on the Salmon river, Mr. Hugh McLean. Mr. McLean has been selling his cut of logs in the St. John market, but decided a few months ago that a saw mill would be a good investment. He had the logs, a splendid situation for a mill, and the necessary capital, so operations were commenced, with the result that in a few days—or before this sees the cold type—the hum of the saw will be heard and the men will be employed in scowing the sawn lumber to the shipping port of St. John, instead of sending the logs down to be sawn there. This scheme will enable Mr. McLean to give continuous employment to a large number of men which previously he could only utilize during the winter months taking the logs out of the woods.

Mr. McLean handles about ten million feet per year, and also carries on a large general store and farms on an extensive scale, raising a large proportion of the supplies required in his lumbering operations.

The mill, of which we give an illustration, is nicely situated on the bank of the Salmon river, and consists of a single gang, patent edger, lath machine and planer. It is the intention to put in a circular saw and some shingle machines during the coming winter. The mill building is a splendid frame structure, three floors, with monitor roof. The boiler house and engine room is a brick building, metal roofed, making it fireproof. The engine was furnished by E. Leonard & Sons, of London, Ont., through their St. John representative, Mr. Geo. H. Evans, and is capable of extra heavy duty; the shafting and machinery by Waring, White & Co., of St. John; and the saws throughout by The James Robertson Co., Limited, of St. John. Mr. Thomas Quinlan has charge of the millwright work, and it goes without saying by those who know Mr. Quinlan's ability that the mill will be first-class in every respect.

Mr. Hugh McLean's Saw Mill on Salmon River, N. B.

The photograph of the mill, as shown, was taken before completion, but a mill man can, together with the description, form an idea of its present appearance.

## FUNGOUS GROWTHS.

A correspondent lately sent us a formidable fungus, asking for a remedy, says the Illustrated Carpenter and Builder. While we gave him a few words of suggestion or advice, the subject, being of interest to many readers, receives here a more general treatment. Purity of air cannot be maintained in a house unless it is thoroughly dry. Setting aside the not inconsiderable quantity of water produced by our own breathing, and by the combustion of gas, oil, and candles, the air of a house is liable to be rendered unwholesome from excess of moisture—first, by absorption of water from the rock or soil below, and, second, from the porous stone of which the building is constructed. Not only is the air loaded with moisture from these sources, but it is rendered impure by the exhalations of fungous vegetation or dry rot, which at the same time destroys the joists and other carpenter work, and seriously affects the stability of the house. It is a mistake to suppose, as many do, that dry rot attacks only the wood in the basement storey. It is a common occurrence for the ends of joists built into porous stone to become affected by fungous vegetation, and it is frequently seen in pulling down old tenements that the ends of the joists are quite gone, and that probably for many years the joists have been resting only on the plaster cornices of the rooms. The remedy is the use of "shoes" of glazed fireclay or other material, which are built into the wall, and into which the ends of the joists are placed. The "shoes" should be somewhat larger than the joists, which should be kept in position by wedges of wood, so that air can play freely around the ends of the joists. Such protected joists will last for hundreds of years if other circumstances are favorable.

## LUMBERING IN LABRADOR.

A party of lumbermen, including Messrs. A. L. Curry, James Calder and Thos. Whitman, of Bridgetown, N. S., have recently returned from Newfoundland and Labrador, where they have been investigating the possibilities of successful lumbering operations. Interviewed by a reporter, Mr. Curry stated that their work was but the preliminary of a large enterprise which the persons represented hoped to establish in Labrador next year. They have made application to the government of Newfoundland for the right to cut timber on 370 square miles of territory on the Kennamore, Kennamic and Hamilton rivers, which flow into Hamilton Inlet, one of the coast waters of Labrador. These limits comprise spruce, pine and hackmatac, the trees averaging about 70 feet in height. The conditions of obtaining the timber are the payment of two dollars a year rental for each square mile, and a bonus not yet settled upon. A company will be formed to operate these limits on an extensive scale. Portable mills will be used, which will be moved from place to place as the profitable lumber of each district becomes exhausted. It is intended to use steam power and to operate the mills the year round. The conditions prevailing in Labrador are such that for economic reasons the removal of the forests is a benefit even if the country were stripped bare. June is the season for stream driving. During March and April the snow falls to a depth of several feet, and as it melts swells the streams, rendering logging comparatively easy.

## ADVERTISING.

The necessity for advertising, which, reduced to its simplest terms, means making a business announcement, was present from the earliest times. Pompeii and Herculaneum had their advertisements painted on the houses, a form of publicity somewhat similar to our street sign, which is really the most primitive kind of an announcement, since it influences but the passer-by. The town crier was largely utilized in Greece and Rome. It was not until the advent of the newspaper, however, that the art began to show that there existed within it possibilities of growth and development. The newspaper furnished at once a natural advertising medium, a medium that could be carried home by the reader, and which did effective work because it was read at the fireside or in the study, instead of being painted on a single house or being bawled forth indistinctly by a crier.—Oscar Herzburg, in July Lippincott's.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

C. H. MORTIMER
PUBLISHER
CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

*TO VISITING LUMBERMEN.*

*Lumbermen visiting Toronto are invited to use the office of the CANADA LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way they may desire.*

## ANOTHER MEETING OF LUMBERMEN.

By reference to our advertising pages our readers will observe that a meeting of Ontario lumbermen and others interested in the lumber trade is to be held in the Board of Trade Building, Toronto, on Wednesday, October 6th, at 1:30 o'clock. The meeting has been called for the purpose of receiving the report of the committee appointed by the lumbermen to present a memorial to the Ontario government requesting that the pine timber regulations be so amended as to provide that all sawlogs cut in Ontario shall be manufactured within the province, and to take such further action as may be considered in the best interests of the trade. Every person who feels interested in these matters is invited to be present.

The importance of a large and representative attendance is fully recognized, and it is hoped that both pine and hardwood manufacturers and dealers, as well as limit holders, will be present in large numbers. The date is well chosen, in view of the reception to the Premier and the consequent reduction in railway fare.

It is hoped that lumbermen will come prepared to discuss the questions before the meeting in an intelligent and reasonable manner, and the opportunity will be given to every one present to state his views or ask information on any point. Let the trade unite in making this the largest and most representative meeting of lumbermen ever held in the Dominion.

## THE POLICY OF OUR RAILWAYS.

MUCH discussion has of late been given to the subject of extending our lumber trade with Europe and other foreign countries, and arguments both favorable and otherwise have been presented. The person who predicted any great increase in the volume of this trade has frequently been reminded of the fact that railway freight rates are too high to permit of profitable business being done in many classes of goods. This is probably the greatest barrier which the lumbermen, especially those in Ontario, have to face. In Quebec and the Maritime Provinces, where the distance to the point of loading the ocean vessels is not so great, this objection becomes less serious. Our remarks will, therefore, apply more particularly to Ontario.

If our export trade is ever to assume large proportions, the lumber industry must receive greater consideration at the hands of the railway companies. Their first step should be in the direction of reducing the rate on lumber from Georgian Bay points to Montreal or New York, in order that the manufacturer in western Ontario may be placed at less disadvantage than at present in competition with the eastern manufacturers.

We are not overlooking the fact that the consuming power of any market is limited, and that an overstock is certain to depreciate prices. This brings us to the point which we desire to emphasize, namely, the necessity of increasing our trade in manufactured goods, such as sash, doors, box shooks, flooring, blinds, and dozens of other lines. But the railway companies have in the past pursued the short-sighted policy of discouraging this class of business, by charging an excessively high rate. Our largest planing mills are located near the centre of the province, the districts surrounding which have been denuded of their timber. It then becomes necessary to bring the raw material from the limits many miles distant, have it manufactured into doors, etc., at the mills, and re-shipped to Montreal for loading on ocean vessels. The railway companies get two rates on the material, one on the rough stock to the point of manufacture, and another on the manufactured goods to the point of shipment. Instead of making these combined rates equal as nearly as possible the through rate from the first point of shipment, the charge in many cases is greater by one-half. The rate on manufactured stock, such as sash and doors, is nearly double that of ordinary sawn lumber, a discrimination against the former which seems to us unjust.

It is now possible to dispose of all our good lumber with little difficulty; the question to be solved is the profitable marketing and utilization of the lower grades, and to this end our efforts should be directed. There is an immense market in the European countries for manufactured and partially manufactured goods, and with lower carrying charges Canada would be in a position to secure a large share of the trade, and the coarse lumber which now realizes little more than the saw bill would produce better returns to the manufacturer, besides providing employment for Canadian workmen. We hope in the near future to witness such changes as will warrant the investment of more capital in manufacturing plants.

## WHY NOT ORGANIZE?

THAT the hardwood manufacturers of Ontario do not expect to receive much attention from the existing association of lumber manufacturers is evidenced by the letter in another column from the pen of Mr. J. E. Murphy, who suggests that a meeting be called without delay to organize an association of hardwood lumbermen. When reference was made to the hardwood trade at the convention in Toronto last month, in the form of a query from one of the gentlemen present, he was assured that in future that branch of the industry would not be overlooked.

The association as at present existing is composed almost exclusively of pine manufacturers, who operate on an extensive scale, and whose interests are not identical with those of the hardwood manufacturers, composed, as they are, of persons cutting annually from a few hundred thousand feet to three or four million feet at the most. Many questions affecting one section would not be applicable to the other. It would seem necessary, therefore, if the hardwood trade is to be affiliated with the present manufacturers' association, to organize a hardwood section, to be made up of manufacturers and dealers in hardwood lumber, the latter probably as honorary members. But the manufacturers' association cannot be credited of late years with being a live organization, and unless greater effort is put forth by its members, the hardwood trade would probably best serve its own interests by organizing as a separate association.

There is an abundance of work to be done by such an association, as, for instance, in endeavoring to secure a reduction of the freight rate on hardwoods. Why the railway companies charge a higher rate on hardwoods than on pine no one has yet been able to explain. It is possible that if the matter was presented to the management of the railways by a strong representation, and the injustice of the discrimination pointed out, a reduction in the rate might be obtained. The association might also direct its efforts to securing uniform inspection rules, the necessity of which has long been admitted.

## THE NEW TIMBER REGULATIONS.

THE announcement has been going the rounds of the press that the Ontario Government, at a meeting of the Cabinet held on Tuesday, September 21st, decided to take no action at present to compel the manufacture of saw logs within the province. The statement appears not to have been well founded, as no action was taken by the government in regard to the matter. Timber licenses are issued and expire on the 30th of April in each year, and it is therefore not within the power of the government to apply new regulations for licenses issued for the present

season. This was pointed out at the recent convention in Toronto. Any new conditions imposed could only apply to licenses granted after the 30th of April, 1898, and as to this step the government has not yet announced its policy.

An important decision was reached at the meeting in regard to alien labor, the provisions adopted, and which are printed in another column, providing for the employment only of Canadian workmen and materials in the cutting of the timber. There is ground for satisfaction in this action. It is a step in the right direction and evinces an apparent desire on the part of the government to protect the rights of Canadians. But the lumbermen of Ontario find no relief in the new regulations, the enforcing of which is likely to be found difficult. They may operate slightly in favor of the Canadian workman when once he has succeeded in proving his nationality; failing to do this, he will be regarded as a foreigner and refused employment.

Acting on the resolution passed at the meeting of lumbermen in Toronto, the committee appointed waited upon the goverment in due course and presented their views, and were promised the usual consideration. On the 7th of September an opposition deputation was heard. This was composed largely of United States owners of timber limits, and included Hon. J. T. Rich, of Detroit; Joseph Turner, Bay City, Mich.; D. Coulter, Grand Haven, Mich.; Albert Pack and W. L. Churchill, Alpena, Mich.; F. Pitts, Detroit; E. Searle, Duluth; C. E. Mould, Cheboygan, Mich.; Mr. W. A. Charlton, M.P.P., and Mr. John Charlton, M.P., of Lynedoch, and several others. The interview was secret, and the points considered can only be judged by the composition of the deputation.

What action the government will take remains to be seen. There are two distinct factions, the one being composed of the Georgian Bay manufacturers and a portion of the Ottawa Valley lumbermen; the other comprising the Michigan lumbermen interested in securing Canadian saw logs, and perhaps the greater portion of the Ottawa lumbermen. Each have presented their arguments, and now await an announcement from the provincial authorities. It is not reasonable to suppose that the interests of the Canadian lumbermen will be allowed to suffer.

## EDITORIAL NOTES.

The destruction by fire of two large saw-milling establishments has taken place within the past fortnight. The loss to the St. Maurice Lumber Company, of Three Rivers, Que., exceeds $50,000, but is largely covered by insurance. The mill of the Hull Lumber Company, at Hull, Que., which was burned on the 20th inst., was one of the most complete establishments in Canada, and was valued at $100,000. The company will operate their second mill day and night, and by this means hope to make a fair season's cut. Nothing definite as to rebuilding has yet been decided. Should the government impose an export duty on logs, it is probable the company will not rebuild.

We have watched with much interest the growing favor accorded to American white pine doors in foreign markets, and especially in Great Britain. When once introduced, they are said to become a fixture. Numerous inquiries received at this office requesting the address of Canadian manufacturers of these goods show that British importers are desirous of extending their trade in this direction. The latest enquiry comes from Mr. J. J. Bone, of Salisbury road, Plymouth, England, who writes as follows: "I am anxious to obtain the address of some Canadian firms who manufacture doors, mouldings, etc. Can you favor me with the address of same?" The Lumberman has a wide circulation in the foreign markets, and manufacturers of stock for export should keep their announcements before the trade.

The increasing employment of iron and steel for building purposes has been the means of displacing enormous quantities of timber. Buildings are now erected in which the wood used forms but a small factor in the materials. The advantages claimed for iron and steel construction are greater strength and better fireproof qualities. Recent fires have demonstrated that this method of construction has not proven as satifactory as was expected, supposed fireproof buildings being completely destroyed. It will be interesting to lumbermen to learn that in some places a return to timber has been made. In Pittsburg, Pa., architects have become dissatisfied with iron and steel for floors of large buildings, and are specifying 2 × 12 joists, placed on edge, and spiked together so as to make a solid floor 12 inches thick. On this is laid a double floor in the usual manner. A large building in that city in which this class of floor was used was recently burned, but the floor is said to have resisted the fire, the effect being simply to convert the outside of the wood to the depth of an inch or so into charcoal. Should this method become generally adopted, it would result in great benefit to the lumber trade.

Commenting on the question of an export duty on saw logs, the Winnipeg Commercial says: "The pine resources of the United States are nearly exhausted, and in a few years the people of that country must get their lumber from us, tariff or no tariff. But, in the meantime, the fight would paralyze or seriously disturb the Canadian lumber trade, and it is a question if it will not be better to let nature work out the problem." In an attempt to prove the independence of the United States, the Lumbermen's Review, of New York, points to the statement of the Clerk of Forestry of Ontario that the manufacture of white pine will be a permanent industry, inasmuch as it is now conceded that pine timber can be reproduced as a crop. But our contemporary overlooks another important statement made by the same authority, namely, that white pine, even under favorable circumstances, requires forty years to obtain a marketable size, while it would be more profitable to allow the trees to attain a greater growth. No practical system of forestry has yet been commenced by the United States, and it is admitted they have only about ten years' supply of white pine. When that becomes exhausted, they will find themselves entirely dependent upon Canada, as their forests are now too far denuded to permit of any reforestation which would be likely to produce sufficient timber to be of much service to the country.

I have often heard it stated that no hardwood logs of any consequence are taken from Ontario to the United States, and when talking with Mr. O. G. Anderson, of the Anderson Furniture Company, of Woodstock, last month, mentioned this matter to him. He appeared surprised that this impression should prevail. "Why," said he, "there are large quantities of elm and basswood logs taken from the vicinity of the St. Clair river to Detroit—millions of feet, all of which is required in this country for our own manufacturers. Unless some steps are taken to prevent the export of the same, Canadian industries will in a very few years be compelled to close down for want of raw material. We already find some difficulty in getting suitable timber." Mr. Anderson explained that each year his company use some five million feet in the manufacture of furniture, much of which is exported to Europe. I was impressed with the magnitude of his business, and could not but reflect upon the greater benefits the country derived from five million feet of timber manufactured into furniture and the same quantity exported in the log to the United States. For every thousand feet ten dollars of money is circulated throughout the country by the first method to every dollar spent in merely getting the logs out of the woods and floating them across the border, to build up saw mills and wood-working establishments in Michigan.

* * *

Talking with a lumber dealer not long ago, the subject of advertising was touched upon. He was a staunch believer in printers' ink, but took occasion to dwell at some length upon the amount of advertising placed where no adequate returns could be expected. Others have no doubt observed the same thing. Advertising is like every other detail of a business, it requires to be given the same careful attention. Results cannot be expected if advertisements are placed in mediums that do not reach the class of customers desired, as is too often the case. Some of the largest advertisers do not err in this direction, but render their advertisements less valuable by allowing the same copy to be used, perhaps, throughout the whole year. It assumes a stereotyped appearance, and is more likely to be overlooked by the average reader. If I were an advertiser, my first step would be to choose the most suitable mediums; this being done, I would furnish a change of "add" for every issue, or nearly so. By this method the advertisement pages would soon become as attractive as the reading pages, and would be as carefully read. The dealer of whom I have spoken referred to lumber, in which we were both, perhaps, most interested. "Do you know," he said, "I cannot understand why more lumber manufacturers do not make known, through The Lumberman, what stocks they have for sale. This would be of great assistance to dealers, especially in the case of hardwoods, which are so scattered that we have often to travel from one place to another before we find what we want." This suggestion is worthy the consideration of enterprising mill men.

# THE RETAILER AND Wood-Worker

## METHODS OF FINISHING WOOD.

Wood finishing is the process of applying to the surface after it has been prepared, by filling and smoothing or otherwise a thin coating of varnish or other substance to render it durable, enhance its beauty or change its appearance. There are numerous methods of finishing, says a writer in one of our exchanges, and a variety of materials are used, the varieties of varnish being the principal. In their natural state all woods are more or less porous, consisting of bundles of hard fibres, with interstices filled with softer substance. These constitute the grain, and, as the hard or soft predominate, the wood is said to be hard, fine or close grained, or soft and open grained. To fill these softer parts or pores and give to the whole an even, uniform surface, hard and capable of a brilliant polish, is the object of the finisher's art. This hard, firm surface was formerly gained by the successive application of several coats of varnish, at least three preliminary coats being required to fill the pores; the inequalities were then reduced by fine sand or glass paper, and several additional coats laid on; the last, after becoming hard, being polished, if desired. In this operation, however, a great quantity of varnish is absorbed by the open pores of the wood, and it is consequently so expensive that it is now seldom used. Recourse is therefore had to various plans to render the wood non-absorbent before applying varnishes, and certain compounds called "fillers" are largely used for this purpose.

Richness of effect may be gained in decorative woodwork by using woods of different tone, such as amaranth and amboya, or inlaying and veneering. The Hungarian ash and French walnut afford excellent veneers, especially the burls or gnarls. In varnishing, the varnishes can be toned down to match the wood, or be made to darken it, by the addition of coloring matters. The patented preparations known as "wood fillers" are made in different colors for the purpose of preparing the surface of wood previous to the varnishing. They fill up the pores of the wood, rendering the surface hard and smooth. For polishing mahogany, walnut, etc., the following is recommended: Dissolve beeswax by heat in spirits of turpentine until the mixture becomes viscid; then apply by a clean cloth, and rub thoroughly with a flannel or cloth. A common mode of polishing mahogany is by rubbing it first with linseed oil and then by a cloth dipped in very fine brick dust; a good gloss may be produced by rubbing with linseed oil, and then holding trimmings or shavings of the same material against the work in the lathe. Glass paper, followed by rub soap, dyed oil, sulphate of iron, nitrate of silver exposed to the sun's rays, carbonate of soda, bichromate and permanganate of potash and other alkaline preparations, are used for darkening the wood; the last three are specially recommended. The solution is applied by dissolving one ounce of the alkali in one pint of boiling water, diluted to the required tone. The surface is saturated with a sponge or flannel, and immediately dried with soft rags. The carbonate is used for dark woods. Oil tinged with rose madder may be applied to hardwood like birch, and a red oil is prepared from soaked alkanet root in linseed oil. To give mahogany the appearance of age, lime water used before oiling is a good plan. In staining wood the best and most transparent effect is obtained by repeated light coats of the same. For oak stain a strong solution of oxalic acid is employed; for mahogany, dilute nitrous acid. A primary coat or a coat of wood filler is advantageous. For mahogany stains use two ounces of dragon's blood dissolved in one quart of rectified spirits of wine, well shaken, or raw sienna in beer, with burnt sienna to give the required tone; for darker stains, boil one-half pound of madder and two ounces of logwood chips in one gallon of water. A solution of permanganate of potash forms a rapid and excellent brown stain.

## GOOD MATERIALS FOR THE ROOF.

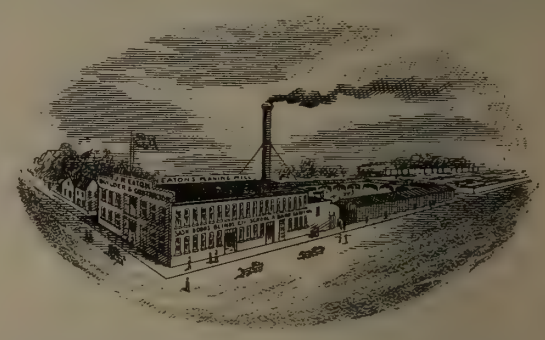
If you are ever called upon to advise a farmer about the shingles for his barn, writes C. H. Ketridge in the Mississippi Valley Lumberman, don't ever urge him to buy a cheap grade of them. These will do for the smaller and cheapest of buildings, but where a man is putting up a building that is worthy the name of a barn, a good roof is a most indispensable feature about it.

Another thing about the roof is the sheathing on which is nailed the shingles. I want you to remember this point particularly, for if you use it right it will often turn the scale in your favor in the selling of a bill. There is a prevalent idea among farmers, and lumbermen also, that anything in the form of a board will do to sheath a roof with. A more mistaken idea don't exist than this, and I'll tell you why. The roof of a building has to sustain the roughest usage from the weather of any part of it, consequently it ought to be of the best material and strongest construction. What is it that keeps shingles on a roof? Nails. What keeps nails in the boards? Friction. What lessens the friction about the nails? Shrinkage of the board. It follows then that the boards should be as dry as possible and a full inch in thickness. More would be better, but as we have to take it as the mills saw it for this western market, the ordinary undressed board has to serve. There is nothing better to nail shingles onto so they will stay on than a hemlock board, but not having that, good norway pine or even heart yellow pine is better for that purpose than the common No. 3 board with its doty streaks in it, for whenever a nail goes in one of these places it might as well be out, as for all the good it is. And if it is so with a No. 3 board what kind of a roof has a man got that has had a No. 4 board sold to him for sheathing? And that is the grade that is usually figured on for that purpose unless the customer knows what he wants in this regard, and insists on having it. But most of them don't know, or they can't see any difference in the grades of boards when in the rough. Therefore, I say to you who have never thought of it, that it will often prove to your advantage if you convince that man that you are giving him the best board for his roof sheathing, for everyone can be easily shown why he should have a good roof.

## PLANING MILL OF J. R. EATON.

Mr. J. R. Eaton, of Orillia, is widely known throughout Western Ontario as a builder and contractor. Although born in Ireland, he came to this country when a child, removing to the United States at the age of seventeen years and learning the building trade. A few years later he returned to Canada, locating at Orillia, where the foundation of his present business was commenced.

In connection with his contracting business,



Mr. Eaton operates a large planing mill, which is shown herewith. The factory, which was first erected in 1887, now consists of a two-storey metallic-covered frame building, 60x115 ft., with brick engine room and dry kilns. It is fitted with the latest designs of wood-working machinery, and every facility to meet the demands of his extensive trade. The stock rooms are always well filled with finished work. Mr. Eaton has a very commodious and beautifully finished office.

A Canadian cabinetmaker spent a year's spare moments making a card table, which he sent to Queen Victoria as a diamond jubilee present. There are 10,050 pieces of various kinds of wood in the table, so arranged as to produce marvelously beautiful effects.

Having used a variety of packing for gauge glasses, I think if those who report trouble with their glasses breaking would try some of the kinds which have a rounded inside surface or some of the various moulded rings advertised, they would avoid that trouble in future—always provided that the breakage was caused by the gasket, which is far from being always the case. Even if the fittings are a little out of alignment the rounded inside is preferable and may save a break, as the surface in contact is not subjected to so much of a bending strain.—Power.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.*

VOL. III — TORONTO, ONT., SEPTEMBER 29, 1897 — No. 39.



**CANADA LUMBERMAN**

PUBLISHED BY

**C. H. MORTIMER**

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING,
MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

GRINDSTONES FOR SALE.—540 stones, nineteen tons, twelve dollars per ton, or offer for lot GEO. WEBSTER, 507½ Yonge St., Toronto.

WANTED.

PARTY WHO THOROUGHLY UNDERstands the Box business, who can command trade. State salary expected and experience.
Address "W," care CANADA LUMBERMAN.

FOR SALE.

**500,000** FEET BASSWOOD, SOFT ELM, Soft Maple, Ash, Beech and Butternut. RIGAUD SAW MILLS, Rigaud, P. Q.

SITUATION WANTED.

BY EXPERIENCED PINE AND HARDWOOD Lumberman, as Buyer, Salesman or Inspector. Satisfactory references; low salary. Address
T. W. WALKER, 16 Beaconsfield Ave., Toronto.

FOR SALE.

ONE 66" CIRCULAR SAW RIG, WITH LARGE edger, trimmers, slab tables, shafting, engine and boiler; will be sold cheap for cash, or will exchange for lumber. For particulars apply to
THE WM. CANE & SONS MFG. CO., Limited,
Newmarket, Ont.

## MILL FOR SALE

SITUATED ON SALMON RIVER, VIC. CO., N. B, consisting of six Shingle Machines, Rotary Gang Edger, Lath Machine and Clapboard Machine. Water Power, with a never-failing supply of water. Will cut the present season four million of deal, sixteen million of shingles and four million of lath.

There are 100,000 acres of timber land under lease, well stocked with cedar, spruce and hardwoods, to supply the mill with lumber. The mill property consists of 100 acres of land.

On the above property is a large store storehouses, boarding-house, blacksmith shop and a large stable. There are also six tenement houses. An electric light plant lights mill store blacksmith shop and stable.

This property is situated in the parish of Drummond Victoria county N.B. seven miles below Grand Falls., For further particulars enquire of

STEVENS LUMBER CO.,
Grand Falls, N.B., or Fort Fairfield, Maine.

FOR SALE.

**15,000** FEET OF 1 INCH TO 2½ INCHES red oak mill culls and better; also 10,000 feet of 1 inch elm mill culls and better, at Steele & Gibson's mill, Humberstone, Ont.
J. A. STEELE, Box 162, Humberstone, Ont.

SITUATION WANTED.

WHITE PINE LUMBERMAN, LONG EXperience in yard management, shipping, inspection, log scaling; good references. Address
R. I. CLARKSON, Parry Sound.

WANTED FOR CASH.

FOR PROMPT DELIVERY: 10 CARS 1", 6 cars 1¼", 2 cars 1½", 1 car 2" black ash firsts and seconds; 3 cars each 1", 1¼", 1½" soft elm firsts and seconds; also 1 car each 3 x 3, 4½ x 4½, 5 x 5 soft elm squares 8 feet and up long, firsts and seconds. If you can furnish any of the above, state dryness, freight rate to New York, and full particulars, quoting lowest price per M ft. Address, P.O. Box 2144, New York City.

### CURRENT TRADE CONDITIONS.

ONTARIO

The white pine trade has developed no new features since last writing. Sales have been confined to small lots of first-class stock for the Eastern States, and an average volume of local trade. Prices in the United States markets have not yet advanced to the point where dealers are willing to pay the import duty of two dollars on Canadian lumber, while prices at the mills are now so low that manufacturers cannot possibly hold out any inducement to the American buyer in the shape of a cut on present quotations. It is encouraging to learn that in the Ottawa valley considerable stock that has heretofore been marketed in the United States is being advantageously placed in the British market, and large purchases are looked for this fall by the representatives of British houses. Logging operations both in the Ottawa valley and the Georgian Bay district are opening up more freely. Information from Parry Sound is to the effect that as many logs will be taken out this winter as last, but many of these will no doubt be offered for sale to Michigan manufacturers, unless some action to restrict the export is taken by our government.

From what can be learned there is an increased demand for hardwoods. The furniture factories of the Eastern States are purchasing liberally, especially of elm, and are paying the two dollar duty in addition to current quotations. For bicycle stock there is also some enquiry, and purchasers find difficulty in getting suitable material. Other lines of hardwoods are in moderate demand, with basswood and ash strengthening.

QUEBEC AND NEW BRUNSWICK.

Ocean freight rates continue to stiffen, and form the chief subject of coversation by the trade. Shippers have decided to hold goods over for spring shipment, rather than send them forward at present rates and take chances of making a favorable sale. There is, of course, a quantity of stock going forward to fill contracts. Buying in New Brunswick is featureless, and manufacturers are inclined to view the outlook as discouraging. This will probably result in light operations in the woods the coming winter.

MANITOBA AND BRITISH COLUMBIA.

The outlook in Manitoba and the Northwest continues favorable. The farmers are marketing their grain, and are receiving therefor sufficient money to enable them to discharge all obligations and still have a balance left. This balance is being used in many cases to carry out needed improvements to buildings, and to erect new barns, residences, etc. For such work considerable lumber is required, and dealers report a steady increase of demand. A stimulus has also been given to manufacturing throughout the province, another source from which the lumber trade is deriving some benefit. In British Columbia the chief feature is the number of enquiries from the east for red cedar shingles. Mills that have been closed down for some time are resuming operations, with sufficient orders to keep them running for some time. As winter approaches local trade shows signs of inactivity.

UNITED STATES.

The increase of lumber demand is confined to the Western and Southern States and to the rural districts, the towns and cities being slow in showing any improvement. The consequence is that coarse stock is most asked for. Advices from the yellow pine markets are to the effect that manufacturers are loaded with orders, and prices are advancing rapidly. This has assisted the white pine trade, which has of late years suffered severely from competition from southern woods. Manufacturers at lake points have added $1.50 to the purchasing price of piece stuff, but wholesale dealers have only made a gain of 50 cents upon similar quotations. Manufacturers were prompted to make the advance by the number of eastern buyers who have visited lake points looking for stock, and the fact that dimension and common inch lumber is scarcer than for many years past at this season of the year. There has been some enlargement of demand throughout the Eastern States, but the fall trade is not opening up as was expected. Some Albany dealers have lowered their quotations for box lumber, on which an advance of from fifty cents to one dollar per thousand was made, and are offering stock at former quotations. At New York trade is looking up under an improved building outlook. Buffalo and Tonawanda dealers have visited Michigan points, and found that lumber which was formerly shipped east is now being marketed in the western states.

The hardwood trade is said to be showing a steady gain. Dealers are holding prices firmly, and there is sufficient business to warrant this step. Carriage and wagon stock is moving freely, and the car builders are doing more work. The furniture trade is steady, and shows signs of improving at an early date. Basswood is stronger, and an advance of one dollar has been made on common stock within the past month. Birch and elm also hold good positions. The demand for rock elm for bicycle purposes is increasing.

FOREIGN.

The late auction sales at London, Eng., showed that prices of Canadian goods in that market are not losing ground to the extent surmised, notwithstanding the heavy import. Some forced sales of spruce deals have been made, necessarily at cut prices, but those who are best informed maintain that there is little cause for anxiety as to future values. The Timber News predicts that in January next prices will be higher than at the present time. The fact remains that Canadian spruce shippers have overcrowded the market, and only a very active consumption has prevented a marked decline in prices. The engineers' strike continues to seriously affect business, and seems no nearer an amicable settlement than when first inaugurated. Unless brought to a close, it promises to have an injurious effect upon first open water business. At Liverpool there are numerous enquiries in the market for both square timber and deals, including Quebec red pine. Manchester dealers are holding out for spruce deal prices, and hope before long to be able to advance values. The timber trade at Glasgow is active, and each year shows a great increase in consumption of Canadian goods. There has arrived at that port this year 38,000 standards of deals and boards.

### SATISFACTORY RESULTS.

A gentleman who recently inserted a small advertisement in the Wanted and For Sale Department of the WEEKLY LUMBERMAN, writes: "You may cancel the advertisement I have in your paper. Please send me in bill for same. Have had quicker and better returns than anticipated."

## STOCKS AND PRICES.

### CANADA.

The barque Professor Johnston is at Batiscan, Que., loading a cargo of lumber for the United Kingdom.

H. B. McLellan, of St. John, N. B., has left for Labrador, with a complete lumbering outfit, to commence operations there.

Mr. W. H. Pratt, of the Conger Lumber Co., returned recently from Michigan, and reports an advance there in the price of all kinds of lumber.

John Hale, of Draper, has secured a contract for taking out saw logs and shingle timber for Mickle, Dyment & Co., near Fraserburg.

J. R. Warner & Co. and A. Cushing & Co., of St. John, N. B., have chartered five vessels to carry 4,5000,000 feet of lumber to South American ports.

Robt. Connolly, of Eau Claire, Ont., is putting in a square timber camp on east side of Lake Wahnapitae, on a limit purchased at the last government sale.

There are in the booms at South Bay, St. John, N. B., at the present time upwards of 80 million feet of logs, the largest quantity ever held there at one time.

Messrs. R. H. Klock & Co., of Klock's Mills, Ont., do not fear the United States lumber duty. They are increasing their operations in the woods by 40 per cent. as compared with last year.

Michael Sheridan, of Montreal, who purposes erecting a saw mill at Aylmer, Que., next spring, is negotiating for the purchase of timber limits near Mattawa from the Quebec government.

A dispatch from Bay City says: During the past few days 5,750,000 feet of logs have arrived for the Holland & Emery Lumber Co., of Tawas, to be sawed here; 2,986,200 feet for Edhole, and 3,453,556 for Alger, Smith and Co. The tugs Manistique and Protector are off Thunder Bay Island with a monstrous raft of 67,000 pieces.

The following timber berths were sold at the Crown Lands Office, Fredericton, N. B., last week: Cow Brook, branch of N. W. Mill stream, 3 square miles, sold to T. B. Winslow at the upset price of $8 per mile; Little South Branch, Tomogonops river, 7¼ square miles, to J. H. Barry, at $81 dollars per mile; McDonald's brook, branch of Barnaby river, 2 miles, to T. B. Winslow, at $61 per mile; head of Jaquet river, 2 square miles, sold to applicant, Jas. T. Doyle, at $66 per mile.

On Friday, September 17th, the last joint of lumber for the season was rafted at the Mitchell boom, in New Brunswick, and numbered 29,594. The Fredericton Boom Company have closed the season's operations much earlier than usual, with a record of about 64,000 joints, or upwards of 163,000,000 superficial feet. Over 34,000 joints were rafted at the Douglas boom. Seven tug boats were employed towing rafts to St. John, and ten tugs of a smaller class about the booms. About 140 rafts were towed below and four remain to be taken. Over ninety rafts will be handled by D. D. Glasier & Son and fifty by Tapley Bros. The conditions were unusually favorable for rafting, but heavy winds somewhat interfered with towing.

According to the Parry Sound Star, the Conger Lumber Company have decided to cut twenty million feet of saw logs this winter, and the contracts have been let to Messrs. Jacob J. Joliffe and Thomas Wilcox. David and William Argue have also received instructions to go into the woods, and their two camps will be put in operation, one now and the second one later. Mr. Wm. Peter is starting two camps and may open a third. The Delta Lumber Company has two camps and may add two more, and the Holland and Emery Company are putting in their full complement of camps. Messrs. McCormack and McLeod already have two camps in operation and will probably have more, and there are many jobbers' camps to be established in different parts of the district.

According to a correspondent of the St. John Sun, A. Fraser & Son., of River du Chute and Fredericton, have been prospecting on Green River, Madawaska Co., looking for an operating locality for the concern this winter. Possibilities seem favorable, and they may do their lumbering about 60 or 75 miles up, on the lands of the Muskoka Lumbering Co. They expect to do a heavy winter's work, and will not be kept back by the fall in lumber. They will also get out a million and a half on the Keswick. Some of the operators on the Tobique have already gone in. It is said that McNair will handle ten millions, as against six millions last year, and Hale may get out an equal amount. It is thought that smaller operators will consider lumber too unsafe to go into business extensively.

### FOREIGN.

It is stated that C. K. Eddy & Sons, of Saginaw, Mich., will not lumber in the Georgian Bay district this winter, but will purchase the logs necessary to keep their mill running.

A large quantity of hardwood logs will be put in this winter in the vicinity of Saginaw, Mich., as the demand there for hardwood lumber is active and stocks are exceedingly low.

At Philadelphia the demand is chiefly for cheap inside finishing stuff. Retailers are purchasing more liberally, and there appears to be a general desire to carry larger stocks in cheap building lumber, especially white pine.

At Bay City, Mich., box lumber has strengthened and is held at from $8 to $8.50. Norway piece stuff is in active demand at $8.50 for short lengths and $9 for all over 18 ft. long. Log run white pine is held at $14.50 and upward.

Log rafting from the Georgian Bay to Bay City has ceased for the season. There have been received at Alpena nine rafts, containing 36,000,000 feet. The logs were for Gilchrist, Fletcher & Sons, Albert Pack and the Hardy Lumber Co.

Piece stuff appears to be advancing in nearly all the markets. At Manistee, Mich., some holders of stock are asking $10.50, and are not even pressing sales at that price. Common inch pine has also advanced at Manistee, while shingles are scarcely obtainable at any price.

Barn boards 6" to 12" wide, boxing, common and shippers, are the classes of lumber most asked for at Tonawanda. The export trade is showing more activity both as to orders and enquiries. Cutting up is improving and 8-4 and thicker selects and uppers are meeting with ready sale.

Shingles and lath continue to become scarcer at Buffalo and Tonawanda. Repair work is taking all of that sort of stock that can be found. In other lines there has been no advance in prices as yet. The R. Laidlaw Company received a cargo last week from Duluth and will receive about 5,000,000 feet more from there this fall.

The red cedar shingle situation continues to attract attention, and every available machine has been put in operation on the Pacific coast. Three months ago these shingles sold at 95 cents at the mill; to-day $1.35 is the selling price, and manufacturers are unable to supply the demand. It would be well, however, to proceed cautiously, as it is predicted by many that present prices cannot stand.

The Northwestern Lumberman says with repect to hardwoods: The general hardwood trade is feeling the demand which is coming from resumed industries. Reports from wholesale points are to the effect that the call for lumber is active, and the amount being shipped to manufacturing points is increasing. The bulk of dealings is in oak, though cottonwood, basswood, poplar, ash, etc., are in larger request than earlier in the season. The yellow fever quarantine is hindering shipments from the infected districts.

Large sales of lumber continue to be made at Menominee, Mich. Haynes & Co., of Buffalo, last week purchased a million and a half of log run lumber from Case & Taylor; Albany parties bought 800,000 feet of thick select stock from the Holt Lumber Co., of Oconto; and several million feet of box lumber have been sold to eastern parties. There was also shipped from Perley, Lowe & Co.'s yards half a million feet of deals consigned to the Imperial Lumber Co., of Toronto, for export to Europe. This stock is high grade lumber, and is the first of its kind ever shipped from Menominee.

The following sales are reported from Duluth, Minn.: Nearly three millions of log run stock have been sold to go east, and 300,000 feet of good lumber has been sold to go to Tonawanda. Tonawanda has also bought 1,300,000 feet of 8, 10 and 12 inch stocks. Six hundred thousand feet of 12 inch No. 3 boards have been sold to the eastern market, and 750,000 feet of No. 3 boards have been sold to go to Buffalo. One small lot of 400,000 feet of 12 inch has been sold to New York parties; also 300,000 feet of box shorts have been sold. As far as we can learn Chicago has bought nothing lately, with the exception of 750,000 feet of strips, which sale was reported last week.

## CANADIAN TIMBER AT LONDON.

Messrs. Churchill & Sims, wood brokers, of London, Eng., offered a large quantity of Canadian goods at their last auction sale. Referring to the result of the sale, the Timber News says:

The unsorted red pine ex Ormiston was the first stuff to attract attention. Some of our Quebec friends were able to judge what a lengthy specifications meant in these times in such an article as red pine. It will be noticed that the 13 x 3 x 9 lumber only got £7 10s, whereas 3 x 8 fetched £8 to £8 5s, and the 3 x 7 £8 15s. If similar lengths had been offered in 3 x 9 as were offered in battens, the deals would have got £10 to £10 10s. Lower Port birch planks were not sought after, the demand at the present time being very light indeed. The 1st spruce boards ex Glenmoor, from Quebec, 12 x 1 x 9/10, reached £9; 7/8 in., £8; 4/6 in., £7 15s. The Brookside, 1st Breakey spruce 12 x 3 x 9 went at £9 5s for one lot, and £9 for three lots, all to a "pocket-order" bidder. The Daybreak, from Quebec, 3rd pine, 13 x 3 x 9, did well at £8. The unsorted spruce boards ex Mistor, from Quebec, taken all round, did well also. The Atkinson 1st spruce ex Fitzclarence at £9 for regular 3 x 9, could not have been satisfactory to the importer; the 3rd and 4th regular pine, however, fetched their full value at £9 5s and £7 10s respectively. The goods were very heavy. The 3rd spruce regular 12/13 x 3 x 9 ex Maylands, from Quebec, only found £7 5s.

## CHURCHILL & SIM'S CIRCULAR.

The last circular from Churchill & Sims, London, Eng., says: From the St. Lawrence the importation has been: Pine deals, 1,526,000 pieces, against 2,071,000 pieces in 1896; spruce deals, 2,015,000 pieces, against 1,450,000 pieces in 1896. From New Brunswick the import of pine deals has been 32,000 pieces against 9,000 pieces in 1896; spruce deals, 484,000 pieces, against 183,000 pieces in 1896; birch planks, 208,000 pieces, against 152,000 pieces in 1896.

Pine deals have arrived sparingly, and the market is firm for parcels of reliable quality; some shipments have been sold at auction at prices which cannot be taken as an index of the value of prime parcels, the quality in some cases leaving much to be desired. Spruce deals have been freely imported during the month, but a good demand has been shown for Quebec shipments, and prices have not varied. The market for birch plank has been sadly depressed by the constant shipments, and prices have given way, the demand being a limited one. The enquiry for oak, ash, and elm timber has again been small, while birch has been sold at ridiculous prices—the supply being far too heavy.

Prices have ruled as follows: St. Lawrence pine deals, etc., per P. S. H., 1st, bright and dry, regular sizes, £20 10s. to £26 10s.; 1st, bright and dry, oddments, £12 10s. to £19 10s.; 2nd, bright and dry, regular sizes, £15 to £17 10s.; 2nd, bright and dry, oddments, £10 to £13 10s.; 3rd, bright and dry, regular sizes, £10 to £11; 3rd, bright and dry, oddments, £7 10s. to £9; 4th, bright and dry, regular sizes, £7 10s. to £8 10s.; 4th, bright and dry, oddments, £7 to £7 10s. St. Lawrence spruce deals, etc., 1st, regular sizes, £10 10s. to £12; 2nd, regular sizes, £8 10s. to £9; 3rd, regular sizes, £8 to £8 10s.; 4th, regular sizes, £7 to £8; oddments and battens at 20/, 10/, 7/6, and 5/ less respectively; New Brunswick spruce deals, etc., £7 10s. to £8; oddments, battens, and fourths, £7 to £

## SHIPPING MATTERS.

The bark Prince Patrick is loading deals at Herring Cove, N. S., for the United Kingdom.

The iron ship Maren has been fixed to load dry lumber at St. John, N. B., for Buenos Ayres.

The ship Caldera, thirty-five days from Liverpool, arrived at Sydney on Thursday and received orders to proceed to Saginaw River to load a cargo of lumber for Rio Janeiro.

Canal boatmen endeavored to make a $2 rate from Tonawanda to New York, but a middle rate of $1.90 was finally settled upon. The rate from the head of the lakes to Tonawanda is now $1.75.

The Allan Line steamer Lucerne, now at Greenock, has been fixed to load deals at St. John, N. B., for the Clyde at 55s. Norge at Manchester, has also been closed to load for w. c. England at 55s. Mantinea will leave Liverpool early next month, and has been fixed to load deals p t.

The liabilities of J. Lincks & Co., packing box manufacturers, New York, are given as $14,485, and the assets as $4,660.


**WANTED**

500,000 18" good 6 inch c. b. Pine and Cedar Shingles; also Oak Bill Timber cut to order, 12 to 50 feet in length.

**C. H. CLARK**

Commission Broker - 34 Adelaide St. E., TORONTO

**FOR IMMEDIATE SALE—DRY STOCK**

10 Cars XXX 16" Pine Shingles.
500,000 feet 4/4 Box and Common.
200,000 " 8/4 " "
300,000 " 4/4 Log Run Hemlock.
200,000 " 8/4 " "

Correspondence Solicited.

THE UTTERSON LUMBER CO., LIMITED. - - TORONTO

Telephone 5332 Established 1851

**JOHN B. SMITH & SONS,**

MANUFACTURERS OF

**LUMBER** Lath, Shingles, Doors, Sash, Blinds, Mouldings, Boxes, &c.

BILL LUMBER a Specialty

Cor. Strachan and Wellington Avenues, TORONTO.

**MILLS**

Having Brown Ash 12, 14 and 16 ft. firsts and seconds inch Bass firsts and seconds 12 feet, or any other Hardwood Lumber, can sell same for cash by addressing

*H. D. WIGGIN*

No 89 State St., BOSTON, MASS.

Inspection at mill.

**Do You Use Mahogany?**

If so don't buy until you have seen or inquired about our now famous . .

**TABASCO MAHOGANY**

Finest figured wood on the market; is hard and takes elegant finish. Brings highest prices in Europe, but we sell here about same prices as ordinary mahogany. Specially adapted for fine cabinet and interior finish . . . . . .

**LAWRENCE & WIGGIN**

Importers and Manufacturers BOSTON, MASS.

## LUMBER FREIGHT RATES.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse, $2.20 per M ft, (3,000 lbs. and under per M ft.); Ottawa to Montreal, $1.00 per M ft.; Arnprior to Montreal, $1.50 per M ft.; Parry Sound to Montreal, $3.00 per M ft.; Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. To New York for boat delivery, lots 50 M ft. and over, $2.50 per M ft., under 50 M feet $3.25 per M ft. Arnprior to New York, track delivery 17 cts. per 100 lbs., lightered 19 cts. per 100 lbs. Boat delivery, lots 50 M ft, and over $3.00 per M ft., under 50 M ft. $3.75 per M ft. Parry Sound, $4.00 per M feet; Ottawa to Boston, Portland and common points, local 15 cents; exports 13c. per 100 lbs.; Arnprior to Boston, Portland and common points, local 17 cents; export 15 cents per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cents per 100 lbs.; Ottawa to Burlington, 6 cents per 100 lbs.; Ottawa to Albany, 10 cents per 100 lbs.; Arnprior to Albany, 12 cents per 100 lbs.; Parry Sound to Albany, 17 cents per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N. Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22½ cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

Lumber freight rates for pine on the Grand Trunk Railway, according to the tariff issued 15th February, 1897, will be found below. General instructions in shipping by Grand Trunk are embodied in these words in the schedule: Minimum weight 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination. For instance, the rates from Orillia to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Gravenhurst to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, and the rates from Hanover or Hepworth would not be higher than from Wiarton to the same destination, but in no case are higher rates to be charged than as per mileage table published on page 15 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale Sundridge and South River, to Toronto, 8c.; Trout Creek, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 10c. The rates on hardwoods average about from 1c. per 100 lbs. higher than on pine and softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On spruce and balsam (partly seasoned) for pulp manufacture, the rate from Longford, Wiarton, Penetang, Coldwater, Waubaushene, Victoria Harbor, Haliburton, Kinmount, etc., to Toronto, is $2.20 per cord; and to Merriton and Thorold, $2.60; Katrine, Callendar, North Bay, etc., to same points, $2.45 and $2.60 respectively. Beeton, Allandale, Orillia, etc., $2.20 and $2.60. On green spruce and balsam the rate is 25 per cent. higher.

On the Canadian Pacific the rates on pine and soft woods may be illustrated as follows: Cache Bay, North Bay, Sturgeon Falls and Warren, to Toronto, 9c.; Algoma, Spragge, Massey, Spanish River and Whitefish to Toronto, 12c.; Ottawa to Toronto, 10c. From Ottawa, Hull, Aylmer and Duchesne Mills to station on the Lake Erie and Detroit River, Erie and Huron, Toronto, Hamilton and Buffalo, and Michigan Cenrtal Railways, the rate is 14½c. per 100 lbs. Regulations apply as to minimum size of carload of 30,000 lbs., and an advanced rate is charged for hardwoods.


## CANADIAN EXPORTERS AND WHOLESALERS

THOS. MEANEY & CO.
103 Bay Street - TORONTO
WANT Soft Elm, Mill Run
Send Particulars and Prices.

Huntsville Lumber Co., Limited
—: HUNTSVILLE, ONT. :—
MANUFACTURERS OF LUMBER LATH AND SHINGLES
WE are open to cut White Pine and Hemlock Bill Stuff. Have for Sale a Quantity of Dry Mill Stocks and Sidings, also 16 in. Pine Shingles and 4 ft. Lath 1½ in. wide.
CORRESPONDENCE SOLICITED

THE PEMBROKE LUMBER CO. LIMITED
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT

Wm. Mason & Sons
Dimension Timber, Lath and Shingles, Dressed Lumber, Mouldings, Sash and Doors.
LUMBER
Correspondence Solicited. - OTTAWA, CANADA - P.O. Box 1020. 'Phone 135.

ROBERT WATT • WIARTON
Pine and Hardwood } WHOLESALE LUMBER { PINE LATH, CEDAR AND PINE SHINGLES
HEMLOCK BILLS A SPECIALTY -:- CORRESPONDENCE SOLICITED
Correspondence Solicited.

Is it your wish . .
To Purchase or Sell as quickly as possible
A PARTICULAR LOT OF LUMBER
A MILL PROPERTY
SECOND-HAND MACHINERY
An Advertisement in the "Wanted" and "For Sale" Department of the . . .
CANADA LUMBERMAN WEEKLY EDITION
Will secure for you a Buyer or Seller, as the case may be. Address,
The Canada Lumberman
Toronto, Canada.

JAS. G. CANE & CO.
WHOLESALE HARDWOOD LUMBER
35 Adelaide East, Toronto, Ont.
Send us full description and lowest price for any lumber you have for sale.

JAS. PLAYFAIR & CO.
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . .
MIDLAND, ONT.

A. & P. WHITE
Manufacturers of and Dealers in.....
Sawn and Planed Lumber, Dimension Timber, Joisting
Car Sills, Car Flooring, Shingles and Lath.
A Large Quantity of Dry Lumber in Stock - PEMBROKE, ONT.

FOR SALE
75 M 4/4 Dry Hard Maple; 40 M 4/4 Dry Basswood; two cars 4/4 Dry Black Ash; one car 6/4 Dry Birch; one car 4/4 Dry Birch; and a very large assortment of Dry Hemlock and Cedar.
J. E. MURPHY, Hepworth Station, Ont.

ONE DOLLAR
will pay your subscription to the weekly and monthly CANADA LUMBERMAN for
ONE YEAR

KILN-DRIED BIRCH FLOORING SHEETING .. and .. CEILING
Flooring from $12.00
Ceiling " 10.00
SAMPLES BY MAIL
KNIGHT BROTHERS CO.
Burk's Falls, Ont.

## FOREIGN EXPORTERS AND IMPORTERS

WE have a large bill of
RED OAK, ROCK ELM AND SOFT MAPLE
that we want sawed at once for delivery next Fall. Please write us if you have such logs and can take care of such a bill, and we will send particulars.
SCATCHERD & SON - 1053 Seneca Street, BUFFALO, N. Y.

JAMES SMITH & BRO. - 14 Canada Dock, LIVERPOOL
. . Wood Agents . .
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax, N.S.

CANADA ATLANTIC RAILWAY
Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
R. A. CARTER, Contracting Agent, 115 Board Trade Montreal
M. A. Overend, Ontario Agent, Union Station, Toronto.
Shortest and Quickest Route from
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PARRY SOUND and all points on Grand Trunk Ry. TO ... BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
C. J. SMITH, General Freight Agent, Ottawa, Ont.

Ottawa & New York Lumber Line
- - - BONDED LINE BETWEEN - - -
CANADIAN POINTS, NEW YORK CITY AND ALL POINTS REACHED BY WATER FROM ALBANY
CANADA ATLANTIC RAILWAY. DELAWARE & HUDSON CANAL CO. WILLIAMS' LINE.
J. H. Williams Agent
15 Lumber District, ALBANY, N. Y.
NEW YORK OFFICE, 93 Wall
Telephone 531 Broad.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

## BELTING

Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
The Waterous Co., Brantford.

## ELECTRICAL APPARATUS

Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

## LUMBERMEN'S SUPPLIES

Eckardt, H. P. & Co., Toronto.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

## MACHINERY

Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston Ont.
Dunbar, Alex., & Sons, Woodstock, N. B
Darling Bros., Montreal.
Mowry, B. R., & Co., Gravenhurst, Ont.
Northey Mfg. Co., Toronto, Ont.
Payette, P. & Co., Penetanguishene, Ont.
Petrie, H. W., Toronto, Ont.,
Sawyer & Massey Co., Ltd., Hamilton, Ont.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Phelps Machine Co., Eastman, Que.
The Waterous Co., Brantford.

## PULP MACHINERY

Robb Engineering Co., Amherst, N. S.
The Jenckes Machine Co., Sherbrooke, Que.

## RELAYING RAILS

Gartshore, John, Toronto.

## SAW MANUFACTURERS

Burns, E. R., Saw Co., Toronto, Ont.
R. H. Smith Co., St. Catharines, Ont.
The McMillan & Haynes Co., St. Catharines. Ont.

## SPLIT PULLEYS

Dodge Wood Split Pulley Co., Toronto, Ont.

## WHOLESALE LUMBER DEALERS

Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

## MISCELLANEOUS

Axes, Campbell Bros., St. John, N. B.
Ball Nozzle Co., The, Toronto, Ont.
Canadian Photo Engraving Bureau, Toronto.
Contractors' Plant, John Scully & Co., Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Illinois Central R.R.
Magnolia Metal Co., New York.
Machine Knives, Peter Hay, Galt, Ont.
Metal Roofing, Pedlar Metal Roofing Co., Oshawa, Ont.
Shanks and Chisel Bits, A. McPherson, Oxford, N. S.
The Timber Trades Journal, London, Eng.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, September 29, 1897.

CAR OR CARGO LOTS.

| | | |
|---|---|---|
| 1¼, 1½ and 2 inch cut up and better | 32 00 | 34 00 |
| 2 inch picks and uppers | 34 00 | 36 00 |
| 1x12 dressing and better, 60% 16 ft | 22 00 | 24 00 |
| 1x10 fine dressing and better | 21 00 | 23 00 |
| 1x10 and 12 Canadian dressing and better | 20 00 | 22 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 |
| 1x10 and 12 common | 12 00 | 14 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 |
| 1 inch clear and picks | 28 00 | 30 00 |
| 1 inch dressing and better | 20 00 | 22 00 |
| 1 inch siding mill run | 14 00 | 15 00 |
| 1 inch siding common | 11 00 | 12 00 |
| 1 inch siding ship culls | 10 50 | 11 50 |
| 1 inch siding mill culls | 8 50 | 9 00 |
| Cull scantling | 8 00 | 9 00 |
| 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1 inch strips, common | 11 00 | 12 00 |
| 1 1-4 inch flooring | | 16 00 |
| 1 1-2 inch flooring | | 16 00 |
| XXX pine shingles, 16 inch | | 2 25 |
| XX pine shingles 16inch | | 1 40 |
| Lath, No. 1 | | 1 60 |
| Lath No. 2 | | 1 30 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Ash, white, 1 to 2 in. | | $26 00 | $28 00 | Cherry | 1 to 1½ | $50 00 | $60 00 |
| " " 2½ to 4 | | 30 00 | 32 00 | " | 2 " 4 | 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in. | | 17 00 | 19 00 | Elm, soft | 1 " 1½ | 14 00 | 15 00 |
| | | | | " " | 2 " 3 | 15 00 | 16 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in. | | 19 00 | 21 00 | " rock | 1 " 1¼ | 16 00 | 18 00 |
| Ash, M. R., 1 | " 2 | 15 00 | 18 00 | " " | 1½ " 3 | 20 00 | 22 00 |
| Birch, 1 | " 1½ | 18 00 | 20 00 | Hickory | 1½ " 2 | 28 00 | 30 00 |
| " 1½ | " 2 | 20 00 | 23 00 | Maple | 1 " 1½ | 16 00 | 17 00 |
| " sqrs. 4x4 | " 8 x8 | 24 00 | 26 00 | " | 2 " 4 | 17 00 | 18 00 |
| Basswood, 1sts and 2nds, 1 to 1¼ in. | | 16 00 | 18 00 | Oak, red, p'n | 1 " 1½ | 26 00 | 30 00 |
| | 1½ | 20 00 | 20 00 | " | " 4 | 29 00 | 32 00 |
| " m. r. | 1 " 1¼ | 14 00 | 16 00 | " white | " 1½ | 28 00 | 30 00 |
| Butternut | 1 " 1½ | 23 00 | 25 00 | " " | " 4 | 30 00 | 35 00 |
| " | 2 " 3 | 25 00 | 28 00 | " quart'd | " 2 | 46 00 | 50 00 |
| Chestnut | 1 " 2 | 24 00 | 26 00 | Walnut | 1 " 3 | 85 00 | 100 00 |
| | | | | Whitewood | 1 " 2 | 32 00 | 36 00 |

## OTTAWA, ONT.

OTTAWA, September 29, 1897.

| | | |
|---|---|---|
| Pine, good sidings, per M feet, b.m. | $29 00 | 37 00 |
| Pine, good strips, " " " | 23 00 | 30 00 |
| Pine, good shorts, " " " | 16 00 | 25 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m. | 15 00 | 20 00 |
| Pine, " " strips, " " " | 13 00 | 18 00 |
| Pine, " " shorts, " " " | 12 00 | 14 00 |
| Pine, 10 s.c. and better stock, " " " | 12 00 | 13 00 |
| Pine, 8 s.c. " " " " " | 11 00 | 12 50 |
| Pine, " sidings " " " | 10 00 | 13 00 |
| Pine, " strips " " " | 8 00 | 10 00 |
| Pine, " shorts " " " | 6 50 | 8 00 |
| Pine, box culls " " " | 9 00 | 10 00 |
| Pine mill culls " " " | 6 00 | 9 00 |
| Lath per M No. 1 | 90 | 1 20 |
| Lath per M No. 2 | 60 | 90 |
| 1x10 No. 1 barn | | 18 00 |
| 1x10 No. 2 " | 14 00 | 16 00 |
| 1x8 & 9 No. 1 " | 15 00 | 17 00 |
| 1x8 & 9 No. 2 " | 14 00 | 16 00 |

## QUEBEC, QUE.

QUEBEC, September 29, 1897.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Common and railroad, for interior and ordinary according to average, quality, etc., measured off | 21 @ | 24 |
| For 40 to 45 feet average, measured off | 26 | 29 |
| For good and good fair average, measured off | 29 | 33 |
| First class " " | 36 | 39 |
| In shipping order " " | 35 | 38 |
| First class Ottawa waney, 18 inch average | 38 | 41 |
| " " " 19 to 21 inch average | 41 | 42 |
| First class Michigan waney board, 18 inch average | 42 | 44 |
| " " " " 19 to 21 inch average | 44 | 46 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 28 |
| In shipping order, 35 to 45 feet " " | 38 | 40 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 28 | 34 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average an quality | 21 | 25 |
| To average 16 inch | 25 | 27 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 14 | 17 |
| 16 " " | 15 | 19 |
| 18 " " | 21 | 23 |

DEALS.

Bright spruce, according to mill specification, $40 to $43 for 1st, $26 to $28 for 2nd, $23 to $26 for 3rd, and $19 to $22 for 4th quality. F.O.B. batteau

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., September 29, 1897.

UPPERS AND SELECTS.

| | | | |
|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $44 00 | Selects, 1 in., 8 in. and up wide | $40 00 |
| 1¼, 1½ and 2 in. | 44 00 | 1¼, 1½ and 2 in. | 41 00 |
| 2½ and 3 in. | 53 00 | 2½ and 3 in. | 47 00 |
| 4 in. | 56 00 | 4 in. | 50 00 |

FINE COMMON.

| | | | |
|---|---|---|---|
| 1 in., 8 in. and up wide | 33 50 | 2½ and 3 in., 8 in. and up wide | 42 00 |
| 1¼, 1½ and 2 in. | 35 00 | 4 in. | 45 00 |

B FINE COMMON OR NO. 1 CUTTING.

| | | | |
|---|---|---|---|
| 1 in., 7 in. and up wide | 23 50 | 2½ and 3 in., 7 in. and up wide | 37 00 |
| 1¼, 1½ and 2 in. | 30 00 | 4 in. | 40 00 |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 34 00 | 1 in., 4, 5 and 7 in. wide | 32 00 |
| 6 in. wide | 36 00 | 6 in. wide | 36 00 |

FINE COMMON OR C.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 30 00 | 1 in., 6 in. wide | 30 00 |
| 1 in., 4, 5 in. wide | 29 00 | | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 24 00 | 1 in., 4, 5, 6 in. wide | 22 00 |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 in | 16 00 | 1¼ in., 4, 5 and 7 in. | 15 00 |
| 1 in., 6 in. | 17 00 | 1¼ in., 6 in. | 17 00 |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 | 1¼ in., 4 to 7 inch | 14 00 |
| 1 in., 6 inch | 14 00 | No. 3 Fencing, 1 in., 6 inch | 12 00 |

SHELVING.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 | No. 2, 1 in., 7 and 8in. stocks | 19 00 |
| 1 in., 10 in. and up wide | 26 00 | 1 in., 10 in. stocks | 21 00 |
| 1 in., 12 in. stocks | 29 00 | 1 in., 12 in. stocks | 24 00 |
| 1 in., 12 in. and up wide | 30 00 | 1 in., 10 in. and up wide | 22 00 |
| 1¼ in. 1½ and 2in., 8in. and up wide | 29 00 | 1 in., 13 in. and up wide | 25 00 |

BARN BOARDS OR STOCKS.

| | | | |
|---|---|---|---|
| No. 1, 12 in. | 21 00 | No. 2, 9 in. | 13 50 |
| 10 in. | 16 50 | 8 and 7 in. | 13 50 |
| 9 in. | 16 00 | No. 3, 12 in. | 12 50 |
| 8 and 7 in. | 16 00 | 10 in. | 11 00 |
| No. 2, 12 in. | 16 00 | 9 in. | 11 00 |
| 10 in. | 14 00 | 8 in. | 11 00 |

SHIPPING CULLS OR BOX.

| | | | |
|---|---|---|---|
| 1 in., 4 and 5 in. wide | $8 50 | 1 in., 13 in. and up wide | $11 00 |
| 1 in., 6 in. wide | 9 50 | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 |
| 1 in., 7 in. wide and up | 9 50 | | |

SHAKY CLEAR.

| | | | |
|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9in. wide | 18 00 | 1 in., 10 in. and up wide | 19 00 |
| 1 in., 6 in. wide | 20 00 | 1¼, 1½ and 2 in., 8in. and up wide | 20 00 |

COFFIN BOARDS.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 13in. and up | 20 00 | No. 1, mill culls | 8 00 |
| No. 2 | 17 00 | No. 2, or red horse | 6 50 |

BEVELED SIDING—DRESSED.

| | | | |
|---|---|---|---|
| Extra clear (perfect) | 23 00 | No. 2 | 17 00 |
| No. 1 (nearly clear) | 21 50 | No. 3 | 14 00 |

TIMBER, JOIST AND SCANTLING.

| | | | |
|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $8 50 | Hemlock, 2x4 to 10, 12 to 16 feet | 7 50 |
| 18 ft. | 10 50 | 2x12 | 8 50 |
| 20 ft. | 11 50 | Add $1 to each additional 2ft. in length. | |
| 22 and 24 ft. | 12 50 | | |

SHINGLES, 18-IN.

| | | | |
|---|---|---|---|
| Country brands, XXXX | 2 75 | Standard brands, river made, XXXX | 3 00 |
| Clear Butts | 1 75 | Clear Butts | 2 00 |

WHITE PINE LATH.

| | | | |
|---|---|---|---|
| No. 1 | 1 50 | No. 2 | 1 00 |
| | | Hemlock | 1 00 |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., September 29, 1897.

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in. | $46 00 | 48 00 | No. 3, 1¼ & 1½ in | 15 00 | 17 00 |
| 2½ and 3 in. | 55 00 | 56 00 | Shelving No. 1, 2 in | 17 00 | 18 00 |
| 4 in. | 58 00 | 60 00 | 13 in. and up, 1 in | 32 00@ | 34 00 |
| Selects, 1 in. | 41 00 | 42 00 | Dressing 1¼ in. | 27 00 | 30 00 |
| 1¼ to 2 in. | 42 00 | 43 00 | 1¼x10 and 12 | 28 00 | 30 00 |
| 2½ and 3 in. | | 50 00 | 1½ in. | 28 00 | 30 00 |
| 4 in. | | 52 00 | 2 in. | 29 00 | 34 00 |
| Fine common, 1 in. | 35 00 | 36 00 | Mold st'ps, 1 to 2 in. | 33 00 | 30 00 |
| 1¼ and 1½ in. | 35 00 | 37 00 | Barn, No. 1, 10 and 12 in. | 22 00 | 23 00 |
| 2 in. | 36 00 | 38 00 | 6 and 8 in. | 18 00 | 19 00 |
| 3 in. | | 45 00 | No. 2, 10 and 12 in. | 16 00 | 15 00 |
| 4 in. | | 47 00 | No. 3, 10 and 12 in. | 13 00 | 12 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | 6 and 8 in. | 11 00 | 12 00 |
| 1¼ to 2 in. | 32 00 | 33 00 | Common, 1 in. | 15 00 | 16 00 |
| No. 2, 1 in. | | 16 00 | 1¼ and 1½ in. | 17 00 | 18 00 |
| No. 2, 1¼, & 1½ in | 22 00 | 25 00 | 2 in. | 18 00 | 20 00 |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 28 00 | 30 00 | 2½ to 4 in. | 34 00 | 38 00 |
| 1¼ to 2 in. | 30 00 | 32 00 | Strips | 17 00 | 18 00 |
| | | | Culls | 11 00 | 14 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 20 00 | 21 00 | Com. & good culls | 8 00 | 9 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 25 00 | 27 00 | 1st & 2nd, white, 6" & up, | 16 00 | 17 00 |
| | | | Com & good culls | 8 00 | 9 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 16 00 | 18 00 | 1st & 2d, soft, 8 in. & up, | 14 00 | 16 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 14 00 | 16 00 | 1st & 2d, soft, 6in. & up, | 14 00 | 16 00 |

WHITE OAK.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, plain, 8 in. & up | 26 00 | 28 00 | Clear squares, 5x5 to 8x8 | | 33 00 |
| Good common | 16 00 | 17 00 | 1st & 2nd quartered, 6 in. up | 38 00 | 40 00 |
| Good culls | 10 00 | 11 00 | Common quartered | 24 00 | 26 00 |

RED OAK.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd | 26 00 | 28 00 | Quartered 1st & 2nd | 34 00 | 36 00 |
| Common | 16 00 | 17 00 | Common | 23 00 | 25 00 |
| Cull | 9 00 | 10 00 | | | |

## NEW YORK CITY.

NEW YORK, N. Y., September 29, 1897.

WHITE PINE LUMBER

Prices for white pine lumber are governed entirely by source of supply rendering it useless to give prices for local market.

WHITE PINE TIMBER.

| | | | |
|---|---|---|---|
| Bridge timber | $28 00 @ | 40 00 | Building orders $27 00 @ 37 00 |
| Decking | 44 00 | 50 00 | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in. | 14 00 | 14 50 | 10 to 12 in. | 16 25 | 17 00 |
| 6 to 12 in. | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 to 12 in. | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | | | |
|---|---|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, 10 to 16 | | | | 25 00 |
| 1¼ to 2 in. | " | " | " | " | 26 00 |
| 1 inch, | " | Soft Elm, | " | | 19 00 |
| 1¼ in and thicker, | " | " | " | | 21 00 |
| 4/4 | " | Hard Maple, | " | | 21 00 |
| " | " | Basswood, | " | | 20 00 |
| " | " | Birch, | " | | 23 00 |
| " | " | Black Ash, Com. and Shipping Cull, M.C.O. | | | 14 00 |
| " | " | Soft Elm, | " | " | 12 00 |
| " | " | Hard Maple, | " | " | 14 00 |
| " | " | Basswood, | " | " | 12 00 |
| " | " | Birch, | " | " | 14 00 |

## ALBANY, N.Y.

ALBANY, N. Y., September 29, 1897.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $52 | $55 | Dressing boards, narrow | $19 | $20 |
| 2½ in. | 52 | 55 | West India shipping boards | 14 | 16 |
| 1 to 2 in. | 45 | 48 | Box boards | 10 | 12 |
| 4 inch uppers | | 55 | 10-in. dressing and better | 26 | 35 |
| Selects, 2½ in. up | | 45 | 10-in. common | 13 | 15 |
| 1 to 2 in. | | 40 | 12-in. dressing and better | 26 | 35 |
| Fine common, 2½ in. and up | 40 | 42 | Common, 1x12 | 13 | 15 |
| 1 to 2 in. | 36 | 40 | No. 1 barn, 1x12 | 21 | 23 |
| No. 1 cut, 1 to 2 inch | 25 | 30 | 1x10 | 18 | 20 |
| No. 2 | 18 | 25 | 1x8 | 16 | 18 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 16 | 17 |
| No. 1 molding, 1 to 2 in. | 33 | 36 | 1x10 | 15 | 17 |
| No. 2 molding, 1 to 2 in. | 25 | 28 | 1x8 | 13 | 15 |
| Stained saps | | 20 | Shaky or star clear, 1 to 2 in. | 19 | 21 |
| Bracket plank | 30 | 35 | Dressing | 16 | 18 |
| Shelving boards, 12-in. up | 30 | 32 | Common | 11 | 15 |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Pine | $1 60 | | Spruce | $1 55 | |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $3 90 | $4 10 | Bound butts, 6 x 18 | $5 00 | $5 25 |
| Clear butts | 2 75 | 3 00 | Hemlock | | 2 00 |
| Smooth, 6 x 18 | 4 50 | 4 75 | Spruce | | 2 00 |

## BOSTON, MASS.

BOSTON, September 29, 1897.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $11 50 | 12 00 | ¾ inch | $ 9 25 | 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 11-16 inch | 8 50 | 8 75 |
| Refuse | 13 00 | 13 25 | ⅝ inch | 8 00 | 8 25 |
| Outs | | 9 00 | Clapboards, sap ext. | 45 00 | 48 00 |
| Boxboards, 1 inch | 10 00 | 10 50 | Sap clear | 41 00 | 43 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, 2nd clear | 32 00 | 35 00 |
| | | | No. 1 | 23 00 | 25 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in. | $50 00@ | 52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in. | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in. | 58 00 | 62 00 | 1¼, 1½ and 2 in. | 30 00 | 32 00 |
| Selects, 1 in. | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in. | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in. | 52 00 | 55 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in. | 24 00 | 38 00 |
| Fine common, 1 in. | 40 00 | 41 00 | Coffin boards | 19 00 | 22 00 |
| 1¼, 1½ and 2 in. | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in. | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 50 | 1 60 |
| Cedar, extra | 2 50 | 2 65 | Extra No. 1 | 1 25 | 1 35 |
| Clear | 2 10 | 2 25 | | | |

HEMLOCK

| | | | | | |
|---|---|---|---|---|---|
| Knotty | | | | $10 00@ | 10 50 |
| Northern and Eastern, planed one side, No. 1 | | | | | 11 00 |
| " " " " " No. 2 | | | | 9 50 | 10 00 |
| Pennsylvania, " " " No. 1 | | | | 12 00 | 12 25 |
| " " " " No. 2 | | | | | 10 00 |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | | | By cargo | 1 30@ | 1 90 |
| By car | 1 80@ | 2 00 | | | |

## QUEBEC AND NEW BRUNSWICK NOTES.

[Correspondence of the CANADA LUMBERMAN.]

THE saw mills throughout the maritime provinces have been kept very busy during the season now well advanced, as heavy contracts for deals were made in the spring at a sharp advance over last year's prices for delivery up to and including August. Some of the more knowing mill men saw that the advance in price would so stimulate the shippers as to result in an over-stocked market, and kept their mills running day and night that they might get as much lumber as possible into the shippers' hands before the expected drop in prices would occur. The expected has happened, the price in the British market having declined considerably owing to heavy shipments.

It is really wonderful to observe the lumber-absorbing power of the British markets—about fifty million superficial feet going there during one month this year from the port of St. John, besides large shipments that were made from other maritime province ports, such as Campbellton, Dalhousie, Bathurst, Shediac, Baie Verte, Port Elgin, Pictou, Halifax, Parrsboro, Hopewell Cape, etc.

No doubt the drop in the price of deals in the British market, together with the dull prospects in the United States markets, will have a tendency to lessen the output of logs the coming winter; but it will be something that has never happened in this section if there will not be plenty of logs to supply the demand.

There has been a feeling of uncertainty in the shingle business in New Brunswick all the season; and while the price was low in comparison with other years, the mills were kept running about to their full capacity, with the result that quite a considerable stock was on hand when it became certain that the United States duty would be reimposed. Then there was a rush to get all the shingles across the line before the tariff bill became law. Some of the mills cleaned up their yards very well, and now seeing them practically bare of the best qualities, are sawing away with old-time energy. There are some who would not be surprised—but wonderfully pleased—to see the American markets open out in first-class shape next year. May they not be dissapointed is my wish.

John Fenderson & Co., of Sayabec, P. Q., had the misfortune to lose their mill by fire on the 4th of July. The mill was built by McPherson & Schell, of Alexandria, Ontario, seven years ago, and sold to Messrs. Fenderson & Co. in 1895. They are now rebuilding, putting in a "Lane" circular saw mill, rope feed, seven Connell Bros., Woodstock, N. B., shingle machines, patent haul up, and all the modern appliances for handling lumber at a minimum of cost. The Waterous Engine Works Co. have the contract for the shafting and running gear, which assures a good job. The engines and boilers were not damaged beyond repair, and will be used again to furnish the power. The boiler and engine house is a separate building, built of brick and covered with metal, so that it will be absolutely fire-proof. They expect to have the mill going in October. Mr. Fenderson, who superintends the mill business, is a native of New York State, and is a practical lumberman. The firm have built a number of nice cottages and have added considerably to the village.

The New Richmond Lumber Co. have a fine steam saw mill at New Richmond, P. Q., on the Baie de Chaleur. Mr. W. H. Wardrope, formerly with Grier & Co., of Ottawa, is superintendent. The mill consists of a Waterous steam feed circular mill, patent edger and trimmer, with patent haul up and all appliances for handling logs and lumber economically. They saw deals for the English market. The power consists of two large tubular boilers and a pair of 16 x 20 engines, developing 200 h.p. The company also have plenty of cedar, which they get sawn in Isaac Starrack's mill near by, which has 2 "Dunbar" machines running day and night.

The Cascapedia Lumber Co., at Maria, P.Q., have a fine modern saw mill, steam feed rotary, for slabbing logs, and a "Wickes" oscillating gang, with resaw, patent edger, trimmers, transfers, etc., and saw about twelve hundred logs per day. Mr. Wylie, late of Montreal, is the efficient superintendent and engineer. The company have built a large store and a number of houses for their principal employees. The mill is whitewashed inside and out, and is as "clean as a new pin."

R. N. LeBlanc & Co., of Bonaventure, P. Q., have a circular saw mill and 2 "Dunbar" shingle machines, which are kept going day and night. They have also a store and do a large business. At present they are handicapped in the shipment of shingles, having to ship to Boston or Portland by water. It is to be hoped that the Atlantic and Lake Superior Railroad will be extended from Caplin, its present terminus, to New Carlisle at least, which would be a great benefit to all the Gaspe coast.

T. J. Caldwell, New Carlisle, P. Q., had his saw and shingle mill at Port Daniel burned, but is rebuilding. Mr. Caldwell has a large general store at New Carlisle.

Montgomery Bros., Dalhousie, N. B., have just got a new mill started, consisting of circular and two shingle machines, patent deal edger and trimmer. The power is steam, 70 h.p. The Waterous Engine Works Co., of Brantford, furnished all but the shingle machines, which were made by Connell Bros., of Woodstock, N. B. The mill is nicely situated for getting logs and should do a good business. Mr. George Montgomery is the manager.

Kilgour Shives, Campbellton, N. B., has completely remodelled his mill during the past winter and spring. It consists of live gang circular, nine shingle machines, re-saw and patent slab slasher for cutting slabs and edgings into firewood lengths. The power is furnished by four large tubular boilers, two engines, one 15" x 30" and the other 16" x 24"; there is also an engine to run the dynamo, which furnishes light to the mill, yard, wharves, store and some outside stores convenient to the mill. Mr. Shives does not make lath; anything that will not make paling 3" x 1 x 4 ft. long being cut into fire wood lengths, which sells readily in the town.

Adams, Burns & Co., Bathurst, N. B., have a very fine gang saw mill, with lath machine, shingle machine and re-saw. The mill, built some five years ago by the St. Lawrence Lumber Co., under the superintendence of Mr. P. J. Burns, was most substantially and conveniently constructed, and is one of the best cutting mills in the province. Mr. P. J. Burns, one of the owners, is the efficient superintendent.

F. J. McManus, Bathurst Village, N. B., has put a new circular mill in, and is now sawing deals, etc. The Sumner Co., of Moncton, N. B., purchased the Ferguson gang mill at Bathurst Village last year, gave it a thorough overhauling, put in new power, both engines and boilers, made by E. Leonard & Son, London, Ont., four "Dunbar" shingle machines, box and lath machines, live rolls for lumber, and chains to take refuse and sawdust to burner. The mill is now doing remarkably good work. Mr. Frank Curran is superintendent.

Messrs. D. & J. Ritchie, of Newcastle, N. B., rebuilt their double gang mill on the site of the mill burned last year, and have a very complete establishment in all particulars. Deal boards, lath and palings are the chief manufactures. Mr. Harriman is foreman, and Mr. Robert Ritchie superintendent.

Richards & Hickson, Newcastle, N.B., run one gang and four shingle machines. Mr. Hickson being an ideal mill manager, knows all the requirements towards making the business a success—which it is.

Sargeant Bros., of Nelson, N.B., have a one gang mill running day and night. One thought impresses the visitor to this mill is the neatness and order on every hand.

George Burchill & Sons, Nelson, N. B., have a fine single gang mill. Mr. John P. Burchill is the genial superintendent. He is M. P. P. for Northumberland County, and fills the Speaker's chair with grace and dignity.

T. W. Flett, Nelson, N. B., has a single gang mill, also box factory in which he utilizes all the waste ends and slabs in the making of lobster cases and all kinds of boxes which he can find sale for.

Edward Sinclair, Northwest Bridge, N. B., has a fast-cutting circular mill; also general store, Mr. J. A. Johnston being superintendent.

Lawrence Doyle, Douglastown, N.B., has a single gang mill. This is called the Kerr mill and was built a good many years ago—everything, from the frame of the building, being very heavy. The mill was idle for a long time, but since Mr. Doyle got it he has been doing good work.

E. Hutchinson, Douglastown, N.B., has without doubt one of the neatest and best running single gang mills on the Miramichi river, built some eight or ten years ago, and especially for heavy duty. It was built with the view of adding, when required, another gang or a circular saw rig, but the single gang evidently saws enough to satisfy the owner. John Quinlan is foreman and millwright. He is an authority on mill building and outfitting to reach best results.

Wm. Richards, Chatham, N. B., has a complete two gang mill, running under the superintendence of Mr. M. Morris. This mill was built by the late Hon. William Muirhead, and was intended for especially heavy duty; in consequence every part was made heavy and strong, regardless of expense. Since coming into Mr. Richard's hands it has been thoroughly overhauled, which together with its original staunchness, makes it one of the most reliable mills on the Miramichi river. Mr. J. T. Rundle attends to the office work and shipping. Besides operating this mill, Mr. Richards has interests in several other mills, besides supplying the stock of logs for parties who saw for him. He is one of the largest log operators in the province. His residence, where he has a magnificent farm a short distance away, is at Boiestown, on the Canada Eastern Railway, about midway between Chatham and Fredericton. The situation is very advantageous for carrying forward his winter and spring logging operations on the Miramichi waters.

Senator Snowball, Chatham, N. B., is the "Lumber King" of the north shore of New Brunswick, and is the second largest lumber operator and shipper in the province. Besides, he owns and runs passenger steamers and tug boats, which he builds and equips. He has a very fine machine shop, general store, lobster factories, etc., and still finds a little time to attend to his Senatorial duties at Ottawa. Each department of his large business is under an efficient head, superintended by his son, Mr. W. B. Snowball. He has a three gang mill at Chatham and one gang and fast-cutting circular mill at Tracadie, about 75 miles from Chatham, where he owns very large tracts of the best spruce and pine timber limits in the province. The lumber notes regarding Chatham would not be complete without a remark or two touching the wood pulp industry, which is coming to the front wherever spruce wood can be found. There are two very fine pulp mills here; one, the Maritime Sulphite Fibre Co., situated at the lower end of the town, and the other, the Dominion Pulp Co., just across the Miramichi river, the former having a capacity of thirty tons and the latter of fifteen tons per day at present, but that of the latter is now being doubled, provision for this having been made when the building was erected. The quantity of spruce wood required to keep these two mills in operation is enormous. At present the small spruce trees are used for pulp, but it would seem that the growth would not be sufficient to meet the heavy demands being made, and consequently the larger trees will have to be used.

At Black Brook, George I. Vanghan runs a two gang mill, he having purchased the mill and limits two years ago. They were formerly owned and operated by the firm of Guy, Stewart & Co., and later by Guy, Bevan & Co., but had been idle some seven or eight years before Mr. Vaughan purchased the property. Mr. Vaughan is a veteran lumberman, having operated a couple of properties in Albert County successfully. Besides running the Black Brook mill he supplies logs to another mill in the vicinity and handles the products. His output this year will be in the neighborhood of ten million feet of deals.

W. J. P.

## CONUNDRUMS FOR THE GOVERNMENT.

A WRITER in the Toronto World asks the following questions:

1. Why allow American citizens to own Canadian tugs under an assumed Canadian name and do the work which our Canadian tugs should do?

2. Why allow American tug boats the privilege of bonding coal, while our Canadian boats have to pay duty?

3. Why allow American citizens to run Canadian tugs?

4. Why allow Canadian logs to be towed over to Michigan, duty free, to supply the Michigan mills with saw logs while the Georgian Bay mills have to be closed?

5. Why allow American lumber to go in free while ours is taxed $2 per M?

6. Why not have the export duty on logs the same amount as the Americans tax our lumber?

7. Why not have our timber, the natural resources of the country, all manufactured in Canada?

# THE NEWS.

—F. W. Beckman, lumber merchant, Ellershouse, N. S., is dead.

—Brown & Powell, of Wingham, have purchased a saw mill at Fordwich, Ont.

—The death is reported of Charles B. McGill, lumber merchant, Middle Clyde River, N.S.

—Mr. John Zimmerman, of Tavistock, Ont., is adding a new dry kiln to his extensive stave factory.

—The Holland and Emery Lumber Co. have one of their mills at Byng Inlet, Ont., nearly finished.

—Wm. Massie, jr., has purchased the lumber and building business of the late W. McRossie at Kingston, Ont.

—Messrs. Pickard & Rowan, saw mill proprietors, of Owen Sound, Ont., have made several improvements in their mill.

—Mr. Harvie is fitting up his saw mill at Berriedale, Ont. He has added another boiler, engine, band saw and other modern improvements.

—The mills at Calumet, Que., destroyed by fire last fall, have been rebuilt. The machinery was supplied by McOuat & McRae, of Lachute, Que.

—As a result of tariff changes, the Rathbun Company, of Deseronto, are said to have closed down some of their mills and reduced work in other departments.

—The incorporation is announced of the King Lumber Company, of Chipman, N. B., to operate saw mills and conduct a general lumbering business. The capital stock is $25,000.

—A scientific forester in Europe says that the oldest trees are the pines of Norway and Sweden, and that these are not known to live more than 575 years. Germany's oldest oaks live little more than 300 years.

—At Santa Rosa, Cal., there is said to be a Baptist church built entirely from a single redwood tree. Timbers, weatherboarding, lining, etc., are all of wood, and after it was built there were 60,000 shingles left.

—In connection with the announcement that the Dickson Company, of Peterboro', would operate their limits in Cavendish and Anstruther this fall, it is stated that the mill at Lakefield will be remodelled.

—We observe the incorporation of the Laing-Ritchie Company, of Essex, Ont., with a capital stock of $40,000, and having for its object the manufacture of agricultural implements, lumber, sash and doors, building materials, etc.

—The South River Lumber Company have finished cutting their logs for the season and closed down their mill at South River. It is rumored that the company contemplate fitting up a water power mill at the Falls to cut shingles.

—The Rat Portage Lumber Company, of Rat Portage, Ont., are meeting with success in the manufacture of sash and doors, and have recently built a large addition to their factory, in which new machines of improved type have been placed.

—J. Langelier has taken an action for $5,200 against A. Charlebois and J. M. Fortier, of Montreal. The claim arises out of certain transactions with the Maria Wood Pulp Company, of Maria, Que., concerning the sale of timber limits.

—Dr. C. Keller, of Zurich, asserts that spiders are doing most important work in preserving the forests by protecting trees against devastation on the part of insects. According to his idea, spiders are more beneficial to the maintenance of forests than all the insect eating birds put together.

—The Lumber Trades Journal gives statistics showing the consumption of southern lumber by the different countries. The United Kingdom is the largest customer, taking 446,191,641 superficial feet annually. This is again divided as follows: England, 311,332,505 feet, Scotland, 86,010,656 feet; Ireland, 48,848,479 feet. Canada takes about 500,000 feet.

—The Hon. S. N. Parent, Commissioner of Crown Lands for Quebec, has decided to explore the forests on the north shore of the St. Lawrence river, as several parties wish to purchase limits in Moisie, St. Augustine, Natashquan, Magpie and other districts. These parties, we understand, intend to open lumber camps and go into the pulp wood industry.

—The Cowichan Lumber Company, Limited, is seeking a Dominion charter, to deal in and manufacture lumber, pulp, paper, etc., in British Columbia and elsewhere. The chief place of business will be Bobcaygeon, Ont., and the applicants are: M. M. Boyd and W. T. C. Boyd, of Bobcaygeon, G. Boyd and H. J. Wickham, of Toronto, J. D. Flavelle and J. G. Edwards, of Lindsay.

—Prof. A. E. Shuttleworth, of the Ontario Agricultural College, Guelph, is pursuing a course of study at Goettingen. He will pay some attention to forestry. Writing to the Department he says: "I am greatly delighted with the German forests. The method of planting, preserving and culling is securing for this country an almost inexhaustible wealth of all varieties of wood and timber."

—The Winnipeg Commercial states that on one of the passes into the Klondyke, away in northern British Columbia, a saw mill has been established to cut lumber for the boats of adventurers. The man who wants the boat has to go into the woods and cut his own logs, then Rudolph & Co., the proprietors of the lone Lake Bennett saw mill, will cut the logs into boards for him if he so desires, charging for this service $70 per thousand feet. If they supply the logs themselves they charge $100 per thousand feet, and if the traveller wants them to build the boat also they charge from $75 to $150 more, according to the size. This mill has a capacity of about 9,000 feet a day, so that if employed full time the proprietors would take in nearly a thousand dollars a day. There is also a saw mill nearly completed near Dyea.

## DEATH OF MR. HUGH McLEAN.

JUST as we go to press we learn with deep regret of the sudden death of Mr. Hugh McLean, of Salmon River, N. B., a description of whose saw mill and lumbering business appears elsewhere in this number. About six years ago Mr. McLean had a paralytic stroke, but apparently recovered from its effects. A secondstroke, however, came upon him last week, and he never recovered consciousness. He was 57 years of age.

## LEGAL.

HURDMAN VS. HULL LUMBER COMPANY.—The important suit of Messrs. Hurdman vs. Hull Lumber Company was brought to a close on Saturday, the 18th ultimo. The action involved some 800 square miles of timber limits in the province of Quebec and 100 miles in Ontario, the total value of which would probably reach $750,000. The facts of the case appear to be that in 1891 the Hurdmans sold to the Hull Lumber Company a four-fifths interest in the existing lumber business, the defendants to have the whole property in their name until all of the indebtedness which was assumed was paid off, and if they succeeded in paying off the indebtedness and there was anything left, then the plaintiffs were to be given a one-fifth interest. The plaintiffs' contention was that they did not sell defendants an interest, but that the latter merely advanced to plaintiffs the money as a mortgage to pay off their indebtedness, and were working it out. They claimed that, the indebtedness having now been paid off, they should be handed back the property. On this point Judge Rose gave his decision in favor of the Hull Lumber Company, who retain a four-fifths interest. There were also in connection with the case several minor matters, such as salaries for working members of the firm, interest on money that defendants advanced, and one or two other points of dispute, upon which the judge has not reached a decision. On Saturday morning four witnesses were examined, Messrs. F. W. Avery and W. G. Whyte, of the Hull Lumber Company, and Robert Hurdman and W. R. Hurdman. Mr. Dalton McCarthy represented the plaintiffs, and Mr. G. F. Shepley the defendants.

A dispatch from Stirling, N. J., states that Herbert G. Torrey, J. G. Torrey and two others have been arrested on the charge of breaking into the factory of the Magnolia Metal Company on the morning of August 6th last, maliciously destroying property and carrying away tools and other property belonging to the company. The Messrs. Torrey were formerly employed by the Magnolia Metal Company as superintendent and foreman, but this company request us to give notice to the public that none of these parties above mentioned have now any connection whatever with their business, their relations having been severed on April 15th last.

## PERSONAL.

The death is announced at Oakville, Ont., of Mr. John A. Doty, lumber merchant, of Bagden, in his 31st year.

Mr. Joseph Williams, a retired lumber merchant and vessel owner of Goderich, Ont., died suddenly last month, at the age of 69 years.

Mr. Robert Thomson, senior member of the firm of R. Thomson & Company, lumber merchants, Hamilton, Ont., is at present in England with a view of extending the foreign connection of his firm. He sailed from New York by the steamer "Britannic."

Mr. J. B. Miller, president of the Parry Sound Lumber Company, has joined the rank of the benedicts. In Toronto, on Wednesday, September 22nd, he was married to Miss Jessie Thomson, daughter of the late John Thomson, of Longford Mills, Ont. Mr. and Mrs. Miller have taken an eastern tour.

At Peterboro, Ont., recently, Mr. John Duignan, assistant superintendent of The Dickson Company and a gentleman well known in lumber circles, was married to Miss Morgan. The employees of The Dickson Company presented the bride with a pair of beautiful chairs, accompanied by an address. THE LUMBERMAN extends congratulations and good wishes.

## THE BALL NOZZLE.

VISITORS to the Toronto Exhibition were interested in the exhibit made by the Ball Nozzle Company, of Toronto, Limited, who are the sole owners of the ball nozzle for the Dominion of Canada. This nozzle is particularly adapted to the requirements of saw mills and wood-working factories, as the spray covers a very large space, thus quenching a fire in the quickest possible manner. It permits of the flow of the same quantity of water from the hose as a straight nozzle without producing back pressure on the hose, and a single man with one hand can manage it. A person is enabled to enter buildings in the face of flame and smoke, and go with impunity to any part of a burning structure, fighting the fire at close range. For wetting adjoining property it is claimed to accomplish as much as half a dozen straight streams. The company have met with much success in placing the nozzle upon the market, and where tests have been made the results are said to have given the utmost satisfaction.

## ATTACTIVE EXHIBIT OF SHINGLE MACHINERY.

ONE of the most attractive exhibits at the Toronto Exhibition was made by the Canadian Locomotive and Engine Company, of Kingston, Ont. It was at the east end of Machinery Hall, and consisted of a shingle mill in operation. The mill included one of the well-known and favorite "Dauntless" shingle machines, one XXX shingle jointer, two XXX packing boxes, and one XXX saw filer or sharpener. The outfit was driven by a portable engine, and was in charge of Mr. F. Drake, who had brought with him a full gang of practical shingle makers, and also a liberal stock of shingle timber, which was all manufactured into shingles on the ground, and the product sold to Mr. F. Hillock at a substantial advance on current prices.

When we assert that in one hour and twenty minutes this machine turned out 9¼ M shingles, our readers will readily understand that it must have been a first-class machine, in very active operation, and handled by men who thoroughly understood their business. No wonder the people liked to see it working; the sight was novel and very interesting.

The Locomotive & Engine Company is composed of thoroughly reliable and energetic business men, and this, their first exhibit, would certainly lead to the conclusion that they do not intend to leave any part of their extensive business half done. A few years ago they secured the services of Mr. Drake, with his entire stock of mill machinery, patterns, patents, etc., and since then they have been constantly adding to this already large stock. Their patterns are new and of modern design. They are therefore prepared to quote very close prices for any style of saw mill machinery, either band, gang or circular, or any piece of machinery pertaining thereto.

This company has one of the largest and best equipped machine shops in Canada, with heavy and very fine machinery specially designed for locomotive and fine engine work, and are in a splendid position to undertake the manufacture of other lines of high class machines.

## MICHIGAN LETTER.

[Regular Correspondence of the CANADA LUMBERMAN.]

MICHIGAN lumbermen do not regard the new regulations adopted by the Ontario government as likely to seriously affect their interests. In fact, most of them feel somewhat jubilant, as they consider it an indication that nothing further will be done to prohibit the export of saw logs from the province. Mr. Loveland, of the Saginaw Lumber and Salt Company, is quoted as looking on the dark side of the situation, and thinks the new law a death blow to the lumber interests of the Saginaw Valley. He was strongly in favor of the $1 import duty on lumber.

There has been some talk of late that lumber prices were advancing, but a careful enquiry proves that this is not generally the case. The fact is that yellow pine will regulate the price of white pine, and it is not likely that white pine dealers will be able to get a very substantial advance. Recent purchases of white pine stock have been made at same price as paid for similar stock last March. If it had advanced, the parties selling the stock would have wanted it. For the balance of the year wholesalers do not expect much of an advance over the past year's figures.

Saginaw dealers have commenced a war against the railway companies. The rate on lumber from this valley to New York is 21 cents, while Chicago is given a cut rate of 20 cents, which has enabled dealers there to ship lumber east at a lower rate than is levied here, although the distance is much greater. Efforts are being made to have the matter rectified.

William Peters' saw mill commenced operations last month, a supply of logs having arrived from Bay City.

In August, 1896, the wages of all the employees of the R. G. Peters Salt and Lumber Company at Manistee, Mich., were reduced ten per cent. The company last week raised the wages to the former standard.

The Saginaw Lumber and Salt Company will take out very little stock in Canada this season. The company have leased the Linton Manufacturing Company's planing mill, in which much of their stock will be worked up.

Mr. W. S. Eddy returned early in the month from a trip through Ontario. He announces with firmness that there will be no export duty on saw logs, and characterizes as disgraceful the action of certain Michigan lumbermen in waiting upon the Ontario government.

SAGINAW, Mich., September 21, 1897.

## OTTAWA LETTER.

[Regular Correspondence of the CANADA LUMBERMAN.]

THE lumbermen in this district do not all agree with the views of Mr. Edwards, as expressed at the meeting in Toronto last month. There appears to be a growing feeling in favor of restricting the manufacture of saw-logs to the province, this view being expressed by two or three of the lumbermen with whom I chatted. Some of them are rather reticent, and will not publicly express their views on the question, but from what can be learned opinions are nearly equally divided, with the balance, perhaps, in favor of the government deferring action for the present. The new timber regulations adopted by the Ontario cabinet, compelling the employment of Canadian workmen only, are not regarded as significant, owing to the difficulty likely to be met with in enforcing the same and in preventing the purchase of machinery and other supplies by proxy.

The destruction by fire of the saw mill of the Hull Lumber Company has caused serious inconvenience, besides throwing 150 workmen out of employment. The fire might have been far more serious had the wind not been blowing directly across from Eddy's pulp and paper mill and across the falls, preventing it from spreading. The present company had only recently taken possession of the property, and had made extensive improvements, it being estimated that $75,000 had been spent thereon within eighteen months. The loss is placed at $100,000, three-fourths of which is covered by insurance. It was intended to continue sawing until the end of October, but the remaining mill will now be operated day and night. The company is composed of A. A. Buell, W. G. White, F. W. Avery and C. E. Read. No decision as to rebuilding has yet been reached.

A newspaper representative recently interviewed a number of the lumbermen regarding the extent of their operations in the woods this winter. The result I give you in brief: The Bronson & Weston Company will send about half as many men to the woods as usual. J. R. Booth is reducing his operations by one-quarter. The Hull Lumber Company are sending about 60 per cent. of the men to the woods as last winter. The Hawkesbury Lumber Company and W. C. Edwards & Co. will each take out fewer logs. The McLaren Estate and the Ottawa Lumber Co. will do about sixty per cent. of last winter's work; the St. Anthony Lumber Co. about sixty per cent., and Gilles Bros. about forty per cent. Sheppard & Morse, the Canadian Lumber Company, and the Pembroke Lumber Company have sent no men into the woods as yet.

Antoine Charest has issued in the High Court of Justice a writ for $4,000 commission on a sale of timber at Lonely Lake for E. D. Moore and C. A. Moore, of Ottawa.

The Ottawa, Arnprior & Parry Sound railway was recently served with an injunction restraining them from carrying 27,000 railway ties into the United States, pending the settlement of a dispute regarding ownership between Hebrom Harris and the Rideau Lumber Company.

A rumor was started throughout the city that the Bronson & Weston Lumber Company intended to retire from business. An investigation proved that there was no foundation for the report. The company have a quantity of logs on hand and will not operate in the woods this winter as heavily as formerly, but in other respects the business will continue as heretofore.

OTTAWA, September 22nd, 1897.

## THE LUMBERMEN'S MEETING.

To the Editor of the CANADA LUMBERMAN.

DEAR SIR,—This was a most timely event. The passing of the resolution so unanimously, mild though it was, gives the utmost satisfaction to lumbermen generally in this locality who were not present at the meeting. To any unprejudiced mind, it must be quite apparent that our American friends had the big end of the bargain under existing circumstances, but they were not satisfied. As Mr. Lovering very truthfully remarked, it was not a duty against our lumber, but against our labor. They got all the free lumber they required from us when they got our logs; hence they did not require lumber from our mills.

Those who, at the meeting, voted with Mr. Charlton, are no doubt interested, as he is, in selling the raw product of our forests to the highest bidder in the United States markets, hence their opposition to any movement in the direction of protection to our natural forest wealth. Many lumbermen would rejoice to see the government go a step further and place an export duty on pulp-wood. Our forests of spruce are fast disappearing to supply American demands, and all we are getting in return is very little over the actual outlay in wages for producing and loading.

I am sorry that organization was not accomplished at the meeting. Lumbermen have a number of grievances that might be rectified or mitigated through organization. For instance, we have no rules of inspection for either pine or hardwood. There is no uniformity in prices for the production of our mills—every man has a price of his own. The railway companies charge one cent per 100 lbs. more on hardwoods than on pine, and if you enquire from the railway men why this is, they cannot give you a reason for it. This grievance alone in my opinion is sufficient to bring the hardwood men together and unanimously ask that justice be done in this direction. It is a most unjust discrimination against such hardwoods as is produced in the greater part of Ontario, and the sooner it is amended the more credit it will be to the intelligence of the ratemakers of the railway companies; for every lumberman, whether he be in the hardwood or pine trade, knows that there is less profit in hardwood lumber than in any other.

I would be pleased to see another meeting called for the purpose of organization and drafting inspection rules for both hardwood and pine, and to devise means for the protection of the trade in general.

Yours truly,
J. E. MURPHY.

HEPWORTH, 23rd August, 1897.

This journal circulates in foreign lumber markets. Persons desirous of cultivating the same should place their advertising cards therein.

# NOTICE
TO
# LUMBERMEN

A meeting of Ontario Lumbermen will be held in the BOARD OF TRADE ROOMS, TORONTO, on

## WEDNESDAY, OCT. 6, 1897,
AT 1.30 P. M.

(chair to be taken by Col. Davidson), to receive the report of Messrs. Scott, Bertram, Rathbun and Waldie, the Committee appointed by the lumbermen at their meeting held in Toronto on Aug. 19th, to present to the Ontario government the resolution passed at that meeting, and take such further action as may be deemed advisable in behalf of the lumber industry of this province.

A cordial invitation is extended to all lumbermen to attend.

Provided the attendance shall reach fifty, reduced fares will be granted by the G. T. and C. P. railways Delegates will purchase a single ticket to Toronto, and get from their local railway agent a receipt on a standard form for price of same. This receipt, when signed by the Secretary at the meeting, will entitle the holder to a return ticket at one-third fare.

EDGAR A. WILLS,
Secretary.


# The A. R. Williams Machinery Co., Limited

**Front Street West - TORONTO**

WITH BRANCHES AT

345 St. James St., MONTREAL; 193 Colborne St., BRANTFORD, and the London Machine Tool Co., LONDON

Beg to call attention to their new descriptive stock taking list, just issued, which they will be pleased to send on application.

We have **Several Valuable Mill Sites** in good localities for sale on reasonable terms, consisting of a Planing Mill in a northern town, with large new building and full equipment of modern machinery, used only a few months from new;

**One Saw and Shingle Mill Outfit**—good order as last used;

**One Saw and Stave Mill,** having one 5 block Waterous iron frame Saw Mill, Engine, Boilers, and full complement of Heading and Stave Machinery, now cutting out this season's stock;

We are the Sole Canadian Agents of the celebrated **Sturtevant Improved System of Dry Kiln and Heating Apparatus,** and have on hand now for prompt delivery, one of their 120" Fans with engine attached, end 6,140' cap. Heater. This rig cost when new $2,000.00, has only been run a short time, and will be sold at a bargain,

**THE A. R. WILLIAMS MACHINERY CO., LIMITED, TORONTO**

# WOOD PULP DEPARTMENT

## UNITED STATES PULP MACHINERY IN CANADA.

THE Pusey and Jones Co., of Wilmington, Del., have recently received an order from the Laurentide Pulp Co., Ltd., of Grand Mere, Quebec, for three machines. One machine will have eight cylinders, each cylinder being 36-in. in diameter, with a 120-in. face. The vats will be of cast iron and the couch rolls rubber-covered. There will be six pairs of squeeze rolls, two pairs of main press rolls being 24-in. in diameter, with 117-in. face. The dryers will be fifty in number, each 48-in. in diameter, with 114-in. face; also two stacks of chilled iron calender rolls, five and seven rolls respectively, with 112-in. face.

The second machine will be a 90-in. Fourdrinier suitable for wire 65-ft. long, 88-in. wide press rolls, with 90 and 89-in. face. It will have twenty-eight dryers, 48-in. in diameter, with an 88-in. face, and eleven high-stack cylinders, with 88-in. face.

The third machine is to be a 112-in. Fourdrinier, suitable for wire, 65-ft. long by 110-in. wide, press rolls 111 and 112-in. face; dryers, twenty-eight, with diameters of 48-in., and 120-in face; eleven high-stack calender rolls, 108-in. face.

The suctions and stuff pumps are entirely of new designs. The suction pumps are 16x12-in., and the stuff pumps are of the triplex order, 8 x 10-in.

The Pusey and Jones Co. have nearly completed for the Canada Paper Co., Ltd., Windsor Mills, Quebec, a 118-in. Fourdrinier machine, suitable for wire, 65-ft. long by 116-in. wide, having twenty-eight dryers, 48-in. in diameter, with a face 114-in.; two dryers, 36-in. in diameter and 114-in. face; four dryers, 24-in. in diameter, with 114-in. face; ten roll-stack calender, 114-in. face, with a patent doctor and calender feed. The machine will be driven by a cone drive, and will be capable of making newspaper and other fine grades of paper.

## THE BRITISH WOOD PULP MARKET.

WOOD PULP, of London, Eng., of 8th September, says of the British wood pulp market:

Scandinavian manufacturers of mechanical pulps are still holding out for high prices, and as a consequence, Canadian pulp is now being freely sold. There are several large Canadian concerns pushing their products in this market, and we learn on reliable authority that over 50,000 tons of Canadian mechanical pulp have been sold for next year. This is not to be wondered at when we consider that it is being offered at 3s. per moist ton below Scandinavian prices. The difference in value, however, is greater than would appear from the above, as papermakers consider it worth 3s. to 5s. per ton dry more than the Scandinavian, in that more of it can be used in the paper. This is a hard nut for Scandinavian makers to crack, but they have themselves to blame for it.

The sulphite market is quiet, but prices remain firm, and are likely to advance if anything, as with the improved state of the paper trade in the United States, there is not likely to be much chemical pulp available for this country from that quarter; and when Scandinavian makers realize this, there is no doubt that they will get firmer in their demands. We understand there are plenty of enquiries for pulp, but papermakers simply will not pay the prices asked.

Most of the available soda pulp is now in two or three hands, and prices are not likely to recede, although they cannot be pushed too far without bringing esparto into competition. Some papermakers have already, we understand, decided to use more esparto in future, rather than pay prices now asked. In any case this must be so to some extent, as the supply of pulp is not large enough to meet even present demands.

The following are the net current prices, c. i. f.:

| | | £ s. d. | £ s. d. |
|---|---|---|---|
| Sulphate and Soda, bleached,..... | per ton, | 10 10 0 to | 12 10 0 |
| " unbleached, first | " | 5 0 " | 8 15 0 |
| " unbleached, second | " | 7 15 0 " | 8 0 0 |
| Sulphite, bleached,..... | " | 11 10 0 " | 14 10 0 |
| " unbleached, first .. | " | 9 0 0 " | 11 10 0 |
| " unbleached, second | " | 8 10 0 " | 9 0 0 |
| Pine, dry, in sheets ..... | " | 4 8 9 " | 5 2 6 |
| " 50 per cent. air dry.. | " | 2 5 0 " | 2 10 0 |
| " extra fine..... | " | 2 10 0 " | 2 15 0 |
| Brown, dry ..... | " | 4 5 0 " | 4 15 0 |
| " 50 per cent. air dry | " | 2 10 0 " | 2 15 0 |
| Aspen, dry ..... | " | 7 0 0 " | 7 15 0 |

## PULP NOTES.

Bear River, N. S., is said to possess desirable sites for pulp mills.

A number of Canadian firms have recently put in new paper machines.

It is estimated that over 30,000 tons of pulp have been exported from Canada to Europe this year.

A proposition made by A. Cushing & Co., of St. John, N. B., to construct a pulp mill to cost $150,000, is now under consideration by the council of that city.

The sulphite mills of the Dominion Pulp Company, formerly owned by the Masterman Sulphite Pulp Company, near Chatham, N. B., are turning out fifteen tons per day.

The new mill of the Chicoutimi Pulp Company, Chicoutimi, Que., is nearing completion. Much of the machinery is being supplied by the Adirondack Machine Company, of Carthage, N. Y.

The Ontario government has been offered $1 per cord for all the pulp-wood stumpage yet uncut in the province. This offer is made by Mr. P. J. Loughrin, representing a syndicate. The government is considering the matter.

Mr. A. G. Jones, president of the Acadia Pulp and Paper Company, whose mills are at Morgans Falls, on the La Have River, and at Milton on the Liverpool river, in Nova Scotia, writes that they are putting in new machinery at these mills, and next year expect to turn out about 14,000 tons of dry pulp.

The Paper Trade Review, of London, Eng., says: "Wood pulp has been in good demand during the present year. The arrivals last month, however, show a decline compared with July, 1896, of 6,869 tons, and in value, £26,047. In February there was a decrease of 697 tons, but during the other months there was a substantial increase; for instance, in January the comparative advance in receipts was 16,865 tons; March, 6,280 tons; April, 1,413 tons; May, 5,014 tons; and June, 10,208 tons. The total imports for the seven months amount to 214,345 tons, against 182,131 tons for the corresponding period of last year."


MANUFACTURERS

**Of Pulp Machinery** should place their announcements on this page. The pulp industry is a growing one, and a number of new mills are likely to be erected in the near future. Write for card of advertising rates.

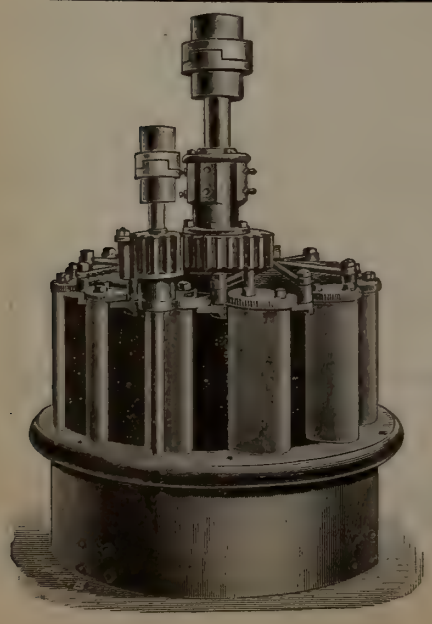
THE CANADA LUMBERMAN
**Toronto**

PULP MACHINERY

We are prepared to supply Pulp Grinders, Wet Machines and Baling Presses. . . .

WRITE FOR ESTIMATES.

**Robb Engineering Co., Ltd., Amherst, N.S.**

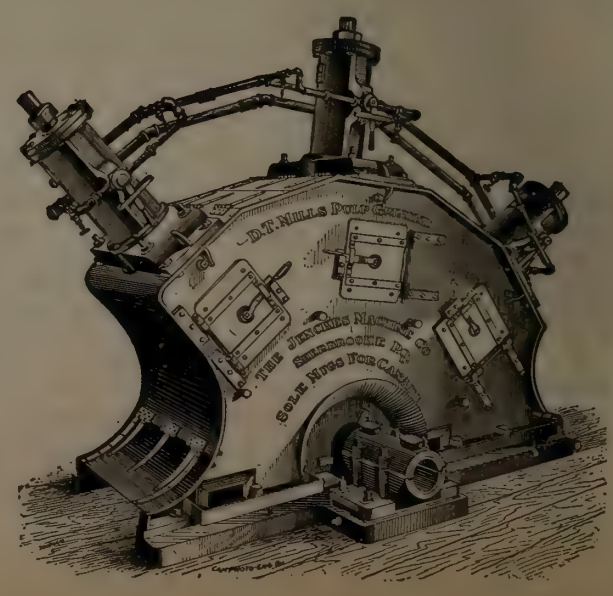


THE MILLS GRINDER
THE CROCKER TURBINE
**For Pulp Mills**

The Jenckes Machine Co.
33 LANSDOWNE AVE.,
SHERBROOKE, QUE.

Builders of . . .

WET PRESSES - SCREENS
. . . AND . . .
GENERAL PULP MILL MACHINERY



## PULLEYS.

One of the greatest objections to the fast running of shafting and belts is the want of pulleys properly constructed. Experience has led some of the best engineers to the conclusion that it is not safe to run an iron pulley four feet in diameter 400 turns per minute, owing to the unequal shrinkage of castings in cooling, and other imperfections. In one of the discussions before the New England Cotton Manufacturer's Association, it was stated by a well known engineer that, running slow, the centrifugal force has but little effect; but as the centrifugal force is as the square of the velocity, it is not so easily overcome in rapid motions. If the rim of the pulley is much thicker, the centrifugal force increases with the thickness, and consequently nothing is gained by the extra iron. The centrifugal force of material is as the specific gravity, and as the specific gravity of cast iron is thirteen times that of pine, hence, the centrifugal force must be thirteen times greater; but the tensile strength of cast iron is only two to one of that of pine, therefore, the rim of a pulley made of white pine felloes will sustain from four to six times the centrifugal force of a rim made of cast iron. That is, the same diameter of white pine felloes will run more than double the velocity without being torn asunder. It is less likely to be broken by jar or blow, and less than one-half the weight, and of course takes less power to run. A pulley made in this way has been run, sixteen feet diameter, four feet wide, ninety turns per minute, for eighteen months. With quick shafting, wood must take the place of iron pulleys.—Textile World.


J. D. SHIER

Manufacturer of

Lumber, Lath & Shingles

BRACEBRIDGE, ONT.

Equal to the Best
Half the Price
of other
standard machines.

THE EMPIRE

Price $55.co.
Send for testimonials
The
WILLIAMS MFG. CO.
Montreal, P.Q.

OUR EXTRA
HAND-MADE

AXE

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N.B.

ARE YOU LOOKING

FOR A CHANGE IN LOCATION?

If you are not satisfied with your present site, or if you are not doing quite as well as you would like to, why not consider the advantages of a location on the Illinois Central R. R. or the Yazoo & Mississippi Valley R. R.? These roads run through South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Indiana, Kentucky, Tennessee, Mississippi and Louisiana, and possess

FINE SITES FOR NEW MILLS
BEST OF FREIGHT FACILITIES

CLOSE PROXIMITY TO

COAL FIELDS AND DISTRIBUTING CENTERS

AND

INTELLIGENT HELP OF ALL KINDS
MANY KINDS OF RAW MATERIAL

For full information write to the undersigned for a copy of the pamphlet entitled

100 Cities and Towns WANTING INDUSTRIES

This will give you the population, city and county debt, death rate, assessed valuation of property, tax rate, annual shipments, raw materials, industries desired, etc.

To sound industries, which will bear investigation, substantial inducements will be given by many of the places on the lines of the Illinois Central R. R., which is the only road under one management running through from the North-Western States to the Gulf of Mexico. GEO. C. POWER, Industrial Commissioner I.C.R.R. Co., 506 Central Station, Chicago.

RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given or complete outfit.

JOHN J. GARTSHORE,
49 Front St. West, Toronto.

Galt Machine Knife Works

MACHINE KNIVES OF EVERY DESCRIPTION

FOR Woodworking Machines

...Send for Price List...

PETER HAY - - - - - Galt, Ont.

Lumbermen's Supplies

DRIED FRUITS
Canned Goods
Heinz's Famous Pickles and Sauces
Ludella Ceylon Tea

Letter Orders Promptly Shipped

Write Us or See Our Travellers.

H. P. ECKARDT & CO., Wholesale Grocers, TORONTO

Please mention the Canaga Lumberman when corresponding with advertisers.

WHY BAND SAWS BREAK

SIXTEEN REASONS,

AND HOW TO AVOID THEM

Being instructions to filers on the care of large band saw blades used in the manufacture of lumber.

A book filled with valuable information on the care of band saws. Giving the reasons for breaking; analyzing each reason; giving instructions to dispense with the causes as laid down in each reason; and full details on filing and brazing. The proper styles of hammers to use are illustrated and described, and views of blades showing the blows of the different styles of hammers form an important part of the illustrations. Improper and unequal tension are then treated, and the manner of properly setting irregular teeth is described. In connection with the treatise is a history of the invention, manufacture and use of the saw from its origin to the present time. The work in whole makes an accumulation of information such as has never before been published.

The book is printed on fine paper, good clear type, and is handsomely and substantially bound in cloth. It will be sent to any address on receipt of the price, ONE DOLLAR.

Address— CANADA LUMBERMAN, Toronto Ont.

OAK TANNED BELTING

TORONTO
20 FRONT ST EAST
TELEPHONE 475

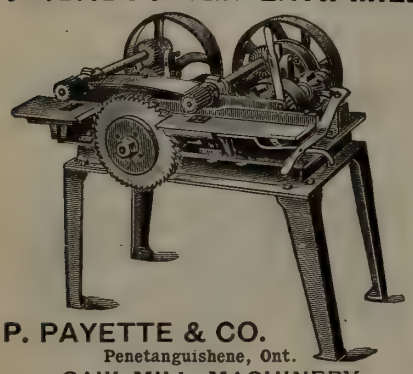
THE J.C.McLAREN BELTING Co MONTREAL

## NEW PULP MILL.

THE Chicoutimi Pulp Company's mill at Chicoutimi, Que., is nearing completion. The mill will be run by water power, the turbines being furnished by the Jenckes Machine Company, of Sherbrooke, Que. The water is being carried from the top of the fall down to the power house through a steel pipe over 250 feet long and no less than 11½ feet in diameter, at the end of which are three of their celebrated Crocker turbine water wheels, one of 1,200 h.p., one of 690 h.p., and one of 450 h.p., making a total of 2,340 h.p. This does not, however, give a just idea of the magnitude of the work, which may be more readily understood when we add that were this huge pipe laid out flat it would cover a space of over 9,200 square feet; it contains over 14,999 rivets, and the whole water power equipment has an aggregate weight of more than 152,999 pounds.

It is interesting to notice that one of these water-wheels is connected directly (without the use of belts) to an electric dynamo running 500 revolutions per minute.

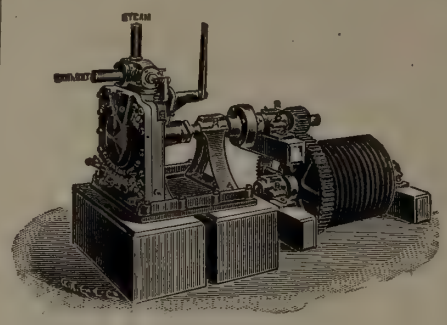

PAYETTE'S PATENT LATH MILL



P. PAYETTE & CO.
Penetanguishene, Ont.
SAW MILL MACHINERY

Sole Canadian Agents :-: Prices Reduced.
WATEROUS, BRANTFORD, CANADA.

THE
DAKE STEAM FEED




Embodies the following Advantages:
SIMPLICITY OF CONSTRUCTION,
POSITIVE AND EASY MANAGEMENT,
ECONOMICAL USE OF STEAM,
SMALL SPACE OCCUPIED,
CHEAPNESS,
EASY ADAPTATION TO EITHER NEW MILLS OR THOSE NOW IN USE.

The movement of the engine in either direction is under the absolute control of the sawyer, thus accommodating the speed of the feed to the size of the logs.
Mill men who have used other makes of Steam Feeds comment favorably on the economical use of steam of our feed over others.
Write for Catalogue and full particulars.

The Phelps Machine Co. - Eastman, Que.

The Dake Engine

For Running Dynamos in

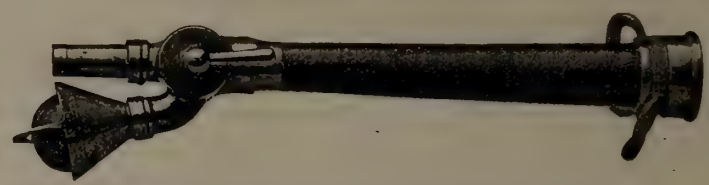
Small Isolated Plants.

STEADY AND EVEN MOTION

Also for Attachment Direct to Fans, Blowers, Centrifugal Pumps, Filing Room Machinery.
Correspondence Solicited.

THE BALL NOZZLE

Highly endorsed by the Underwriters and Fire Departments throughout Great Britain and the United States, and wherever used.

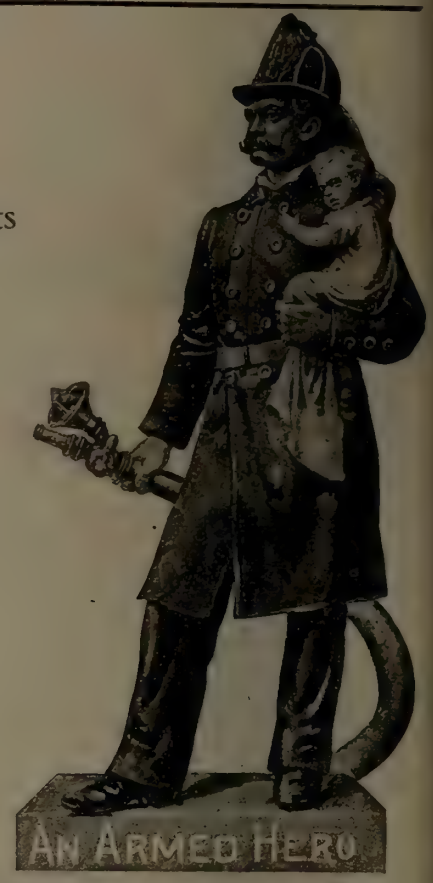


No. 1. Ball Fire Nozzle (combination), Straight Stream, Spray and Shut-off, with or without Play Pipe.

BALL NOZZLES For Fire Hose, Lawn Sprinklers, Fountains, Air Distributors, Tree and Land Irrigation

THE
Ball Nozzle Company, of Toronto
LIMITED

Offices: Room 1, Confederation Life Building, TORONTO

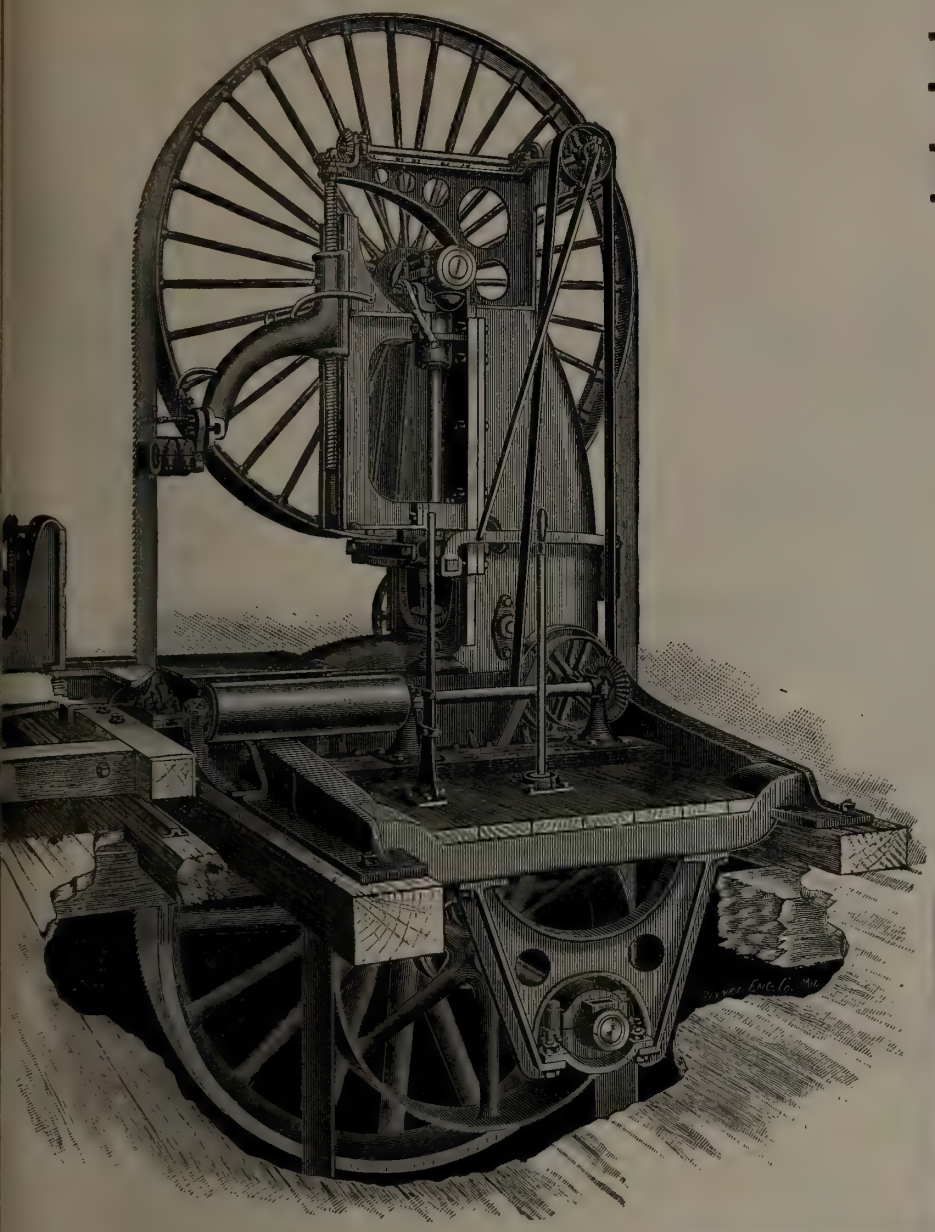



Pumps & HYDRAULIC MACHINERY

DUPLEX
AND SINGLE
STEAM
AND POWER

The Northey Mfg. Co. Ltd.
TORONTO

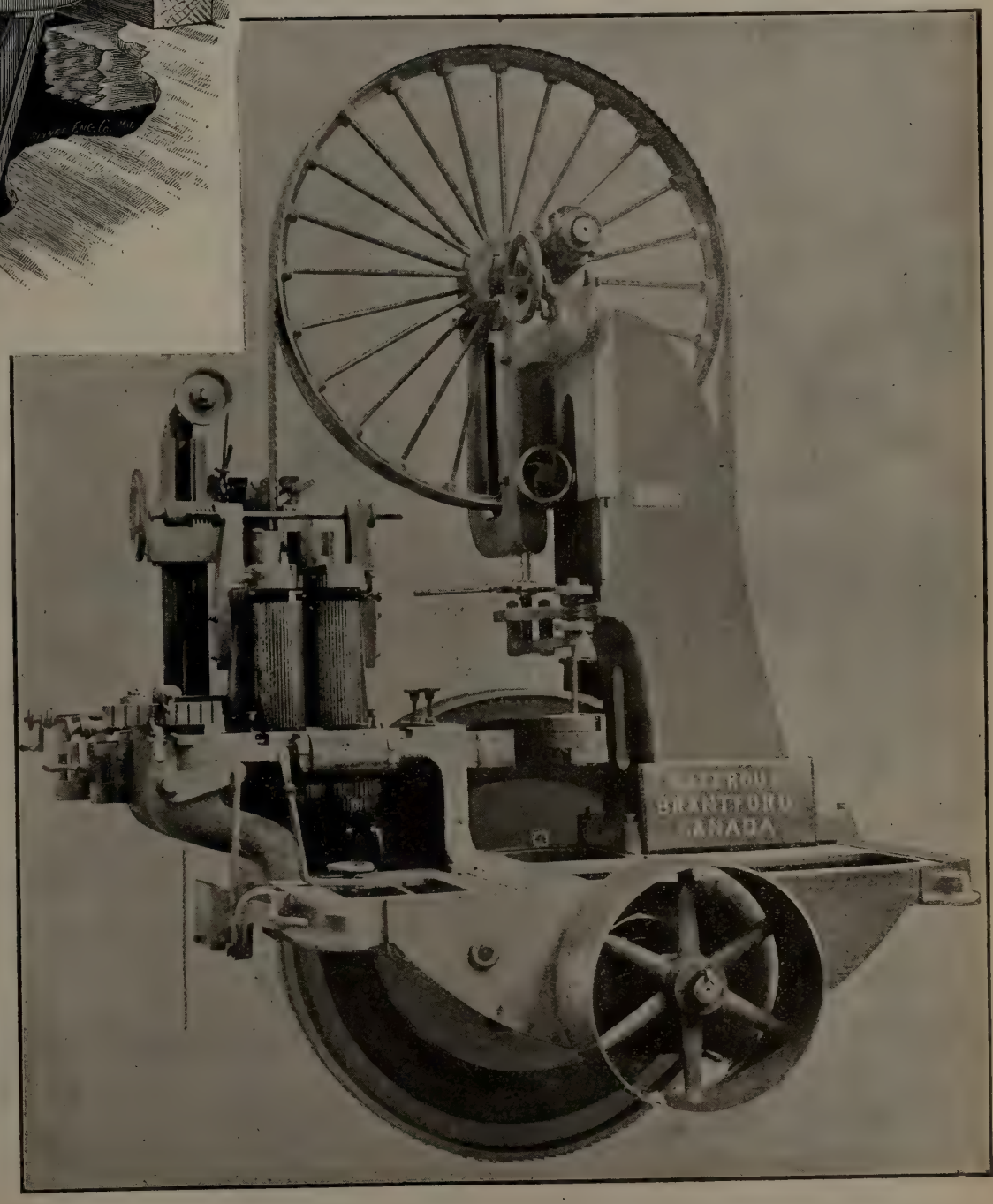
THE LAURIE ENGINE CO. - MONTREAL
SOLE AGENTS FOR PROVINCE OF QUEBEC.



# Lumber-Making Machinery—The Most Modern

1844 1898

Built in modern, well-equipped works from plans—the result of long experience—by Skilled Mechanics, and an honorable record for over fifty years for Square Dealing, is your inducement to correspond with us when erecting new mills, contemplating a change or increasing your plant.




## Canada's Timber, like that of our neighbors, is fast disappearing.

## ECONOMY is the Watchword.

### SAVE WHERE YOU CAN

Why then hesitate to replace your wasteful six or eight gauge Circular, with its quarter or larger saw kerf, with an

## "ALLIS BAND"

and its scant Eighth Kerf.

It gives you Nine Boards where you now get eight. There is no secret about a band mill; it is as easy to run as a circular, and will cost you no more per day, if you send your circular saw filer to us this winter to learn how to handle band saws. There is a further saving in wide and smoother lumber, figured by some on the whole as a saving of 15 per cent. and over. Figure what this would have been on this year's cut. Would it not have paid for the change and left a handsome margin?

Write us at once. You can make money by ordering early.

## WATEROUS, BRANTFORD, CANADA

Everything for the Saw Mill, Pulpwood or Pulp Mill.

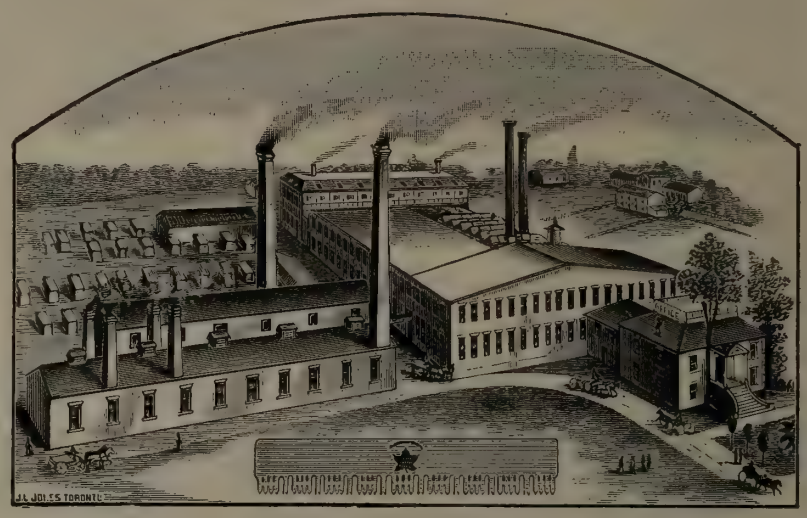
Special Line of Log Haul-Ups and Conveyors.

# THE MAPLE LEAF SAW WORKS

# Shurly & Dietrich GALT, ONT.

Manufacturers of

**CIRCULAR SAWS**
**GANG SAWS**
**MILL SAWS**
**BAND SAWS**
**CROSS-CUT SAWS**



Manufacturers of

**HAND SAWS**
**BUCK SAWS**
**PLASTERING TROWELS**
**BUTCHER SAWS**
**STRAW KNIVES, &c.**

**GROUND THIN ON BACK**

**Save Labor** **Save Gumming**
**Save Time** **Save Files**

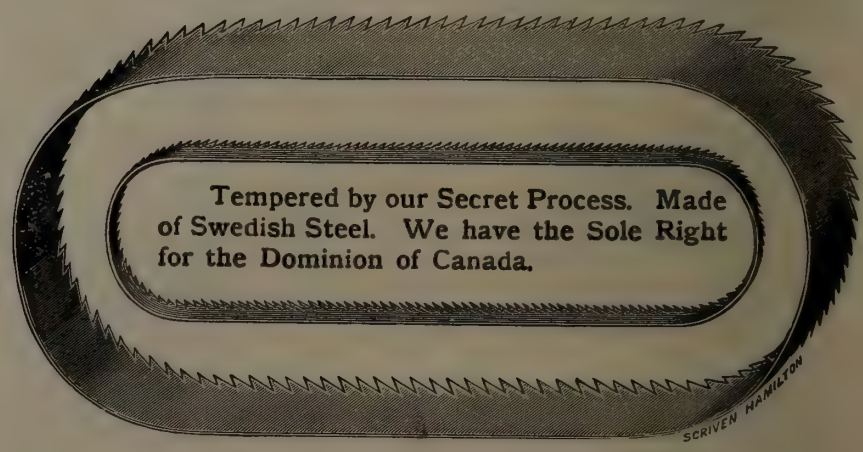
## This Saw Stands Without a Rival

AND IS THE

**FASTEST CUTTING SAW IN THE WORLD!**

Its Superiority consists in its Excellent Temper. It is made of "Razor Steel," which is the finest ever used in the manufacture of Saws. We have the sole control of this steel. It is tempered by our secret process, which process gives a keener cutting edge and a toughness to the steel which no other process can approach.

We are the only manufacturers in the world who export Saws in large quantities to the United States.




We Manufacture

# HIGH GRADE BAND SAWS

of All Widths and Lengths.

These Saws are made of Refined Swedish Steel imported direct, and tempered by our Secret Process; for Fine Finish and Temper are not excelled.

# NEW PORTABLE SAW MILLS

*Traction and Plain Engines of different sizes*

*Threshers, Clover Hullers, Horse Powers and Road-Making Machinery.*

SEND FOR CATALOGUE

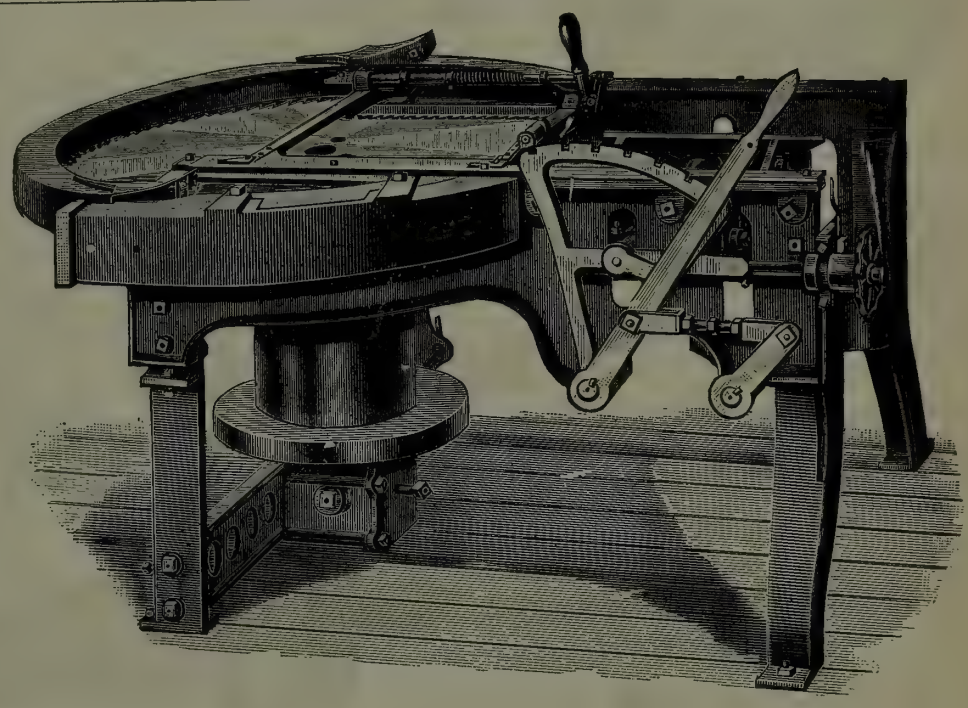
MANUFACTURED ...BY... SAWYER & MASSEY CO., LIMITED - HAMILTON ONTARIO, CANADA

# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON - ONTARIO

**Manufacture**

**Band Saw Mills**
**Gang Saw Mills**
**Circular Saw Mills**
**Portable Saw Mills**
**Shingle Mills**
**Lath Mills**
**Saw Filers, and all of F. J. Drake's Patents**



DAUNTLESS SHINGLE AND HEADING MACHINE.
Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter.
Capacity 25,000 to 50,000 per day.

**Our Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.**

CORRESPONDENCE SOLICITED

# B. R. Mowry & Son

Manufacturers of...

SAW MILL AND SHINGLE MILL MACHINERY

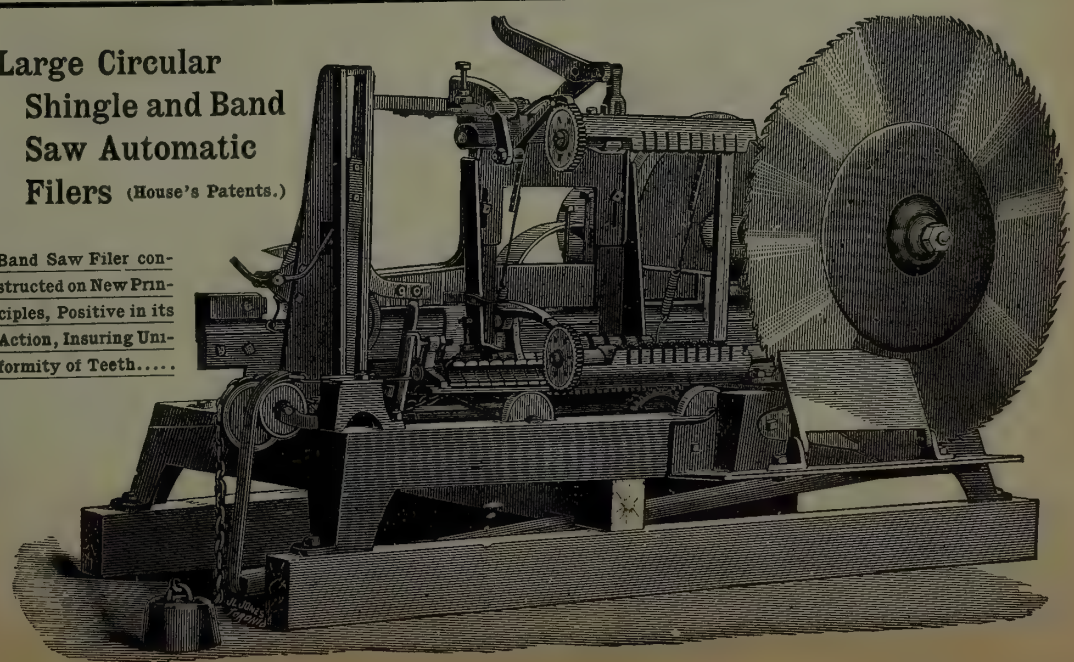
Shingle Machinery a Specialty

REPAIRING PROMPTLY AND CAREFULLY EXECUTED

Gravenhurst, Ont.

**Large Circular Shingle and Band Saw Automatic Filers** (House's Patents.)

Band Saw Filer constructed on New Principles, Positive in its Action, Insuring Uniformity of Teeth.....



# DODGE

## Wood Split Pulleys

AND

Split Friction Clutch Pulleys

AND

Cut-Off Couplings—In use in all the Big Mills.

Saw Mill Men, get our Prices.

**DODGE WOOD SPLIT PULLEY CO.**

Works: TORONTO JUNCTION. Office: 74 York St., TORONTO

# SUPPLIES

OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

**RICE LEWIS & SON**
(LIMITED)

Cor. King and Victoria Sts. - TORONTO

**A. McPHERSON**

Manufacturer of

**SHANKS AND CHISEL BITS**

For Inserted Tooth Saws.

Warranted equal to any on the market.

Also Manufacturer of

**Locomotives and Trucks** for the Pole System of Tramways for handling logs and lumber in the woods.

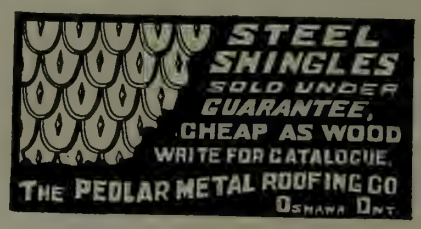
Correspondence Solicited.

**A. McPherson - OXFORD, NOVA SCOTIA**

# Notice to Millmen

THE OXFORD FOUNDRY & MACHINE CO., Oxford, N. S., have rebuilt, and are better prepared to give satisfaction, and would solicit a share of the public's patronage.

We manufacture all kinds MILL MACHINERY; also TRAMWAY OUTFITS.




*The Leading European Lumber Paper*

***The Timber Trades Journal***

Published Weekly by WILLIAM RIDER & SON, Ltd., 14 Bartholomew Close, LONDON, E. C.

SUBSCRIPTION: $5.00 PER ANNUM, POST FREE

The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .

## The McMillan & Haynes Co., Limited

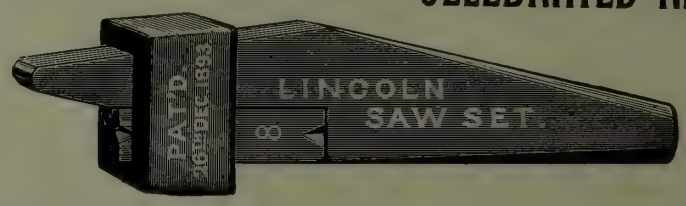
ST. CATHARINES, ONT.

# CELEBRATED NICKEL-STEEL CROSSCUT SAWS

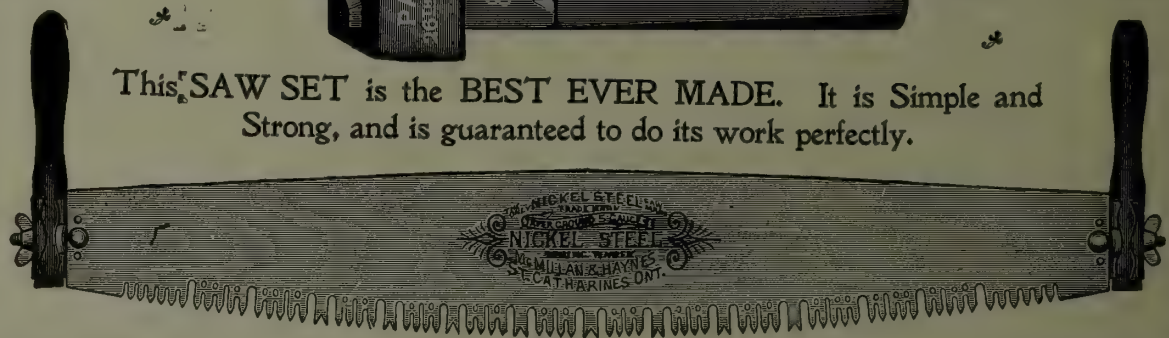
We lead all others in High-Grade Crosscuts and Saw Tools. A cheap, thick, clumsy saw is dear at any price.

The price of a good saw is soon saved in the extra work it will do.

Be sure you use McMILLAN & HAYNES SAWS; They are all warranted to give entire satisfaction.

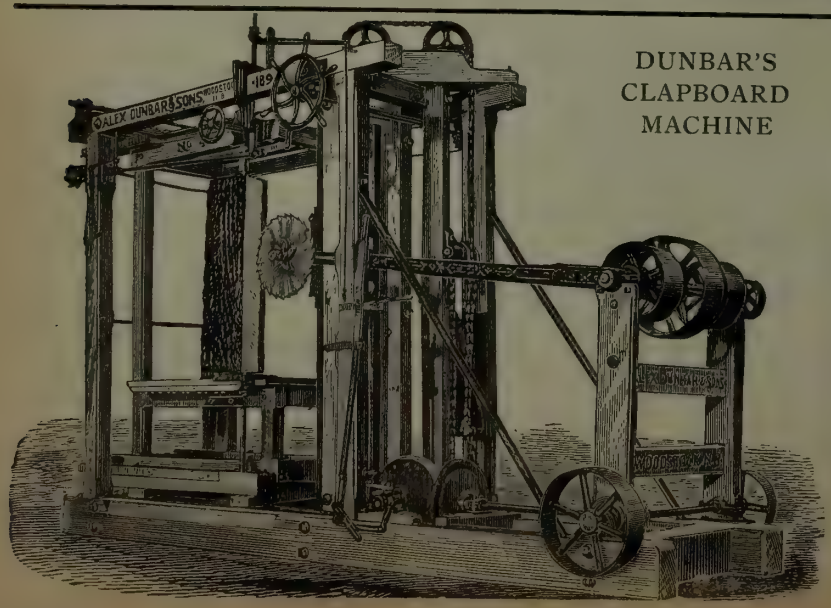



This SAW SET is the BEST EVER MADE. It is Simple and Strong, and is guaranteed to do its work perfectly.




We also manufacture Axes, Files, Saw Jointers, Cant Hooks, Steel and Brass Bedsteads. We have a cheap bed with wire mattrass attached suitable for shanties.

We handle the Famous KELLY AMERICAN AXES. Their Flint Edge is guaranteed to stand in cold, frosty weather, better than any other axe made.




DUNBAR'S CLAPBOARD MACHINE

# ALEX. DUNBAR & SONS

**Woodstock, N. B.**

Manufacturers of . . . . .

# Saw-Mill Machinery

OF ALL KINDS

Including ROTARY SAW MILLS (3 sizes), CLAPBOARD SAWING MACHINES, CLAPBOARD PLANING AND FINISHING MACHINERY, SHINGLE MACHINES, STEAM ENGINES, Etc.

WRITE FOR FURTHER PARTICULARS

**ALEX. DUNBAR & SONS - Woodstock, N. B.**

This Number contains a Full Report of the Meeting of Lumbermen held in Toronto October 6th.

# THE CANADA LUMBERMAN

## WOOD-WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XVIII. NUMBER 11. | TORONTO, ONT., NOVEMBER, 1897 | TERMS, $1.00 PER YEAR Single Copies, 10 Cents.

MAGNOLIA METAL

In Use by Ten Leading Governments.

BEST ANTI-FRICTION METAL

For All Machinery Bearings

MAGNOLIA METAL CO.

OWNERS AND SOLE MANUFACTURERS

266 and 267 West Street, NEW YORK

Chicago Office: TRADERS BUILDING.

Montreal Office: Messrs. Caverhill, Learmont & Co., Agents.

London Office: No. 49 QUEEN VICTORIA STREET, LONDON, E. C.

FOR SALE BY ALL DEALERS

THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office: TORONTO, ONT.

Cable and Telegraph Address, "Royelectric."

MANUFACTURERS OF

Electrical Machinery and Apparatus

... FOR ...

LIGHT and POWER

SPECIAL ATTENTION GIVEN TO——

LONG DISTANCE TRANSMISSION OF ELECTRICITY FOR LIGHT AND POWER

ALSO FOR

ELECTRIC PLANTS FOR MILLS

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

MOORE STEAM PUMP

For Stationary, Traction and Marine Boilers, High and Low or Special Duty.

Send for Illustrated Catalogue.

DARLING BROTHERS

Reliance Works - MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.

Frank Darling, Agent, Nelson, B. C.

J. Herbert Larmouth, B.A.Sc., Agent Central Chambers, Ottawa, Ont.

For Sale ★ Low

2 150 Light Dynamos

1 250 Light Dynamo

Compound Wound, 110 volts; Complete with Rheostat, Sliding Base, etc. Just the thing for an Isolated Plant in a Factory or Mill.

These Dynamos are perfectly new and guaranteed, and will be sold very low to close consignment.

*Write for Particulars*

JOHN STARR, SON & CO., Limited.

Electrical Contractors

HALIFAX, N. S.

JAMES W. WOODS Manufacturer of.....

Lumbermen's Supplies

Telephone 1118 (WHOLESALE)

75 Queen St., : OTTAWA, ONT.

A Few of Our Specialties

BLANKETS—
BAGS—Cotton and Jute.
CARDIGAN JACKETS—
COATS—Etoffe, Corduroy, Tweed and Rubber.
DRAWERS — Knit, Flannel and Kersey.
GLOVES—Buck, Kid and Wool.
KNIVES—Pocket and Table (J. Rodgers & Son).
MOCCASINS—Buck and Beef.
MITTS—Buck and Leather.
MITTS—Hand Knit Woolen, 3 and 4 lbs.
OVERALLS—
PANTS—Etoffe, Tweed and Mackinaw.
PIPES—Complete, including Case Pipes.
SHIRTS — Under and Top, of Tweed, Kersey, Flannel and Mackinaw.
SOCKS—Hand and Machine Knit, 4 and 5 lbs., Ribbed.
STOCKINGS—Long.
Smocks, Towels, Ticks, Tuques, and full line of Fancy and Dry Goods.

Direct from Manufacturer to Consumer.

John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED.*

C. C. CLEVELAND G. F. CLEVELAND

J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING AND LACE LEATHER

Danville, Que.

Sole Canadian Agents for the Celebrated

PEUGEOT AÎNÉ

Band Saws

THE BEST FRENCH BLADES MADE

*We Carry a Complete Stock - Prompt Shipment Guaranteed*

Send for List.

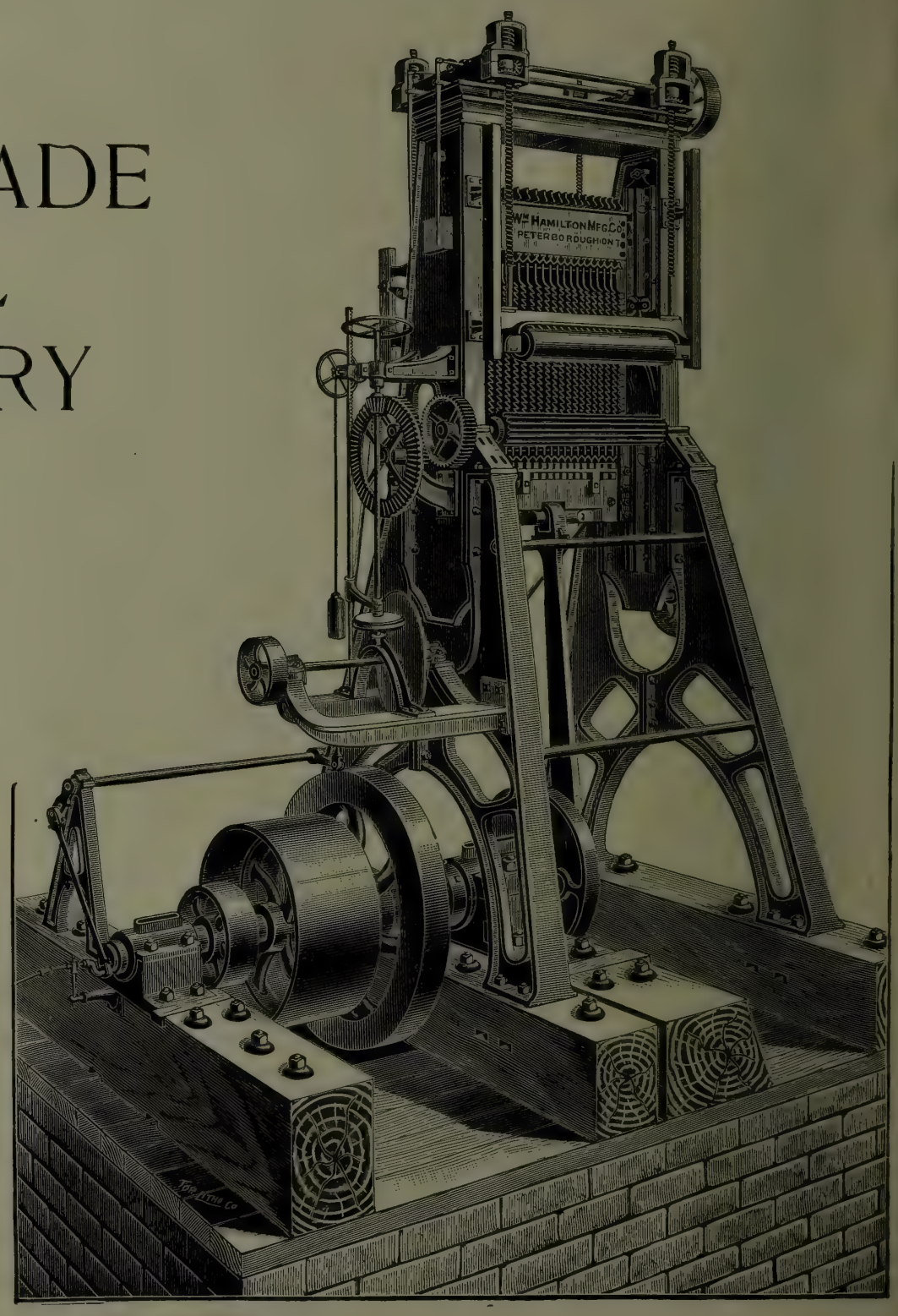
PRICES GREATLY REDUCED

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a
Complete Line of

HIGH GRADE
SAW-MILL
MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

We are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

## The Wm. Hamilton Mfg. Co., Limited

**Branch Office: VANCOUVER, B. C.** **PETERBOROUGH, ONT.**

# THE CANADA LUMBERMAN

VOLUME XVIII. NUMBER 11. | TORONTO, ONT., NOVEMBER, 1897 | TERMS, $1.00 PER YEAR Single Copies, 10 Cents.


# Lumbermen Again in Session

## ANOTHER IMPORTANT MEETING OF ONTARIO LUMBERMEN.—THE COMMITTEE SUBMITS THE REPLY RECEIVED FROM THE ONTARIO GOVERNMENT.—RESOLUTIONS ADOPTED IN FAVOR OF IMPORT AND EXPORT DUTIES.—MR. CHARLTON AGAIN OPPOSES RETALIATION.—CONSIDERATION FOR THE HARDWOOD TRADE.

At a meeting of lumbermen held in Toronto in August last, a committee was appointed to present to the Ontario government the resolution passed at that meeting. For the purpose of hearing the report of this committee, and also to consider what further steps should be taken in the interest of the lumber trade, invitations were issued for a meeting of lumbermen to be held in the Board of Trade Building, Toronto, on October 6th. The attendance was not as large as on the previous occasion, when the sale of government timber limits had brought to the city a large number of lumbermen from outside points. Notwithstanding, there were present nearly one hundred persons interested in the lumber industry, and the meeting proved to be of great importance, resulting in lively discussions on the different aspects of the trade. The chief opposition to the tenor of the meeting was found in Mr. John Charlton, of Lynedoch, and Mr. Levi Crannell, of the Bronsons & Weston Co., of Ottawa.

When the meeting was called to order there were present, among others, the following persons :

Levi Crannell, Bronsons & Weston Co., - Ottawa.
J. Fleck, J. R. Booth, - - - "
H. K. Egan, Hawkesbury Lumber Co., Hawkesbury.
Jas. Scott, Georgian Bay Lumber Co., - Toronto.
John Bertram, Collins Inlet Lumber Co., - "
John Waldie, Victoria Harbor Lum. Co., - "
W. H. Pratt, Conger Lumber Co., - - "
Col. Davidson, Davidson & Hay, - - "
Robert Laidlaw, R. Laidlaw & Co., - "
A. L. N. Weller, Ontario Lumber Co., - "
Chas. D. Warren, Imperial Lumber Co., "
J. S. Playfair, Musk. & Geor. Bay Nav. Co., "
F. N. Waldie, Victoria Harbor Lum. Co., - "
A. A. Scott, - - - - - - "
Wm. Leek, - - - - - - "
Geo. A. Anderson, J. G. Cane & Co., - - "
Geo. Gall, Gall Lumber Co., - - "
Thomas Southwork, Clerk of Forestry, - "
C. H. Clark, - - - - - - "
T. Barnes, Muskoka Mill & Lumber Co., - "
C. E. Ayer, - - - - - - "
S. Crangle, - - - - - - "
C. A. Maston, - - - - - "
H. C. Salmon, - - - - - - "
Jas. Tennant, - - - - - - "
Robert Fleming, - - - - - "
C. H. Mortimer, - - - - - "
A. Oakley, Davidson & Hay, - - - "
John Gray, - - - - - - "
Joseph Oliver, Oliver Lumber Co., - "
Hugh Munro, " " " - - "
S. C. Kanady, - - - - - "
C. E. C. Newton, Chas. Newton & Son, Victoria Harbor.
C. W. Newton, " " " " "
C. H. Foster, - - - - - Collingwood.
W. S. Toner, Toner & Gregory, - "
D. G. Cooper, - - - - "
Alan McPherson, - - - - Longford.
J. S. Pinch, - - - - - Owen Sound.
D. Hadden, - - - - - Foxmead.
John Charlton, - - - - Lynedoch.
D. Davidson, - - - - Penetanguishene.
C. Beck, - - - - - - "
Dr. Spohn, - - - - - - "
C. S. Hanes, Blind River Lumber Co., Blind River.
W. R. Rodd, " " " " " "
E. W. Rathbun, - - - Deseronto.
O. G. Anderson, Anderson Furniture Co., Woodstock.
Wm. Laking, - - - - - Hamilton.
Jas. Brennan, M. Brennan & Sons, Hamilton.
H. S. Brennan, " " - "
Robert Watt, - - - - - Wiarton.
J. P. Newman, - - - - "
Angus McLeod, - - - Bracebridge.
Geo. Towner, - - - - Trout Creek.
Geo. Cormack, - - - - Whitby.
D. C. Cameron, Rat Portage Lum. Co., Rat Portage.
C. M. Bowman, - - - Southampton.
C. G. Marlatt, - - - - Oakville.
J. Harriman, - - - - - Niagara Falls.

MR. LEVI CRANNELL,
(Bronsons & Weston Lumber Company, Ottawa.)

P. J. Loughrin, - - - - Sault Ste. Marie.
John Piggott, - - - - Chatham.
Jas. Playfair, - - - - - Midland.
J. Chew, Chew Bros., - - - "
Jas. Vincent, Arthur Hill Co., - - "
F. R. Weston, - - - - "
P. Potevin, - - - - - "
D. L. White, - - - - - "
C. W. Carter, - - - - Fesserton.
Geo. W. Stevens, - - - - Buffalo.
Wm. Irwin, - - - - - Peterboro.

The chair was again taken by Lieut.-Col. Davidson, and Mr. A. A. Scott was appointed secretary.

The chairman then read the notice calling the meeting, and said : Gentlemen,—You have all, perhaps, followed more closely than I have the action that has been taken with regard to the lumber business since we last met. I have no doubt it has been disappointing to a number of you, but from what I have been reading in the party newspapers, I think it only a forerunner of what is likely to follow. This meeting will be better able to express its views after it has heard the report of the committee appointed to wait on the government. After this report has been received, should there be any other business, I would like to limit the speeches to fifteen minutes; I think that is necessary in order to get through the business in a reasonable time. I think everybody can say all they wish within that time. The first business, then, is the report of the gentlemen who waited upon the government.

Alderman Scott presented the report, which was as follows :

Your committee beg to report that, by appointment, they waited on the government of the province of Ontario, all the ministers being present but one, and presented the resolution. After a very extended discussion of different phases of the subject of the resolution, your committee were informed that the request would be very carefully considered. Your committee were also informed that the Lumbermen's Association had requested the government to defer their decision until that association had an opportunity of being heard in opposition to the request contained in the resolution. As that association has not held a meeting of its members for many years and is practically defunct, your committee regard the request as wholly unauthorized and an unwarranted assumption of authority. Yesterday your committee received the report of the government, which reads as follows :

"The government has had under consideration the resolution passed at the meeting of lumbermen held on 19th of August, and has had the benefit, furthermore, of the discussion which has taken place in the public press, as well as the letters which have been addressed to the Department from time to time upon the subject. A deputation of American owners of limits also waited upon the government some time ago, and urged their views.

"I understood that a meeting was to be called of the Lumbermen's Association of the province of Ontario, and was asked by a representative of that association that action should be deferred until their meeting took place. Subsequently it was intimated, for reasons that I am not aware of, that the meeting would not be held.

"It has already been announced that the government entertains the opinion that during the currency of the existing licenses such action as was proposed by the resolution of the meeting of 19th August could not well be taken. I may say, however, that the government is very carefully considering what policy should be adopted with reference to logs cut after the expiration of the existing licenses, and it is hoped that in a short time the public will be made aware of the course which may be determined upon."

(Signed) J. M. GIBSON.

From this it appears that the government has decided not to grant the request so far as existing licenses are concerned, and that the matter so far as timber cut under future issues of licenses is concerned, is still under consideration. All of which is respectfully submitted.

(Signed) JAMES SCOTT. JOHN WALDIE. JOHN BERTRAM. E. W. RATHBUN.

Ald. Scott : Mr. Chairman, it is my duty to move the reception of this report. I did feel in the earlier part of the day that I would make some comments in connection with the matter. Upon further consideration, however, I have decided to defer anything I may have to say on the subject until a little later on. I desire only to express my regret—and I think I can speak for a large number of those who are present this afternoon—that the government has not seen fit to act promptly with regard to timber cut under licenses current at the present time. I am aware that there is some difference of opinion upon that subject, but if I interpreted the meaning of the resolution, and the temper of the meeting at which the resolution was passed, I think I am justified in saying that the lumbermen of the province of Ontario, by a very large majority, felt that the government ought to have acted even with regard to the present licenses. (A voice : "That is right"). That they have not done so, as I said before, I regret exceedingly. The position that Ontario lumbermen find themselves in to-day is simply this, that there is a penalty and fine on them of two dollars per thousand feet for doing business in Canada. That condition of affairs arises through no action of theirs; it arises entirely through the action of men whose representations to the government have been accepted as a policy to be pursued in regard to this matter on behalf of the province. It does seem to me to be an anomalous position for lumbermen to occupy, that the men who brought about this condition of affairs by their representations and their actions at Washington should have their action confirmed in the province of Ontario. These men should hardly have any standing in the province of Ontario on this question, because it is

through their action, through their direct action, their special efforts at Washington, that this condition of affairs was brought about. Therefore, I say that I feel somewhat humiliated, as a lumberman, that their view of the question, so far as the present licenses are concerned, has prevailed with the government of the province of Ontario. I wish to say one word with regard to the Lumbermen's Association of the province of Ontario. (Mr. Beck: "We haven't got any.") I quite agree with Mr. Beck that we have not got any. That association, as you know, has not met for several years, some of you being members of it; it has not been called together for years, and until this crisis arose it would not have been possible, on any other question, to have got a dozen—I venture to say, half a dozen—members of that association present, and for any officer of it to presume to speak on behalf of the association to the government of the province, asking that the government should defer action

MR. C. E. C. NEWTON,
(Chas. Newton & Son, Victoria Harbor.)

until that association had been heard in opposition to the resolution of the meeting of the 19th of August, is, to characterize it very mildly, an outrageous assumption of power. I do not know who he is—I did hear a name, but I don't know whether it is correct or not—but I say he had no right to speak for me in that matter, and there are other members of the association who will say he had no right to speak for them. I wish simply to protest against the effort that was made to counteract the influence of the meeting of the 19th of August by introducing in this side-handed way an association whose members would be very glad if their subscription fees which are in the bank to-day were returned to them. (Applause). Gentlemen, I shall not enter into the merits of the case until later on. Possibly I may have an opportunity of doing so, but I take my seat by moving the reception of this report.

## THE SITUATION REVIEWED.

Mr. John Waldie: In seconding the reception of the report, I think perhaps at this early period of the proceedings that the position of the lumbermen, especially of the western portion of Ontario, should be thorougly presented to the meeting, and with the permission of the meeting I will try to give a short resume of the position and conditions that exist to-day.

In discussing the Ontario-Georgian Bay lumber question, we require to look back into the past as well as into the future. Prior to 1890, beginning with the time the Michigan mills began taking saw-logs in quantities from Canada, conditions were equal, there being a $2 export duty charged on the log by the Canadian government and a $2 import duty charged on sawn lumber by the American government, and in this way the condition of the saw mill industry of the two countries was on an equality. In 1890 the Michigan mills and those supplying logs to them from Canada agitated for a removal of the export duty on logs, which resulted in an agreement that the American government should reduce the import duty on lumber to $1, and the Canadian government withdrew the export duty of $2 on logs. Under the Wilson Act the American government put lumber on the free list. The Presidential election of 1896 resulted in the return to power of the Republican party, who advocated a protective policy; but this is the same party who made the agreement with Canada that if there was no export duty charged on saw-logs, the import duty on sawn lumber should only be $1. After the President-elect was installed and the Congress of 1897 had assembled, the Dingley tariff bill was introduced, with a $2 import rate on sawn lumber. The Michigan mill owners, knowing this to be a violation of a national agreement made on their behalf between the government of the United States and the government of Canada, sought by legislation at Washington to prevent Canada returning to the conditions existing before the J. G. Blaine agreement. They, therefore, inserted a clause by which a $4 rate will be charged when Canada exercises her unquestioned right and returns to former conditions of a $2 export duty on logs against a $2 import duty on lumber. In this way, through legislation at Washington, the Michigan mill has the advantage over the Canadian.

### REMEDY PROPOSED.

What remedy do we propose whereby Canadian mills may be placed on even terms? First, should we impose an export duty on logs? This we believe is unnecessary, as there is a simpler and better method, viz., by asking our provincial government to add to the licenses to cut timber, when re-issued on the 30th of April, 1898, a clause that all saw-logs shall be manufactured into lumber at Canadian mills. This is not a new condition; it was approved of by order-in-Council, and governed in the late sale and in one previous, but has not been inserted in the license, and has been so far inoperative. What will be the effect? It will give employment at the Georgian Bay saw mills to 4,000 men and boys at the mills alone for from six to eight months in the year, besides benefitting all other industries incident to the production of the mill machinery, and supplies incident to a manufacturing plant. We have mills at present on the Georgian Bay capable of cutting 350 million feet of lumber by working only ten hours per day. If night crews were used 500 million feet could be cut. Now, the question is whether it is in the public interest that the Canadian mills should get fair play and saw 350 million, or that they should be placed at a disadvantage of $2 per thousand as against Michigan mills, or whether they shall saw 100 million feet of Canadian logs and allow 300 million feet to be sawn in Michigan. That is the question for the government and the people of this province to decide. The log supply of the Georgian Bay is taken largely from two principal streams, viz., the Spanish and French rivers. The work of transforming the log into lumber costs the same in both countries where railway advantages exist, the Michigan mill having a considerable advantage in sale or use of refuse.

### THE GOVERNMENT'S POSITION.

Then, the timber cut under license is the property of the people, and should be dealt with for the benefit of the people. If this principle is admitted our case is won, for no one would deny that it is in the public interest, first, to conserve our forests, and next to give employment to our citizens. Can the government of Ontario interfere with a license issued during the current year? That question I would answer by citing the additional regulations just recently issued. This new regulation being a new condition, does it attach to present licenses or not? If not, there was no need for it. The license being an annual agreement or contract, the government have always advertised that the holders must subject themselves to whatever regulations the government may consider the public interest requires, and in the past many changes have been made. An important one was the taking of the right to cut hardwoods, which was granted in old licenses and taken out without consent of the licensees. This, and many other instances which can be quoted, clearly shows that on a renewal of a license new conditions can be added. Finally, as the Georgian Bay district is the one chiefly affected, action by the Ontario government would relieve us from the oppression of a foreign law, and in no way interfere with other portions of Canada where conditions are different. All we ask is the minimum of interference, giving the maximum of relief. If the logs cannot be cut in Canada, the owners will have to follow them to Michigan, and no Canadian wants either to go there in person or to be obliged to send his son there to look after his interests. Some of the largest mill-owners have already closed down their mills and are selling logs to Michigan buyers.

This is not only a Georgian Bay saw-mill question, but saw-mill men elsewhere are interested. I hold in my hand a telegram from a leading saw-mill industry in Sarnia, which with your permission, sir, I will read:

SARNIA, ONT., Oct. 6th, 1897.

Cannot be present at meeting to-day. Give you full power to vote in our name in movement to urge the government that the crown lands timber be manufactured in Canada, or that a strong export duty be imposed, and we further say there should be a duty on American lumber coming into Canada.

W. T. MURNEY & CO.

Mr. Waldie, continuing: I have also met gentlemen, even in the City of Ottawa, Messrs. Wm. Mason & Sons, who say they are heartily in sympathy with our movement. I feel that a great injustice is being perpetrated on the industry in the Georgian Bay if the government of Ontario take no action; but I fully believe the government will take action, because governments are composed of men appointed by the people, and if I judge correctly the people of Ontario desire this to be done. (A voice: "Hear, hear"). Now, where are we to-day. We have facilities for taking out 400,000,000 feet of logs in the Georgian Bay district. Out of that 400,000,000 feet, under existing circumstances, not 100,000,000 will be manufactured in the Dominion of Canada, and half the mills on the Georgian Bay will be standing idle. One of the wealthiest and oldest lumber companies in Canada, Cook Bros., who have ample wealth, ample limits, ample mills, have closed their mills and sold their logs to Michigan. Is this in the interests of Canada? Is it in the interests of the people of Ontario? I say that in the interests of the people of Ontario every pine tree on the crown lands should be utilized to give employment to the industrial inhabitants of this country. (Hear, hear.) Now, it is not fair that these Michigan mills should be subsidized from Washington by two dollars per thousand as against mills equally equipped and capable on the Georgian Bay owned by Canadians. It is not fair to the Americans who have bought limits here and constructed or leased mills, that they should be sacrificed to the interests of the Michigan mill man who has no interest here beyond getting his logs, and who claims that we are an inferior people. I am not of that opinion at all; I think we are a superior people every time. I am heartily in favor of the proposition embodied in the resolution, and will give it my undivided support until the end of the

MR. C. W. NEWTON,
(Chas. Newton & Son, Victoria Harbor.)

chapter. I don't want to see Mr. Bertram's son become an inhabitant of Michigan; I don't want to see Mr. Beck's son become an inhabitant of Michigan; I don't want to see my own son there; and the result, if no action is taken by this government, will be that our sons will have to follow the log to the Michigan mill to be manufactured. I appeal to the people of Ontario, to the lumbermen here assembled, especially those in the Ottawa district who are not under the same conditions, that they shall see that we get fair play, and that we shall not be hampered and tied down until our birthright is taken away from us and we have got a barren waste. (Applause).

Mr. Beck: Mr. Chairman, I do not wish to say much on this subject, but in the interests of the lumber business we have to come to some conclusion as to what we are going to do. As I understand it the Ontario government has already decided to allow this winter's cut to be exported free. I think that is the general understanding, is it not?

Ald. Scott: Yes.

Mr. Beck: I understood it so, but I read an article in

the Globe last Saturday to a certain extent contradicting that. I would like to get some light on that subject, as to whether it is really settled by the government.

The Chairman: First of all we have to come to the reception of this report. I think that discussion will come up a little later. This report lays out distinctly what the committee appointed by this body got from the government, and now these gentlemen have been talking to move the reception of this report. You have heard it moved by Ald. Scott, seconded by Mr. John Waldie, that this report be received; is that your pleasure?

The report was received.

Ald. Scott: There is no recommendation in the report; it is only a statement of facts, and it commits the meeting to no principle at all.

The Chairman: The notice of this meeting also gives power to take further action with regard to the lumber trade of this province. As I said before, the speeches will be confined to fifteen minutes.

## THE PROPER COURSE TO TAKE.

Mr. John Bertram: I propose to follow the remarks which I may offer to the meeting with a resolution which I feel almost certain will obtain the support of ever lumberman present, without exception. I have endeavored to draw it in such a way that it will raise no questions of a controversial nature, while supporting what was really the view of the lumbermen at the last meeting, and asking that the government should take further action in this matter. It would be quite out of the way for me to offer an assembly of lumbermen here any remarks to the effect of the importance of the position which we now occupy in this controversy, which has arisen and has come upon us on account of the action taken by the American government. This meeting and the former meeting fully testifies that this is so. I will therefore confine myself to discussing what further action we may take in this matter, what further action it would be proper for us to take under the circumstances in which we find ourselves. There is no doubt, Mr. Chairman, that the crisis is a very grave crisis to some of us, and although there are sections here in Ontario that may not be interested in the same way as we are—the Ottawa district, where no American logs are exported, for instance—yet in the Georgian Bay district and its tributaries and in Western Ontario circumstances have arisen that call for the joint action of every one of us. Now, I am not disposed, and do not think any of you are, to say one single word as to the rights of the position of, and the good will which we all feel towards the Americans who have invested money in Canada. I have taken occasion every time that this matter has come up to express my own desire that they should be treated not only justly, but generously; but after we have said that, there is a duty we owe to ourselves and to our country—we must look facts in the face—and they themselves have brought about the very condition of things which we have met here to discuss and on which we must take action. Now, it is quite possible for us to advocate two or three courses as to what the proper position would be for lumbermen to take up in Ontario. One of them is: We may go down to Ottawa and ask that the Ottawa government, which took power to put an export duty of lumber at the last session of Parliament, should exercise that power and place an export duty on logs equivalent to the import duty on lumber going into the United States. That would be the best way to even up the condition of things. There is no doubt, whatever, that it was entirely in the minds of the parties who had the legislation carried out in Washington that that would be done, because it existed for many years—I don't know how many years. As long, I think, as I have been connected with the lumber business there has been an export duty on logs, and this export duty was only done away with by an agreement which was made between the Government of Ontario and the Government at Ottawa. The duty on lumber was reduced from two dollars to one dollar, and they had free access to our timber. Now, it was from no course taken up by our people in Canada that this was changed; it was brought about by the American people themselves, and we are here to-day to say whether we will allow ourselves to remain in the position that our business, that of sawing lumber, must perforce be taken from Ontario and carried on in Michigan. Mr. Waldie correctly stated the case, that if we are to carry on our business under existing circumstances, those who succeed us will be obliged to carry on their business in Michigan—that is the real state of of things.

## LOOKS TO THE ONTARIO GOVERNMENT.

Now, then, what position would it be just and right for us to take up? I don't think, all things considered, that we could go to Ottawa and ask the Ottawa government to take action, for the simple reason that American people themselves have made it impossible, because they have introduced a retaliatory clause which will cause the duty of two dollars per thousand to be raised to four dollars per thousand; therefore, if there is any other way to straighten out this matter, I think it will be better than to go to Ottawa. We might go to Ottawa and ask the Ottawa government not to put a duty on logs, but to prohibit logs altogether, allow no logs to be exported from Canada at all. Now, Mr. Chairman, I am quite prepared to take up either of these two positions. If it is thought by this meeting that it will be better for us to prohibit the export of logs from any part of the Dominion, I am prepared to join and go to Ottawa and advocate it. But I do not think it is necessary to do that. I think that we here in Ontario have an easier and a better plan than we would have by going to Ottawa, and I submit to you the method by which this should be gone about. In speaking of it, I would say that in the action which we propose to take the Ontario government have already themselves assented that it would be in the public interest that all logs should be sawn in Canada, because they introduced a new regulation at the last sale of limits declaring that the timber which was then to be sold should be sawn in the province of Ontario. Therefore they assent, and we now ask them to go one step further.

MR. D. C. CAMERON,
(Rat Portage Lumber Company, Rat Portage, Ont.)

Now, as to our rights to interfere with the license after it had been issued, I have not been able to see eye to eye with my friend, Mr. Scott, in that matter. I have not been able to join with him in the position which he takes that it would be a proper and just thing for us to interfere with current licenses. There is this to be said about it, that after an operator goes into the woods and takes in his men, teams, supplies and other things, and goes on with his operations under the license granted by the government and subject to the provisions of the license, it is reasonable to say that these operations should not be interfered with so far as the destination of the logs goes, and I am not inclined to blame the Ontario government for the action taken. That has been my own opinion from the very first; but while I go as far as that, I think, nevertheless, that we have the absolute power—you all know as well as I do that we have the power; that has never been denied by the Imperial government themselves, that we have the right to put in any regulation in those licenses that has the interests of the public at heart. That is the position, and it is not denied even by the opponents who do not want the Ontario government to take action at all. It is admitted on all hands, I think, that they have the power. The resolution which I submit is as follows:

## MR. BERTRAM'S RESOLUTION.

Moved by John Bertram, seconded by James Scott, that whereas at a meeting of lumbermen held in Toronto on August 19th, it was resolved to present to the government the following declaration: "That in the opinion of this meeting, the exportation of saw logs should be restricted; and with that object in view, the government of the Province of Ontario be requested to so amend the pine timber regulations that all pine timber cut under license in the Province of Ontario shall be manufactured in Canada;" and whereas the committee appointed to wait on the government to urge the adoption of the report have obtained from the Commissioner of Crown Lands an answer to the following effect: "That the government entertain the opinion that during the currency of the existing licenses such action as was proposed by the resolution of the meeting of August 19th could not well be taken." (I may say, however, that the government are very carefully considering what policy should be adopted with reference to the logs cut after the expiration of the existing licenses, and it is hoped that in a short time the public will be made aware of the course which may be determined upon). Be it therefore resolved, that without expressing an opinion on that part of the government policy relating to current licenses, we declare it to be in the public interest that when new licenses are issued after 30th April, 1898, a regulation be embodied in every license that all timber on the Crown Lands of Ontario shall be sawn, made into square timber, or otherwise manufactured in Canada; that a copy of this resolution be sent to the members of the Government of Ontario and to every member of the Legislative Assembly, and that all who approve of this policy use every legitimate effort to have it carried into effect.

## ENTITLED TO JUSTICE.

After reading the resolution, Mr. Bertram said: Now, it is a reasonable thing for us, I think, to give the Ontario government sufficient time—they have had a month in which to make up their minds—but we are absolutely determined in this matter that we are going to have right and justice done no matter who may suffer. This is a matter so vital to many of us that we are determined to push the action as far as we can. We will give the government all fair and reasonable time and terms in which to state their opinion, but we are entitled to an opinion, I think, within a reasonable time.

Regarding the government policy relating to current licenses, Mr. Bertram added: There may be reasonable difference of opinion—you are entitled in voting to hold your own opinion on that matter. The mischief, if any, has been done, because they are into the woods now just as far, I think, as they can go. I know this, that after the Michigan gentlemen were here, with my friend Mr. Charlton (I don't know what special influence they had with the government, I don't know what answer they got), but I can say this of my own knowledge, that they met there on the 7th of September, and that there were individuals in my own district who were waiting during that time; they were waiting and not putting their men into the bush; and within six days after the men were here they were in with their appliances and men. We don't know what answer they got, it was not published, but we know by the effects that took place.

Ald. Scott: I have much pleasure in seconding the resolution, which I may support with some remarks later on.

Mr. Beck: Mr. Chairman and gentlemen, I do not think the resolution goes quite far enough. As far as it goes, I think it is all right. If the Ontario government has committed itself for this year to allow the Americans to take the logs over free, I would not be in favor of it—I do not think they are entitled to have an advantage over the Canadian lumbermen. I propose, in addition to the resolution, that while they are getting the logs without export duty, any logs that are exported should pay double dues and any logs manufactured in Canada should be reduced one-half. I think that would remedy matters for this year, and I fail to see why the government have not a right to do so, as they have formerly raised the dues on all pine timber on Crown lands without giving any notice. All I want is for our government to put us on an equal footing with the Michigan lumbermen, and if what I suggest was done, it would to a large extent place us in that position. The Dominion government could amend the Act so that, instead of two or three dollars duty, the export duty on our logs going to the United States would be equal to the duty charged on our lumber. That would throw the burden on the Americans, and then it would be in the interests of the Michigan people to try and get the duty lowered. Now, they would rather work it the other way. I think the first clause I mentioned might be added to this resolution; the other might be put into a separate resolution later on. These are propositions that it struck me should be considered.

The Chairman: Do I understand you want to move an amendment to the resolution?

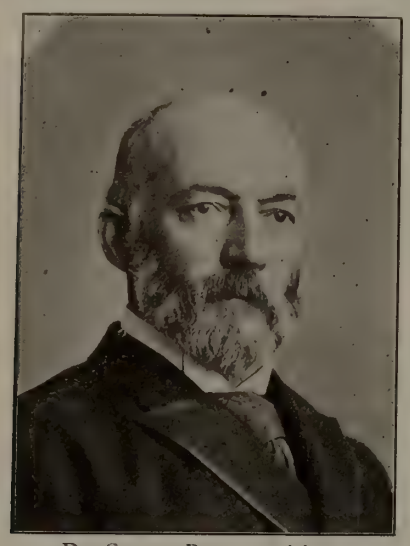
Mr. Beck: I would like to move that.

Dr. Spohn: I think we had better discuss this resolu-

tion, and then if Mr. Beck wishes to bring in another resolution, discuss it separately.

AN OTTAWA VALLEY VIEW.

The next speaker was Mr. Levi Crannell, representing the Bronsons & Weston Lumber Co., of Ottawa. He said: I had a telegram from Mr. Edwards, who expected to be here, and, personally, I regret his absence very much, because I remember that at the meeting in August he coincided with my views very nicely. Owing to fires in the bush, running towards his mill, Mr. Edwards was un-



DR. SPOHN, Penetanguishene.

able to leave last night, as intended. He sent the following telegram:

TELEGRAM FROM MR. EDWARDS.

"I sincerely regret at the last moment to find it impossible for me to go to Toronto, earnestly as I desired to do so because of the importance of the occasion. You know my views fully, and I request you to speak and vote for me, as well as for Mr. Whitney, whom I was to represent. I am unalterably opposed to anything of the nature of export duties, or any interference by the Ontario government with license conditions, considering such both wrong and dangerous. If true that the Ontario government indicated to American holders that under their licenses they could not be restricted for this year's cut, while I would prefer from a selfish standpoint that such should not have been done, at the same time American holders of Canadian licenses are tenants of the Crown equal with Canadian holders, and are entitled to the same rights, and I see no impropriety or wrong in the government interpreting to American holders their rights under their licenses, and do not consider the government at all censurable if they did so. I sincerely hope that wise counsel will prevail, and that a few men will not be permitted to seriously injure or perhaps destroy the whole lumber trade of Canada."

W. C. EDWARDS.

Mr. Crannell: Mr. Edwards expressed himself very fully, as I remarked, when he was here before, and the resolution is practically the same thing that was discussed at that time, with the exception that it is changed until another year instead of for the current year, which the original resolution provided for. I think there is no doubt in the minds of the majority of those present that the government has no right to change the conditions of current licenses; they have the right to change the licenses for another year, though. It is very questionable to my mind as to the extent to which they can change. I am no lawyer, but I have heard good lawyers, lawyers of experience, lawyers who have taken a good deal of interest in the Crown Lands regulations, say that while the Ontario government has the right to make changes in their licenses, those changes are only to the extent of a minor degree—they can change for their protection, they can change ground rent and dues, but they cannot make such changes as would destroy the rights which the license holders now have under their license. For instance, I think we all will agree that the Ontario government could not put such a rate of duty on the logs as would practically confiscate the territory. Now, I have no doubt that the lumbermen of the Georgian Bay section feel the present conditions of things very severely. I regret it exceedingly. I am a member of the Bronsons & Weston Lumber Company, one of the largest timber holders in this province, and as such have material interest in the trade. Now, it seems to me an effort should be made some way or other to get the duty taken off of our lumber. We can't stand it, and you can't stand it. You said at the last meeting that you could not stand two dollars, and that you might just as well stand four. I don't think that is a correct statement. While two dollars is a hardship, four dollars is absolute prohibition; I think everyone will admit that. I also agree with everything you said as to the desirability of having as much as possible of the lumber manufactured in Canada. I feel we should manufacture all raw material here as far as possible—it cannot all be done. Such steps as are proposed must be taken gradually; you cannot all at once pass new laws, turn over new regulations, reaping the benefit of these things. Now, as regards the duty on logs that has been spoken of, it has perhaps no direct connection with this, but it has in a way. We all know the retaliatory clause. I feel that the same condition will exist if there is any discrimatory duty on logs in any way. To be sure, as the case now stands, until December it would not have any effect, but the very minute Congress meets in December the resolutions would be changed over there to cover this particular point. Then we are face to face will the retaliatory clause in force. A great deal was said at the last meeting with regard to the unfair attitude of the United States in putting this two dollar duty on and framing the retaliatory clause. I feel it was not right, but I feel that Canada makes its tariff law, and has a right to make it according to its own idea of its requirement; so with the United States, France and Germany. The United States tariff does not suit our ideas. Surely if we want to have any charge made, it is right and proper, and our duty, to endeavor to see if reciprocal arrangements cannot be entered into. Very well to say we cannot do it; we don't know, we have not tried, and we could not

MR. C. BECK, Penetanguishene.

try until after the act was in force. It seems to me that all of these matters are appertaining particularly to the Dominion of Canada rather than to the local parliament. You all know, perhaps, as well as I do, that the United States have not cut all their timber; they have cut a large amount, but they have not cut within the last few years the annual growth, and they would like an export duty placed on logs here which would bring it under the retaliatory clause. Nothing would please them in Wisconsin better than to have a duty on logs, and it seems to me that we can only make a bad matter worse by taking the action which is proposed to be taken now. I am not in the confidence of the government, but from what I am given to understand, there is no doubt that arrangements have been made and will be carried out whereby a conference of some kind will be entered into and some reciprocity arrangement made. Congress meets in a few months, the Ontario House meets in a few months, and all of this is before the time that the new licenses will be issued, and we will know before then without doubt whether there is any probability of any re-adjustment of trade arrangements being made. If so, surely we are better off to get what we desire amicably; if we can't do it, then it is in order and the proper course to decide what is best to do for the interests of Canada, not for the United States. I hope, gentlemen, that this resolution will be withdrawn. I hope it will be left over until a later time in the season, when it can be discussed with better knowledge and better likelihood of something being arranged, and it may not be necessary at all.

Ald. Scott: I would like to ask Mr. Crannell a question. In what way would the order compelling the manufacture of saw-logs in Canada affect the Ottawa district?

Mr. Crannell: In this way, as I intended to explain: I believe that any order of that kind will be considered by our neighbors to the south of us as another way of getting around the export duty on logs, and as a result their provision will be changed so that it will read to include just such things—and in fact, if I remember right, the earlier provision of the Dingley bill did provide for that, provided for pulp wood and timber and logs all together; then it was changed and the retaliatory clause was broken in two, and that particular discriminating duty was left out. Whether it was more particularly intended for pulp wood or logs I don't know.

Ald. Scott: I would like just to follow out the question so as to get the whole view of the gentleman. Is it only by further retaliatory action on the part of Congress that Ottawa would be affected by this proposed order?

Mr. Crannell: Yes, because I believe that that would do away forever almost with the possibility of getting any reciprocity arrangements, and we want reciprocity.

Ald. Scott: That is no answer.

Mr. Crannell: Perhaps we won't get it that way, but we have not tried. I don't believe in knocking a man down and——

Ald. Scott: You believe in laying down yourself.

Mr. Crannell: I feel we have not been knocked down. Every country has a right to make its own tariff; then, if any particular clause interferes with another country, that country is justified and has a perfect right to endeavor to secure a change in that clause, and that can be done without any humiliation, without admitting you have been knocked down.

Ald. Scott: I would like to get that clear. Suppose the United States did not enact any further retaliation, would this order that we have asked for affect the Ottawa district in the least?

Mr. Crannell: I thought I said only inasmuch as it would prevent our acquiring any reciprocity treaty in any way. I thought I put it that way.

Mr. Leak: If the American government allow our stuff to go in free, what do you think about it then?

Mr. Crannell: I think we are neighbors and it is desirable to have some amicable arrangement.

A voice: You have employed American citizens.

Mr. Crannell: The alien labor question doesn't trouble us at all. We have never had a man in the third of a century I have been in business.

A voice: That is pretty bad law.

Mr. Crannell: I think it is bad law, certainly.

THINKS IT A DOMINION QUESTION.

Mr. John Charlton, M.P.: Mr. Chairman and Gentlemen, I presume I shall take a stand upon this question

MR. D. DAVIDSON, Penetanguishene.

which will convince all the gentlemen present that I am not fishing for popularity, as I feel that I shall be going against the tide and taking a course which is as much as a man's political life is worth to advocate. I do not claim to be the head of the Michigan delegation: it was headed by my brother, W. A. Charlton; I was a spectator. The government made no statement whatever further than to tell them that they would take their representations into serious consideration.

Ald. Scott: Evidently they did.

Mr. Charlton: Yes, evidently they did; the outcome is in the hands of Mr. Scott, I presume. Mr. Scott adverted rather severely to the Ontario goverment. This govern-

ment have done everything that lay in their power to meet popular demand upon this question—they issued an order requiring lumbermen to employ Canadian labor and to purchase Canadian supplies; beyond that they were unable to go. The officers of the crown have decided not to change the condition of licenses until the 30th day of April next. I contend that they will be unable, when the 30th day of April next comes, to make any provision with regard to the export of saw logs, because in doing so they will be usurping the functions of the Dominion government, which, under the British North America Act, has exclusive control in all matters relative to trade and commerce; consequently they can do nothing in this at all. It would be an act ultra vires if the Ontario government should issue the order, and would be disallowed by the Dominion government.

Mr. Bertram: Is it possible for the Dominion government to stop an order-in-council?

Mr. Charlton: It is possible for the Dominion government to make an order that any province interfering with its functions is ultra vires. If the Ontario government were to take this step, and the result was that the Americans would prohibit the export of lumber from any country prohibiting the export of logs, that would apply to the whole Dominion; and the Dominion government could not permit an action to be taken by a province that would imperil the action of other provinces as well as that province. Consequently, I say, Ontario has done everything that lay in her power—they have made the order with regard to the employment of labor and purchase of supplies; they have informed you that they cannot change the conditions of the licenses until the expiry of the term, and they have promised to take into consideration what other action will be taken. Now, Mr. Bertram said in the course of his remarks that the action of the American government has rendered it impossible for us to impose an export duty, and why? Because, under the retaliatory clause the export duty would be added to the import duty on lumber. Now, it is proposed to prohibit the export of logs. If we prohibit the export of logs, I give it as my opinion that I would infinitely rather face the condition of an export duty than face the condition of the action now proposed. We want to take some action that will secure a mitigation of the lumber duties. Now it is proposed to reach this result in an indirect way, and I say that is not an advisable step to take, and I would rather face an export duty, because I believe that, in all human probability, the American Congress would prohibit the importation of lumber entirely. I don't want to face such a contingency. We have a reputation in Canada for fair play and justice. The position is that we have permitted certain men to invest money in timber limits, to acquire 4,000 square miles; they have acquired them at very high prices with an avowed purpose; they were permitted to make the best use of the property their money bought, and for a number of years have been permitted to export their logs. I hold it would be an act of bad faith on the part of the Ontario government to change radically and completely the conditions under which these men purchased their properties, and practically confiscate them. These men cannot manufacture lumber here facing the consequences of adding import to export duty, or having the lumber prohibited from entering the United States if logs are prohibited from going out of this country. They would not dare to do it, and consequently this act would be practical confiscation. We do not want to sell our record for fair dealing by action of that kind. It might be desirable to restrict the output from Canada—it is a great source of wealth that ought to be conserved. If the government wants to do that, let them refrain from putting timber on the market; but having sold this timber, don't then attempt to keep it, and keep bad faith with the purchaser. If it is sold it is beyond government control—it is the property of the purchaser; and that is a view of the case which I think every fair-minded man here, when he considers the matter fully and definitely, will arrive at. The chances that we possess of exercising influence in this matter by retaliatory regulations or legislation are not very good, unfortunately. I am sorry that this is the case. I wish we were masters of the situation; it would be a very simple matter if we were. We furnish the United States with less than 3 per cent. of the lumber consumed in that country. The United States have in the south an inexhaustible supply of pine—some of which is actually sold in our own market, contracts having been taken in our Canadian cities, under our own noses, from the forests of Alabama. We have to face the facts as they are—that is the condition of things, and if we are wise men we will make our influence felt in arranging our commercial policy with the United States in some other way, and we can do it in a scientific and legitimate way that will tell. But it is no use going on a quixotic crusade of this kind and attempting to bring the United States to terms upon the lumber duty—it can't be done.

Ald. Scott: How are we going to bring our influences to bear on the government?

Mr. Charlton: When the Dingley Bill became law there was not a member of the Ways and Means Committee, not a member of the Finance Committee of the United States Senate, the two committees which dealt with this bill, who would say that that bill embodied his views. The members of the sub-committee of the Finance Committee of the Senate were in favor of free lumber. They simply said, "We have to have the votes of the men in favor of a two dollar duty, and in order to get those votes we have to forego our own convictions and allow lumber to be taxed two dollars." I was assured in Washington that the time to place this before Congress was when the tariff was out of the way and when the question could be considered upon its own naked merits, and not mixed up with other business interests, the support of each of which was necessary to the passage of the entire bill. The time to secure a reduction of the bill is before us; the time is when Congress meets again.

## MR. RATHBUN FAVORS AN EXPORT DUTY.

Mr. E. W. Rathbun: There are two or three points referred to by Mr. Charlton that I would like to review with you, and with your permission I will give you the way they appear to me. In the first place, as to the remark that the Ontario government could do nothing further than what they have done, it appears to me that if the Ontario government can legally sell limits with the condition that the logs shall be manufactured in this country, and the Dominion authorities do not interfere with that as an infringement upon their rights, then it is quite within the province of Ontario to say upon the renewal of licenses what the other conditions shall be. ("Hear, hear.") Now, it appears to me quite out of reason to suppose that the licenses that have been issued year after year, with the conditions of change vested in the power of the Ontario government, and which have been recognized and applied and new licenses sold with the very conditions that we ask for, it seems to me quite out of reason that the Dominion government should in any way interfere with these rights—they honored them all through the past. Then, again, about the Alien Bill—I don't think the action of the Ontario government amounts to anything at the present time. We have suffered in very many parts of the province from the labor coming in from the United States, but it was under abnormal conditions. To-day, with the normal conditions of trade existing in the United States and here, there is no danger, I think, of any amount of labor coming from the United States into Canada. The difficulty we have to consider, though, is this: The government, in their reply to the resolution that was presented, speak of a future action, but, under some understanding, the American lumbermen are into the woods to a greater extent than ever before, and we are confronted with the fact that not less than four or five hundred million feet of pine will be taken out and towed to Michigan. The effect of this simply adds to the cost of every log the Canadian takes out, and increases the handicap we are laboring under. They take these logs to the United States, and, having an advantage of not less than three dollars a thousand feet over what we can produce lumber from the logs from the same territory at, compete with the Canadians, with Canadian timber, in Canadian markets and in the markets of the world. That is a most unfortunate position for the trade to be in. What is the remedy? I do not think Mr. Bertram's resolution will prevent the injury that will be done from the avalanche of logs that will be taken off this year and put into the American mills—not only one year's supply, but almost two years. Consequently, while I support heartily the resolution as being the earliest application that the Ontario government can consistently apply—that is, when the present licences are renewed to stipulate that the timber cut shall be manufactured in this province, I contend that the injury that will take place this year will be of the severest character, not only during the coming season, but the season to follow. What can we do to counteract that influence except by the application at once of an export duty? I would not put that export duty in force at the present time, for, when the lumbermen at Ottawa met and considered this question, we finally came to an unanimous conclusion (and the Ottawa gentlemen here were parties to it and even seconded the resolution) that the Dominion government should take power to apply this export duty, and we asked that it should not be on the logs taken out during the current winter, but it should be on the logs taken out during the winter of 1897-8. It appears to me that if we can get the Dominion to at once give notice according to their power that the logs taken out during the winter of 1897-8 would go into the United States market subject to this export duty, that would prevent the imposition of the retaliatory clause on any of the stock that would go over this year or next winter until the new logs went over. Then Mr. Charlton in the meantime would have full scope and opportunity at Washington to go ahead with his negotiations. (Great applause.)

### MANUFACTURE OUR TIMBER AT HOME.

Now, said Mr. Rathbun, I hold that Mr. Charlton makes one serious mistake in connection with this whole matter. I believe I speak the sentiments of the people of Ontario when I say that we want these logs kept in Canada to be manufactured. We are not trying to get this to induce better terms from the United States, but we are fully convinced that we have no moré logs than we can properly manufacture in this province, and our undivided opinion is that they should be kept here for manufacture. It is a duty we owe to our labor, our banks, our loaning societies, our railways. Every one of these great interests demand that the timber shall be kept in this province to be manufactured. It is not retaliation. Further, supposing we put on the export duty; it is not retaliation. Mr. Charlton talks about adopting a conciliatory policy. I ask you, gentlemen, who broke the bargain? There was a bargain made in 1890. There are gentlemen here who know that the United States authorities, this same Republican government which has been referred to by former speakers, made a bargain by which for a one-dollar duty on Canadian lumber there would be free logs. Now, representatives of our new government went there and they received a very cold reception, and returned hopeless of accomplishing anything. We have stuck to the bargain, and the people of Canada would continue to honor it, but the people of the United States have broken it without consideration of Canadian interests, and have coupled with it a threat which is humiliating to every Canadian. (Applause.) The interest of the two-dollar people at Washington is to have free logs, and if we do nothing they will do nothing. This resolution is good and should be accepted, and I don't want to interfere with it, but follow it up with a resolution that the lumber trade of Canada want this export duty applied in the way I said, on the logs that are cut this winter when they go in next year. I contend that is ample notice, and it is in accordance with the resolution of the House; there is no retaliation about it; it is in accordance with the united opinion of the representa tives of both parties in parliament assembled. You speak of injurious effects. I want to ask Mr. Charlton if he advocates the policy which his leader, Laurier, advocates—twenty-five per cent. discrimination against the American. Are the Americans going to take any stronger measures to do injury to Canadians because we protect our own interests in the sawing of logs and support it by the whole country. There is nothing that would inspire the United States to make a stronger effort to have a more solid arrangement with Canada than that twenty-five per cent. clause. We are determining to-day whether we shall simply employ men to take out logs and drive them to Michigan and give them the benefit of our skilled labor and manipulation, or whether we shall develop the lumber industry in our own borders.

Mr. Bertram then introduced Mr. George W. Stevens, of Buffalo, as a gentleman who had an intimate knowledge with what took place at Washington last winter.

## EXPECTS CANADA TO TAKE ACTION.

Mr. George W. Stevens: Mr. Chairman and gentlemen—I spent about three months in Washington, or perhaps a little more, representing the Arthur Hill Company, in the interests of a little tariff or no tariff on lumber. I had access to the homes of half at least of the United States senators, where I had the privilege of going evenings and conversing with them on this matter of a tariff on lumber.

Since the tariff became law, I have devoted a great deal of time in trying to ascertain, if possible, in what way, or if there was any way, that we might get a repeal of the law, that we might get the duty reduced to one dollar a thousand. I returned yesterday from the east, where I went to see one of the most prominent men of the National House of Representatives. I am not at liberty to mention the name, but I put the question to him in this way. I said: "The conditions are not equalized, one class of Americans are towing their logs to Michigan and sawing them, and piling up the lumber in the United States market; another class of Americans is sawing their lumber in Canada and employing very largely American tonnage to carry the lumber to the distributing yards, sash, door and blind factories, etc., and have a two dollar duty against it. Now, I said, how can those Americans who are sawing lumber in Canada get any relief?" He said: "Oh, we don't care anything about you at all, we call you Canucks." Well, I said, I don't know that I seriously object to the term, I was born in the country, and I have a warm place in my heart for the country which gave me birth. I said: your two dollar duty has practically prohibited the lumber from coming in. He replied that that was just what they wanted it to do. Well, I said, can you think of any way out of it, when he remarked: "There is no way out of it only for Canada to do something; if the Canadians can do something and make it hot for the Michigan men who are getting free logs, then we can do something for them." He said: "Why, Stevens, we expect it; we are looking for it to come every day, we believe it will come, we don't believe that those fellows over there are a class of men who have no backbone." Why, gentlemen, continued Mr. Stevens, you can't afford to be the laughing stock of a lot of political demagogues. Who was it that put the retaliatory clause in your bill? Michigan men, who are cutting your logs, nobody else. Why did they put it in there? Because they wanted free logs and two dollars on lumber. Then, who fought us the hardest at Washington to get the two dollar duty? Michigan men, headed by the Hon. Walter S. Eddy. Only about 5½% of the lumber consumed in the United States comes from Canada, and it has had nothing to do whatever with regulating the price on the other 94½%. The Americans are cutting their timber off so fast that they need the supply from this country and I told them so. As a revenue measure the lumber duty was entirely out of order. I said they would never get any money out of it and they admitted it, but I want to say to you that the Michigan men wanted two dollars on lumber and free logs, and headed by Senator Burrows, they got it. John Blodgett and some others in Michigan understood well enough how to fix that thing, and they did it. I hope John Blodgett will hear that. I don't care for John Blodgett. (Applause and laughter.) Now, the gentleman from Ottawa, Mr. Crannell, seems to think that if you take any action whatever that Uncle Sam will get offended at you and jump on you again. Uncle Sam expects you are going to do something, especially New York State, New Hampshire, Connecticut, Rhode Island —all the New England states expect you are going to do something. Senator Morley, of Vermont, told me that if there was any way of digging into this thing he would do it. I said: If you were in favor of a one dollar duty, what is the reason you can't bore a hole into that bill and pull out this lumber schedule next winter? He said: "If we pull out the lumber schedule we will pull out hundreds of other schedules that men are just as dissatisfied over as they are over the lumber schedule, and we will spend our entire time at Congress next session hashing over the entire tariff." He said: "They won't let you get it out, Stevens, it is going to stay there, and you can't bring any power to bear upon the American Congress to get it out; the only way to get it out is for Canada to do something." So, gentlemen, you people belong to the wrong part of the Anglo-Saxon race to have a cotton string up your back. There are too many Irish and Scotch men in this country to be pulled round in that sort of way. You will be like the old German who had a band, and one of his musicians was rather slow about getting round, and the old German did not like it, so he remonstrated with him. At last the musician began to do better, and he thought he would compliment him on it, and he said: "Mr. Miles, I am very much pleased to notice you are quite early of late, you used to be behind before, but I now see you are first at last." You, gentlemen, will be actually first at last. (Prolonged applause.)

## THE PULP INDUSTRY.

Mr. E. J. Loughrin, Sault Ste Marie: In substantiation of the last gentleman's remarks with regard to Canucks, we have a very substantial example here in Canada. The gentleman who refused the Trade Ministership in the McKinley Cabinet is to-day president of the Sault Ste. Marie Pulp & Paper Company. This gentleman, with others, paid $265,000 for water power at Sault Ste. Marie to the town, increased the population of that town by 1,200 people in about eighteen months, employed nearly 1,800 men in the woods around, and expended more money than was expended in the building of the Sault canal, or nearly two millions of dollars. Mr. Dingley in his bill puts an import duty on manufactured pulp of three dollars per ton, and we ask to get two dollars of an export duty put on spruce logs so as to counteract this action. You have to protect the men engaged in Canada. We have to pay three dollars a ton, and that means at 100 tons a day, $300 a day. That mill has got to compete with the Niagara Falls Pulp & Paper Company—why? Because the condition is this: The Niagara Falls Pulp & Paper Co., seeing a scarcity of spruce wood on the the other side—over 239 idle pulp mills in the United States—go to work and build a gigantic plant at Niagara Falls, employ 275 men west of Sault Ste Marie, 90 per cent. of whom are Americans. They take our raw material and we only get 12½ cents stumpage (and it does not pay the bush rangers to look after it), and they tow that across to the other side. There is nearly 200,000 cords of wood taken out of Ontario annually, or 600,000 cords taken out of the Dominion.

Mr. Charlton: Not at all.

Mr. Loughrin: This I take from the American journal.

Mr. Charlton: Our trade and navigation returns say 180,000 cords.

Mr. Loughrin: Your steamboat didn't tow all the lumber out of the country. All we ask for is an export duty, so as to get into the American market, or let them take their duty off—but if they don't take their duty off, let us get what we ask. Why, we have over sixteen rivers from Penetang to Sault Ste Marie and not less than 150 good water powers that would run any pulp mill. As I am the only representative of the pulp business, I would ask you to consider this matter, and I think that resolution will cover the ground. If there is anything that is going to populate and be a benefit to the country, to the wage-earners of the country, the mills, minerals, etc., anything that is going to develop the north shores of Lake Superior and Lake Huron, it is this.

## AN ONTARIO QUESTION.

Mr. C. E. C. Newton, Victoria Harbor: I feel that I am rather out of place perhaps in addressing you, as my interests in the lumber trade are small, still they say that out of the mouths of babes and sucklings there may come a word of truth. I will try to reflect the remarks of a gentleman who addressed you last August, but who, owing to an accident, is not here to-day. I refer to Mr. H. L. Lovering. He spoke for the lumber industry, for the lumbermen, and also for the men themselves. I am in this position at the present time, being reeve of the small township of Tay; but unfortunately, that township has two of the largest industries almost that we have in the Georgian Bay district, the Georgian Bay Lumber Co. and the Victoria Harbor Lumber Co., as well as other smaller mills. When I returned from the last meeting, some of my friends asked me as to the result of the meeting, and I told them what Mr. Edwards and other Quebec people had said, and the answer they gave me was: "They are Quebec lumbermen; what has Quebec to do in Ontario—we are Ontario people, we can direct and carry out our own matters. These men may have interests in Ontario, but do they bring a log down to the Georgian Bay?" Again they said "What was the motive?" and when I had told him, one of the gentlemen stated that in 25 years the probabilities were that there would be no logs left in the Georgian Bay district. Then all that section would have to go to Quebec for their timber, and instead of buying it for six or seven dollars a thousand, they would have to pay ten or twelve dollars; that was the scheme. I may say that I represent the workmen of my district who are dependent upon the lumber industry, and I protest against any interference from the Quebec men.

Mr. Crannell: I wish to tell the gentleman that there was not a man from the province of Quebec here at the last meeting.

Mr. Newton: Do you draw your supplies from Ontario or Quebec?

Mr. Crannell: Very largely from Ontario. We own 1,100 miles of timber limits in Ontario.

Mr. Newton: That is the opinion and feeling, anyway. We feel in Ontario we can look after our own affairs. I have the courage to say that if the government won't give us the answer which we want as lumbermen, they will get the answer in a shape and form before very long that they will not particularly care about.

## FAVORS AN IMPORT DUTY.

Mr. D. C. Cameron (Rat Portage): I did not have the opportunity of meeting you at your previous meeting, but I assure you it affords me much pleasure to be here to-day to listen to the discussion that has taken place. I come from Rat Portage, where we have a little timber and a few mills, and where we manufacture the logs we cut for the western trade. Our interests are not as large as those on the Georgian Bay, and I will therefore not ask for any personal consideration, but would just submit the position and conditions as they prevail in that district and ask you to consider the whole question on the broadest possible ground as you present your case to the government or governments of Canada. I believe this is a matter that should be taken before the Dominion government. I do not think it possible for the people of Ontario to pass legislation that will not have a similar effect, so far as Canada is concerned, as the legislation or regulations that will be made at Ottawa. Therefore, as the Dominion government have absolute control and power to deal with the matter, I think it rests with them. In the Lake of the Woods district we produce annually some sixty millions of pine lumber, which is distributed throughout the Northwest. We bring in a portion of our logs from Minnesota, and in that respect are at the mercy of the regulations that may go into force in the United States. One matter, however, which I think should be placed before the government, is the fact that we have free lumber coming into the market. Probably you are not as much affected by that as we are. To the extent that that lumber comes into Canada you are, as lumbermen, injured by it. The point which I wish to ask you to take up is the question of an import duty on lumber. Why should the people of this country, or any portion of them, be submitted to the unfair competition to which they are being submitted? The lumbermen who are affected by the present tariff have to contribute in the way of high tariff duties on all the commodities which they require for the production of their article. We are so situated in the west that we have no means of competing with our American neighbors; therefore while there is a difference of opinion as to the manner in which the export duty on logs should be dealt with, there should be no difference as to whether we should have an import duty on lumber or not. Lumber is admitted free into Canada notwithstanding the fact that there is a duty on lumber going into the United States. That is the point I would have you take up and impress upon the Ottawa government. While I support the resolution and sentiments expressed by Mr. Bertram and Mr. Rathbun, I would move that the matter of import duties be taken up, and that both be taken up with the government at Ottawa.

## DR. SPOHN SPEAKS.

Dr. Spohn (Penetanguishene): It has been questioned whether the Ontario government has the power or not to compel the manufacture of logs in Ontario. That question has been settled without doubt. The Ontario government some years ago passed an order-in-council that the logs should be manufactured in the country. They also connected this resolution with the last sale. This has not been questioned by the Dominion government, so that so far as their powers are concerned on this particular question, there is no doubt they have the power to do so. Then, in reference to their changing the conditions of the licenses: The Ontario government at one time only charged 71 cents stumpage; they changed that to $1.25, showing that they have the power, and have exercised it, of changing the conditions of the licenses from one year to another. Although I regret that the Ontario government did not see fit in their wisdom to change it this year, we must not forget that in the dealings of governments they are bound by certain trade and commercial lines just the same as anybody else. I think they have not the power to make the change in the middle of the license year. Now, I take exception to some of the remarks

made that our motive in advocating this solution of the question was retaliation. This is a mistake. There is no retaliation about it. We are simply looking after our own affairs in a business sort of way. We have on one side the United States government offering a bonus of $2 per thousand for every board that is manufactured in the United States from Canadian logs; in other words, depriving the Canadian workmen of their natural birthright, the manufacture of logs in our country; and they have actually done a little legislating right here in our own country, for they have added a clause to the Dingley Bill that enacts (in reference to New Brunswick) that if the logs were manufactured into lumber by American labor, the lumber would pass into the United States free of duty. In other words, they put a tax of $2.00 per thousand on Canadian labor on Canadian soil. In view of all this, surely it is time for the government to say that our workmen as well as the lumbermen shall have some protection from this kind of legislation. Surely the government won't stand idly by and allow our logs to be taken to Saginaw, cut into lumber by American labor and then brought back to Canada free of duty, while our mills are shut down and our workmen deprived of a livelihood. They must be told that after this license year expires not one log can be cut for exportation. In reference to the telegram that came from Ottawa expressing the hope that we would take this into our consideration and would not be led away by a few persons. Who, I would like to know, do they mean by a "few persons." We want them to understand that the "few persons" in this case means the province of Ontario and the people of Ontario, except, perhaps a very few interested the other way. The only persons that object are a few Ottawa lumbermen who are not affected in the slightest degree. Their logs cannot be exported to the United States; they must be cut in Ottawa, and it makes no difference to them whether the mills at Georgian Bay are closed or not, or whether the towns and villages of the Georgian Bay are depleted of their population or not. It strikes me as a little selfish that they should wish to control this whole country in reference to a question that concerns them not one bit. My friend here admitted that all logs cut in the Ottawa river must be manufactured there—they cannot be exported to the United States.

Mr. Charlton: I beg your pardon, I did not.

Dr. Spohn: I so understood him, but anyway it is a fact that the Ottawa logs cannot be exported—they must be manufactured in the country and consequently the dire effect resulting from the exportation of logs does not apply to their district. With a difference of more than $2 per thousand on freight, with the opportunity of selling 60 per cent. of their product to Great Britain, they care little what becomes of the rest, and with these advantages in their favor they can afford to look with indifference on the wrecking of the lumber interests on Georgian Bay. They can afford to take a lower price for their coarser grades when they sell their higher grades at a better price. Everyone in the lumber trade knows that the great profit to the country is not in getting logs out of the woods, but in manufacturing the logs into lumber, and while the Georgian Bay men may be patriotic, dollars tell; and when they can get a better price for their lumber in logs to sell to the United States, they cannot withstand the temptation, and the result is they are sent to Michigan to be manufactured, and our workmen are deprived of that right. (Applause.)

Mr. Robert Watt (Wiarton): I quite agree with the last gentleman as far as he has gone, but I think he ought to go a little further and apply it to the licenses now existing, and compel the manufacture of the timber in Canada. There is another matter that has been referred to, viz., the import duty on lumber coming into Canada. There is a great deal of coarse lumber coming in here at the present time, and I think it very important that the Canadian government should put an import duty on American lumber. They take our logs and manufacture them, put the good lumber on the market, and the coarse lumber they dump back onto Canada, sending their good lumber to England. They get their coarse lumber in here free, and we have to pay two dollars to get ours in there. It is very unfair, and should be dealt with immediately. If there was an export duty on logs it would interfere with our hardwood trade, because it would shut out our hardwood lumber entirely. As it is, we can put our lumber in there notwithstanding the duty. I know a large quantity of lumber has gone in there even since the duty was imposed,

## VIEWS OF A DEALER.

Mr. John Piggott, Chatham: I am engaged in the lumber business, but my business pertains more to the lumber yard and planing mills. I have a lumber yard and planing factory at both Windsor and Chatham, and I can speak from an entirely different standpoint than any here to-day have. I would say that the interests of our lumbermen are identical, and it behooves us all to work together for the true interests of Canada. Personally, I am interested in the trade as it is at present. Living on the borders of the United States, I find it very convenient to make purchases there. Within the last year I purchased over three million feet of lumber in the United States, and brought it into Canada. At the same time I don't like to do that. I know the Americans as a class do not consider us at all, and I was very sorry to hear the views of some to-day. It is for us to take what they give us; it is not for us to retaliate. Now, I do not call equalizing matters retaliation. They believe in self protection; we have to follow. I believe it is really in the interests of all lumbermen and all industries connected with the lumber trade to support the resolution. I would very much like to see what Mr. Rathbun proposed, that is, that notice be given that an export duty shall be placed on the logs for next season; I think that is very necessary and proper. As soon as we learn that we can live without the good graces of Uncle Sam the better. If Uncle Sam thinks it is impossible for us to live or transact trade without receiving his good graces, I say it is time for us to give up business. What we want to do is to stand on our merits as lumbermen, and on our rights—I am a free trader—but, as I stated before, they lead and

MR. JOHN CHARLTON, M.P., Lynedoch, Ont.

we have to follow. A great many years ago I met a gentleman on a train, and I asked him what effect would the placing of a duty of 5c. a doz. on eggs have on him, and he said: "It would drive me out of business, I would have no chance whatever, our trade is entirely with the United States." I said: Nothing like having two strings to your bow; I have been to England several times, and I have noticed the large exportation from Denmark and France. Go to the Old Country and you will do better than in the United States. He said: "No, that is impossible, so many of my friends have tried it and it ends in disaster; no use trying it, their ways are so different, and so many charges and obstructions in the way." However, this spring I met the same gentleman and asked him what effect the Dingley Bill was going to have on his business, and he said: "It does not matter to us at all; why, I deal altogether now with the English market." Now, fall back on your resources, follow up Uncle Sam; he exports a large amount of lumber—where does he send it to? Find out, hunt up their markets, go to Africa; there will be very soon a large market in Cuba, cut them out at their own game. We have as good business men as there is on the other side, as good mills as they have, and why shouldn't we be able to hold our own with them? I believe in taking a broad view of the matter. I see the working of the alien labor law. I see a mechanic going over there; a friend has written to him to come and assist him at a certain job; they have men on the railway ferries crossing the river whose business it is to watch parties going over. They say: "Where are you going, what are you going to do?" "I am going to so and so." "What are you going to do there?" "Going to work." "Well, go back, you are a Canadian, we don't want you." Now, I think that is a blot on the liberty of the nineteenth century. However, I think it is right, as I said before—they lead and we have to follow. How long will our stock of timber last at the present rate of cutting. In a few years you will find we have nothing. It is for us to work for the interests of the many rather than for those of the few; it is for us to reverse the action of Uncle Sam who legislates in the interests of the few at the expense of the many—in the interests of monopoly and combines. It is not the will of the people on the other side that this import duty is placed on Canadian lumber; it is a few of the wealthy people; they don't consider the country, they are not true patriots, they are men of selfish interests. If we don't look after our own country Uncle Sam will. As soon as we have self reliance the more we will be thought of by Uncle Sam and other countries.

## A WORD FOR THE HARDWOOD TRADE.

Mr. J. P. Newman (Wiarton): I have no intention of making a speech at this late hour of the meeting. As a representative of the hardwood business of the Bruce Peninsula, I wish simply to relate a few facts in regard to that industry. Under the McKinley Act we used to send our hardwood lumber to the United States; after the act was replaced by free lumber under the Wilson Act we did not receive one dollar more for it. Now, how has the Dingly Act affected the hardwood trade. As an illustration, I sent a cargo to the United States just before the Dingley Bill became law; I also sent one to the same destination since it came into force at a reduction of 25 cents per M feet, and further, I have been offered a contract of two million feet of hardwood at the same price as I received before the duty was imposed. Now, an export duty on logs means an extra two dollar duty on lumber, which would debar us from the American market entirely. So far as sentiment goes I am in entire sympathy with the action taken in connection with the resolution, but I think so far as the hardwood trade of the peninsula is concerned, it would be a very serious injury to it. We, of course, may find another market, but we are so far from the British market that we cannot hope to compete with the eastern part of the province. I simply relate these facts in the interests of the hardwood trade of my section. While it may benefit pine dealers it will be a very great detriment to the hardwood trade.

## FAVORS THE RESOLUTION.

Mr. D. Davidson (Penetanguishene): I think there has been sufficient said against our logs going out of the country to satisfy the most scrupulous gentlemen that are here to-day. Those who have been raised in Ontario and who have the interests of Canada at heart, especially Ontario, cannot feel that they are doing justice to allow our resources to go out of the country in the manner they are going, and getting no return for them. We should without a doubt have all our logs manufactured within our province, which would place us as lumbermen on an equal footing with the lumbermen on the other side. They have more than two dollars of an advantage over us, as the towing of the logs, with the facilities for so doing, does not cost them anything like what it costs us for freight. As far as the Province of Ontario is concerned this question has only one side, and that is the right side, and the people are on that side. To me it seems the utmost folly to allow our logs to be taken to Michigan to be manufactured into lumber there, and then allow this lumber, together with all other lumber from the United States, to come back into Canada free of duty, while Canadians who manufacture lumber in this country are charged $2 duty to take it into the United States. I am not in the secrets of the government, but it is well known what Ontario wants, and as I believe the present government is an up-to-date government, I feel satisfied that before these licenses expire the limit owners who have mills in Michigan will be notified that under the new license all logs must be manufactured in the province. I am in perfect sympathy with the resolution and will do all in my power to assist in having it carried out.

Ald. Scott: I wish to read a telegram just received from two gentlemen. This is from Hepworth, signed by two who were with us last time, but who could not be here to-day:

HEPWORTH, Ont., Oct. 6th, 1897.

Sorry we cannot be at meeting to-day. We strongly favor the manufacture of all pine saw logs in Canada, otherwise an export duty of $3 per thousand feet, unless

American government admit our lumber free. Lumbermen of Owen Sound are with us.

J. E. MURPHY and C. H. WITTHUN & Co.

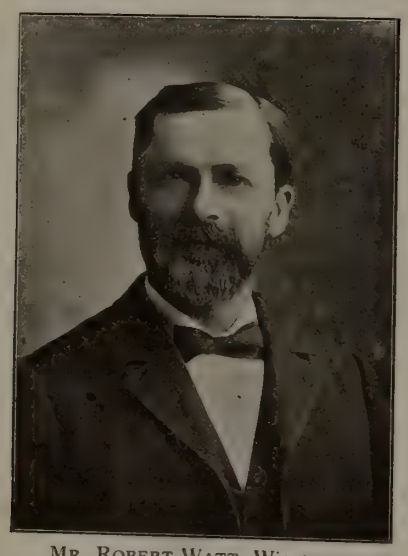
Ald. Scott, continuing: I think, in view of the necessity of getting a vote on this subject at an early moment, it would be unnecessary that I should say anything more, although I wished to reply to some of my friend Charlton's statements and arguments, as well as Mr. Crannell's. I had taken some notes to reply to them, but I think the whole subject has been pretty well threshed out, and even if they are not met by argument I don't think the meeting will lose anything by taking a vote at the present time.

Mr. Bertram: I intend also to forego any argument which I would make in reply to Mr. Charlton. I think we are ready for the vote. I would only say this, that when Mr. Charlton makes statements that the Ontario government should not take this action, the Ontario government does not agree with Mr. Charlton, because they have already taken action, at the last sale of timber limits here, in preventing the taking of the logs out of Canada. The two cases are exactly parallel.

Mr. Charlton: The condition was not made in respect to the licenses that are in question.

## THE VOTE TAKEN.

The Chairman: As an outsider, gentlemen, it seems to me that this matter would stand a great deal of threshing out, and I think it is a pity that I have found it necessary to close the debate before everybody has had an opportunity of saying something on the subject if they wished to. I think every man interested in the lumber business should take a personal interest in this question, not only by his presence, but by speaking either in favor of or against the resolution. As a chairman, I have to be decidedly unbiased one way or the other. The matter of the Federal government's duty with regard to the export of logs has been brought into the discussion by two or three of the gentlemen; also an import duty on American lumber—that I understand also is a Federal question altogether. Therefore, to discuss these subjects I feel would require a much longer time than we here are evidently prepared to give it, as it is a matter that requires prompt attention, prompt action, and the enthusiasm of every lumberman who is interested in the business. It is none of my business to say so, but I think these meetings should be held frequently and the matter gone thoroughly into, because it is quite evident by what the



MR. ROBERT WATT, Wiarton.

provincial government say themselves that they are prepared to take some action.

A vote was then taken on the resolution, the result being 42 for and 4 against.

## AN EXPORT DUTY ASKED FOR.

Mr. Rathbun then moved the following resolution:

Moved by E. W. Rathbun, seconded by James Playfair, that the Dominion government be urged to give notice at the earliest practicable moment, by order-in-council, of the application of an export duty of $2.00 per thousand feet of lumber in log or timber form, and an equivalent duty on spruce pulpwood, cut during the season of 1897-8 and exported to the United States, and that a copy of this resolution be forwarded by the Secretary of this meeting to the Honorable the Premier of Canada, with the names of those supporting the resolution.

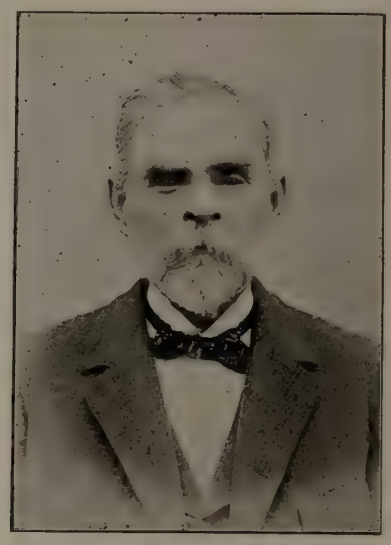
Mr. Rathbun: When we met the Ontario House we were confronted with the fact that the majority of the license-holders were against the last resolution, and for that reason it seems to me that we have reached a point where every man should be willing to declare where he stands upon this subject, and then the government can compute the interests that are for and against it, and draw their conclusions. This is only fair to the government.

The Chairman: Then you pass this resolution, that the names of those supporting the resolution be taken.

The resolution was declared carried unanimously.

Ald. Scott: I would like to move a resolution giving effect in another direction, if found advisable, a little later on:

Moved by James Scott, seconded by John Bertram, and resolved: That a committee consisting of Messrs. Rathbun, Waldie, Bertram and the mover be appointed to consider the advisability of petitioning the government of Ontario to grant the request contained in the resolu-



MR. J. P. NEWMAN, Wiarton.

tion just adopted by this meeting, and that this committee is hereby authorized to obtain signatures to such petition if deemed advisable, and to present the same to the government.

Ald. Scott: The idea I have in connection with it is simply this—it is just possible that an effort may be made by some who are interested to the contrary to belittle the importance of this meeting, and of the former meeting that we held on the subject. Efforts I know have been made to do that, and we were told that the men who were here were chiefly men who were not interested in the subject, or if so were interested only to a very small extent, and therefore that their views on the subject could hardly have any weight with the government in determining the course to be pursued as to the request made by the meeting. Now, in order to show that this is a live interest, that the people of Ontario take a deep interest in it, that not only the lumber interests, but other interests are deeply concerned, I propose that if the government shows any very great delay or hesitancy in dealing with the subject, that this committee should be empowered to obtain signatures to a petition asking the government to act and act promptly, and thereby carry out the views of the country at large on this subject. I ask that this committee shall have power in the name of this meeting to do that.

Mr. Rathbun: I ask, in the public interest, that this same committee deal with this export question. They can get information on that phase of the question just as readily as they can get it on the other; they can keep it separate. They can press the Dominion House, they can get others to work it. I hope you will secure the other members of the committee to go on with the work with the Dominion House as well as the Ontario.

Ald. Scott: I have no objection to doing it.

Upon a vote being taken this resolution was also carried unanimously.

Mr. Robert Watt: I want to read this resolution now: "Moved by Robert Watt, seconded by John P. Newman, that the Dominion government be urged to impose an import duty of two dollars on all sawn lumber imported into Canada."

The motion was carried unanimously.

The following letter was received by the Chairman:

GRAVENHURST, ONT., Oct. 4th, 1897.

DEAR SIR,—With reference to a circular announcing a meeting to take place on October 6th, I regret my unability to be present. At the meeting held on August 19th my views were those of the minority, so far as the time to act is concerned. I thing the Governor-General should declare a policy now, but not to take effect until September, 1898: That if the Americans did not amend the Dingley Bill in regard to the duty on Canadian lumber, that there would be an export duty imposed on Canadian logs; further, I am in favor of placing an import duty of $2 on American lumber at once.

Yours respectfully,

J. J. MCNEIL.

Votes of thanks were tendered to Lieut-Col. Davidson and Mr. A. A. Scott for their services respectively as chairman and secretary, and to the Board of Trade. At 5 p. m. the meeting adjourned.

## MR. JOHN P. NEWMAN.

MR. John P. Newman, who spoke on behalf of the hardwood industry at the recent lumbermen's meeting, and whose portrait we publish, was born in Norfolk, England, in the year 1842, and came to Canada with his parents ten years later. Having learned the trade of a shoemaker in Halton County, he removed to Listowel in 1865, and started in business for himself, continuing for 22 years. He then went on the road for the North American Life Assurance Company, and in 1889 removed to Wiarton and entered into the lumber business with Mr. A. G. Seaman as partner. In November of last year Mr. Newman bought out his partner's interest in the business. He has a good saw mill equipped with modern machinery, and having a capacity of from 20 to 25 M feet per day, according to the kind of timber sawn. He employs 25 men. The output for this season will be 4,000,000 feet, besides about 1,000,000 cedar shingles. Since going to Wiarton he has handled large quantities of hemlock timber for the Soo canal and other government works, and is now making preparation to handle a large quantity the coming season.

Mr. Newman believes in free trade, but is opposed to giving the Americans any privileges they refuse us.

---

Numerous testimonials continue to reach us of the value of THE LUMBERMAN as an advertising medium. The "Wanted and For Sale" department is especially recognized as a means of securing quick returns at small cost.

The screens and wet presses furnished by the Jenckes Machine Co., of Sherbrooke, are now arriving at the Morgan Falls mills of the Acadia Pulp & Paper Co., and the whole plant is expected to be in operation within a short time.

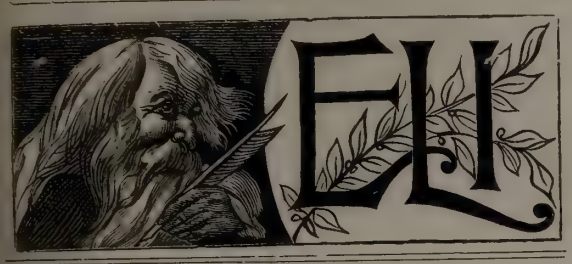
The Chicoutimi Pulp Co. have decided to extend their mill, and are adding another 40" Crocker turbine, arranged to work under 70 foot head, which is being supplied by the Jenckes Machine Co., of Sherbrooke, making the fourth of these wheels supplied.

Water was turned into the flume at the factory of the Boston Rubber Co., at St. Jerome, Que., on the 25th ult. The steel flume, which is 350 ft. long and 6 ft. in diameter, was furnished complete, including a 55" Crocker wheel, by the Jenckes Machine Co., of Sherbrooke, Que.

The Manitoba & Winnipeg Lumber Co., a new organization, will build extensive saw-mills in Winnipeg next month. They have purchased an extensive pine timber limit south of Lake of the Woods, and will construct a canal some fourteen miles to connect with the watercourses leading to Winnipeg.

The Old Ironsides Mine, at Greenwood, B. C., have got their new plant, which was furnished by the Jenckes Machine Co., of Sherbrooke, Que., into position, and are now about ready to ship ore. This property is expected to enter the list of dividend payers within the next few months.

The Dominion Paper Co., extending and enlarging their mills at Kingsey Falls, have placed an order with the Jenckes Machine Co., of Sherbrooke, for two of their 30" Crocker special turbine wheels. These wheels are mounted on one shaft, set horizontally in a steel case, thus doing away with gearing and attendant evils.



A traveller for one of our typefounders told me of an experience in a western town. Calling at the local newspaper office, he was advised that a certain merchant wished to see him. Locating the merchant, he made himself known. "Oh, yes, I wish to buy some type; I want to get something different from anybody else," was the greeting. The merchant gave his order for several fonts of Jenson type to be used in his advertisement in the local paper, remarking that the publisher had agreed to confine the use of this type to his announcements. Feeling interested in this unusual transaction, the traveller enquired of the merchant as to his methods of advertising, in reply to which he said: "When times are dull I double my space, but when business is rushing I never think about my advertisement. That is the policy I work on." In this there may be some food for reflection.

* * *

Having had occasion recently to visit the lumbering towns of Penetang and Midland, on the south-east corner of the Georgian Bay, I was impressed with the small number of men out of employment, and remarked that it must be an indication of better times. At Penetang the mills were closed down, and the town was what we might say "dead." I was told that this condition of things was brought about in this way: For some years past there has been very little doing in the woods in the winter, and many workmen who relied upon this source of employment were disappointed. This fall the outlook was not promising, and, fearing another winter of idleness, they sought new fields for their labors. Some went to the mining regions and others to the farms in the Northwest. As the season advanced, the lumber firms resolved to go into the woods somewhat extensively, and every man in the town found employment, and at wages higher than was paid last year. I hear that from $18 to $22 is being paid to woodsmen, while last year from $14 to $18 was the scale.

* * *

Since I last penned my few casual observations, it has been my pleasure to meet two worthy lumbermen of the Algoma district, Messrs. C. S. Hanes and W. R. Rodd, of the Blind River Lumber Company. These gentlemen, with Messrs. R. Wigle and R. Fader, have an extensive plant at the mouth of the Blind River, in which about $100,000 has been invested. The company manufacture pine and hardwood lumber, shingles and lath, making a specialty of black birch. In connection with their mill property there is a very valuable water power, surrounded by abundance of spruce timber. Hence the location is regarded as a very desirable one for the manufacture of pulp. The construction of the Ottawa, Arnprior and Parry Sound Railway has been the means of establishing a very low freight rate to Montreal, in fact, lower than is given from Bay City and other Michigan points. Mr. Rodd tells me that the rate from Blind River by water to Parry Sound, and thence by rail to Montreal, is only 13½ cents, while the Bay City rate is about four cents higher. The opening of this new route, he says, compelled the C. P. R. to give the same terms. Messrs. Rodd and Hanes are strong advocates of the preservation of our forest wealth. They would not be satisfied with an export duty, but think the government should refuse to allow one stick of timber to go out of the country in its raw state. They came to Toronto on private business, with the object of investigating the prospects for some special trade, but, learning of the lumbermen's meeting announced for the 6th ultimo, decided to remain over. That they were well pleased with the meeting was clearly evident.

* * *

Little over one year ago the removal of Messrs. Donogh & Oliver from Toronto to Tonawanda was chronicled in The Lumberman. A few weeks ago I met Mr. Donogh in Toronto, and was apprised that an important change had been made in his company. Mr. Lewis H. Swan has bought out Mr. Joseph Oliver's interest, and the business of Messrs. Swan Bros. has been consolidated with that of the Donogh & Oliver Company. Mr. L. H. Swan becomes president, and Mr. Donogh retains his position as secretary and treasurer. Thus a strong combination is formed, which will undoubtedly result to the interests of all concerned. Of Mr. Donogh nothing need be said. His long connection with the eastern trade has placed him in the front rank of business men. Mr. L. H. Swan is a younger member of the trade, yet his experience has been somewhat varied. His early education in lumber matters was obtained, I think, in Indiana, but later he removed to Michigan and became associated with the firm of J. W. Howry & Sons, who operated at Fenelon Falls, Ont. On their suspension he managed the business for a short time for the Bank of Toronto. Recently he joined with his brother in the wholesale trade at Buffalo. Now, as to Mr. Oliver. I have frequently heard the remark that he never felt at home under the American flag, and no doubt he seized about the first opportunity to return to his native land. Hence we have the Oliver Lumber Company of Toronto, who have established themselves in neat and comfortable offices in the Canada Life Building. The company are incorporated under an Ontario charter, and will conduct a general wholesale business. Joseph's many friends in Toronto welcome him back again.

* * *

The invincible newspaper man captured Mr. D. Davidson, of Penetang, when in Toronto the other evening, and he expressed himself strongly on the lumber situation. "The people of the province of Ontario," said Mr. Davidson, "hardly realize what a benefit they would derive from the manufacture of timber on the Georgian Bay, instead of allowing the logs to be floated across to Michigan, as we are doing at present. Let us take the town of Parry Sound as an example, and this is only one lumber manufacturing centre out of a dozen on the Georgian Bay. The capacity of the Parry Sound mills, running full time, would be probably in the neighborhood of between forty and fifty million for the season. This would give employment to about 150 men; it would mean that 75 families, at least, would require dwellings. The trade of the town would be nearly double what it is to-day. This body of people would create a cash market for the farmers throughout the district. They would require beef, pork, mutton, butter, eggs, milk and vegetables. The farmers in turn would be enabled to pay cash to the local storekeeper for what they would require. The men employed around the mills would also create a great source of trade in the town. Besides local retail trade, the wholesale trade would quickly feel the effects; in fact, everybody would derive some benefit from this industry.

"It is hard to calculate the number of mills that would be set in motion, or the number of men that would be employed, for, besides Parry Sound, there are Midland, Penetang, Byng Inlet, French River, Cutler, Spanish River, Thessalon, Blind River, and half a dozen important mill points on Manitoulin and St. Joseph's Islands. All would be benefitted by the manufacture of Canadian logs on the Georgian Bay, instead of in Michigan. As things are at present, the mill men on the Georgian Bay are decidedly at a disadvantage as compared with Michigan lumbermen

"Then, again, suppose the 150 men we spoke of were employed in Parry Sound. They would probably put in circulation every month between $3,500 and $4,000, and at many other places a similar amount. The Ontario manufacturers, the wholesale trade and workingmen throughout the province would be greatly benefitted, as we have said before.

"I think, however, the question is too big and too important to be settled off-hand by an order-in-council. No doubt the government will give this matter their careful consideration at an early date."

Mr. Davidson has a quiet vein of humor, and a little story from him is always worth listening to. The other evening he told a story of a prominent and enthusiastic member of the Methodist church in a northern saw-mill town. A Michigan lumberman was staying at the hotel over the Sabbath. The resident called upon the visitor Sunday evening.

"I shall be glad to have you come to church. You will be made more than welcome. You will here a good sermon, and I am sure you will feel better. Come, my dear friend, come."

The visitor from Michigan responded: "I'm greatly obliged to you, neighbor, for the kind invitation; indeed, I am. But my wife and daughters 'to hum' over in Michigan look after the church-going and spiritual end of the business. I came over to Canada after logs. Yes, it's logs I'm after, neighbor—logs!"

---

The Foley Mines, of Seine River, Ont., are now installing two 100 h.p. steel boilers, built by the Jenckes Machine Co., of Sherbrooke.

Mr. McDougall, president of the Montreal Quarry Co., has bought the pulp mill at Pont Rouge, Que., for a syndicate. It is proposed to expend some $50,000 on the property.

The Jenckes Machine Co., of Sherbrooke, shipped last week one of their heavy 50 h.p. slide valve engines, with standard steel tubular boiler, to Desire Thibault, Esq., of East Hereford, Que.

The Monte Cristo Mining Co., of Rossland, have made a fresh strike, and have ordered a complete new hoisting and pumping plant from the Jenckes Machine Co., of Sherbrooke, which has been supplied from their Rossland stock.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

C. H. MORTIMER
PUBLISHER
CONFEDERATION LIFE BUILDING, TORONTO
BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

## CONSIDERATION OF OUR TIMBER POLICY.

MUCH space in this number is given to a verbatim report of the meeting of lumbermen held in Toronto on October 6th, at which the future timber policy of the country was discussed at length, and resolutions passed memorializing both the Ontario and Dominion governments to take action looking to the removal of the discrimination that now exists against Canadian lumbermen. The interest in the question is by no means confined to Ontario; the influence of the meeting will be felt from the Pacific to the Atlantic; hence we believe the complete report of the proceedings which we give will be especially appreciated by lumbermen who were not able to be present at the meeting.

The outcome of the meeting was the passing of resolutions declaring it to be in the public interest that all timber cut from crown lands be manufactured in Canada; requesting the Dominion government to give notice, by order-in-council, of an export duty on saw-logs and pulpwood; and favoring the immediate imposition of an import duty on lumber.

Regarding the former, the Ontario government had already announced that no interference would be made with existing licenses, which expire on the 30th of April, 1898, and since the meeting a reply has been received from the Premier that the question of entirely prohibiting the export of saw-logs from the province was too grave a question to be dealt with by an order-in-council, and that the timber policy would be fully gone into at the next session of the Legislature. Dropping consideration of current licenses out of the question, we cannot see that any serious objection can be raised to deferring action until an opportunity is given of having the matter discussed in the Legislature. Just when the Legislature will meet has not yet been decided, but it will very probably be early in the new year, when the first question to be considered should be the policy of the government with respect to timber licenses. To our own lumbermen is due some measure of relief from the present unenviable position in which they are placed by the United States tariff law.

As to an export duty, it seems only reasonable that the Dominion cabinet should be asked to exercise that power which was given to it by special act of parliament. The agreement between the United States and Canada in respect to the lumber trade was broken by the former country. Why, then, should we hesitate to enforce a law that was only removed from our statutes upon the granting of terms that are now not honored. Our wisest policy would seem to be to legislate for our own country, independent of the United States, and the sooner this is done the sooner will our rights be recognized.

Whatever difference of opinion may exist as to the wisdom of applying export duties, the lumber trade is almost a unit in demanding that an import duty be imposed on lumber coming into Canada. This is a matter which affects western Ontario, Manitoba and the Northwest very seriously, and other sections of the Dominion to a less extent. An evidence of this is found in the remarks of Mr. John Piggott, of Chatham, Ont., who stated that last year he had purchased three million feet of lumber in the United States. This lumber was distributed throughout the planing mills and retail yards of western Ontario, to the displacement of so much Canadian stock. Further, much of this lumber was probably purchased in Michigan, and was no doubt manufactured at the Michigan mills from Canadian logs, exported from the Georgian Bay district free of duty and shipped as lumber back into Canada. This is only one instance. In the last year United States lumber has been sold in Toronto, London, Hamilton, Montreal, and even Quebec, in considerable quantities. In Manitoba and the Northwest this competition is keenly felt. By means of the wide market afforded American manufacturers, they are enabled to sell the low grade stock in Canada at a very low figure, and the Canadian manufacturer, being debarred from the United States market by a two-dollar duty, is obliged to close his mill and sell his logs to be manufactured in a foreign country. If we cannot have the United States market, let us at least keep our own.

## THE LUMBER TRADE OF THE NORTHWEST.

THE lumber trade is to a large extent dependent upon agriculture. This is forcibly illustrated in Manitoba and the Northwest, where the abundant crops of this year, accompanied by fair prices, have created such a demand for lumber that the mills are taxed to their utmost capacity to furnish the supply. Farmers in that country are gradually becoming more prosperous, and as funds become available are making improvements in the way of new buildings and repairs. The lumber for this market is now obtained from British Columbia, the Lake of the Woods district, and the states to the south of the border line. It has always been held that the lumber consumers of the Northwest would strongly oppose the imposition of an import duty on American lumber, as likely to raise the price and give the manufacturers of British Columbia and the Lake of the Woods, particularly the latter, a monopoly of the trade, there being few local mills of any importance.

It is the purpose of this article to point out to manufacturers in Northwestern Ontario the possibility of supplying this market, which promises to grow in importance from year to year. The distance from Duluth to Winnipeg is some 500 miles, and we can see no reason why lumber from the Georgian Bay and Algoma districts could not be placed on the Winnipeg market at the same price as that from Duluth. There is one essential, however, necessary to this end, namely, cheaper freight rates over the C. P. R. For some unaccountable reason the management of this railway have rather discouraged this trade by charging a rate out of all proportion to that charged in other sections. For instance, we are informed that the rate from Port Arthur to Winnipeg, where there is no competition, is from 18 to 20 cents, while for the same distance in eastern Ontario the charge would be only seven or eight cents. Where the railway meets competition the rate is reduced to meet that of its American competitor.

Should an import duty be placed on American lumber our Ontario lumbermen should take immediate steps to capture the market, which to them justly belongs. An outlet would thus be secured for some of the common grades which are now so difficult of sale, as the requirements of the market are chiefly confined to this stock. The people of the Northwest have little to fear from an import duty on lumber.

## NORTH-WEST TIMBER RESERVES.

THE Dominion government has announced a change of policy regarding the timber regulations of Manitoba and the Northwest Territories, which indicates a growing recognition of the importance of protecting our forest wealth. That portion of the Dominion is, unfortunately, very meagrely timbered, and it is the intention of the government to maintain permanent timber reserves. With that object in view the heaviest timber belts will be withdrawn from settlement, and a systematic policy of preservation adopted. The young trees will be preserved by an efficient staff of rangers, who will patrol the limits. It is the purpose to expend considerable amount of money to lay out a proper fire guard, a sum having been appropriated at the last session for this purpose.

Above the timber reserves at Moose Lake and White Turtle Mountains, where the chief limits are to be found, there are numerous lakelets. These will be connected with wide roads, which will form a complete barrier to the progress of a fire. The open space and the lakes should effectually prevent any further ravages and act as a reliable fire break.

The settlers will be allowed to cut the matured trees only, and by this means a permanent supply will be secured, which will mean a great deal to the country. The officers of the Dominion government having charge of this work are to be congratulated on the steps taken.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.*

VOL. III — TORONTO, ONT., OCTOBER 27, 1897 — No. 43.



## CANADA LUMBERMAN

PUBLISHED BY

C. H. MORTIMER

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING,
MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.



LUMBERMAN'S

VEST-POCKET

INSPECTION BOOK

**Containing Rules for the Inspection and Measuring of Pine and Hardwood Lumber in the leading markets of Canada and the United States. Embracing also many useful tables and calculations of everyday service to lumbermen.**

*Prepared by the Editor of the "Canada Lumberman."*

Toronto, Canada
C. H. MORTIMER, Publisher
1895

THE above is a fac simile of the title page of the latest and most complete Lumber and Inspection Book published.

We shall be pleased to send you a copy on receipt of four 3 cent Canadian postage stamps

THE CANADA LUMBERMAN,
*Toronto, Canada*


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

### FOR SALE.

HEMLOCK DIMENSION STUFF AND stock lumber. Bill stuff cut to order. Correspondence solicited. REID BROS., Hepworth Station, Ont.

### WANTED.

LUMBERMEN TO ADVERTISE IN THIS column stocks of lumber for sale. Probable purchasers look for this information. Address, CANADA LUMBERMAN, Toronto.

### WANTED—ORDERS.

I AM OPEN FOR ORDERS TO CUT OAK, elm, ash, butternut, beech, maple, basswood scantling and dimension timber this winter. D. LEVY MACDONALD, Rigaud Saw Mills, Rigaud, Quebec.

### WANTED FOR CASH.

FOR PROMPT DELIVERY: 10 CARS 1", 6 cars 1¼", 2 cars 1½", 1 car 2" black ash firsts and seconds; 3 cars each 1", 1¼", 1½" soft elm firsts and seconds; also 1 car each 3 x 3, 4½ x 4½, 5 x 5 soft elm squares 8 feet and up long, firsts and seconds. If you can furnish any of the above, state dryness, freight rate to New York, and full particulars, quoting lowest price per M ft. Address, P.O. Box 2144, New York City.

## MILL FOR SALE

SITUATED ON SALMON RIVER, VIC. CO., N. B., consisting of six Shingle Machines, Rotary Gang Edger, Lath Machine and Clapb ard Machine. Water Power, with a never failing supply of water. Will cut the present season four million of deal, sixteen million of shingles and four million of lath.

There are 100,000 acres of timber land under lease, well stocked with cedar, spruce and hardwoods, to supply the mill with lumber. The mill property consists of 100 acres of land.

On the above property is a large store storehouses, boarding-house, blacksmith shop and a large stable There are also six tenement houses. An electric light plant lights mill store blacksmith shop and stable.

This property is situated in the parish of Drummond Victoria county N.B. seven miles below Grand Falls., For further particulars enquire of

STEVENS LUMBER CO.,
Grand Falls, N.B., or Fort Fairfield, Maine.

### PRODUCTION OF SQUARE TIMBER.

From information in our possession we are led to the conclusion that, if present arrangements are carried out, the production of square and waney timber the coming season will be equal to, or exceed, that of last winter. Owing to the uncertainty of the lumber market, we learn that some manufacturers who have heretofore confined their operations to lumber are this year turning their attention to square timber. We fear that this may result in a very heavy production and consequent overstocking of the market, as was the case last season. Already the Quebec merchants have lowered their quotations on small average waney pine, while ash and birch timber have all season been dull of sale in the British markets. The outlook for the timber trade is by no means sufficiently bright to warrant a heavy output, and we venture to predict that manufacturers will act in their own interests by curtailing production. Better to make a fair profit on a small output than to operate extensively and be compelled to dispose of your timber at a figure which barely covers the cost of production.

### CURRENT TRADE CONDITIONS.

ONTARIO

General satisfaction is expressed at the volume of the local lumber demand, and prices have strengthened considerably within the past few weeks. There are indications, also, that this demand will continue until quite late in the fall, as there are several works of construction that will be carried on until weather conditions shall cause operations to cease. Retail dealers in the smaller towns report a fair trade with the farmers and for local building operations. But unfortunately there is little activity in the United States trade. Some purchases of lumber are being made at good prices, but there is no volume to the business. In hardwood special stock is selling to American houses, and inquiries for elm and basswood are increasing. The one dollar duty on the latter wood seems to have had little effect in preventing importations. There is also more doing in shingles, prices on the other side having advanced to a point where the duty is llttle hindrance to trade.

QUEBEC AND NEW BRUNSWICK.

Quietness rules in the Quebec timber market at the present time. Owing to the high freight rates and the weakening of the British market the stock of waney pine wintering at Quebec will be heavy, and in other classes of timber there will also be a considerable quantity carried over. Small average waney pine is in little demand, and a slight fall in wholesale prices has taken place, as will be observed by the quotations given on the fourth page. This is attributable to the heavy production of that wood last winter, resulting in overstocking the market. Birch and ash timber are also drugs in the English markets, the quantity manufactured for some years past being greatly in excess of the demand, and the only way to remedy this is for operators to keep down their production to the lowest possible point this winter. No new features of importance have developed in the spruce trade. The purchase by a Quebec firm of the 1897 cut of a Three Rivers manufacturer is recorded in another column. In New Brunswick and Nova Scotia it is difficult to give quotations, as there is practically no buying to report. Light shipments are being made to Boston, consisting chiefly of the larger sizes. Last week one cargo sailed from St. John for a British port, one for France and one for Buenos Ayres, and two vessels have just completed loading for Australia. From information at hand we are still of the opinion that the cut of logs this winter will be greatly reduced as compared with last year.

MANITOBA AND BRITISH COLUMBIA.

The report of a healthy demand for lumber comes from Manitoba. The farmers are busy marketing their grain and making repairs to buildings. In British Columbia the lumbermen view with disfavor the winding up of the Pacific Pine Lumber Company, of San Francisco, which fixed the price of lumber on the coast. It is feared that unhealthy competition will follow, as the organization has done much to extend trade with foreign countries. Of local conditions there is little new to report. Most of the mills are running, and have large orders for building materials. The planing mills are particularly busy.

UNITED STATES.

The lumber trade of the east is still backward. Depending as it does upon a general improvement in manufacturing, and being but little benefitted by the abundant crops in the west, the return to more prosperous business has been slow. The past week has shown some progress towards larger demand and better prices, but for some unaccountable reason retail dealers are not purchasing white pine lumber as liberally as might be expected. There is an apparent disposition to purchase only for immediate requirements, a policy which became very general during the late depression in the trade. The New England demand is growing, and some heavy purchases have been made by wholesalers in anticipation of good business. Buffalo has been anticipating better prices for some time, but it cannot be said that anything in that direction has been accomplished. General satisfaction at the outlook is expressed, and there are many dealers ready to buy. It is probable that Buffalo and Tonawanda will go into the winter with light stocks. Reports from Michigan tell of an improved market. In New York there is a better feeling, but dealers are of the opinion that it will be next spring before the full benefit of the improved conditions will be realized. The Boston market, so far as spruce is concerned, is quiet, and all efforts to advance prices have been without result. The furniture factories are busy, resulting in an active consumption of hardwoods. The distribution of hardwoods has shown a gradual expansion throughout the month, enquiries being for all classes of stock. Basswood

quotations are firmer, and elm has maintained its position. The railroads are requiring large quantities of heavy oak.

FOREIGN.

Despite the interference to trade caused by the engineers' strike, a fairly satisfactory volume of business continues to be done at the chief British ports. Naturally the timber trade would feel the effect of the labor troubles, but in the face of the restricted demand for wood goods for shipbuilding purposes, it is gratifying to observe the steady consumption. This is largely the result of the activity in house-building. But unless the engineering dispute reaches a settlement in the near future, it is likely to be a strong factor in framing the course of the early spring trade of 1898. As yet very little buying for next season's business has been done, as importers are not anxious to contract too early, the heavy stocks of Canadian goods to be carried over this winter making it unnecessary to rush the market and thus force f.o.w. prices up again. Imports for this year will be concluded in a couple of weeks, and then attention will be turned to the coming spring's trade. White pine deals of good quality are strengthening and seconds are also in good demand. There is a very small stock of thirds on hand at London, but fourths are dull of sale. The lowering of spruce prices has caused a heavy consumption of that wood, and this will assist materially in its early recovery. At Liverpool a fair amount of business has been done in square timber and deals. A scheme is on foot to improve the central docks there, at a cost of £3,316,000. Several transactions in pine and spruce deals have taken place at Glasgow.

## STOCKS AND PRICES.

CANADA.

F. Gagnon & Fils, of Baie St. Paul, Que., are taking out a large quantity of logs this winter.

Logs will again be cut the coming winter, on the Murray river, for Messrs. Leclerc & Letellier, of Quebec.

E. L. Kelsey, of Detroit, is again taking out a quantity of pine, elm and oak timber in Ohio and Michigan for the Quebec market.

The Perry Lumber Co. are reported to be preparing to cut about 150,000 cubic feet of waney pine in Michigan for Quebec delivery in 1898.

Mr. John Bradley, of Hamilton, Ont., wants poplar, white and red oak, plain and quarter cut, 1 to 3 iuches thick, all firsts and seconds.

A. Barnet, Renfrew, Ont., has recently sold his raft of square and waney pine timber at Cap Rouge Cove to Dobell, Beckett & Co., of Quebec.

McCormack & McLeod are taking out about 200,000 feet of waney and square pine timber in the Georgian Bay district for the Quebec market.

The McArthur Company have sent a number of men from Ottawa to their limits on the Georgian Bay. A gang has also been sent to Fort William.

B. B. Barnhill has purchased Robert Pugsley's interests in the company recently formed at Amherst, N. S., to operate the Exploits Lumber Co. property at Newfoundland.

It is believed that a vessel laden with hardwood lumber was lost in the storm near Port Stanley, Ont., on the 11th inst. A lare quantity of hardwood has been picked up along the shore at Port Bruce.

Messrs. H. R. Goodday & Co. have bought the 1897 cut of spruce deals manufactured by Mr. Alexander Baptist, Three Rivers, Que. The quantity is estimated at from 275,000 to 300,000 Quebec standards.

The Sutherland, Innes Company, of Chatham, Ont., report a great scarcity of No. 2 staves. They have sold all their stock of this grade for export.

The Chicoutimi Pulp Company, of Chicoutimi, Que., has decided to award contracts for 300,000 logs for pulp manufacture, including black and white spruce. The contracts will be awarded by divisions.

Bark Prince Patrick, which arrived at Herring Cove, N.S., on the 15th inst. to load deals, makes the third large vessel that loaded there this summer. Five steamships also took deals from Herring Cove.

Harry McLellan, of St. John, N.B., has recently acquired what is said to be a magnificent timber limit on the north shore of the St. Lawrence, below Rimouski. He will immediately erect a saw mill on the property capable of cutting four million feet annually.

The Niagara Falls Paper Co., at Batchewanna Bay, is taking up about one hundred and fifty men to their camps, where they will have upwards of three hundred men at work. They purpose taking out 100,000 cords of pulp wood, besides a large amount of pine timber, this winter.

John Millard has purchased one thousand acres of timber land at Pesquis, N.B., from James McGuire. Messrs. Innes, Hemeon & Co., Liverpool, have purchased from N. F. Douglas and Alton Freeman between ten and eleven thousand acres of timber land, located at Tobiaduc, N. E. bay and N. branch of West river.

The Kolnische Zeitung urges Germany to open negotiations between the Canadian railway and canal companies and the German chambers of commerce and timber firms, with a view of importing lumber from Canada instead of the United States. The paper suggests that German capital might be introduced into the Canadian timber trade and the foundation laid that would lead up to the actual treaty.

It is reported that a syndicate have purchased large timber limits in Haliburton county, and intend operating on an extensive scale. There will probably be a number of saw mills started through the township, which will cut birch, beech, maple and black ash into furniture wood for exportation to France and England. There will, it is said, be a large saw mill in this village employed in cutting veneers, and here will be the center of the operations. Pulp wood and cedar will be exported from this point.

The stock of timber and deals that will winter in Quebec and vicinity during the coming winter is expected to be rather larger than usual. The scarcity of tonnage and high freights ruling, together with the engineers' strike in England, have all contributed to keeping large quantities of timber and deals on this side which otherwise would have gone forward. The engineers' strike has had a very serious effect on the consumption in the English markets, but when a settlement is arranged a fairly good demand is anticipated.

FOREIGN.

E. E. Price & Bro., Baltimore, Md., want dimension ash.

G. Elias & Bro., Buffalo, N.Y., are in the market for white ash, basswood, rock elm, hickory and hard maple.

A Maine paper notes the receipt at Winter Harbor in that state of 150,000 red cedar shingles from the Pacific coast.

The Belding-Hall Manufacturing Company, Belding, Mich., are in the market for from 35 to 50 car loads of inch black ash, cut up into small pieces.

Cutting-up stock, one to two inch, and wide fine common and selects are in good demand at Tonawanda. Barn boards and shingles are also good sellers.

At Manistee, Mich., piece stuff, common inch and shingles are being purchased as liberally as offered. Nearly all the available stock of hemlock has also been sold out. The price is $5.50 and $6.50 on dock there. Shingles sell at $2.15 and 6 inch at $1.20 to $1.25.

A large amount of new work has been mapped out since October 1st at Philadelphia, and it is estimated that a good consumption of hardwoods will continue until late in the season.

The saw mill of Smalleys & Woodworth, Bay City, Mich., has been running day and night all season. The firm has purchased all the Norway and pine logs of the Holland & Emery Company.

A number of Buffalo dealers have lately visited western lake points, but few lumber purchases are announced. It is quite probable, however, that considerable lumber has been purchased for spring shipment, as is usually the case.

W. H. Gilbert, of Saginaw, and P. H. Ketchum, of Kansas City, have sold to Canadian parties their timber limits on the Maskinonge river, near Montreal. The timber is mostly cedar, and the purchasers will take it off and convert it into lumber and pulp-wood. The consideration was $40,000.

E. V. Babcock & Co., of Pittsburg, Pa., has purchased a tract of 6,800 acres of timber lands in Somerset county, Pennsylvania. The deal is said to represent an outlay of a quarter of a million dollars. Upon the property there is estimated to be 120,000,000 feet of hemlock and 30,000,000 feet of hardwood, including maple, beech, birch and cherry. Logging operations will be commenced at once.

In 1898 production of red cedar shingles on the Pacific coast promises to be heavy. In Washington there has been so much talk of a boom in shingles that a number of new mills are being erected, and old mills are being increased in capacity. It is quite possible that the production will be overdone and the market collapse, as unhealthy competition is almost certain to follow when manufacturing is carried on too vigorously.

There is a good demand for piece stuff at Saginaw, Mich., and box is also in better demand. Common to fairly good lumber runs at $14 to $20 and upward. For box the market is steady and reasonably firm at $8 to $9; piece stuff runs from $8 to $8.50 for short lengths and $9 is asked for all over 18 feet in length. One Bay City concern has sold 5,000,000 feet since the first of September, and several cargo lots were sold there last week.

Trade at Duluth is good, as freight rates have not advanced over $1.75 to Lake Erie points. Cull boards are scarce. A Tonawanda firm bought a cargo of scoots and a cargo of No. 4 boards last week. Clark & Jackson sold last week to the Cleveland Box Company 5,000,000 feet of mill culls to be cut this fall and shipped in the spring. The stock of unsold lumber on docks at Duluth is only about 75,000,000 feet, while last year it was 140,000,000 feet and in 1895 235,000,000 feet.

## HICKORY WANTED.

A subscriber of THE LUMBERMAN wants 100 pieces second growth hickory, 3 ft. 9 in. long by ¾ in. square, well seasoned, straight-grained from end to end, and free from knots. These strips are wanted for handles for golf clubs, and must be of first-class quality. We should be pleased to learn of any person in a position to supply this stock.

## GLASGOW TIMBER STOCKS.

The quarterly statement of stocks of wood on the Clyde has been made up to 30th September, and shows an increase in nearly all classes of deals and other sawn wood when compared with the quantity held at same time one year ago. First pine deals are at present stocked at 346,737 cubic feet, as against 215,000 cubic feet last year. Second pine deals at 102,431 cubic feet are about 60 per cent. heavier. Third pine deals at 344,236 cubic feet are fully a third heavier, and fourths at 391,529 cubic feet as compared with 272,739 cubic feet last year. Pine planks of 2 inches and under are in stock to the amount of 212,752 cubic feet, as compared with 134,000 cubic feet last September. Red pine deals are the exception, and are lower this year by 23,000 cubic feet. In spruce deals, including Quebec and Lower Ports, the stock at present held is large, and is nearly 50 per cent. more than last year, the figures being 1,218,022 cubic feet, as against 873,811 cubic feet. The above includes the quantity in consumers' hands as well as importers, and although there is a large stock, it is also to be borne in mind that the consumption of deals has gone up very considerably. Quebec waney boardwood is slightly over the stock of a year ago, but is balanced by the lower stock in square white pine and red pine. Oak, elm and ash logs and planks are considerably higher. Oak planks and boards are heavily stocked at 95,743 cubic feet, as against 30,379 cubic feet a year ago

## SHIPPING MATTERS.

The Norwegian ship Elfi has finished loading deals at St. John, N. B., for Australia.

The s. s. Cheronea has been chartered to load at St. John, N. B., for w. c. England, deals, 47s 6d.

The s. s. Greta Holme has recently been fixed for a deal cargo to London at 50s 5d per St. Petg Std. Hd.

Sch. Syanara, now on her way to St. John, N. B., from Sydney, proceeds to Tusket to load lumber for Ponce, P. R., at $4.50.

Sch. Lewanika, now on the way to Halifax from New York, is chartered to load lumber at Liuerpool, N. S., for Teneriffe at $650, American gold.

Ocean deal freights from the St. Lawrence are slightly easier owing to a falling off in the supply of general produce, but rates are not expected to weaken materially for the balance of the season.


**WANTED**

500,000 18" good 6 inch c. b. Pine and Cedar Shingles; also Oak Bill Timber cut to order, 12 to 50 feet in length.

**C. H. CLARK**

Commission Broker - 34 Adelaide St. E., TORONTO

**FOR IMMEDIATE SALE—DRY STOCK**

10 Cars XXX 16" Pine Shingles.
500,000 feet 4/4 Box and Common.
200,000 " 8/4 " "
300,000 " 4/4 Log Run Hemlock.
200,000 " 8/4 " "
Correspondence Solicited.

THE UTTERSON LUMBER CO., LIMITED. - - TORONTO

Telephone 5332 Established 1852

**JOHN B. SMITH & SONS,**

MANUFACTURERS OF

**LUMBER** Lath, Shingles, Doors, Sash, Blinds, Mouldings, Boxes, &c.

BILL LUMBER a Specialty

Cor. Strachan and Wellington Avenues, TORONTO.

**MILLS**

Having Brown Ash 12, 14 and 16 ft. firsts and seconds inch Bass firsts and seconds 12 feet, or any other Hardwood Lumber, can sell same for cash by addressing

*H. D. WIGGIN*

No 89 State St., BOSTON, MASS.

Inspection at mill.

**Do You Use Mahogany?**

If so don't buy until you have seen or inquired about our now famous . .

**TABASCO MAHOGANY**

Finest figured wood on the market; is hard and takes elegant finish. Brings highest prices in Europe, but we sell here about same prices as ordinary mahogany. Specially adapted for fine cabinet and interior finish . . . . . .

LAWRENCE & WIGGIN

Importers and Manufacturers BOSTON, MASS.

## LUMBER FREIGHT RATES.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse, $2.20 per M ft, (3,000 lbs. and under per M ft.); Ottawa to Montreal, $1.00 per M ft.; Arnprior to Montreal, $1.50 per M ft.; Parry Sound to Montreal, $3.00 per M ft.; Ottawa to Buffalo, 12 cents per 100 lbs.: Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. To New York for boat delivery, lots 50 M ft. and over, $2.50 per M ft., under 50 M feet $3.25 per M ft. Arnprior to New York, track delivery 17 cts. per 100 lbs., lightered 19 cts. per 100 lbs. Boat delivery, lots 50 M ft, and over $3.00 per M ft., under 50 M ft. $3.75 per M ft Parry Sound, $4.00 per M feet; Ottawa to Boston, Portland and common points, local 15 cents; exports 13c. per 100 lbs.; Arnprior to Boston, Portland and common points, local 17 cents; export 15 cents per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cents per 100 lbs.; Ottawa to Burlington, 6 cents per 100 lbs.; Ottawa to Albany, 10 cents per 100 lbs.; Arnprior to Albany, 12 cents per 100 lbs.; Parry Sound to Albany, 17 cents per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N. Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22½ cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

Lumber freight rates for pine on the Grand Trunk Railway, according to the tariff issued 15th February, 1897, will be found below. General instructions in shipping by Grand Trunk are embodied in these words in the schedule: Minimum weight 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination. For instance, the rates from Orillia to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Gravenhurst to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, and the rates from Hanover or Hepworth would not be higher than from Wiarton to the same destination, but in no case are higher rates to be charged than as per mileage table published on page 15 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale Sundridge and South River, to Toronto, 8c.; Trout Creek, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 10c. The rates on hardwoods average about from 1c. per 100 lbs. higher than on pine and softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On spruce and balsam (partly seasoned) for pulp manufacture, the rate from Longford, Wiarton, Penetang, Coldwater, Waubaushene, Victoria Harbor, Haliburton, Kinmount, etc., to Toronto, is $2.20 per cord; and to Merriton and Thorold, $2.60; Katrine, Callendar, North Bay, etc., to same points, $2.45 and $2.60 respectively; Beeton, Allandale, Orillia, etc., $2.20 and $2.60. On green spruce and balsam the rate is 25 per cent. higher.

On the Canadian Pacific the rates on pine and soft woods may be illustrated as follows: Cache Bay, North Bay, Sturgeon Falls and Warren, to Toronto, 9c.; Algoma, Spragge, Massey, Spanish River and Whitefish to Toronto, 12c.; Ottawa to Toronto, 10c. From Ottawa, Hull, Aylmer and Duchesne Mills to station on the Lake Erie and Detroit River, Erie and Huron, Toronto, Hamilton and Buffalo, and Michigan Cenrtal Railways, the rate is 14½c. per 100 lbs. Regulations apply as to minimum size of carload of 30,000 lbs., and an advanced rate is charged for hardwoods.

## *CANADIAN EXPORTERS AND WHOLESALERS*


THOS. MEANEY & CO.
103 Bay Street - TORONTO
HAVE Choice Stocks of Thick Basswood and Soft Elm. Send for Particulars and Prices.

Huntsville Lumber Co., Limited
MANUFACTURERS OF LUMBER LATH AND SHINGLES
—: HUNTSVILLE, ONT. :—
WE are open to cut White Pine and Hemlock Bill Stuff. Have for Sale a Quantity of Dry Mill Stocks and Sidings, also 16 in. Pine Shingles and 4 ft. Lath 1½ in. wide.
CORRESPONDENCE SOLICITED

THE PEMBROKE LUMBER CO. LIMITED
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT

Wm. Mason & Sons
Dimension Timber, Lath and Shingles, Dressed Lumber, Mouldings, Sash and Doors.
LUMBER
Correspondence Solicited. - OTTAWA, CANADA - P.O. Box 1020. 'Phone 135.

ROBERT WATT • WIARTON
Pine and Hardwood } WHOLESALE LUMBER { PINE LATH, CEDAR AND PINE SHINGLES
HEMLOCK BILLS A SPECIALTY -:- CORRESPONDENCE SOLICITED
Correspondence Solicited.

JAS. G. CANE & CO.
WHOLESALE HARDWOOD LUMBER
35 Adelaide East, Toronto, Ont.
Send us full description and lowest price for any lumber you have for sale.

JAS. PLAYFAIR & CO.
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . . MIDLAND, ONT.

A. & P. WHITE Manufacturers of and Dealers in.....
Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.
A Large Quantity of Dry Lumber in Stock - PEMBROKE, ONT.

FOR SALE
75 M 4/4 Dry Hard Maple; 40 M 4/4 Dry Basswood; two cars 4/4 Dry Black Ash; one car 6/4 Dry Birch; one car 4/4 Dry Birch; and a very large assortment of Dry Hemlock and Cedar.
J. E. MURPHY, Hepworth Station, Ont.

Is it your wish . .
To Purchase or Sell as quickly as possible
A PARTICULAR LOT OF LUMBER
A MILL PROPERTY
SECOND-HAND MACHINERY
An Advertisement in the "Wanted" and "For Sale" Department of the . . .
CANADA LUMBERMAN WEEKLY EDITION
Will secure for you a Buyer or Seller, as the case may be. Address,
The Canada Lumberman
Toronto, Canada.

KILN-DRIED BIRCH FLOORING SHEETING .. and .. CEILING Flooring from $12.00 Ceiling " 10.00 SAMPLES BY MAIL KNIGHT BROTHERS CO. Burk's Falls, Ont.


## *FOREIGN EXPORTERS AND IMPORTERS*


WE have a large bill of
RED OAK, ROCK ELM AND SOFT MAPLE
that we want sawed at once for delivery next Fall. Please write us if you have such logs and can take care of such a bill, and we will send particulars.
SCATCHERD & SON - 1053 Seneca Street, BUFFALO, N. Y.

JAMES SMITH & BRO. - 14 Canada Dock, LIVERPOOL
. . Wood Agents . .
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax, N.S.

SWAN-DONOGH LUMBER CO.
NORTH TONAWANDA, N. Y.
Buyers of..... { SOFT ELM, ASH, BIRCH, MAPLE AND BASSWOOD LUMBER & PINE AND CEDAR SHINGLES
Office: Lumber Exchange Building (first floor) Yard: Dodge's Dock

WRIGHT, GRAHAM & CO. WOOD BROKERS
7 Royal Bank Place,
GLASGOW. SCOTLAND
Cable Address: "Brakridge," Glasgow.
Codes Used: Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of CANADIAN WHITE PINE AND SPRUCE, cut to all sizes—and all kinds of Hardwoods in Log Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

CANADA ATLANTIC RAILWAY
Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
R. A. CARTER, Contracting Agent, 115 Board Trade Montreal
M. A Overend, Ontario Agent, Union Station, Toronto.
Shortest and Quickest Route from
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PARRY SOUND and all points on Grand Trunk Ry. TO ... BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
C. J SMITH, General Freight Agent, Ottawa, Ont.

Ottawa & New York Lumber Line
- - - BONDED LINE BETWEEN - - -
CANADIAN POINTS, NEW YORK CITY AND ALL POINTS REACHED BY WATER FROM ALBANY
CANADA ATLANTIC RAILWAY. DELAWARE & HUDSON CANAL CO. WILLIAMS' LINE. } J. H. Williams Agent { 15 Lumber District, ALBANY, N. Y. NEW YORK OFFICE, 93 Wall Street. Telephone 531 Broad.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

## BELTING

Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
The Waterous Co., Brantford.

## ELECTRICAL APPARATUS

Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

## LUMBERMEN'S SUPPLIES

Eckardt, H. P. & Co., Toronto.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

## MACHINERY

Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston Ont.
Darling Bros., Montreal.
Mowry, B. R., & Co., Gravenhurst, Ont.
Northey Mfg. Co., Toronto, Ont.
Payette, P. & Co., Penetanguishene, Ont.
Sawyer & Massey Co., Ltd., Hamilton, Ont.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Phelps Machine Co., Eastman, Que.
The Waterous Co., Brantford.
The Oxford Foundry & Machine Co., Oxford, N. S.
The A. R. Williams Machinery Co., Toronto, Ont.

## PULP MACHINERY

Robb Engineering Co., Amherst, N. S.
The Jenckes Machine Co., Sherbrooke, Que.

## RELAYING RAILS

Gartshore, John, Toronto.

## SAW MANUFACTURERS

Burns, E. R., Saw Co., Toronto, Ont.
Shurly & Dietrich, Galt, Ont.
The McMillan & Haynes Co., St. Catharines. Ont.

## SPLIT PULLEYS

Dodge Wood Split Pulley Co., Toronto, Ont.

## WHOLESALE LUMBER DEALERS

Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

## MISCELLANEOUS

Axes, Campbell Bros., St. John, N. B.
Bali Nozzle Co., The, Toronto, Ont.
Canadian Photo Engraving Bureau, Toronto.
Contractors' Plant, John Scully & Co., Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Illinois Central R.R.
Magnolia Metal Co., New York.
Machine Knives, Peter Hay, Galt, Ont.
Shanks and Chisel Bits, A. McPherson, Oxford, N. S.
The Timber Trades Journal, London, Eng.
Typewriters, The Williams Mfg. Co., Montreal, Que.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, October 27, 1897.

CAR OR CARGO LOTS.

| | | |
|---|---|---|
| 1¼, 1½ and 2 inch cut up and better | 32 00 | 34 00 |
| 2i nch picks and uppers | 34 00 | 36 00 |
| 1x12 dressing and better, 60% 16 ft | 22 00 | 24 00 |
| 1x10 fine dressing and better | 21 00 | 23 00 |
| 1x10 and 12 Canadian dressing and better | 20 00 | 22 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 |
| 1x1c and 12 mill run | 16 00 | 18 00 |
| 1x10 and 12 common | 12 00 | 14 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 |
| 1 inch clear and picks | 28 00 | 30 00 |
| 1 inch dressing and better | 20 00 | 22 00 |
| 1 inch siding mill run | 14 00 | 15 00 |
| 1 inch siding common | 11 00 | 12 00 |
| 1 inch siding ship culls | 10 50 | 11 50 |
| 1 inch siding mill culls | 8 50 | 9 00 |
| Cull scantling | 8 00 | 9 00 |
| 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1 inch strips, common | 11 00 | 12 00 |
| 1 1-4 inch flooring | | 16 00 |
| 1 1-2 inch flooring | | 16 00 |
| XXX pine shingles, 16 inch | | 2 25 |
| XX pine shingles 16inch | | 1 40 |
| Lath, No. 1 | | 1 60 |
| Lath No. 2 | | 1 30 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Ash, white, | 1 | to 2 in.. | $26 00 | $28 00 | Cherry | 1 | to 1½ | $50 00 | $60 00 |
| " " | 2½ | to 4.. | 30 00 | 32 00 | " | 2 | " 4.. | 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, | 1 | to 1½ in.... | 17 00 | 19 00 | Elm, soft | 1 | " 1½ | 14 00 | 15 00 |
| Ash, black, 1sts and 2nds, | 2 | to 4 in..... | 19 00 | 21 00 | " " | 2 | " 3.. | 15 00 | 16 00 |
| Ash, M. R., | 1 | " 2.. | 15 00 | 18 00 | " rock | 1 | " 1¼ | 16 00 | 18 00 |
| Birch, | 1 | .. | 18 00 | 20 00 | " " | 1½ | " 3.. | 20 00 | 22 00 |
| " | 1½ | " 2.. | 20 00 | 23 00 | Hickory | 1½ | " 2.. | 28 00 | 30 00 |
| " sqrs. 4x4 | " | 8 x8 | 24 00 | 26 00 | Maple | 1 | " 1½ | 16 00 | 17 00 |
| Basswood, 1sts and 2nds, | 1 | to 1¼ in.... | 16 00 | 18 00 | " | 2 | " 4.. | 17 00 | 18 00 |
| " | 1½ | " 2.. | 19 00 | 20 00 | Oak, red, p'n | 1 | " 1½ | 26 00 | 30 00 |
| " m. r. | 1 | " 1¼ | 14 00 | 16 00 | " | | " 4.. | 29 00 | 32 00 |
| Butternut | 1 | " 1½ | 23 00 | 25 00 | " white | | " 1½ | 28 00 | 30 00 |
| " | 2 | " 3.. | 25 00 | 28 00 | " " | | " 4.. | 30 00 | 35 00 |
| Chestnut | 1 | " 2.. | 24 00 | 26 00 | " quart'd | | " 2.. | 46 00 | 50 00 |
| | | | | | Walnut | 1 | " 3.. | 85 00 | 100 00 |
| | | | | | Whitewood | 1 | " 2.. | 32 00 | 36 00 |

## OTTAWA, ONT.

OTTAWA, October 27, 1897.

| | | |
|---|---|---|
| Pine, good sidings, per M feet, b.m | $29 00 | 37 00 |
| Pine, good strips, " " " | 23 00 | 30 00 |
| Pine, good shorts, " " " | 16 00 | 25 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m. | 15 00 | 20 00 |
| Pine, " " strips, " " " | 13 00 | 18 00 |
| Pine, " " shorts, " " " | 12 00 | 14 00 |
| Pine, 10 s.c. and better stock, " " " | 12 00 | 13 00 |
| Pine, 8 s.c. " " " " " " | 11 00 | 12 50 |
| Pine, " sidings " " " | 10 00 | 13 00 |
| Pine, " strips " " " | 8 00 | 10 00 |
| Pine, " shorts " " " | 6 50 | 8 00 |
| Pine, box culls " " " | 9 00 | 10 00 |
| Pine mill culls " " " | 6 00 | 9 00 |
| Lath per M No. 1 | 90 | 1 20 |
| Lath per M No. 2 | 60 | 90 |
| 1x10 No. 1 barn | | 18 00 |
| 1x10 No. 2 " | 14 00 | 16 00 |
| 1x8 & 9 No. 1 " | 15 00 | 17 00 |
| 1x8 & 9 No. 2 " | 14 00 | 16 00 |

## QUEBEC, QUE.

QUEBEC, October 27, 1897.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Common and railroad, for inferior and ordinary according to average, quality, etc., measured off | 21 @ | 24 |
| For 40 to 45 feet average, measured off | 26 | 29 |
| For good and good fair average, measured off | 29 | 33 |
| First class " " | 36 | 39 |
| In shipping order " " | 35 | 38 |
| First class Ottawa waney, 18 inch average | 35 | 37 |
| " " " 19 to 21 inch average | 38 | 40 |
| First class Michigan waney board, 18 inch average | 41 | 43 |
| " " " " 19 to 21 inch average | 44 | 46 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 28 |
| In shipping order, 35 to 45 feet " " | 38 | 40 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 28 | 34 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average an quality | 21 | 25 |
| To average 16 inch | 25 | 27 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 14 | 17 |
| 16 " " | 15 | 19 |
| 18 " " | 21 | 23 |

DEALS.

Bright spruce, according to mill specification, $40 to $43 for 1st, $26 to $28 for 2nd, $23 to $26 for 3rd, and $19 to $22 for 4th quality. F.O.B. batteau

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., October 27, 1897.

UPPERS AND SELECTS.

| | | | |
|---|---|---|---|
| Uppers, 1 in., 10 n. and up wide | $44 00 | Selects, 1in., 8in. and up wide | $40 00 |
| 1¼, 1½ and 2 in. | 44 00 | 1¼, 1½ and 2 in. | 41 00 |
| 2½ and 3 in. | 53 00 | 2½ and 3 in. | 47 00 |
| 4 in. | 56 00 | 4 in. | 50 00 |

FINE COMMON.

| | | | |
|---|---|---|---|
| 1 in., 8 in. and up wide | 33 50 | 2½ and 3in., 8in. and up wide | 42 00 |
| 1¼, 1½ and 2 in. | 35 00 | 4 in. | 45 00 |

B FINE COMMON OR NO. 1 CUTTING.

| | | | |
|---|---|---|---|
| 1 in., 7 in. and up wide | 23 50 | 2½ and 3in., 7in. and up wide | 37 00 |
| 1¼, 1½ and 2 in. | 30 00 | 4 in. | 40 00 |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 34 00 | 1 in., 4, 5 and 7 in. wide | 32 00 |
| 6 in. wide | 36 00 | 6 in. wide | 36 00 |

FINE COMMON OR C.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 30 00 | 1 in., 6 in. wide | 30 00 |
| 1 in., 4, 5 in. wide | 29 00 | | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 24 00 | 1 in., 4, 5, 6 in. wide | 22 00 |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 in | 16 00 | 1¼ in., 4, 5 and 7 in. | 15 00 |
| 1 in., 6 in. | 17 00 | 1¼ in., 6 in. | 17 00 |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 | 1¼ in., 4 to 7 inch | 14 00 |
| 1 in., 6 inch | 14 00 | No. 3 Fencing, 1 in., 6 inch | 12 00 |

SHELVING.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 | No. 2, 1 in., 7 and 8in. stocks | 19 00 |
| 1 in., 10 in. and up wide | 26 00 | 1 in., 10 in. stocks | 21 00 |
| 1 in., 12 in. stocks | 29 00 | 1 in., 12 in. stocks | 24 00 |
| 1 in., 12 in. and up wide | 30 00 | 1 in., 10 in. and up wide | 22 00 |
| 1¼ in. 1½ and 2in., 8in. and up wide | 29 00 | 1 in., 13 in. and up wide | 25 00 |

BARN BOARDS OR STOCKS.

| | | | |
|---|---|---|---|
| No. 1, 12 in. | 21 00 | No. 2, 9 in. | 13 50 |
| 10 in. | 16 50 | 8 and 7 in. | 13 50 |
| 9 in. | 16 00 | No. 3, 12 in. | 12 50 |
| 8 and 7 in. | 16 00 | 10 in. | 11 00 |
| No. 2, 12 in. | 16 00 | 9 in. | 11 00 |
| 10 in. | 14 00 | 8 in. | 11 00 |

SHIPPING CULLS OR BOX.

| | | | |
|---|---|---|---|
| 1 in., 4 and 5 in. wide | $ 8 50 | 1 in., 13 in. and up wide | $11 00 |
| 1 in., 6 in. wide | 9 50 | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 |
| 1 in., 7 in. wide and up | 9 50 | | |

SHAKY CLEAR.

| | | | |
|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9in. wide | 18 00 | 1 in., 10 in. and up wide | 19 00 |
| 1 in., 6 in. wide | 20 00 | 1¼, 1½ and 2 in., 8in. and up wide | 20 00 |

COFFIN BOARDS.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 13in. and up | 20 00 | No. 1, mill culls | 8 00 |
| No. 2 | 17 00 | No. 2, or red horse | 6 50 |

BEVELED SIDING—DRESSED.

| | | | |
|---|---|---|---|
| Extra clear (perfect) | 23 00 | No. 2 | 17 00 |
| No. 1 (nearly clear) | 21 50 | No. 3 | 14 00 |

TIMBER, JOIST AND SCANTLING.

| | | | |
|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $ 8 50 | Hemlock, 2x4 to 10, 12 to 16 feet | 7 50 |
| 18 ft. | 10 50 | | 8 50 |
| 20 ft. | 11 50 | 2x12. | |
| 22 and 24 ft. | 12 50 | Add $1 to each additional 2ft. in length. | |

SHINGLES, 18-IN.

| | | | |
|---|---|---|---|
| Country brands, XXXX | 2 75 | Standard brands, river made, XXXX | 3 00 |
| Clear Butts | 1 75 | Clear Butts | 2 00 |

WHITE PINE LATH.

| | | | |
|---|---|---|---|
| No. 1 | 1 50 | No. 2 | 1 00 |
| | | Hemlock | 1 00 |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., October 27, 1897.

WHITE PINE.

| | | | |
|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in. | $46 00 | 48 00 | No. 3, 1¼ & 1½ in | 15 00 | 17 00 |
| 2½ and 3 in. | 55 00 | 56 00 | Shelving No. 1, 2 in | 17 00 | 18 00 |
| 4 in. | 58 00 | 60 00 | 13 in. and up, 1 in | 32 00@ | 34 00 |
| Selects, 1 in. | 41 00 | 42 00 | Dressing 1¼ in. | 27 00 | 30 00 |
| 1¼ to 2 in. | 42 00 | 43 00 | 1¼x10 and 12 | 28 00 | 30 00 |
| 2½ and 3 in. | | 50 00 | 1½ in. | 28 00 | 30 00 |
| 4 in. | | 52 00 | 2 in | 29 00 | 34 00 |
| Fine common, 1 in. | 35 00 | 36 00 | Mold st'ps, 1 to 2 in. | 33 00 | 30 00 |
| 1¼ and 1½ in. | 35 00 | 37 00 | Barn, No. 1, 10 and 12 in. | 22 00 | 23 00 |
| 2 in | 36 00 | 38 00 | 6 and 8 in. | 18 00 | 19 00 |
| 3 in. | | 45 00 | No. 2, 10 and 12 in. | 16 00 | 15 00 |
| 4 in | | 47 00 | No. 3, 10 and 12 in. | 13 00 | 12 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | 6 and 8 in. | 11 00 | 12 00 |
| 1¼ to 2 in. | 32 00 | 33 00 | Common, 1 in. | 15 00 | 16 00 |
| No. 2, 1 in. | | 16 00 | 1¼ and 1½ in. | 17 00 | 18 00 |
| No. 2, 1¼, & 1½ in | 22 00 | 25 00 | 2 in | 18 00 | 20 00 |

WHITE ASH.

| | | | |
|---|---|---|---|
| 1st & 2nd, 1 inch, | 28 00 | 30 00 | 2½ to 4 in. | 34 00 | 38 00 |
| 1¼ to 2 in. | 30 00 | 32 00 | Strips | 17 00 | 18 00 |
| | | | Culls | 11 00 | 14 00 |

BLACK AND BROWN ASH.

| | | | |
|---|---|---|---|
| 1st & 2nd, 6 inch up, | 20 00 | 21 00 | Com. & good culls | 8 00 | 9 00 |

BIRCH.

| | | | |
|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 25 00 | 27 00 | 1st & 2nd, white, 6" & up | 16 00 | 17 00 |
| | | | Com & good culls | 8 00 | 9 00 |

ELM.

| | | | |
|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 16 00 | 18 00 | 1st & 2d, soft, 8 in. & up, | 14 00 | 16 00 |

MAPLE.

| | | | |
|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 14 00 | 16 00 | 1st & 2d, soft, 6in. & up, | 14 00 | 16 00 |

WHITE OAK.

| | | | |
|---|---|---|---|
| 1st & 2nd, plain, 8 in. & up | 26 00 | 28 00 | Clear squares, 5x5 to 8x8 | | 33 00 |
| Good common | 16 00 | 17 00 | 1st & 2nd quartered, 6 in. up | 38 00 | 40 00 |
| Good culls | 10 00 | 11 00 | Common quartered | 24 00 | 26 00 |

RED OAK.

| | | | |
|---|---|---|---|
| 1st & 2nd | 26 00 | 28 00 | Quartered 1st & 2nd | 34 00 | 36 00 |
| Common | 16 00 | 17 00 | Common | 23 00 | 25 00 |
| Cull | 9 00 | 10 00 | | | |

## NEW YORK CITY.

NEW YORK, N. Y., October 27, 1897.

WHITE PINE LUMBER

Prices for white pine lumber are governed entirely by source of supply rendering it useless to give prices for local market.

WHITE PINE TIMBER.

| | | | |
|---|---|---|---|
| Bridge timber | $28 00 @ | 42 00 | Building orders | $27 00 @ | 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | |
|---|---|---|---|
| 6 to 9 in. | 14 00 | 14 50 | 10 to 12 in. | 16 25 | 17 00 |
| 6 to 12 in. | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 to 12 in. | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | | |
|---|---|---|---|---|
| 1 inch, | No. 1 and 2 | Black Ash, | 10 to 16 | 25 00 |
| 1¼ to 2 in. | " | " " | " | 26 00 |
| 1 inch, | " | Soft Elm, | " | 19 00 |
| 1¼ in and thicker, | " | " " | " | 21 00 |
| 4/4 | " | Hard Maple, | " | 21 00 |
| " | " | Basswood, | " | 20 00 |
| " | " | Birch, | " | 23 00 |
| " | " | Black Ash, Com. and Shipping Cull, M.C.O. | | 14 00 |
| " | " | Soft Elm, " " " | | 12 00 |
| " | " | Hard Maple, " " " | | 14 00 |
| " | " | Basswood, " " " | | 12 00 |
| " | " | Birch, " " " | | 14 00 |

## ALBANY, N.Y.

ALBANY, N. Y., October 27, 1897.

PINE.

| | | | |
|---|---|---|---|
| Uppers, 3 in. up | $52 | $55 | Dressing boards, narrow | $19 | $20 |
| 2½ in. | 52 | 55 | West India shipping boards | 14 | 16 |
| 1 to 2 in. | 45 | 48 | Box boards | 10 | 12 |
| 4 inch uppers | | 55 | 10-in. dressing and better | 26 | 35 |
| Selects, 2½ in. up | | 45 | 10-in. common | 13 | 15 |
| 1 to 2 in. | | 40 | 12-in. dressing and better | 26 | 35 |
| Fine common, 2½ in. and up | 40 | 42 | Common, 1x12 | 13 | 15 |
| 1 to 2 in. | 36 | 40 | No. 1 barn, 1x12 | 21 | 23 |
| No. 1 cut, 1 to 2 inch | 25 | 30 | 1x10 | 18 | 20 |
| No. 2 | 18 | 25 | 1x8 | 16 | 18 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 16 | 17 |
| No. 1 molding, 1 to 2 in. | 33 | 36 | 1x10 | 15 | 17 |
| No. 2 molding, 1 to 2 in. | 25 | 28 | 1x8 | 13 | 15 |
| Stained saps | | 20 | Shaky or star clear, 1 to 2 in. | 19 | 21 |
| Bracket plank | 30 | 35 | Dressing | 16 | 18 |
| Shelving boards, 12-in. up | 30 | 32 | Common | 11 | 15 |

LATH.

| | | | |
|---|---|---|---|
| Pine | $1 60 | | Spruce | $1 55 | |

SHINGLES.

| | | | |
|---|---|---|---|
| Sawed Pine, ex. XXXX | $3 90 | $4 10 | Bound butts, 6 x 18 | $5 00 | $5 25 |
| Clear butts | 2 75 | 3 00 | Hemlock | | 2 00 |
| Smooth, 6 x 18 | 4 50 | 4 75 | Spruce | | 2 00 |

## BOSTON, MASS.

BOSTON, October 27, 1897.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $11 50 | 12 00 | ¾ inch | $ 9 25 | 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 11-16 inch | 8 50 | 8 75 |
| Refuse | 13 00 | 13 25 | ⅝ inch | 8 00 | 8 25 |
| Outs | | 9 00 | Clapboards, sap ext. | 45 00 | 48 00 |
| Boxboards, 1 inch | 10 00 | 10 50 | Sap clear | 41 00 | 43 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, 2nd clear | 32 00 | 35 00 |
| | | | No. 1 | 23 00 | 25 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in. | $50 00@ | 52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in. | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in. | 58 00 | 62 00 | 1¼, 1½ and 2 in. | 30 00 | 32 00 |
| Selects, 1 in. | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in. | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in. | 52 00 | 55 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in. | 24 00 | 38 00 |
| Fine common, 1 in. | 40 00 | 41 00 | Coffin boards | 19 00 | 22 00 |
| 1¼, 1½ and 2 in. | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in. | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 50 | 1 60 |
| Cedar, extra | 2 50 | 2 65 | Extra No. 1 | 1 25 | 1 35 |
| Clear | 2 10 | 2 25 | | | |

HEMLOCK

| | | | |
|---|---|---|---|
| Rough | $10 00@ | 10 50 | |
| Northern and Eastern, planed one side, No. 1 | | 11 00 | |
| " " " " No. 2 | 9 50 | 10 00 | |
| Pennsylvania, " " " No. 1 | 12 00 | 12 25 | |
| " " " " No. 2 | | 10 00 | |

LATH.

| | | | |
|---|---|---|---|
| Spruce | | By cargo | 1 80@ 1 90 |
| By car | 1 80@ 2 00 | | |

## THE LATE MR. F. B. ROBB.

The particulars of the sad death of Mr. F. B. Robb, of Amherst, N. S., are already known to readers of this journal. Deceased was secretary-treasurer and manager of the Robb Engineering Co., Limited, and was drowned while bathing at Fox Harbor, N. S., on July 20th. He was born at Amherst, Nova Scotia, on the 8th of November, 1857. His father, the late Alexander Robb, was one of the pioneer manufacturers of Nova Scotia, having established in 1848 the business which has since developed into the Robb Engineering Company.

The subject of our sketch received his education at Cumberland County Academy and Dalhousie College, Halifax, afterwards being especially fitted for his work by a short experience in banking and commercial college course at St. John. In 1876, when only 19 years of age, he, with his brother, D. W. Robb, now president and engineer of the company, took the full management of the extensive business in which he labored up to the time of his death.

Mr. Robb's strongest characteristic was unceasing industry both of body and mind. Having a love of work, and being gifted with quick

The Late Mr. F. B. Robb.

perception and methodical habits, he was able rapidly to master every detail of his work, and has been largely instrumental in building up the Robb Engineering Company's business, which has during the past few years extended to all parts of Canada.

The late Mr. Robb had a very sympathetic nature, and early in life was impressed by deep religious feeling, which prompted him to take a prominent part in the work of every religious and charitable organization that came in his way. There are probably few men who have done more personal work in the way of assisting others, especially boys and young men, and by acts of kindness and good council leading them to a higher plane of living both morally and physically. Mr. Robb was an elder and active member of the Presbyterian church of his native town. He was especially interested in the Y. M. C. A. work among boys and railway men, being chairman of the Y.M.C.A. Railway Branch. At the time of his death he was assisting in the management of the Y. M. C. A. Boy's Camp, which every year gathers the boys for an outing at some one of the lovely spots on the sea coast of Nova Scotia or New Brunswick. Through his intense desire to do good he was able to wield a large influence, not only in his own town, but in many districts all over the maritime provinces.

In 1883 Mr. Robb married Miss Jessie MacFarlane, neice of Senator MacFarlane, of Wallace, who, being also devoted to the work of religious organization, has been a congenial companion and helper in this department of his labor. She with her three children have the sympathy of many who mourn the loss of one who was ever a true friend.

## CANADIAN WEST INDIA TRADE.

We are in receipt of a pamphlet from Mr. J. A. Chipman, Halifax, N. S., entitled "Canadian West India Trade," which gives valuable information regarding the prospects for extending our trade with the West Indies. Mr. Chipman points out that although some ten years ago the government of Canada granted a subsidy of $95,000 to steamers engaged in the West India trade, with the chief object of developing the interprovincial and western Canadian business, the province of Nova Scotia still continues to furnish the great bulk of the exports.

During 1895 the value of the exports from Canada to the British West Indies alone was $1,855,017. Turning to the returns for 1896, we find Nova Scotia exported forest products to the West Indies to the value of $86,053, while the figures for Ontario are given as $204. With British Guiana, St. Domingo, Honduras, and the Danish, French and Dutch West Indies, the contrast is equally as great. Nova Scotia shipped to the Spanish Islands forest products valued at $98,000.

Referring to the Quebec trade, Mr. Chipman says:

"There is one branch of this Quebec trade upon which I wish to give more than a passing notice. It is the manufactures of wood. There are over one and a quarter million dollars worth sold to the British West Indies alone, of which the United States do between $700,000 and $800,000 annually, and Nova Scotia and New Brunswick the balance. What is to hinder the Ottawa district, and the different manufacturers of their wood, to not only capture this trade of $800,000 from the United States, in the British possessions, but to follow that competition not only into the foreign West Indies, but into South America as well? Quebec supplies the United States with this wood or lumber, and they manufacture and ship it out to southern countries. You say "This looks well, but how is this trade to be secured? The few orders which we have had from the West Indies have been too small and troublesome to warrant us in changing our mode of manufacturing." True; and so it will ever remain, unless you make up your minds that the trade is worth having, and that you will have it, and the whole of it at that. The late Senator Macdonald, of Toronto, told you that it would be yours for the having. You must send men out there, if you cannot obtain all the information and specifications in New York,—men who are capable of taking specifications and all particulars and details necessary to intelligently undertake this work. You naturally say, "this manufactured goods is bulky stuff; how are we going to ship it even if we had the orders?" I have already shown that this present steamship subsidy belongs to you; that Ontario and Quebec can be exporting a million dollars' worth of the natural and manufactured productions of the two provinces, chiefly the products of the farm, within a year of getting actively into the West Inda market taking orders. These shipments, augmented by your shipments of manufactures of wood, are more than sufficient to guarantee full loads for a fortnightly line of steamers from the port of Montreal direct to the ports of the West Indies, calling each way at Quebec City, Summerside and Charlottetown, in P. E. Island, and Halifax or St. John, N. B. P. E. Island exports $93,000, which would be increased to $150,000 if she had direct steamers. Nova Scotia alone exported to the British West Indies, including British Guiana, nearly two million dollars' worth in 1895. The Blue Book's figures are $1,672,712, and to all the West India Islands, $3,449,585, so that you can readily see that steamers loading at Montreal during open navigation may expect that any space unfilled at Montreal will be filled at the lower ports. In point of fact any available space at Montreal could be filled with a cargo for the lower ports, which would be replaced at those ports by cargo for the West Indies and coal for the round voyage."

The C. P. R. have shown their desire of cultivating this trade by sending their commercial agent throughout the West Indies. This agent has recently visited Bermuda, St. Thomas, St. Croix, St. Kitts, Antigua, Dominica, St. Lucia, Darbados, Trinidad and Demerara, and reports that Canada is in a position to greatly increase her exports. To encourage the trade the C.P.R. state that they are giving the same export rates to the port of St. John as are current from the same shipping points to New York, and the steamship rates from St. John to the Islands are the same as from New York. As far as freight rates are concerned, therefore, the Canadian manufacturer has an equal advantage with his rival in the United States.

Mr. Chipman is devoting his time and energies to the development of the West India trade, and would be pleased to receive the co-operation of lumber manufacturers. He will probably leave for the West Indies about the 15th of November.

## WOOD-WORKING MACHINERY.

We beg to call attention to the advertisement on another page of this issue, of the A. R. Williams Machinery Co., Limited, Toronto, with branch offices at 193 Colborne st., Brantford; 345 St. James st., Montreal, and the London Machine Tool Co. at London, Ont. This firm carries the largest stock of wood-working machinery, both new and second-hand, of any house in the Dominion, including planers, matchers and moulders, band sawing machines, re-sawing machines, shapers, tenoners, etc., making it possible for them to fully equip furniture factories, planing mills, etc., on the shortest notice, and on easy terms of payment. They also have a large stock of saw mills on hand for prompt delivery, as well as several mill sites, including land, buildings and machinery, all in place ready for operation.

They are also Canadian agents for the B. F. Sturtevant Co.'s celebrated dry kilns, heaters, fans and blowers; S. J. Shimer, Sons & Co.'s matcher heads, and E. Harrington, Sons & Co.'s well-known hoists. Parties requiring additional machinery will do well to write this firm for their newly-issued stock-taking list, No. 41, giving specifications of their requirements, which will have prompt and careful attention.

Persons writing to advertisers in The Lumberman are requested to mention the source of their information.

## LUMBERING OPERATIONS IN NOVA SCOTIA.

[Correspondence of the CANADA LUMBERMAN.]

THE lumbering industry has been very quiet during the past month in Nova Scotia, owing to a fall in prices in the English markets and an advance in freight rates, together with extreme drought. The latter part of the season was so dry that reserve logs could not be got to a good many of the mills, which was probably fortunate now that the difference in value in the English market since spring is so great. Taking the season for sawing as a whole, it has been considerably above the average so far as water mills are concerned. The wet spring was very favorable for getting the logs to the mills early, so that sawing began in good time, and the continuance of wet weather enabled most of them to get their cut through by July or August, which is a very unusual occurrence, as they generally have to finish up the sawing season with fall rains.

The general feeling for the coming winter's operations is that about the average stock of logs will be cut throughout the province. The English deal operations will probably be somewhat under those of last year's, and the average kept up by the hope of a revival in the United States, South American and West Indian markets.

The Gold River Lumber Co., Gold River, N.S., have finished sawing for the season. They had a very good year's business; the winter was favorable for logging and the spring very favorable for driving, resulting in all their logs reaching their pond with good water. Their fine steam gang mill being in good order, ran without interruption until the stock of logs was sawn, thus enabling them to clean up their operations earlier in the season than usual. Their cut was about two and a half million feet, nearly all of which was deals for the English market. Formerly they sawed for the South American and Boston markets, and deal sawing was an experiment with them, but it has been satisfactory. They expect to operate the coming winter to about the same extent as last season.

Messrs. E. D. Davison & Sons, Limited, Bridgewater, have done a very large business this season. Their logging operations last winter resulted in the neighborhood of twenty million feet of logs being got into the water and practically safely to their large mills at Bridgewater. The water kept up well through the summer, so the mills ran a good part of the time day and night. Their mills, yards, stores and houses are all lighted by electricity, by a complete plant of their own. Their cut this year has been largely deals, but they do not confine themselves to any particular market. Net financial results is their prime object, and being in touch with all markets, they manufacture and ship to those giving the best financial results. Mr. Frank Davison is president and manager, and Mr. Archie F. Davison secretary-treasurer of the company. The high business standing attained by the late E. D. Davison, the founder of the company, and continued and increased by his son, the late C. Henry Davison, will not suffer under the present management. Owing to the extensive drought, their mills are not being operated fully at present. The outlook for lumber for next season does not point to quite their usual output this winter.

W. & G. Colp purchased a timber property between Mill Village and Brooklyn, N. S., and have engaged Mr. Isaac Harnish, of Greywood, to put his large portable saw mill on it to saw during the winter. They expect to cut about one million feet of deals, and also intend getting out a large quantity of pulp-wood to ship to the best paying market.

J. & J. Coop, Milton, with mills at Brooklyn, will get out about the usual quantity of logs—one million feet. They also intend going into the pulp-wood industry and fitting up their mill for the purpose by putting cutting-off saws and barkers into a building adjoining their saw mill.

Harlow & Kempton, Milton, are taking advantage of the low water in the river to put another water wheel in their saw mill, and to give it all necessary repairs for a good season's cut next year. Their output this season was about two and a half million feet, and they intend operating on about the same scale the coming season. Their cut this year was principally for South American, West Indian and Boston markets.

Eldred Minard, Milton, has a gang mill, water power, in which he cuts about three-quarters of a million feet, custom work. He expects to cut about the same quantity next season.

Allen & Henry Tupper, Milton Cove, put a new live gang into their mill and made other changes and improvements while the water was low in the river. They saw boards, pine, spruce and hemlock, shipping to American and southern ports. They also manufacture boxes for all purposes.

John Millard, Liverpool, has a saw mill at Milton with rotary saw, stock gang and patent edger. He has not run his mill fully this season, but expects to saw four to five million feet next year. Mr. Millard and Ira P. Freeman have a gang mill at Milton in which they cut about one million feet this season, and intend sawing about the same quantity next year.

H. W. Freeman, Jordan River, has had a very good season for operating his water power gang mill, having cut about three million feet. He is putting in two of the famous Buchanan water wheels in place of Leffel turbines, a new rotary saw mill, made by Burrill-Johnson Iron Co., Yarmouth, a patent three saw edger, made by the Lloyd Mfg. Co., Kentville, N. S., and besides is overhauling his gang mill, shafting and all other machinery in the mill. His intention is to saw six million feet next season. Mr. Freeman has added largely to his timber limits by the purchase of the Doull property adjoining his limits on Jordan River. This property has not been operated for some fifteen years, and is reputed to have a large quantity of good timber.

Young Bros. & Co., Limited, St. Margarets Bay, have about completed their cut for this season, which is nearly six million feet. One million of this was hemlock and the balance spruce. Their operations will be about on the same scale this winter at the head of St. Margarets Bay, while at Ingram River, five miles west, they intend to get out a large quantity of piling and pulp wood. This company owns an immense tract of timber land along the coast, reaching from the head of St. Margarets Bay to East river, a distance of twenty miles, and extending back fifteen to twenty-five miles. There are four large streams through the property and entering the Atlantic ocean at different points along the coast. The value of the stumpage of one river is said to be one hundred thousand dollars.

W. J. P.

## SAWDUST IN THE OTTAWA RIVER.

SIR Louis Davies, Minister of Marine and Fisheries, has notified all lumbermen on the Ottawa river that there will be no further postponement of the law which was enacted to prevent the dumping of sawdust into the river. The law will be allowed to come into force on the 1st of July next.

The act prohibiting the dumping of sawdust into the Ottawa river was passed three or four years ago, when Sir Hibbert Tupper was minister of marine and fisheries, but the lumbermen petitioned for delay to enable them to get the necessary re-arrangements in the mills. Year after year since that time a bill has been introduced every session postponing the operation of the act, but the fear that the law will now be enforced is causing some of the lumbermen much anxiety.

Of the six big lumber firms in Ottawa two already burn their sawdust, namely, W. C. Edwards and Gilmour & Hughson. One other mill, that of the Hull Lumber Company, was burned recently, and will doubtless be reconstructed with a view to disposing of its sawdust otherwise than by the river. Wm. Mason & Sons utilize their sawdust to make ground around their mill. There are, therefore, at present, only two mills discharging sawdust into the river, namely, those of J. R. Booth and the Bronsons & Weston Company. But these are two of the largest saw mills in the world.

Mr. Booth states that he has given the question of the disposal of sawdust some serious consideration, but could not arrive at any solution of the problem. The difficulty was owing to the construction of the mill. This is also the case with the Bronsons & Weston Company. Asked if the sawdust could not be burned, Mr. Crannell replied that the question was how to re-arrange the mills and put in machinery to carry the sawdust to the incinerator. He explained that the large mills that have been in operation for from 20 to 40 years were built very close to the water level. Under the mills was a network of beams and girders, which it was impossible to remove. The mills could not possibly be altered to provide for the disposal of sawdust in any other way than at present. The question was one, he said, which had caused much discussion among the members of the firm, and none had been able to work out a satisfactory solution. Mr. Crannell thought it would be a great mistake to enforce the law in the case of old mills. A law might be passed forbidding all new mills that should be erected from depositing the sawdust in the river, and compelling the owners of the old mills, whenever their mills were being reconstructed, to provide other means of disposing of the sawdust.

The mill hands, fearing that the law may effect their interests, called a meeting to discuss the question, at which it was resolved to form an association. It is probable that this association will memorialize the government to exempt the two firms above mentioned.

## THE BRITISH COLUMBIA LUMBER INDUSTRY.

A correspondent writes to The Lumberman as follows regarding the condition of the lumber trade on the Pacific coast :

"The lumbermen out here are to a man indignant at the Dominion government having left them in the present helpless state as regards the tariff. It would almost appear as if, beyond our own members and a few who have honored our province with a visit, British Columbia is hardly regarded as a part of the Dominion, and our conditions and requirements are either practically unknown or largely disregarded. Business this year will show a marked improvement on previous years, both in lumber and shingles. For some unaccountable reason the price of shingles has not as yet advanced with the demand, as has been the case across the line to the south of us, where their No. 1 shingles, cut 6 butts to 2 inches scant, are now netting them $1.35 at the mills, while ours, cut heavier and much more carefully made and sorted, are only bringing from 5 to 10 cents less. Some steps have been made to advance prices, but the possibility of American competition has discouraged anything being done in this line. The mill men are experiencing very great difficulty in procuring timber for shingles, as the prices they are able to pay the loggers and come out on the right side has been so low that many of the loggers have abandoned the work for more profitable employment, and the mills have only been able to run when timber was procurable. This state of affairs will assert itself more strongly in the future."

A representative of the Pacific Lumber Trade Journal made a trip through British Columbia in September last, and writes as follows of his observations :

There are six lumber concerns at Victoria that manufacture lumber. The first one visited was that of the Taylor Mill Co. This concern has a capacity of 25,000 feet daily, and in addition has a planing mill and sash and door factory. Besides carrying a large stock of sash and doors, this company has on hand about 1,500,000 feet of lumber. Mr. Taylor tells me that while the lumber business with them is much better this year than it was last season, yet it is not good, and that they only run about half time, with no improvement in prices.

The next mill I visited was Lemon, Gonnason & Co., Capital Planing Mills. This concern saws no lumber from the log, but does a large business in sash and doors and salmon boxes. They also do quite a business in boat building, and are at present building several to ply on the Yukon river between Dawson City and St. Michaels.

The Shawnigan Lake Lumber Co.'s mills are located at Shawnigan Lake, about 20 miles from Victoria. This concern has yards both at Victoria and Wellington, and do quite a large business. Capacity of mill is 40,000 feet, and they employ about 60 men. Lumber from the mill at this lake is carried to Victoria and Wellington on the Esquimalt & Nanaimo Railroad, which runs between Victoria and Nanaimo, a distance of 100 miles. This concern has on hand about 3,000,000 feet.

James Leigh & Sons have a saw mill in Victoria, with a capacity of 40,000 feet, also a large planing mill, and are well equipped to do a large business.

Joseph A. Sayward has the largest saw mill plant in Victoria. The mill proper has a capacity of 50,000 feet daily and employs about 75 men. This concern manufactures lath, shingles, and all kinds of mouldings, and does the largest business of any lumber concern in Victoria. Mr. Sayward is one of the oldest saw mill men in British Columbia, and is well known to the trade. This concern, while doing quite an export trade, is preparing to capture a share of the eastern rail trade, and are now building a large dry kiln for drying lumber, and are also building a lumber barge, with a carrying capacity of 250,000 feet. At present the mill is running about three-quarter time.

The largest sash and door factory in Victoria, and also the oldest, is that of Muirhead & Mann. This mill concern is known as the Victoria Planing Mills, established in 1875, and during flush times in Victoria did a good paying business, and is now one of the largest and richest sash and door concerns in British Columbia. At the present time the company has a $300,000 contract for furnishing all material in lumber and inside finishings for the new parliament buildings, which will cost $1,500,000, and also a contract to furnish the inside furnishing for the Bank of Montreal.

From Victoria you take the Esquimalt & Nanaimo Railroad and go north about twenty miles to Chemainus. Here you find the largest saw mill on Vancouver Island, and one of the most prominent on the Pacific coast, being 84 feet in width and 453 feet in length, with a capacity of 110,000 feet daily. This is the capacity of only one side, as the other side is not equipped, but will be by the first of the year, as the management is now negotiating with the different machinery houses and saw concerns for the necessary equipment to make the mill second to none on the coast. The company employs in the mill 75 men, and in six logging camps 120 men. The mill is run day and night, and has been for the last eight months. Perhaps no mill on the Pacific coast is as well equipped for sawing long timber as this mill, and perhaps no other mill on the coast has as fine timber to cut from, for I believe that at no other place on the coast does the timber grow so tall as on this island. Timber on the main land in British Columbia and in many places in Washington and Oregon grows to be much larger in diameter, but not nearly so high. This concern has, in addition to their saw mill plant, one of the finest bodies of timber in British North America. It was purchased from the Canadian government several years ago. The survey was made under the supervision of E. J. Palmer, the present manager, and was surveyed in such a manner that the company got the cream of the timber on Vancouver Island. The company owns all to 90,000 acres of timber, estimated at 6,500,000,000 feet, mostly fir. This company has very little lumber in stock, as they only cut for orders on hand. Mr. Palmer tells me that his trade is increasing every year, and that he has no trouble in getting a fair price for his lumber. I must say right here that at no mill that I have visited on this coast—and I believe I have paid a visit to all the big lumber mills—have I found a mill crew better paid or better fed than at this mill. All the employees of this company seem to be perfectly satisfied, and have no word of complaint to offer. I have heard so much kicking from the mill men of Puget Sound about the cheap Chinese labor of British Columbia, but let me say right here that while in British Columbia I visited all the mills in Victoria, Vancouver, New Westminster, Chemainus and Nanaimo. and all the time I was looking out for that Chinaman that the Puget Sound saw mill man told me I would find as sawyer, filer, engineer, planing mill foreman, and holding all the jobs in the British Columbia mills ; but as a matter of fact, after visiting all the mills, I only found working in the mills 10 Chinamen, and they were unloading slabs at the Royal City mills in Vancouver, and they were employed, so the foreman told me, because they could not get white men, as so many were salmon fishing on the Fraser river. No, this cheap labor of British Columbia is all a fake. Now, let me give you the wages paid to the men employed in the Chemainus mill :

| | |
|---|---|
| Head filer, per day | $ 6 00 |
| Assistant, per day | 4 50 |
| Sawyer, per day | 4 50 |
| Gang edgerman, per day | 2 75 |
| Gang sawyer, per day | 2 75 |
| Engineer, per month | 75 00 |
| Mill foreman, per month | 125 00 |
| Talleymen, per day | 2 50 |
| Common mill hands, per day | 1 75 |

This is the wages paid to employees at this mill, and it is no fake either. The smallest wages paid at this plant is $1.75 per day.

From Chemainus I took the train for Nanaimo, about 20 miles north, the terminus of the Esquimault and Nanaimo railroad. At this place there is only one saw mill, and it is owned by Andrew Haslam. This little mill is very nicely arranged and has a capacity of 40,000 per day. The mill is well equipped with good, new machinery, and turns out a very fine class of lumber.

From Nanaimo I took the railroad company's boat and went across to Vancouver, a ride of only about three and one-half hours. I found all the mills running full blast. The Hastings Mill Co. I found cutting on an order of 8,000,000 feet for the Crows Nest railroad, and loading a schooner with 1,500,000 feet of lumber for South America. Mr. Alexander tells me that while the cargo trade is quite dull, the rail trade is first-class and prices picking up. The Royal City mills are running full blast and the sash and door factory of the plant was never so busy as now. Charles Burns, foreman, tells me that they have turned out more sash and doors and lumber at better prices in the three months past than in all the year of 1896. The company is building a cedar mill at present, and it is almost finished ; capacity of mill will be about 20,000 per day. It will be used to cut cedar only.

Spicer & Co. are not making as many shingles as they were a year ago. They have cut down their capacity from 350,000 to 160,0000. Prices, Mr. Spicer tells me, are much better now than one year ago, but his market has been shut off to some extent by the American tariff.

The Vancouver Cooperage & Jute Co. is running full capacity and doing a much larger business this year than last.

The Vancouver Sash & Door Co. are doing a

big business, having orders on file for all they can manufacture.

Robertson & Hackett have orders for more sash and doors than they can fill, and are preparing to move to another location, so they may be able to build or give them more capacity. This concern has a sawmill in connection, with a capacity of 20,000 feet per day.

The Moodyville Lands & Saw Mill Co., at Moodyville, are running full time, and are sawing on cargo orders for two schooners. Mr. Wood, the manager, says the cargo business with them is picking up, with prices better than last year.

At New Westminster the mills are running full time on orders for rail shipment. The Royal City Mills branch at this place is doing a big business in sash, doors, salmon boxes and mouldings.

The Pacific Coast Lumber Co.'s saw mill is not running at present, having shut down for the want of proper help, the men having gone off salmon fishing. The shingle mill is running, however, full time, and is making as fine a shingle as I ever looked at. The shingle saws at this mill are upright instead of flat, as our shingle saws are on the Sound, and while the saw will not saw as many shingles in the same time as the American shingle saw, they make by far a more perfect shingle and are more satisfactory to the trade. This concern has on hand the finest stock of vertical grain cedar lumber on the Pacific coast, all nicely piled and housed in sheds.

The Brunette Saw Mill Co. are doing by far the largest business of any mill in New Westminster. This concern is obliged to run overtime in order to supply the demand. This concern has a new manager in the person of Mr. L. A. Lewis, who was, until elected manager, cashier for the company. The company has on hand about 5,000,000 feet of lumber, with orders on hand for a large portion of it.

The Hastings Shingle Manufacturing Co.'s mill is located at Hastings, about four miles from Vancouver, and has a capacity of 225,000 shingles per day. The mill is equipped with the upright shingle saws, same as the Pacific Coast mill at New Westminster. The management of this concern, so I am informed, are in correspondence with parties on the American side of the line for a large tract of cedar timber, and should they be able to close the deal they will at once build a mill on this side of equal capacity with the one in British Columbia, and in this way be able to hold their customers in the States. No doubt this deal will go through all O. K., for the company is, I am told, very wealthy, and is very anxious to hold the trade they formerly had on this side.

Robert Ward & Co., Ltd., of Victoria and Vancouver, are prominent handlers of lumber, being managing agents for the Moodyville Lands & Saw Mill Co., of Moodyville.

## LUMBER IN GERMANY.

MR. Thomas Ewing Moore, United States Commercial Agent at Weimar, writes as follows of the lumber industry in Germany:

The laws of Germany governing the cutting down of forests being very severe, and the demand for building lumber, and that used in the manufactures of wood, growing annually in proportion to the industrial development and the increase in population, it follows that larger quantities of raw wood must be imported from year to year. The annual production of lumber in Germany is estimated to be 8,300,000 tons. The imports have risen from 2,800,000 tons in 1891 to 3,200,000 tons in 1896, and it is expected, for the reasons above stated, that the importations will continue to increase, while the production will remain at its present figure.

According to her statistics, Germany buys from abroad between one-fourth and one-third of the total quantity of lumber consumed. The value of such imports was: In 1891, 134,100,000 marks ($31,916,800); 1895, 149,600,000 marks ($35,604,800); 1896, 171,800,000 marks ($40,888,400).

The unmanufactured wood exported is insignificant, and fell in value from 18,400,000 marks ($4,379,200) in 1891 to 15,400,000 marks ($3,665,200) in 1896. During the same period the exports of manufactures of wood fell from 85,500,000 marks ($20,349,000) to 82,400,000 marks ($19,511,200). These figures show the importance of the lumber question to Germany. She is becoming more and more dependent on foreign countries for her supplies, and in a very striking proportion; and her export of manufactures of wood does not grow, which is explained by the increased demand at home.

The countries from which Germany draws most of her supplies are Austria-Hungary, Sweden and Russia. The former sends raw lumber in increasing quantities, while the imports for the latter are decreasing.

At the present time the supplies from the above-named lands are sufficient for the demand, but it is feared that the devastation of forests in Russia, Sweden and Galicia will, in the near future, compel Germany to pay higher prices, unless these countries bring their production and consumption into the proper proportion.

## OPINIONS ON VARIOUS QUESTIONS.

MR. James McMullen, M.P. for North Wellington, has expressed himself in favor of an export duty on logs and pulp-wood. He says: "At the last session I introduced a bill, but withdrew it, which I will probably re-introduce and press to a vote, making it unlawful for an alien to hold Canadian lands, mines, forests, etc. I believe the time has come for us to cease extending to United States citizens favors denied our citizens by the United States. A little self-assertion now will perhaps teach our American cousins more courtesy and consideration."

× × ×

Mr. H. R. McDonald, of Thessalon, Ont., referring to the resolution passed at the lumbermen's meeting in Toronto, says: "Should the Ontario government adopt the resolution, it will cripple the lumber industry of Algoma, lose the revenue for the timber, decrease stumpage 60 per cent., ruin limit-holders who invested their money in good faith, and cause a reaction against the government which will place them in the minority as soon as the people have the opportunity of expressing their opinion at the polls."

× × ×

Writing in the Toronto Globe, Mr. Wm. Leak says: "What Canada wants and should have had twenty years ago is a commercial museum for British articles either at Ottawa or Toronto, with fifty to one hundred thousand articles on exhibition, so that our manufacturers might have constantly before them what is required. In 1878 there were two Toronto firms shipping woodenware to Britain—McMurray & Fuller and Brandon & Company. As I was going over on some business the latter requested me to try and sell some spade handles, window-poles, broom-handles, and about a dozen other articles, which had been unsold in the hands of their agents for months. I took a sample of spade handles to Sheffield and Leeds. The manufacturers congratulated me on the fine wood that was in them, but refused to buy, and took me to a show-case and showed me that the handles they were using were slightly bent, while the Canadian handles were perfectly straight. It is nearly the same in everything—not exactly what the Englishman required; but if our government, or the lumber manufacturers would force the government to give the same thought, the same energy, as has been directed to the dairy interest, we should have had ån agent in Britain twenty years ago, collecting statistics of what Britain was importing from the United States and other nations, and sending to our Canadian museum samples of such goods; also gathering samples of designs for our museum, from furniture, pianos, railway car shops, ship buildings, mills, house contractor supplies and domestic woodenware that is being made in Britain."

× × ×

Mr. Wm. Creswell, lumbering foreman for M. M. Boyd & Co., has lately returned from Vancouver Island, where he went last summer to take charge of a large camp operating on the Boyd limits there. The limit, supposed to contain over 300,000,000 feet of fir timber, was acquired some years ago, together with a saw-mill capable of cutting 100,000 feet of lumber per day, but the latter was not operated this summer, as the firm were under contract to take out about 10,000,000 feet of logs for another firm. Mr. Creswell states that lumbering in that country is not prosecuted in accordance with Ontario methods. To begin with, the fir timber is all cut during the summer months, during what is known as the "peeling" season —beginning early in May and lasting till about the middle of August; the reason is that all board timber must be peeled as it falls, and after the date mentioned the sap dries and axes must be used to strip the bark, necessitating much extra labor; in fact, eight men would hardly be able to accomplish the task done easily by two at the proper season. Winter operations are confined to getting out timber for piles, which are never denuded of the bark. The fir trees are of great size, many of them containing 6,000 feet board measure, and towering over 120 ft. in height. Roads 10 and 12 ft. wide are cut into the limit as operations progress, and round logs are bedded into the earth about 8 ft. apart. When a tree is cut down it is at once sawn into sections of the required length, the bark is removed, and by means of a block and tackle affixed to near-by forest monarchs, the huge logs are drawn to the road by a "team" of six or eight horses. Being newly peeled, the logs slide easily over the skids set on the road-bed, and if trouble is found grease is applied with a liberal hand.

× × ×

Writing from Nelsonville, Algoma, Mr. James B Hammond says: "Thirteen million five hundred thousand dollars' worth of logs and lumber were exported last year to the United States from Canada, and a very large proportion of this was logs which were towed to United States mills and an enormous business done on that side in slabs; from tree tops, never scaled, and sold as fuel. Much of the product manufactured there was sent back here free, and our mills had, of course, to compete. This, for one thing, is neither fair to our farmers and laborers, our millmen, nor to our traders, manufacturers, nor any industry in this country, but it is a soft snap for the citizens of the United States. Our labor and our capital need to be clothed likewise. Again, by compelling home manufacture, an impetus would be given our farmers, settlement would be promoted, the manufacturer would profit and trade generally be improved. With a fertile but comparatively empty country, we are far from being yet strong enough to supply any large portion of the population of Britain with food, but she would have no objection to our doing this if we could, and our trade with her cannot be large until we can. This would first mean a very much increased population here. But we can go on meantime supplying timber and lumber, for instance, in enormous quantities. We sent Britain $12,000,000 worth last year. Our total output was $125,000,000, and our pay roll for wages was $30,000,000, an amount that could be easily doubled. Canada now has an opportunity to take a further important step in advancing herself in the great markets of the world and to establish thereby the greatest era of prosperity she has ever known."

# THE NEWS.

—Marshall Bros. have rebuilt their saw mill at Sprucedale, Ont.

—It is said that an axe factory will be started at Renfrew, Ont.

—Oliver Monger has purchased a saw mill at Mount Brydges, Ont.

—Gillies Bros. will rebuild the saw mill at Sand Point burned last month.

—J. P. O'Henley, of Berridale, Ont., has added a band saw to his mill equipment.

—Josiah Watson, of Brucefield, Ont., intends placing stave machinery in his mill.

—The late Hugh McLean, of Salmor River, N. B., left an estate valued at $48,000.

—The Hull Lumber Company have commenced to rebuild their saw mill at Hull, Que.

—A. McPherson & Co., of Longford Mills, Ont., now have their mill lighted by electricity.

—It is reported that Black & Perry, of Fergus, Ont., do not intend to rebuild their saw mill.

—Mr. Coleman has sold out his lumber business at Slocan City, B. C., to McCallum & Millspaugh.

—James Vance, late of Hepworth Station, Ont., has his new mill on Oastler's Lake almost completed.

—In Japanese saws the teeth point toward the handle, and both saws and planes cut toward the workman.

—Messrs. Newton & Sons, of Victoria Harbor, are getting their logs sawn at Chew Bros.' mill at Midland.

—R. Secord, of Huntsville, Ont., is erecting a saw mill on the site of Milne's mill, recently destroyed by fire.

—A syndicate owning a saw mill at Ashland, Maine, are said to be considering the erection of a large mill at Fredericton, N. B.

—Four saw mills have rec tly been established in the parish of Stoneham, Que., and another is being built near Lake Beauport.

—The Rat Portage Lumber Company has established a branch warehouse in Winnipeg, which is in charge of Mr. J. C. Graham.

—Albert Hayden, of Woodstock, N. B., has placed new and improved machinery in his saw mills, from the works of A. Dunbar & Sons.

—Mr. George J. Dewar, of the Export Lumber Company, Ottawa, donated a carload of lumber to the sufferers from fire in Russell county.

—David White, of Brantford, is building a saw mill at Bell City, near Rat Portage. It is his intention to build a planing mill in the spring.

—John Culligan is erecting a saw mill at Culligan's Siding, near Jacquet River, 100 x 30 ft. He will cut long lumber, laths and shingles.

—The Longford Lumber Company, of Longford Mills, Ont., are said to contemplate the erection of a new saw mill in the vicinity of Parry sound.

—We learn that Mr. W. W. Sloan, of Seaforth, Ont., purposes leaving for the Southern States, where he will engage in the manufacture of cypress lumber.

—W. H. Roberts, of Renfrew, is rebuilding his planing mill lately destroyed by fire. The new building is a substantial two story brick structure 100 x 50 feet.

—Mr. Shay has built an addition to his saw and shingle mill at Doe Lake, Ont. He is cutting birch lumber into chair bottoms for shipment to Great Britain.

—The shipments of lumber and shingles from Washington over the Canadian Pacific Railway to 1st October this year were 2,209 cars, against 1,515 cars in 1896.

—P. Payette & Co., of Penetanguishene, Ont., are busy on mill supplies. They are also making considerable machinery for the patent cloth board mill at Parry Sound.

—The Rathbun Company have started a portable saw mill at Ashburnham. About 20 men are employed, under the management of Mr. George Jackson, of Deseronto.

—Mr. Matheson, of Springhill, N. B., is looking for a site on which to erect a saw mill. It is said he will build at Eel River, about twenty-five miles north of Richibucto.

—The Weidmann Stave and Heading Mills Co. are moving their mills from Glen Rae to Southwold Station, owing to a scarcity of timber. There are 30 men employed by the company.

—Ritchie Bros., who purchased Cormier's saw mills at Aylmer, Que., are doing a successful business. They are now employing 90 hands, and propose adding to their timber limits in North Onslow.

—Mayor Wood, of Greenwood, and Hardy Bros., of Grand Forks, B. C., owners of a big timber limit at the upper end of Christina Lake, have let a contract for the cutting of 500,000 feet of cedar timber. In the spring a saw mill will be erected for sawing the logs for the local trade.

—The Commissioner of Crown Lands was recently asked to decide the true location of the boundary line between the timber limits owned by the Hawkesbury Lumber Company and the Klock Lumber Company. Each company had the line surveyed, but there was a difference in the location of it.

—A number of Manitoba lumber merchants held a meeting in Winnipeg last month to discuss trade matters. Among those present were: C. W. Plummer, Boissevain; T. A. Cuddy, Minnedosa; J. M. Neilson, Carberry; G. M. Miller, Virden; D. Stewart, Rosenfeld; J. B. Mathers, Glenboro.

—Michael Sheridan, contractor, of Montreal, is about to establish a saw and planing mill at Aylmer. The plant, which is to cost about $50,000, will be in operation by the first of May, 1898. Mr. Sheridan is now negotiating for the purchase of timber limits near Mattawa, from the government of Quebec.

—W. B. Crossman, late of Coverdale, N. B., but now of New Haven, Ct., has some fine specimens of handiwork. One of these is a workbox, made of ebony, white holly and other woods, into which he succeeded in working over 63,000 pieces. He also carries a cane made of 1,800 separate pieces of white holly and ebony.

—A. Tait, of Orillia, Ont., will probably erect a box factory in that town, and has applied for exemption from taxation. Mr. Tait states that he will build the factory only on condition that the G.T.R. will give him a reasonably fair freight rate on all lumber shipped in from other mills for the purpose of manufacturing into boxes.

—Hon. Justice Rose has given the final judgment in the case of Hurdman vs. Hull Lumber Company, and the result is a victory for the latter company on all important points. A part of the judgment in this case was given in our October issue. The contention of the plaintiff that the company had no right to certain interests, and to pay certain salaries, was decided in favor of the defendants. The judgement confirms the right of the Hull company to buy and own on behalf of the company any timber limits they may desire. The judge also decided that the Hurdman's brought the action to have their share declared too soon.

## CASUALTIES.

—By the falling of a tree on McLachlin Bros.' limits on the Bonnechere, above the Basin depot, Thomas McDonough lost his life.

—While working in Gilmour's mill at Canoe Lake, Ont., Edward Swenore was struck by a piece of wood and died in a short time.

—W. H. Sprentall was killed in Sprentall & Mickel's planing mill at Brighton, Ont. He was caught by a belt and hurled against the floor above.

## PERSONAL.

—Mr. E. F. Stephenson, Crown Timber Agent, Winnipeg, was recently in Ottawa on business with the Interior Department.

—We are pleased to learn that the Hon. E. H. Bronson, of Ottawa, is improving in health, and his early recovery is confidently expected.

—Mr. M. Carlin, for many years connected with the Golden Lumber Co., at Golden, B. C., has resigned his position as manager of that company, and has assumed the position of general manager for the Columbia River Lumber Co., with headquarters at Beaver.

—Mr. Tobias Gillmor died at St. George, N. B., last month. Deceased was a son of the late Daniel Gillmor, of St. George, and a younger brother of Hon. A. H. Gillmor, ex-M.P. He was in his 71st year, and as a member of the lumbering firm of A. H. Gillmor & Bros., was identified with the lumbering interests of New Brunswick for many years.

—Congratulations are now in order for Mr. A. F. Bury-Austin, the well-known lumber merchant of Montreal, he having taken unto himself a bride, in the person of Miss E. Mabel Foster, of Pembroke, Ont. The wedding took place on October 12th, and was attended only by the immediate friends and relatives of the contracting parties. The bridesmaid was Miss Louise Mitchell, while Mr. Gloucester Austin, brother of the groom, acted as best man. Mr. and Mrs. Austin left for a trip to New York and other American cities.

## THE TIMBER REGULATIONS.

The Premier of Ontario has decided that no action will be taken at the present time to compel the manufacture of timber within the province, but that the matter will be considered at the next session of parliament. His reply to Lieut-Col. Davidson, chairman of the meeting of lumbermen held on October 6th, is as follows:

"The Commissioner of Crown Lands has already acknowledged the receipt of the resolution passed at the meeting of lumbermen held in the rotunda of the Board of Trade building on October 6th, and which was forwarded to him by Mr. Wills, the secretary of the Board of Trade. The government have had under consideration for some time past the question to which the resolution relates, and in that connection the resolution of the earlier meeting, which was presented by Messrs. Waldie, Rathbun, Scott and Bertram. What I understand is, that the majority of both meetings desired that a new regulation be passed by order-in-council which will require all pine timber cut upon Crown lands to be manufactured into boards or other sawn lumber, or into square, waney or board timber, in Canada; and that this regulation shall apply to timber cut upon all limits, including those which were originally sold by the Crown without the imposition of that condition. The proposition is a very large one, and the suggested course is not free from legal complications. It is learned that the lumbermen of the western part of the province are almost unanimously in favor of the proposition, while some of the larger operators and some of those who do not operate so largely in the eastern part of the province are adverse to it.

"It has been urged upon the government in opposition to the resolutions that the adoption of such a regulation would affect very seriously large timber interests held by both Canadians and Americans, and that individual holders would suffer serious loss; and it is represented that the aggregate depreciation in value could only be approximately estimated.

"The question, therefore, as I have already intimated, assumed very large proportions, and is, the government cannot but feel, too weighty and momentous to be dealt with simply by order-in-council, without publicity and in the privacy of the council chamber, and the more so as the intent of the resolution is that the regulation shall apply to the timber on all limits without reference to the length of time that has elapsed since the latter were sold by the Crown, or to the prices at which they have since been purchased.

"After very full consideration we are of opinion that the question is one of such gravity and importance as regards both public and private rights, that instead of dealing with it by order-in-council, the Legislature at the approaching session should be asked by the government to enact such legislation as the public interests may require and the exigencies of the situation may appear to demand, in which case the whole question may be fully and openly discussed before definite action is reached.

"The Legislature will doubtless meet early enough to enable any necessary measure to be passed before the time arrives for the issue of the licenses for the next license year."

## UTILIZING PINE STUMPS.

An estimate of the possible profit to be realized in utilizing pine stumps and pitchy waste may be made by assuming that every cord of fat pine will yield forty bushels of the best quality metallic charcoal, twenty gallons of turpentine, forty gallons of tar, forty gallons of tar oil and sixty gallons of pyroligneous acid. By a process of redistillation this pyroligneous acid will yield one and one-half to two gallons of alcohol, with four to six gallons of acetic acid, besides a quantity of creosote. Calculating these first five named products at the lowest usual price, the returns from a cord will net $15. Young sap wood will yield more than one-half this quantity of products. A plant for this purpose can be built in the shape of retorts, each retort of sufficient size for one-half cord of wood, at an outside expense of say $300. The time required for each charge of one-half cord of wood is eight hours, each retort thus handling one and one-half cords of wood in twenty-four hours, resulting, therefore, in some $20 profit per day from a retort costing not more than a coke oven.

The East Kootenay Miner of September 23rd says: Last week another saw mill left Golden for Moyle City, Moyle Lake. The mill belongs to Messrs. Park & Leitch. The distance the mill requires to be hauled from Golden to its destination is nearly 200 miles. Twelve teams, under the direction of Mr. J. A. Munson, Fort Steele, are freighting it. It will be close upon three weeks before the mill reaches its destination and is set up. The mill is supplied by the Waterous Company, of Brantford, Ont.

# WOOD PULP DEPARTMENT

## SCANDINAVIAN VS. CANADIAN PULP.

THE Paper Trade Review, of London, Eng., contains the following with regard to wood pulp:

The Scandinavians are showing a lively interest in the efforts being made to develop the Canadian wood pulp trade. At the present time considerable energy is being displayed, and European capital is likely to be enlisted in extensive undertakings which are being projected. The manufacturing conditions are very favorable for the economical production of chemical wood pulp, and although mechanical has been shipped to Europe, it is evident that success in this direction depends on the prices fixed by Scandinavian manufacturers. During the last few months several heavy cargoes of Canadian pulp have been received, and people interested in the industry are very sanguine of an extensive business being built up with Europe in the course of a year or two. Freightage on moist mechanical has been an impeding element, and consequently Canadian ground wood pulp mills have, in some instances, decided to go into papermaking. This step will make it imperative for other paper mills to put down the latest appliances, and consequently there will later on be a very large output of paper, for which an export market must be found—and no doubt the chief dumping ground will be Great Britain. There are no statistics available to show the imports of trans-Atlantic wood pulp during the present year, but in 1896 the British demand included only 2,714 tons, of the value of £9,370, from Canada, and 847 tons, of the value of £7,266, from the United States.

The Scandinavians, it must be admitted, monopolise the British market, the value of their supplies during 1896 amounting to £1,485,761, or 88 per cent. of the total value of wood pulp (of all kinds) received. The following are the five years' figures relating to British imports of wood pulp:—

FROM NORWAY.

| | | | |
|---|---|---|---|
| 1896 | 205,677 | tons | £894,264 |
| 1895 | 173,898 | " | 803,731 |
| 1894 | 162,346 | " | 694,919 |
| 1893 | 125,889 | " | 538,260 |
| 1892 | 122,215 | " | 488,156 |

FROM SWEDEN.

| | | | |
|---|---|---|---|
| 1896 | 94,917 | tons | £591,497 |
| 1895 | 83,704 | " | 528,952 |
| 1894 | 51,998 | " | 344,021 |
| 1893 | 48,049 | " | 329,190 |
| 1892 | 46,328 | " | 274,508 |

Other countries exporting wood pulp to Great Britain last year were Russia, Denmark, Germany, Holland, Belgium, Portugal, Italy, and the Austrian Territories. Their participation, however (including Canada and the United States), was under 12 per cent. of the total value (£1,684,647).

A later issue of the same journal says: There are several Canadian schemes being projected with British capital, and, if such a step was advisable, British papermakers would be prepared to form themselves into a combination and erect extensive chemical and mechanical pulp works, in Canada or elsewhere, from whence to draw their supplies. British papermakers and financiers are following the example set by American manufacturers in acquiring timber lands in Canada. The negotiations now pending include the purchase of an estate about 54 square miles, with 6 miles frontage to the Gulf of St. Lawrence, and according to the report of an expert, "the greater part of the seigniory is in its virgin state, and is covered with a heavy growth of valuable commercial timber, pine, spruce, birch, etc." American manufacturers admit that they get more pulp per cord from Canadian wood than from the wood of any other country.

Mr. Joseph Leme, manager of the Acadia Pulp Co., Acadia, N.S., was killed in the mills by being caught in the belting.

## PULP AND PAPER MAKING IN BRITISH COLUMBIA.

THERE is in British Columbia an abundance of material for pulp and paper making, which, when exploited, should give excellent results. A company has recently been registered in England under the name of the British Columbia Wood Pulp and Paper Co., Limited, with a nominal capital of £65,000, divided into 35,000 7 per cent. preference shares of £1 each, and 30,000 ordinary shares of £1 each. This company proposes to acquire the works of a small paper mill established some years ago at Alberni, on the Sumas River, in the Pacific province. The mill was erected to convert rags into paper, and as material was scarce and expensive, the venture was not overly profitable. That the new company intends to supply the local market with paper is not the most interesting feature of its plans. An expert who has been looking over the ground points out that "there exists in China and Japan a good demand for wood pulp, which, owing to the absence of suitable wood, these countries are unable to manufacture. British Columbia could supply the markets of these countries with pulp and paper as profitably as any country in the world." It is his opinion that the British Columbian mechanical wood pulp can be produced at 22s per ton, or that British Columbian sulphite will cost only £4 per ton. If this estimate be correct, paper making in British Columbia should be a profitable industry.

Mr. L. F. Burroughs, advocate, of Quebec, on behalf of Messrs. P. Garneau Fils & Cie, has been granted a winding-up order against the Cascapedia Pulp and Lumber Co. The latter admit the facts contained in the petition, and Messrs. Paradis and Jobin have been appointed provisional guardians.

It is stated that the Sault Ste. Marie Pulp & Paper Company are making radical changes in their wood pulp mill to fit it for making dry pulp to be sent to foreign markets. All the wet machines in the mill are being fitted with drying cylinders, one 6-foot cylinder to each machine, and dry pulp will be produced to be exported. The mill has been making very little pulp of late on account of these changes.


MANUFACTURERS

**Of Pulp Machinery** should place their announcements on this page. The pulp industry is a growing one, and a number of new mills are likely to be erected in the near future. Write for card of advertising rates.

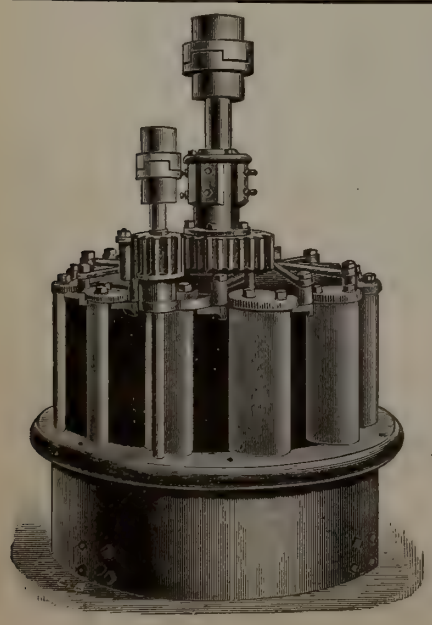
THE CANADA LUMBERMAN
**Toronto**

PULP MACHINERY

We are prepared to supply Pulp Grinders, Wet Machines and Baling Presses. . . . .

WRITE FOR ESTIMATES.

**Robb Engineering Co., Ltd., Amherst, N.S.**

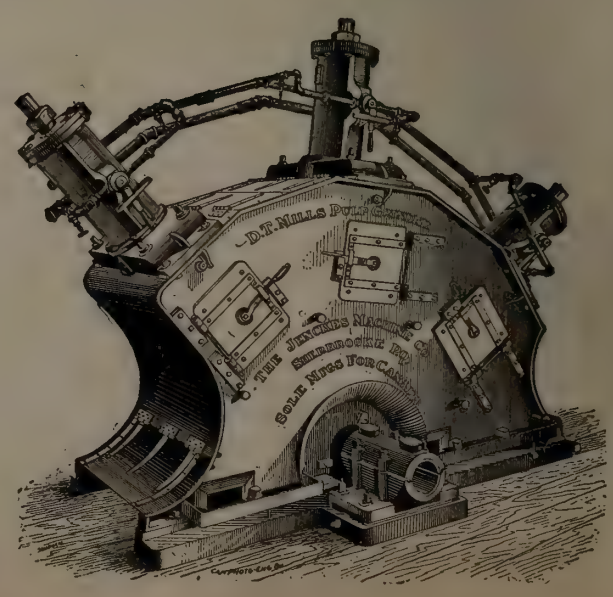


THE MILLS GRINDER
THE CROCKER TURBINE
**For Pulp Mills**

The Jenckes Machine Co.
33 LANSDOWNE AVE.,
SHERBROOKE, QUE.

Builders of . . .

WET PRESSES - SCREENS
. . . AND . . .
GENERAL PULP MILL MACHINERY



## PULP NOTES.

Darblay, Pere & Fils, of Paris and Rouen, one of the largest pulp and paper-making firms in France, have had agents in New Brunswick recently making arrangements for a supply of spruce for pulp-making.

The following figures show the quantity of pulp exported from Montreal to Great Britain in the past five months: May, 6,528 rolls; June, 15,731 rolls; July, 16,593 rolls; August, 30,553 rolls; September, 8,422 rolls.

An Australian correspondent writes to an exchange as follows: Orders have gone forward from here for pulp for paper mills in this country, and correspondence is in process respecting paper. The paper will follow in the wake of the pulp. A proprietor of a leading newspaper said the other day, "When a representative of a Canadian paper mill comes here I want to see him."

A party of Montrealers, including Messrs. Herbert S. Holt, president of the Montreal Gas Company, Lieut.-Col. Whitehead, George F. Hartt, R. D. McGibbon, Q.C., Edgar MacDougall, William F. Robinson and Mr. J. W. Houston, of New York, counsel for the Westinghouse Electric Company, recently inspected the pulp mill and new works of the Laurentide Pulp Company at Grand Mere, Que.

A plan is mooted which shall consolidate the big paper and pulp mills of the United States. The mills interested in the consolidation are the Glen's Falls Paper Mills, the Otis Falls Pulp, the Fall Mountain Paper, the Niagara Falls Paper, the Ticonderogo Pulp and Paper, the Hudson River Pulp and Paper, the Montague Paper, the Turner's Falls Paper, the Olcott Falls, the Winnipegosis, the Glen, the Berlin Mills, and the Falmouth and Rumford Mills Companies. The total capital will be about $22,000,000.

OUR EXTRA HAND-MADE

AXE

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N. B.

ARE YOU LOOKING

FOR A CHANCE IN LOCATION?

If you are not satisfied with your present site, or if you are not doing quite as well as you would like to, why not consider the advantages of a location on the Illinois Central R. R. or the Yazoo & Mississippi Valley R. R.? These roads run through South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Indiana, Kentucky, Tennessee, Mississippi and Louisiana, and possess

FINE SITES FOR NEW MILLS
BEST OF FREIGHT FACILITIES
CLOSE PROXIMITY TO
COAL FIELDS AND DISTRIBUTING CENTERS
AND
INTELLIGENT HELP OF ALL KINDS
MANY KINDS OF RAW MATERIAL

For full information write to the undersigned for a copy of the pamphlet entitled

100 Cities and Towns WANTING INDUSTRIES

This will give you the population, city and county debt, death rate, assessed valuation of property, tax rate, annual shipments, raw materials, industries desired, etc.

To sound industries, which will bear investigation, substantial inducements will be given by many of the places on the lines of the Illinois Central R. R., which is the only road under one management running through from the North-Western States to the Gulf of Mexico. GEO. C. POWER, Industrial Commissioner I.C.R.R. Co., 506 Central Station, Chicago.

Lumbermen's Supplies

DRIED FRUITS
Canned Goods
Heinz's Famous Pickles and Sauces
Ludella Ceylon Tea

Letter Orders Promptly Shipped

Write Us or See Our Travellers.

H. P. ECKARDT & CO., Wholesale Grocers, TORONTO

WHY BAND SAWS BREAK

SIXTEEN REASONS,

AND HOW TO AVOID THEM

Being instructions to filers on the care of large band saw blades used in the manufacture of lumber.

A book filled with valuable information on the care of band saws. Giving the reasons for breaking; analyzing each reason; giving instructions to dispense with the causes as laid down in each reason; and full details on filing and brazing. The proper styles of hammers to use are illustrated and described, and views of blades showing the blows of the different styles of hammers form an important part of the illustrations. Improper and unequal tension are then treated, and the manner of properly setting irregular teeth is described. In connection with the treatise is a history of the invention, manufacture and use of the saw from its origin to the present time. The work in whole makes an accumulation of information such as has never before been published.

The book is printed on fine paper, good clear type, and is handsomely and substantially bound in cloth. It will be sent to any address on receipt of the price, ONE DOLLAR.

Address— CANADA LUMBERMAN, Toronto Ont.

Pumps & HYDRAULIC MACHINERY

DUPLEX AND SINGLE STEAM AND POWER

The Northey Mfg. Co. Ltd.
TORONTO

THE LAURIE ENGINE CO. - MONTREAL
Sole Agents for Province of Quebec.

OAK TANNED BELTING

TORONTO
20 FRONT ST EAST
TELEPHONE 475

THE J.C.McLAREN BELTING Co MONTREAL

1844 —THE PIONEER ESTABLISHMENT OF CANADA.— 1897
*Over 50 Years of Uninterrupted Advance.*

Fifty years ago we supplied the pioneer upright sawmills to the Canadian lumbermen. These were quickly supplanted by the speedy but wasteful circular saw, these by the faster gang, with its disregard of qualities, and now the economical band sawmill, combining speed and economy, has full sway. We are always to be found in the advance guard in the march of improvements.

# WATEROUS

Is the name we ask you to remember when about to purchase SAW MILL MACHINERY, ENGINES, BOILERS, FRICTION GRIP PULLEYS.
Brantford,—Canada.

Our Saw-Mills are in Successful Operation all over Canada, Central and South America, Australia, Europe and the East. Write or wire for prices and date delivery.

A B C AND LEIBER'S CODE USED.

Now is the time to consider the important change from a Circular or Gang to the

## ALLIS BAND MILL

Recently a customer, who had steadily refused to abandon the wasteful circular, ordered an "ALLIS" BAND MILL. On enquiring the cause of his sudden change he replied, "I never believed in a band mill till this fall. I had a stock of a million feet cut at a neighbor's mill with one of your Allis Band Mills, and was simply astounded at the quantity of lumber I received, and its handsome appearance."

THIS IS THE BEST WAY TO GET OVER THE ILL EFFECTS OF THE DINGLEY BILL
WRITE US TO-DAY

Saw-Mill,
Wood-Working,
Brick-Making,
Planing, Pulp-Making,
Fire Appliances,
Engines, Boilers.

ALL HIGH-CLASS MACHINERY

**Waterous, Brantford, Can.**

Equal to the Best
HALF THE PRICE
of other standard machines.
**THE EMPIRE**
Price $55.00.
Send for testimonials
The
WILLIAMS MFG. CO.
Montreal, P.Q.

J. D. SHIER
MANUFACTURER OF
Lumber, Lath & Shingles
BRACEBRIDGE, ONT.

RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given or complete outfit.

JOHN J. GARTSHORE,
49 Front St. West, Toronto.

*The Leading European Lumber Paper*
**The Timber Trades Journal**
Published Weekly by WILLIAM RIDER & SON, Ltd.,
14 Bartholomew Close, LONDON, E. C.
SUBSCRIPTION: $5.00 PER ANNUM, POST FREE
The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .

Galt Machine Knife Works

MACHINE KNIVES OF EVERY DESCRIPTION
FOR Woodworking Machines
...Send for Price List...
PETER HAY - - - - - Galt, Ont.

LUMBERMAN'S
VEST-POCKET
INSPECTION
BOOK

Containing Rules for the Inspection and Measuring of Pine and Hardwood Lumber in the leading markets of Canada and the United States. Embracing also many useful tables and calculations of everyday service to lumbermen.

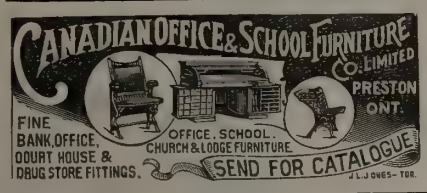
*Prepared by the Editor of the "Canada Lumberman."*

Toronto, Canada
C. H. MORTIMER, Publisher
1895

THE above is a fac simile of the title page of the latest and most complete Lumber and Inspection Book published.

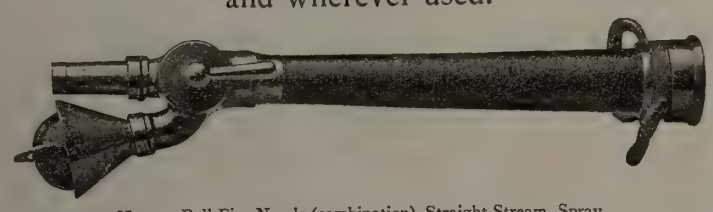
We shall be pleased to send you a copy on receipt of four 3 cent Canadian postage stamps

THE CANADA LUMBERMAN,
*Toronto, Canada*




THE BALL NOZZLE

Highly endorsed by the Underwriters and Fire Departments throughout Great Britain and the United States, and wherever used.



No. 1. Ball Fire Nozzle (combination), Straight Stream, Spray and Shut-off, with or without Play Pipe.

BALL NOZZLES For Fire Hose, Lawn Sprinklers, Fountains, Air Distributors, Tree and Land Irrigation

THE Ball Nozzle Company, of Toronto LIMITED

Offices: Room 1, Confederation Life Building, TORONTO

The A. R. Williams Machinery Co., Limited

Front Street West - TORONTO

WITH BRANCHES AT

345 St. James St., MONTREAL; 193 Colborne St., BRANTFORD, and the London Machine Tool Co., LONDON

Beg to call attention to their new descriptive stock taking list, just issued, which they will be pleased to send on application.

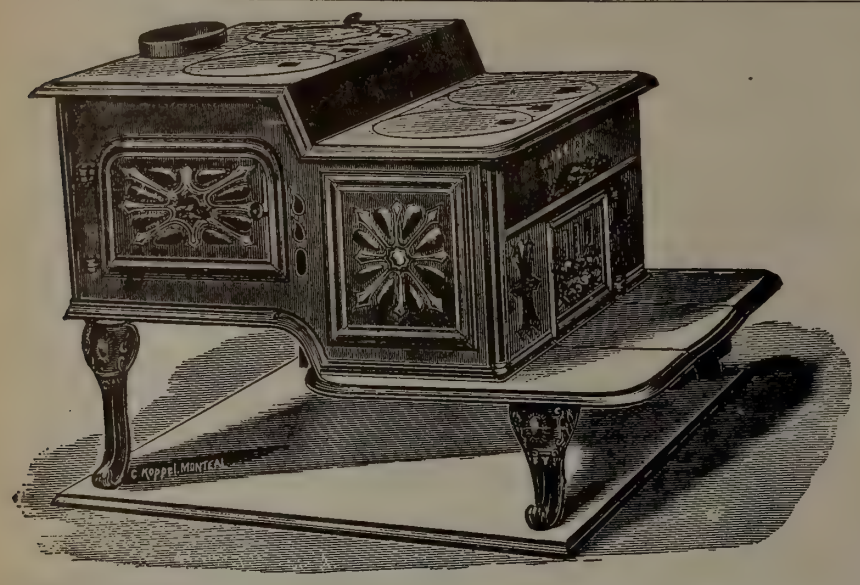
We have **Several Valuable Mill Sites** in good localities for sale on reasonable terms, consisting of a Planing Mill in a northern town, with large new building and full equipment of modern machinery, used only a few months from new;

**One Saw and Shingle Mill Outfit**—good order as last used;

**One Saw and Stave Mill,** having one 5 block Waterous iron frame Saw Mill, Engine, Boilers, and full complement of Heading and Stave Machinery, now cutting out this season's stock;

We are the Sole Canadian Agents of the celebrated **Sturtevant Improved System of Dry Kiln and Heating Apparatus,** and have on hand now for prompt delivery, one of their 120" Fans with engine attached, end 6,140' cap. Heater. This rig cost when new $2,000.00, has only been run a short time, and will be sold at a bargain.

THE A. R. WILLIAMS MACHINERY CO., LIMITED, TORONTO.



# Lumberman's STOVE

Made SPECIALLY STRONG for rough usage, and in every respect adapted for lumberman's use.

**Size of Fire Box, 12 x 13 x 27 Inches. Size of Oven, 8½ x 14 x 27 Inches.**

Fire Box can be made smaller by a moveable grate. Has large Pot Holes. A special air chamber between Fire Box and Oven improves its baking qualities. This stove is the favorite with Lumbermen in Provinces of Quebec, New Brunswick and Nova Scotia.

**Write Us At Once.** **Prompt Shipment.**

## CARRIER, LAINE & CO.,

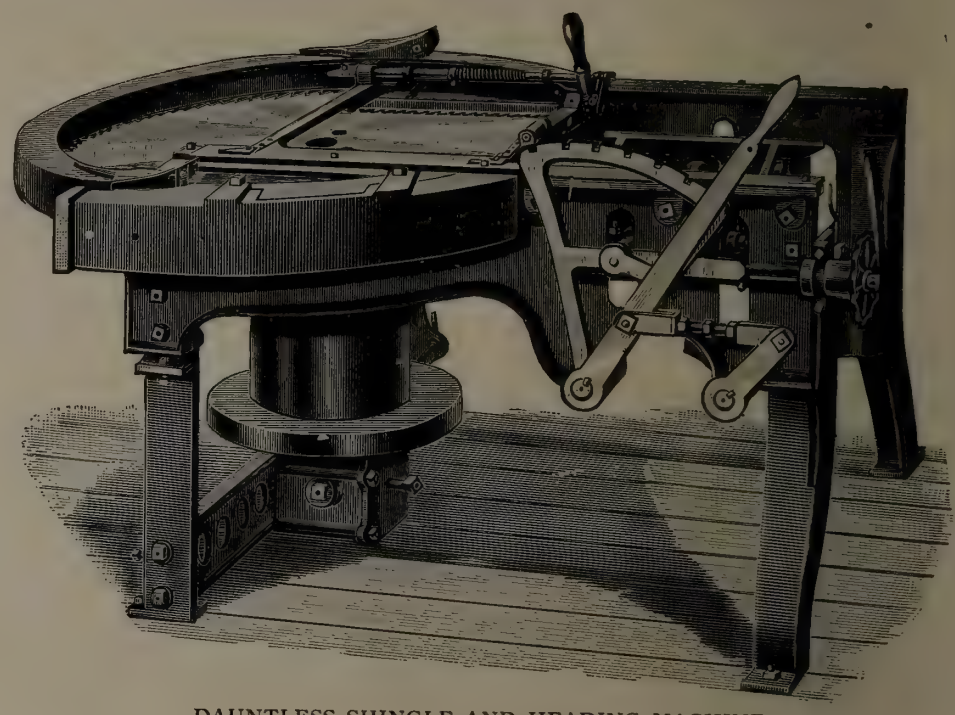
263 St. Joseph St., QUEBEC — LEVIS, QUE. — 145 St James St., MONTREAL

# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON · ONTARIO

Manufacture

Band Saw Mills
Gang Saw Mills
Circular Saw Mills
Portable Saw Mills
Shingle Mills
Lath Mills
Saw Filers, and all of F. J. Drake's Patents



DAUNTLESS SHINGLE AND HEADING MACHINE.

Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter. Capacity 25,000 to 50,000 per day.

ur Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.

CORRESPONDENCE SOLICITED

# B. R. Mowry & Son

Manufacturers of...

SAW MILL AND SHINGLE MILL MACHINERY

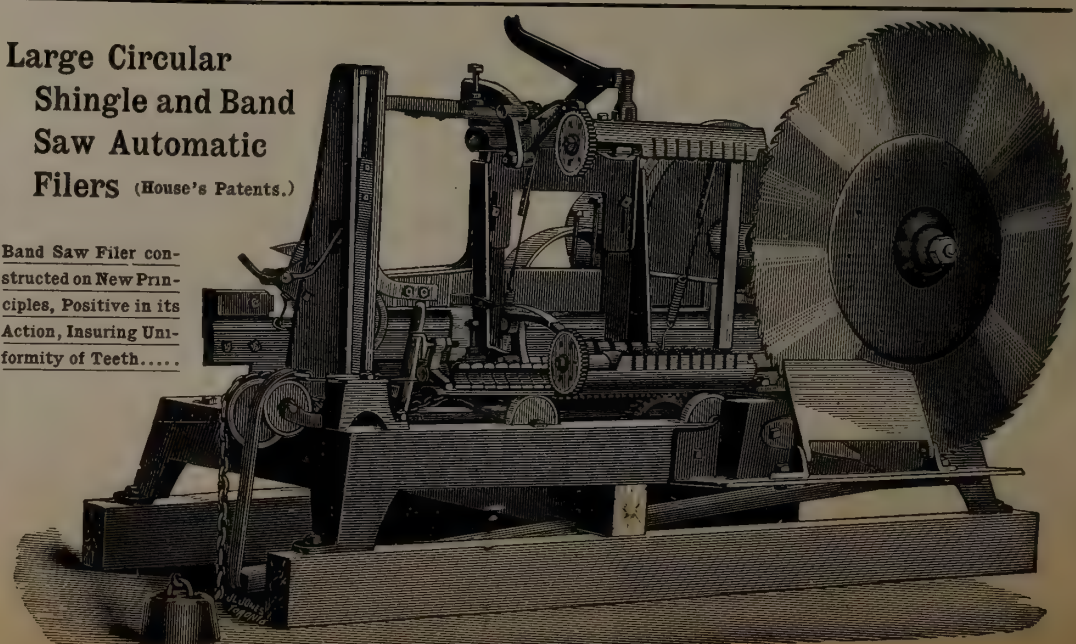
Shingle Machinery a Specialty

REPAIRING PROMPTLY AND CAREFULLY EXECUTED

Gravenhurst, Ont.

Large Circular Shingle and Band Saw Automatic Filers (House's Patents.)

Band Saw Filer constructed on New Principles, Positive in its Action, Insuring Uniformity of Teeth.....



THE

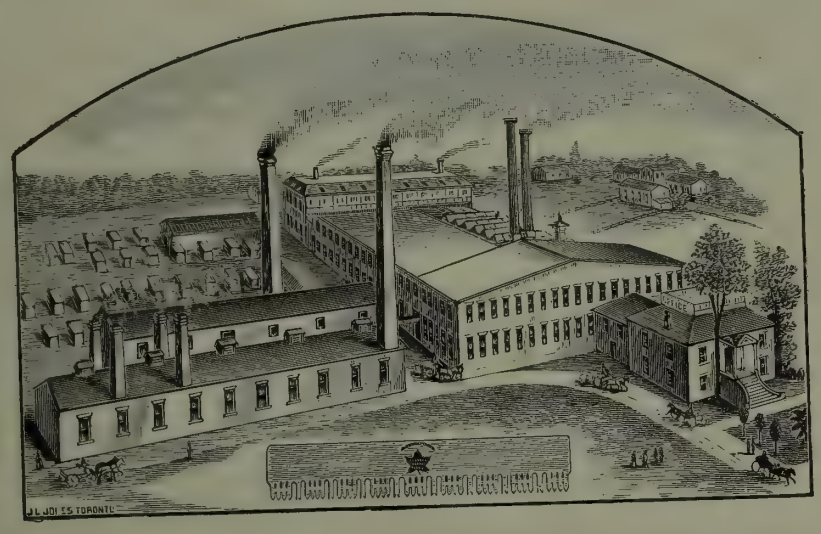
# MAPLE LEAF SAW WORKS

Shurly & Dietrich

GALT, ONT.

Manufacturers of

**CIRCULAR SAWS**
**GANG SAWS**
**MILL SAWS**
**BAND SAWS**
**CROSS-CUT SAWS**



Manufacturers of

**HAND SAWS**
**BUCK SAWS**
**PLASTERING TROWELS**
**BUTCHER SAWS**
**STRAW KNIVES, &c.**

**GROUND THIN ON BACK**

**Save Labor** **Save Gumming**
**Save Time** **Save Files**

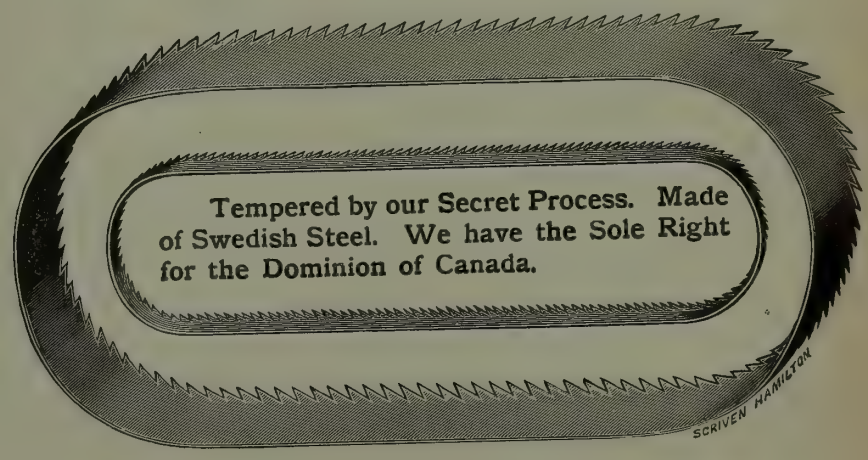
## This Saw Stands Without a Rival

AND IS THE

**FASTEST CUTTING SAW IN THE WORLD!**

Its Superiority consists in its Excellent Temper. It is made of "Razor Steel," which is the finest ever used in the manufacture of Saws. We have the sole control of this steel. It is tempered by our secret process, which process gives a keener cutting edge and a toughness to the steel which no other process can approach.

We are the only manufacturers in the world who export Saws in large quantities to the United States.




We Manufacture

# HIGH GRADE BAND SAWS

of All Widths and Lengths.

These Saws are made of Refined Swedish Steel imported direct, and tempered by our Secret Process; for Fine Finish and Temper are not excelled.

# DODGE

## Wood Split Pulleys

AND

Split Friction Clutch Pulleys

AND

Cut-Off Couplings—In use in all the Big Mills.

Saw Mill Men, get our Prices.

**DODGE WOOD SPLIT PULLEY CO.**

Works: TORONTO JUNCTION. Office: 74 York St., TORONTO

# SUPPLIES

OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

**RICE LEWIS & SON**
(LIMITED)

Cor. King and Victoria Sts. - TORONTO

## A. McPHERSON

Manufacturer of

**SHANKS AND CHISEL BITS**

For Inserted Tooth Saws.

Warranted equal to any on the market.

Also Manufacturer of

**Locomotives and Trucks** for the Pole System of Tramways for handling logs and lumber in the woods.

Correspondence Solicited.

A. McPherson - OXFORD, NOVA SCOTIA

Every Lumberman wants it — **35** cents buys it

## Scribner's Lumber and Log Book

SAVES TIME SAVES MISTAKES SAVES MONEY

BRIMFUL OF EVERY-DAY, PRACTICAL INFORMATION

Address: THE CANADA LUMBERMAN, Toronto

SEND TO H.W. PETRIE FOR CATALOGUE OF NEW & 2ND MACHINERY TORONTO, CANADA.

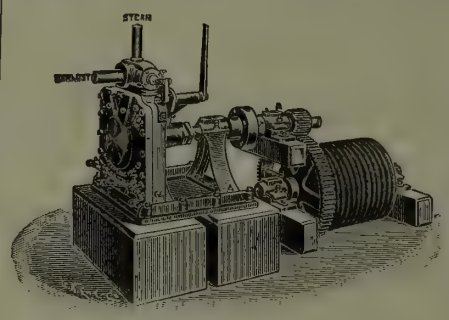
SAW MILL MACHINERY

Sole Canadian Agents :-: Prices Reduced.

WATEROUS, BRANTFORD, CANADA.

THE

# DAKE STEAM FEED



Embodies the following Advantages:

SIMPLICITY OF CONSTRUCTION,
POSITIVE AND EASY MANAGEMENT,
ECONOMICAL USE OF STEAM,
SMALL SPACE OCCUPIED,
CHEAPNESS,
EASY ADAPTATION TO EITHER NEW MILLS OR THOSE NOW IN USE.

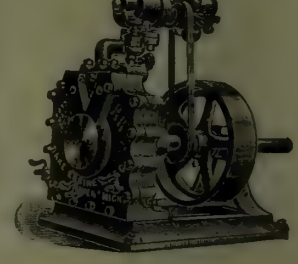
The movement of the engine in either direction is under the absolute control of the sawyer, thus accommodating the speed of the feed to the size of the logs.

Mill men who have used other makes of Steam Feeds comment favorably on the economical use of steam of our feed over others.

Write for Catalogue and full particulars.

## The Dake Engine

For Running Dynamos in Small Isolated Plants.



STEADY AND EVEN MOTION

Also for Attachment Direct to Fans, Blowers, Centrifugal Pumps, Filing Room Machinery.

Correspondence Solicited.

## The Phelps Machine Co. - Eastman, Que.

## The McMillan & Haynes Co., Limited

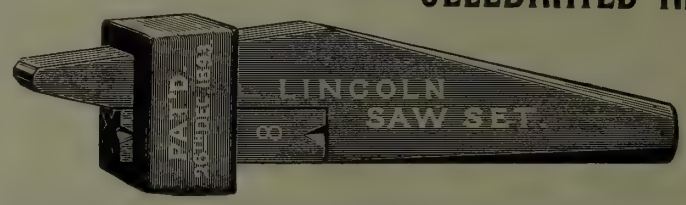
ST. CATHARINES, ONT.

# CELEBRATED NICKEL-STEEL CROSSCUT SAWS

We lead all others in High-Grade Crosscuts and Saw Tools. A cheap, thick, clumsy saw is dear at any price.

The price of a good saw is soon saved in the extra work it will do.

Be sure you use McMILLAN & HAYNES SAWS; They are all warranted to give entire satisfaction.




This SAW SET is the BEST EVER MADE. It is Simple and Strong, and is guaranteed to do its work perfectly.

We also manufacture Axes, Files, Saw Jointers, Cant Hooks, Steel and Brass Bedsteads. We have a cheap bed with wire mattrass attached suitable for shanties.

We handle the Famous KELLY AMERICAN AXES. Their Flint Edge is guaranteed to stand in cold, frosty weather, better than any other axe made.

USE THE FAMOUS .. **PINK LUMBERING TOOLS**

Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks

Cant Hook Handles, Peavy Handles } By Car Load or Dozen

Pike Poles, Skidding Tongs, Boom Chains

Lowest Prices ◎ THOMAS PINK ◎ PEMBROKE, ONT.

# THE CANADA LUMBERMAN

WOOD-WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XVIII. NUMBER 12. | TORONTO, ONT., DECEMBER, 1897 | TERMS, $1.00 PER YEAR Single Copies, 10 Cents.

## MAGNOLIA METAL

In Use by Ten Leading Governments.

BEST ANTI-FRICTION METAL

For All Machinery Bearings

**BEWARE OF FRAUDULENT IMITATIONS**

## MAGNOLIA METAL CO.

OWNERS AND SOLE MANUFACTURERS

266 and 267 West Street, NEW YORK

Chicago Office: TRADERS BUILDING.

Montreal Office: Messrs. Caverhill, Learmont & Co., Agents.

London Office: No. 49 QUEEN VICTORIA STREET, LONDON, E. C.

FOR SALE BY ALL DEALERS

## THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office: TORONTO, ONT

Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

## Electrical Machinery and Apparatus

... FOR ...

**LIGHT and POWER**

SPECIAL ATTENTION GIVEN TO——

**LONG DISTANCE TRANSMISSION OF ELECTEICITY**

FOR LIGHT AND POWER

ALSO FOR

**ELECTRIC PLANTS FOR MILLS**

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

## MOORE STEAM PUMP

For Stationary, Traction and Marine Boilers.

High and Low or Special Duty.

Send for Illustrated Catalogue.

DARLING BROTHERS

Reliance Works - MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.

Frank Darling, Agent, Nelson, B. C.

J. Herbert Larmouth, B.A. Sc., Agent Central Chambers, Ottawa, Ont.

## For Sale ★ Low

2 150 Light Dynamos

1 250 Light Dynamo

Compound Wound, 110 volts; Complete with Rheostat, Sliding Base, etc. Just the thing for an Isolated Plant in a Factory or Mill.

These Dynamos are perfectly new and guaranteed, and will be sold very low to close consignment.

*Write for Particulars*

JOHN STARR, SON & CO., Limited.

Electrical Contractors

HALIFAX, N. S.

## JAMES W. WOODS

Manufacturer of.....

## Lumbermen's Supplies

Telephone 1118 (WHOLESALE)

75 Queen St., : OTTAWA, ONT.

A Few of Our Specialties

BLANKETS—
BAGS—Cotton and Jute.
CARDIGAN JACKETS—
COATS—Etoffe, Corduroy, Tweed and Rubber.
DRAWERS — Knit, Flannel and Kersey.
GLOVES—Buck, Kid and Wool.
KNIVES — Pocket and Table (J. Rodgers & Son).
MOCCASINS—Buck and Beef.
MITTS—Buck and Leather.
MITTS—Hand Knit Woolen, 3 and 4 lbs.
OVERALLS—
PANTS—Etoffe, Tweed and Mackinaw.
PIPES—Complete, including Case Pipes.
SHIRTS — Under and Top, of Tweed, Kersey, Flannel and Mackinaw.
SOCKS—Hand and Machine Knit, 4 and 5 lbs., Ribbed.
STOCKINGS—Long.
Smocks, Towels. Ticks, Tuques, and full line of Fancy and Dry Goods.

Direct from Manufacturer to Consumer.

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED.*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING AND LACE LEATHER

Danville, Que.

Sole Canadian Agents for the Celebrated

PEUGEOT AÎNÉ

## Band Saws

THE BEST FRENCH BLADES MADE

*We Carry a Complete Stock - Prompt Shipment Guaranteed*

Send for List.

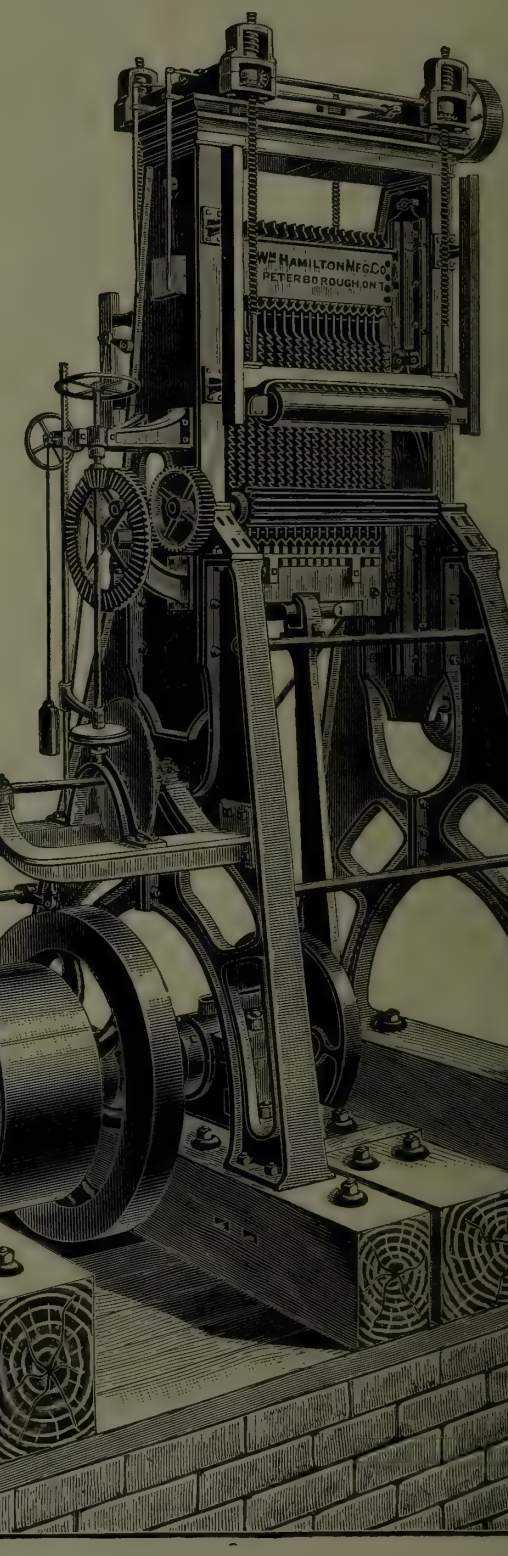
**PRICES GREATLY REDUCED**

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a Complete Line of

## HIGH GRADE SAW-MILL MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

We are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Limited

**Branch Office: VANCOUVER, B. C.**

**PETERBOROUGH, ONT.**

# THE CANADA LUMBERMAN

VOLUME XVIII. NUMBER 12. | TORONTO, ONT., DECEMBER, 1897 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

## MR. W. MALCOLM MACKAY.

IN the commercial history of Canada there are few persons who have taken a more prominent part than the subject of this sketch, Mr. W. Malcolm Mackay, of St. John, N. B., of whom we take pleasure in presenting a portrait taken a short time ago, and which is, we believe, the first ever given to the public. Though one of the foremost of our continental shippers, handling as he has done, with ever-increasing success, a business which has been running into the millions, so conservative and unpresuming are his proceedings, although far-reaching in their power, that the journalistic world usually hears but little of the extensive trade which he carries on.

Mr. Mackay but personates the unpretentious enterprise of the nation he represents, having been born in Lancashire, England, on October 27th, 1851. He is a son of the late Hugh Mackay, who did business before him of a like natute in Quebec and the Maritime provinces, and who at one time lived in St. John, having a house on Dorchester street. Hugh Mackay was born in 1800 in Pictou, N. S. His father, Colin Mackay, was one of the pioneer settlers of that section, having emigrated from Stirlingshire, Scotland, in 1783, and settled on East River, Pictou, N.S. He was married to a lady of English descent, a Miss Mary Davis, one of an old and representative family. He died in 1863, leaving several sons and daughters.

Malcolm Mackay, the subject of our sketch, was sent to Liverpool College, where he studied for six years, at the time when the Rev. Geo. Butler, M. A., was in authority there. His course being completed in 1868, he entered the offices of his uncles, A. F. & D. Mackay, in Liverpool, who have stood among the most prominent of lumber importers. Having served with them for five years, he came out to Bangor, Maine, as their representative.

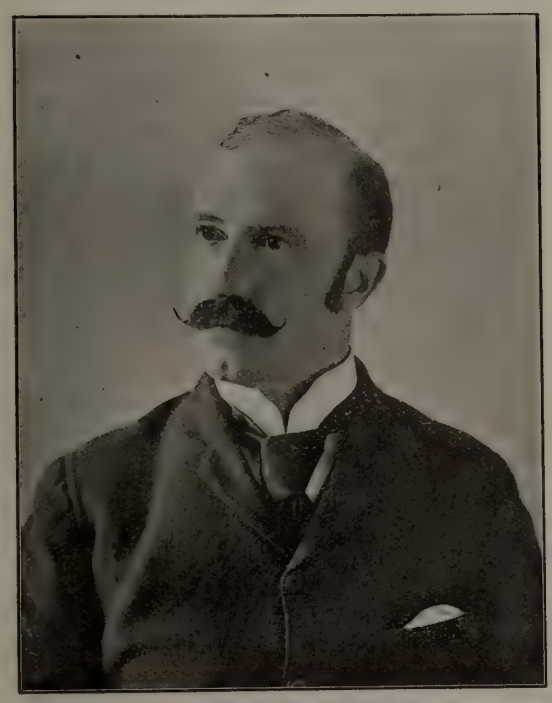
In the year 1875 he removed to St. John, N.B., and entered into business with his brother, Jas. Mackay, and shortly afterwards launched out on his own account. His policy was to ship for the lumber operators, having their stock as security in his operations, and the absence of speculation accounts in a great measure for the firm and steady increase of his business. He is now represented in England by his brother, Campbell Mackay.

Mr. Mackay's offices are in the Reed building, where they have been located for twenty-two years, and from the windows one looks directly over the harbor where lie the many vessels which he charters, to the number of two hundred in a season.

In 1886 Mr. Mackay was married to Miss Susan McMillan, the eldest daughter of Mr. John McMillan, a prominent publisher of St. John. They have now a family of five sons, and live in one of the handsomest residences in the city, situated on Orange street. They have also a beautiful summer home in Rothsay, just outside the city. The family are numbered in the congregation of the "Stone" Church of England.

No matter how business varies, Mr. Mackay has ever been known to be of a calm and even temperament. Recognizing the advantages of giving satisfaction to his customers, he has experienced little difficulty in holding his trade.

Of his lumber operations, it may be said that for years Mr. Mackay has been one of the most extensive shippers of lumber in Canada, handling



MR. W. MALCOLM MACKAY.

nearly one-third of the export from the provinces of New Brunswick and Nova Scotia. By his achievements this year, however, he becomes the largest lumber shipper in the world, having handled over three hundred million feet. His shipments are confined largely to the British markets, the stock being distributed through his Liverpool agents, Messrs. A. F. & D. Mackay.

## BELT DRESSINGS.

THE saving of power, belt leather, etc., that follows the use of a good belt dressing on drive or race belts of spinning mules and other machinery, is of considerable consequence to any manufacturer. In order to detect a good from a poor belt dressing, so far as frictional properties are concerned, an apparatus can be used with benefit. It consists of the upright stand, in which a pulley is arranged to turn in a bearing.

A piece of two or three-inch belting should be secured to the floor and the other end to lever. One end of the lever is studded and the other end held down by a bolt. The pulley may be turned from the main shaft of the mill by putting another pulley on the shaft with the second pulley, and belting the former to a pulley on the mill shaft. The dressing compound to be tested can be applied between the pulley and the belting, and the affair started running. The proportion of increased friction obtained by using the belt dressing may be figured out according to the tables in any engineer's hand-book, using as a basis the proportion of additional friction which has been brought to bear upon the belt as a result of drawing down the lever by means of the bolt. —Boston Commercial Bulletin.

## NEW BRUNSWICK TIMBER RESOURCES.

HON. Mr. Tweedie, provincial secretary for New Brunswick, is authority for the statement that, owing to the drop in the spruce market and lack of ships to carry the products of the forest out of the country, there will be held over in that province this winter 100,000,000 feet of lumber. Mr. Tweedie was at one time surveyor-general, and is, in consequence, perfectly familiar with everything connected with the lumber industry. He declares that the province has 7,000,000 acres of timber land, and although lumbering is most extensively carried on, there are yet no less than 2,000,000 acres which are not under lease. This land can be cut over every seven years, and it would therefore seem that fire is the only thing that can ever bring New Brunswick's wonderful timber supply to an end. Consequently it is only natural to suppose that the Government of the province will take every possible means to protect and husband this great source of wealth and general prosperity.

The provincial secretary states that in 1893 the New Brunswick government could have sold the entire timber limits of the province for a sum ranging from $10,000,000 to $15,000,000, and thus wiped out the provincial debt and provided a comfortable revenue for all time to come. However, the executive decided that the wholesale disposal of such a magnificent asset as the forests of New Brunswick would be an unwise policy and detrimental to the best interests of the province. He explains that had such a policy been carried out, the timber would have fallen into the hands of monopolists, who, only cutting to suit their own purposes, would have, no doubt, lessened the output and deprived thousands of people from earning a livelihood. As it is at present, under the twenty-five years' lease system, the lessee is obliged to cut so much every year, and thus the benefit which thousands enjoy is steady and continuous.

The Robertson Raft Company has been organized in San Francisco with the following as officers: J. F. Kennedy, president; J. A. Hooper, vice-president; J. W. Stewart, secretary, with Messrs. Jackson, Robertson & Holmes as the board of directors. After years of trial the plan of coast rafting as perfected by Mr. Robertson has gained a permanent footing, and the above company has been organized to carry on the work.

# CORRESPONDENCE

Letters are invited from our readers on matters of practical and timely interest to the lumber trades. To secure insertion all communications must be accompanied with name and address of writer, not necessarily for publication. The publisher will not hold himself responsible for opinions of correspondents.

## CANADIAN WEST INDIA TRADE.

To the Editor of the CANADA LUMBERMAN.

SIR,—I have not as yet had the pleasure of reading the pamphlet referred to in the November issue of your valued journal, as compiled by Mr. J. A. Chipman, of Halifax, Nova Scotia, entitled "Canadian West India Trade," but from your comments thereon I am pleased to observe that a resident of one of the Maritime provinces has the courage to direct the attention of our people in Ontario to the fact that our province, contributing the largest proportion of the subsidy to the miserable, inadequate, irregular steamship service, operating as between Canada and the West Indies, derives little or no benefit from such connection.

The annual subsidy of $95,000 was obtained with the distinct understanding that Canada was to be furnished with a first-class fortnightly service from St. John and Halifax to Demerara and Jamaica, touching at intermediate ports; this was some ten years ago.

Instead of this frequent and regular service, so stipulated and promised, the company have employed occasional tramp steamers, such as the "Portia," or whatever others might be available when a sufficient cargo had been secured, and Western Canada, notwithstanding the prominent position we rightly occupy in the Confederation, and paying the large proportion of the subsidy, derives little or no benefit from it.

The lumber interest is but a fair indication of the foregoing, as, for instance, in 1896 Nova Scotia alone exported forest products to the value of $86,053, whereas the figures for Ontario are given as $204—and with British Guiana, the Danish, French and Dutch West Indies, St. Domingo and Honduras, it is equally unsatisfactory.

Apparently the service is maintained and subsidized in the direct interest of the Maritime provinces, and Ontario is called upon to provide for their assistance in this as in other terminal facilities, and at the same time, to secure an efficient and regular mail service, contribute to the steamship service via New York.

As Mr. Chipman points out, in the manufactures of wood alone, of which the West Indies purchase annually one and a quarter million dollars' worth, the United States furnish $700,000 or $800,000 worth, and Nova Scotia and New Brunswick the balance.

The fact that the Americans furnish this large proportion of forest products, the bulk of which doubtless originally comes from Canada, is attributable without a doubt to their efficient and regular service. Many instances are recorded where shipments have been made from Canada to the West Indies via St. John and Halifax, the drafts against same mailed via New York, with the result that the drafts arrived at their destination before the goods were forwarded from the Maritime provinces, such goods being detained awaiting the sailing of our irregular steamers, with the consequence that drafts arrived at the West Indies long before the goods, and were held for a time and then returned unaccepted. Our Ontario people became disgusted with the facilities via our subsidized Maritime steamship line, and refused to execute further orders unless they received instructions to ship via New York—consequently Ontario has been contributing three-fifths of this subsidy for years without deriving any benefit therefrom.

Is it any wonder that the United States are importing from Canada and supplying $700,000 or $800,000 worth of this million and a quarter in forest products, notwithstanding the professions of the present Federal government in regard to Dominion trade extension?

In every instance Ontario seems to be handicapped as against our outlying provinces, owing to the experiences and resulting apathy of our people, the exorbitant rates of our railways for transporting to such terminal points, and the irregularity of the steamship facilities in the Maritime provinces. If they do ship at all they are compelled to give preference to the shorter rail haul to New York and the frequent regular service, and operate this and other trade in the other British colonies through commercial houses in the United States, and thereby develop a trade for the Americans by swelling their shipments, and assist them in obtaining a more favorable interchange in the products peculiar to such British colonies.

Mr. Chipman suggests a through line from Montreal in summer, with most favorable and decided possibilities to Quebec and Ontario. It is commendable, and worthy of note, that the C.P.R. are now awakened and are quoting the same export rates to St. John as are current from the same shipping points in Ontario, &c., to New York, and have sent an agent to the West Indies, who has, I understand, already visited Bermuda, St. Thomas, St. Croix, St. Kitts, Antigua, Dominica, St. Lucia, Barbadoes, Trinidad and Demerara, and we may hope for satisfactory results; but is a railway representative competent to decide and further commercial necessities?

If the favorable disposition of the British West Indies to interchange with Canada has not been entirely absorbed in their unsatisfactory experience with the Pickford & Black steamship lines, there may still be a reasonable possibility of securing at least a portion of this trade, but a reference to the volume of forest products shipped by the United States to the West Indies, of from $700,000 to $800,000, should afford food for thought for Ontario people.

Let it be understood and borne in mind that Ontario furnishes three-fifths of the revenue of the Dominion, and that whatever subsidies are supplied Ontario provides an equal proportion of such expenditure, therefore she is entitled to a corresponding benefit in whatever trade interchange may result.

Geographically, Ontario is seriously at the mercy of our railways in the matter of satisfactory rates on shipments to the West Indies and South America, in consequence of the long rail haul to St. John or Halifax. This, as well as the fact that we are committed federally to three-fifths of whatever subsidy is granted by the Dominion government, should be kept prominently before our government.

St. John and Halifax are continually at sword's point when any assistance or recognition is afforded by the government to either New Brunswick or Nova Scotia, in which they do not equally participate. To wit: I observe to-day in the telegraphic despatches that "the people of St. John, N.B., are up in arms over the terms of the new arrangement made between the Federal goverment and the Beaver steamship line, whereby Halifax is to be made a port of call during the winter service," &c.

It is also to be observed that the deputation from St. John, on their way to Ottawa, called upon Mr. Shaughnessy, Vice-President of the C.P.R., in Montreal, with an endeavor to have St. John's interests more carefully considered. This rivalry and continuous struggle for supremacy, as between the Maritime provinces, would to a very material extent be obviated by the adoption of the valuable suggestions of Mr. Chipman, of Halifax, for a fortnightly service from Montreal and Quebec, with the very valuable intermediate service in the route, from which such steamers would unquestionably profit. By this means only can Ontario ever hope to profitably participate in this West India trade; otherwise New York, with the comparatively short rail haul, is our only hope.

Nova Scotia alone exported to the British West Indies, including British Guiana, about two million dollars worth of goods in 1895, and to all the West Indies $3,449,585; consequently their efforts and anxiety.

We have Boards of Trade (so-called) continually languishing, at banquets and other similar occasions, for opportunities for trade extension, and there is an intense rivalry manifested by certain of our business men in calling forth what might or should be done if such and such were only at their command. As far as Ontario is concerned it ends in such wind explosions, and we are left, Micawber-like, waiting for another occasion to turn up for windy efforts, and in the interim whine at the inactivity of the government, the irrregular service, etc., etc., without exercising effort or influence to remedy the condition.

What we require is that our business men in Ontario, as representing three-fifths of the subsidal assistance, get right down to a practical realization of this matter, and devise some practical, intelligent basis upon which to secure proper consideration, and demand facilities and rates in the interest of Ontario that will admit of some return for the large subsidy which we have had to contribute for years in the direct and only interest of the Maritime provinces.

The proportion of $204 in Ontario against $86,053 to Nova Scotia in lumber interests, is significant of the proportion Ontario derives in the total of the Canadian trade to all of the West Indies.

Deputations from Nova Scotia and New Brunswick have been chasing one another to Ottawa in this matter long enough. Now, let Ontario and Quebec look to it that during this opportune season opportunity is given them to share in this trade proportional to the subsidy paid by each province, or else favorably consider facilities elsewhere.

Mr. Chipman's effort should commend itself to every thinking Canadian engaged in manufacture and export in Ontario. If Ontario had but a percentage of the indomitable and irrepressible spirit which the Maritime provinces possess for asserting their position and value to the Dominion, and their rights, she would be differently treated and more equitably regarded than at present. The efforts and co-operation of our lumbermen are essentially necessary for this purpose. Let unanimity and combined purpose characterize every effort put forth, and Ontario, for her three-fifths subsidy, will obtain her proper share of this trade.

Insist upon a first-class line of steamships; it is not merely a Nova Scotia or New Brunswick venture, but a Dominion interest, and Ontario wants her proper share and must have it.

"PROGRESS."

## CANADA FOR THE CANADIANS.

To the Editor of the CANADA LUMBERMAN:

SIR,—What are our governments and people about, to allow Scandinavia and other foreign countries to monopolize the British market in their demand for wood pulp without putting forth some practical, intelligent effort to secure at least a reasonable portion of this trade to our resourceful Dominion? I observe in the November issue of your valuable journal, THE CANADA LUMBERMAN, that Norway and Sweden furnished Great Britain with 300,594 tons of pulp wood in 1896, valued at £1,485,761, or seven million four hundred thousand dollars' worth in round figures, or 88 per cent. of the total value imported by the mother country, viz., £1,684,647, and that the balance of 12 per cent. of Great Britain's requirements was made up of imports from Russia, Denmark, Germany, Holland, Belgium, Portugal, Italy, Austria, the United States and Canada—our Canadian portion being but 2,714 tons, and the value being £9,370.

Can the lumbermen of Canada explain why this is? Is it through want of intelligent effort, or is it that the pulp wood of Norway and Sweden is considered in Great Britain as superior to that of our country?

American manufacturers, as you state, admit that they get more pulp per cord from Canadian wood than from the wood of any other country. If our wood pulp is so superior in quality as recognized, and more profitable in results than any other, why this 88 per cent. from Scandinavia to Great Britain? Is it that our freight rates are against us? If so, with such preferable material as we are acknowledged to have, and with the possibility of capturing such a volume of trade in this particular interest, with practical Imperial federation and trade within the British Empire as the popular commercial theme of this jubilee year, surely it is worthy of the closest and most practical consideration on the part of our railway and steamship companies.

Australia, I also observe, has sent forward orders for pulp for their paper mills, and anxiety is announced by a prominent newspaper firm to meet a Canadian representative of one of our paper mills. Is it not in order to inquire what is Commissioner Larke doing that this decided opportunity is not looked after?

The federation of the British Empire and the proposal to trade within the Empire should materially assist our Dominion in the development of this department—that is, if Imperial federation means anything but lip loyalty. But it occurs to me that the overtures and efforts to effect such a federation and trade interchange as between the colonies and the mother country, has only so far served to awaken our American neighbors to a practical realization of the possible commercial results of such federation, as in this particular interest, note the proposed amalgamation of the big paper and pulp mills of the United States, with a combined capital of some twenty-two million dollars, so as to protect and strengthen their endeavors for the world's trade. Canadians have, or should have, with the subsidal assistance provided by our governments, the very best steamship and other facilities, and the most favorable rates for conveniencing trade with the mother country,

the sister colonies, Japan, China, West Indies and other sections. Our banking facilities are, with the keen competition and the desire for business, available and applicable for all essential purposes. The question, therefore, is: Are our people lacking in the necessary enterprise, or are our rail and steamship rates prohibitory?

I have very carefully read the report of the meeting of Ontario lumbermen, and I am astonished at the want of unanimity characterizing the same, when matters of such vital importance to their interests are now so prominently engaging the attention of our people. Our American neighbors set forth an exemplary and striking example, inasmuch that when any question arises in their country indicating a necessity for general action in the protection of American interests in any department, they are at once unanimous; whereas in Canada, if momentous questions arise involving general interest, it is as a house divided against itself, section against section, province against province, and while we are wrangling, our astute neighbors slip in, and either legislate or combine for protection and American aggrandizement to our detriment.

Again, we have this export log duty, a very sery serious feature, before us to-day. Does it not occur to those who are in authority, and to all directly or indirectly interested, that while we are wrangling and differing, where active effort and unanimity are essentially necessary, that our American neighbors are actively securing the most valuable concessions and privileges from our governments, sending in their own labor to cut, and actually supplying such alien labor with their necessities from the States, and enacting alien labor laws to the exclusion of Canadians from their conntry, and also shipping our logs to their own mills in the States, and manufacturing from our Canadian raw material to supply the very markets which Canada should, and could, practically control, or at least largely supply. The government may be very carefully considering, as the Hon. J. M. Gibson puts it, but at the same time note the significance of the fact that special notice is taken of the deputation of American owners of limits pressing their views upon our own Ontario government. We may well ask for an explanation from this same Ontario government. Reverse the position and imagine, if possible, such a Canadian overture to the United States.

It appears from Mr. Bertram's resolution and remarks supporting the same that it was considered necessary to restrict the exportation of saw logs, and the Ontario government was requested to so amend the pine timber regulations that all pine timber cut under license in the province of Ontario SHALL BE MANUFACTURED IN CANADA. The government, I observe, informed the deputation that the government entertained the opinion "that during the currency of the existing licenses such action as was proposed by the resolution of the meeting of Aug. 19th could not well be taken," and also "that the government was very carefully considering what policy should be adopted with reference to the logs cut after the expiration of the existing licenses, and it was hoped that in a short time the public would be made aware of the course which may be determined upon." It seems from what Mr. Bertram says, that six days after the Michigan gentlemen and Mr. Charlton were here (Sept. 7th), that the Americans and their appliances were into the bush, so that they (the Americans) seem to have received from our Ontario government that which is almost invariably denied to Ontario people, viz., a prompt, intelligent, definite answer. Mr. Bertram in a very marked and practical manner recognized what is due to the Americans who had invested in Canadian limits, but very properly directs attention at the same time to the duty owing to Canadians interested and to the Dominion at large.

The crisis is, indeed, a grave one, and the results of to-day, necessitating Canadian protection, are but the outcome of the conditions created by the Americans themselves, and an appeal was made to the Ottawa district and other sections for joint action in the interest of the Georgian Bay district and Western Ontario; so that the sawing of our lumber should not be taken from Ontario and carried on in Michigan, and be the means in the near future of enforcing upon those who succeed the present employers to go to Michigan for employment and business.

Allow no logs to be exported from Canada at all, and have inserted in all licenses granted hereafter, in the general interest of our country, that all timber on the crown lands of Ontario shall be sawn, made into square timber, or otherwise manufactured, by Canadian labor in Canada. If the government, as Mr. Beck stated, has the power to raise the dues on all pine timber on crown lands without giving notice, they have assuredly the power to enact the foregoing, and thereby, at least, put us on equal footing with the Michigan lumbermen.

The present season, with the elections at hand, affords a most favorable—in fact, a signal—opportunity for pressing for this important condition, and to have the Dominion government amend the Act so that the export duty on our logs going to the United States would be equivalent to the duty charged on our lumber. They (the Americans) want our lumber and must have it; therefore, take advantage of the opportunity and protect our Canadian interests. It may disturb to an extent our relations with the Americans for a time, but with opportunities such as we now have for developing new industries in pulp manufacture, it will afford an impetus to the disposition of English capitalists to invest their surplus capital in Canada.

The Paper Trade Review, of London, England, says: "There are at present several Canadian schemes being projected with British capital, and if such a step was advisable, British papermakers would be prepared to form themselves into a combination and erect extensive chemical and mechanical pulp works in Canada or elsewhere from whence to draw their supplies. British papermakers and financiers are following the example set by American manufacturers in acquiring timber lands in Canada." This should be practical evidence that we are not entirely dependent on our American neighbors, but, to the contrary, that a plethora of capital can be obtained to develop such new industries in Canada and provide employment for thousands of our men and boys.

Mr. Hammond, of Algoma, informs us that "thirteen million five hundred thousand dollars' worth of logs and timber were exported last year from Canada to the United States, and a very large proportion of this was logs, which were towed to the United States mills, and an enormons business done on that side in slabs from tree tops never scaled and sold as fuel. Much of the product manufactured there was sent back here free, and our mills had, of course, to compete. This is manifestly unfair to our farmers, laborers, millmen, traders, manufacturers, and every industry in this country, BUT IT IS A SOFT SNAP FOR THE CITIZENS OF THE UNITED STATES. By compelling and encouraging home manufacture an impetus would be given to our farmers, settlement would be promoted, the manufacturers would profit, and trade generally would be improved." Surely this should be suggestive.

With the improved condition of affairs in Manitoba and the Northwest, and the abundant crops of last year, and good prices, there is such a demand for lumber that the mills are taxed to their utmost capacity. Farmers are prosperous, and it means an active demand and decided opportunities to the lumber manufacturers of north-western Ontario. Georgian Bay and Algoma should be able to satisfactorily compete for this trade as against Duluth. Here again is the opportunity for the C. P. R. to assert itself, in favorable rates, as against the 500 miles of transportation from Duluth; let them reduce their 18 cents or 20 cents' rate from Port Arthur to a rate similar to a same distance rate in eastern Ontario, and this immense trade is at the command of Ontario, as manufacturers and shippers in Midland, Parry Sound, Penetang, Byng Inlet, Spanish River, French River, Thessalon, and all other millers in the district would capture this trade from Minnesota. It rests with the C. P. R.

Mr. Waldie, in stating that if the Ontario government took no action a very great injustice would be perpetrated on the lumber interests of the Georgian Bay, is eminently clear upon the point, particularly when he set forth the almost startling fact that they have facilities in the Georgian Bay district for taking out 400,000,000 feet of logs, but that out of that 400,000,000 feet, under existing circumstances, not 100,000,000 feet will be manufactured in Canada, and half the mills on the Georgian Bay will be standing idle, and that the wealthy and old established firm of Cook Bros., with their wealth, extensive limits, ample means and mills, have closed their mills and sold their logs to Michigan. His statement that he did not want to see the sons of our prominent lumbermen compelled to follow the logs to Michigan and become residents there was timely. This is, and will be, the result if our governments do not awaken to the serious consequences that their inactivity and want of comprehensive action will undoubtedly lead up to.

Lumbermen never had a more desirable opportunity for presenting their grievances to the governments, both federal and provincial, than they have at present, the elections being so close at hand and a marked desire asserting itself for a change of policy in the general interest of the province and Dominion. With the wealth and influence of the lumber interests in Canada, and the co-operation of manufacturers, storekeepers, farmers and our financial institutions, coupled with our railways and steamships, and the many other interests in different districts almost dependent on the lumber trade of Canada, there should be a collective force with sufficient weight to compel an earnest, complete, and intelligent consideration and necessary protective action. Let those interested have but the courage of their convictions and make public their desires, and the voting element of the Dominion will undoubtedly endorse and assist them, and I feel we can rely on the valued columns of the CANADA LUMBERMAN to assist us also.

"CANADA FIRST."

## THE LOG SCALING QUESTION.

To the Editor of the CANADA LUMBERMAN:

SIR,—My attention having been recently called to a letter in your issue of April, 1897, entitled "Different Results in Scaling Logs," and signed "Lumberman," I ask permission to reply thereto, although I am somewhat reluctant in going into the public press in connection with my duties, and would not have troubled you on this occasion if "Lumberman" had stated all the facts in connection with this important matter. But such is not the case, as he seeks to leave the impression that he has been harshly dealt with by the officers of the Crown Lands Department, "who either do not understand their business or wilfully overmeasured the logs in question, in order to build up a reputation for themselves at his expense." Consequently, I am compelled, in justice to the Crown Lands Department, scalers, general public, myself and fellow ranger, to request the publication of this letter.

"Lumberman" states that he purchased 18,878 pieces saw logs from another firm, but he omits to state that he purchased these logs upon a contract, at a high price, which called for a choice and superior quality of logs, to be scaled by "Lumberman's" scalers; and when the time arrived to inspect the logs on the skids, it was then ascertained that the logs were not equal to what the contract called for. These are the facts as stated by "Lumberman" to the writer. What was the duty of "Lumberman" under these circumstances? Was it not their duty to reject all logs which were not equal to the quality called for by the contract, give an accurate measurement for the logs so accepted, and separate scale of the rejected logs, in order to return the same to the Crown Lands Department for the purpose of paying the Crown dues thereon? But for some reason, unknown to the writer, "Lumberman" and his scalers did not pursue this course, but decided to reject nothing but what they considered worthless logs, and measure the balance in such a manner as would produce results equal to the logs called for by the contract. Having conducted the scaling in this manner, I could not accept a scale on behalf of the Crown Lands Department which scaled out all the coarse lumber.

You will observe, Mr. Editor, when it was proposed to make the returns and pay the Crown dues upon that scale, it was my duty as an officer of the Department to object to the measurement made and insist that the logs be properly measured, in order that a proper and honest return might be made to pay the Crown dues upon. In fact, at the time the re-measurement was being proceeded with, "Lumberman" admitted to the writer that I was justified in recommending a re-measurement of the logs in question, as his scalers had scaled the logs in such a manner as to make them equal to the logs called for by the contract, which was not a fair measurement to the Crown Lands Department, and he distinctly stated that the firm selling the logs should have made a separate scale for the purpose of return to the Crown Lands Department, and upon which the Crown dues should be paid.

"Lumberman" also states that the logs were scaled by a licensed culler. True, but he omits to state that the culler was assisted by an assistant who, upon two occasions, failed to pass the necessary cullers' examination, once previous to the scaling of the logs in question and once since that time, and at present he is not in a position to scale logs cut upon the Crown domain, only as an assistant. The returns sworn to by the culler and his assistant set forth that they had scaled 18,145 pieces saw

logs, containing 1,154,862 feet B.M., and 403 culls, and not 18,878 pieces, containing 1,200,810 feet, as stated by "Lumberman," as the culls were not measured. There were also 255 pieces boom timber, containing 35,659 feet B.M., but as "Lumberman" has not taken this into consideration and gives no returns of same, it is needless to discuss this aspect of the case.

There was another scale made of these logs by two competent and practical licensed scalers, who have been scaling logs cut upon the Crown domain on the Ottawa and in other parts of the province during the past 16 years, whose work during those years has never been challenged, and they are looked upon as two of the most competent men on the cullers' staff. Such being the case, I presume it will be interesting to the public to ascertain the result of their labor. These men were employed by the firm who sold the logs, and having no interest whatever in the transaction, were handed a copy of the contract and instructed to scale the logs in accordance with the wording of said contract. They did so, and the results bore me out in recommending a re-measurement of the logs. They scaled 18,353 pieces logs, containing 1,461,420 feet B.M. I would here ask "Lumberman," if he was disposed to be fair to himself, scalers, rangers and all parties interested, why did he not give the result of this scale to the public.

I presume, Mr. Editor, that you understand that it is the system and duty of all cullers to reduce logs for visible defects only. That being the case, it is improper for cullers to reduce for unseen defects, and I desire to draw your attention and the attention of the public to the fact that for logs scaled in the water, as was done by the scalers mentioned, there should be a large rreduction made for defects than when scaled on the skids, as the logs are reduced for side defects which are not visible on the skids. Would it not be reasonable to suppose that when these scalers, both being licensed, scaled the logs according to contract, the water scale would be under the bush scale? Yet these scalers find 306,558 ft. B.M. more than the bush scale.

In connection with the scale made by the department I desire to say that the men who did the work are considered competent and practical men, and they measured the logs in such a manner as to ascertain the actual quantity of merchantable lumber the logs would produce, and they found the logs would produce 1,547,731 feet B. M., or 18,516 ft. more than the figures given by "Lumberman" and 392,869 feet more than the bush scale. As to the discrepancy between the rangers estimate in this particular case and the bush scale, the ranger's estimate of the logs in question was 1,633,050 feet B. M., and not 1,801,215 feet as stated by "Lumberman." In other words, the ranger's estimate was 73,040 feet B. M. over the actual output, and the culler's actual scale on the skids was 405,148 feet below the actual output. I will now leave the public to judge whether the ranger's estimate or the culler's actual measurement was the most accurate. You will also bear in mind that it was not the intention of the department or its officers to collect the crown dues upon the ranger's estimate, as all the department desire is to have the dues paid upon the actual sound lumber the logs would produce.

Not knowing anything in connection with the scale made over the jack ladder, and the manner in which lumber was treated in the mill, I am not in a position to discuss this question, but when "Lumberman" speaks of an over-run of 20 per cent. over Doyle's rule on account of improved methods in manufacturing, he should be fair to himself and the public and state that all lumber is cut ⅛ inch thick in order to allow for shrinkage and have the board dress plump inch, which means one board in eight, and which is not considered or allowed in calculations made by Doyle's rule. There are other points in connection with the jobbers who cut the logs which could be discussed, and which would be interesting to the public, but as "Lumberman" has not touched on these points, I will refrain from doing so.

In conclusion, permit me to say I will now drop the matter, and will not be drawn into any further correspondence on the subject, as I understand that the whole matter is to be investigated by the courts, but will leave you, Mr. Editor, and the public, to judge whether myself and fellow ranger has in this case sought to build up a reputation for ourselves at "Lumberman's" expense, or have sought to protect the interests of the Crown Lands Department and the people of this province.

Trusting that I have not taken up too much space in your enterprising journal, I remain,

Yours truly, WOOD RANGER.

P. S.—Your editorial in the same issue is timely and to the point—that there is required in this province some uniform system in regard to grading lumber, as the large quantity of mill culls in this case would indicate. As to the present system of scaling logs in the woods, it is as nearly perfect as it is possible to get it, and I can assure you that there is very little friction between the Crown Lands Department, its officers and the lumbermen, notwithstanding the statements of "Lumberman" in your issue of April last.

## CARE AND MANAGEMENT OF BAND SAWS.

By the courtesy of Messrs. Henry Disston & Sons, of Philadelphia, Pa., we are permitted to publish the following on the care and management of band saws, which we believe will be found of interest to saw mill men and filers:

It is generally acknowledged that the band saw is, in a great measure, taking the place of the circular saw for log sawing, and the general introduction of them into new mills demonstrates that the experimental stage is passed and that the band saw as an instrument for manufacturing lumber has come to stay.

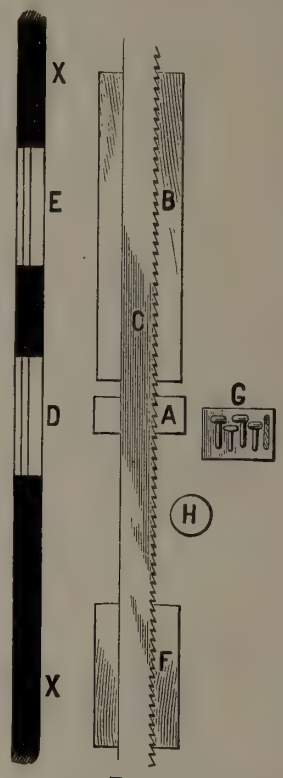



FIG. 1.

(Cut showing proper position of Anvil Levelling Table, Table for hammers and position of operator at work.)

We receive many letters from band mill owners and operators asking our advice as to the best manner to fit, tension and operate the saws to attain the best results in capacity and quality of the lumber made, and at the same time get the most wear out of the saws. It is impossible to lay down a set of rules to fit all cases, or answer correctly any single one without knowing all the conditions under which the saws are run, but we will give a few of the most important points in reference to the care and management of the band saw, which, if followed out carefully, can not be otherwise than a benefit to those who have neglected any of these points.

We will assume that you have a good modern mill, one from a first-class builder who has learned from experience to so proportion and distribute the metal in his machine that the saw can be strained up to the proper point without springing or distorting any part of the machine and have an ample margin of strength to properly stand the additional strain put on it by vibration. Such

FIG. 2.

a mill is the only one a man can reasonably expect to get highest results from.

Vibration is one of the greatest causes of bad results in the use of band saws, and, knowing this, particular attention should be given to the wheels and their shafts, the journals and boxes; the wheels must be round and in perfect balance, and the shafts must run free in their boxes, with no lost motion. Sawyers occasionally complain that their saws, which have been doing good work and giving satisfaction, commence to crack and finally break. This fact is not so surprising when we consider the immense tensile strain the saw is subject to whilst running and the immense number of times in a day that the saw is bent and straightened in running over the wheels, all of which eventually causes crystallization of the steel and cracks the saw.

None of the leading band mill builders are making as much crown to their wheels as they were a few years back, and some of them were making flat wheels; each style has its advocates and will give good results when

FIG. 3.

properly handled, but all of our experiments are in favor of flat wheels, both as to capacity of mill and life of saws, though as some of the best mill builders give $\frac{1}{64}$ of an inch crown in a 10-inch face wheel, it seems a question of education or preference with the operators.

Still, common philosophy shows that the least amount of crown one has in their wheels, the less tension necessary in the saws, which in turn means less hammering and rolling, flatter saws, less kerf, and less tendency to crack.

Perfectly uniform tension is the next important point, for if a saw has fast and loose spots in it, the tendency to crack is largely increased, the fast spot cracking from undue tensile strain and the loose spot from constant buckling of surplus metal.

The tools required for hammering band saws will be a cross-face hammer, a round or dog-head hammer, and a twist-face hammer, each weighing about 3½ pounds. The anvil should have a flat face and be perfectly true.

FIG 4.

Strike light fair blows, using care not to cut or mark the surface of the saw by the hammer, as cracks are apt to start from such marks, particularly when occurring near the edges.

To experiment with, cut a piece three feet long from a worn out or broken band saw, lay it on the anvil, taking your position at H in figure 1. Commencing at the end of the piece furthest from you, place your straight-edge square across the blade, and holding the blade with the left hand cause it to bend or curve, as shown in figure 2. The places drawn to the straight-edge, as in figure 3, are "Fast" and those places that drop from the straight-edge are "Loose." The first object is to make the saw "flat" or stiff, as shown in figure 4, after having knocked down all the lumps. Having located a "fast" place, you will notice that it shows on both sides of the blade similar to the manner in which a lump shows when the saw is lying flat. Remove the "fast" by use of the round hammer, working on both sides of the blade, and trying frequently with the short straight-edge. Be careful at all times to keep the edges true. Now take out the "loose" by use of the same hammer until you have the piece flat or stiff throughout. Then proceed to locate and remove the

"twists," still working from both sides of the blade and using the cross-faced hammer.

Now proceed to open or tension the saw until it shows the required amount of drop from the straight-edge, figure 5, usually about a sixteenth of an inch in a ten-inch saw. The greatest opening should be done in the center of the blade, decreasing gradually to within about an inch and a half from the tooth edge and about an inch from the back edge, varying a little according to the work to be performed. Be careful not to get the saw too open and examine from time to time with the small straight-edge. To insure the saw travelling on the wheels without any lateral motion, the tension must be perfectly uniform throughout the entire blade.

The proper amount of tension varies according to the feed of the mill and crown of the wheel, but $\frac{1}{16}$ or $\frac{3}{32}$ of an inch is about the average used. The use of a tension

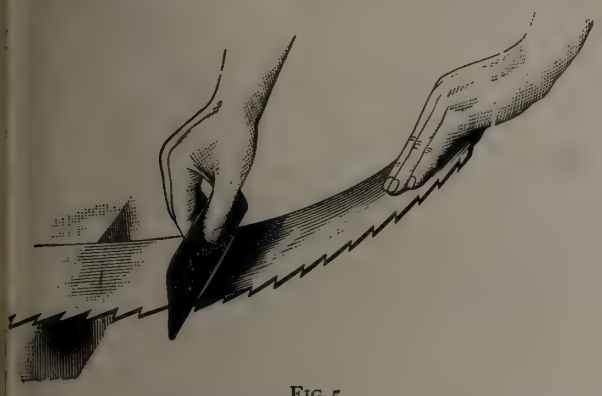


FIG 5.

gauge (see cut) with one edge curved to the amount of tension wanted will be found of great service in adjusting and putting tension in saws. Place the saw on anvil as in hammering, hold the tension gauge square across the blade at arms' length as in figure 2, and if the tension has been properly adjusted the saw will conform to the curved edge of the tension gauge from tooth edge to back. To reduce the amount of tension or stiffen the blade, hammer gently along the edges of the saw (front and back), taking care not to strike nearer than a quarter of an inch from the edge or bottom of a tooth, figure 7. To increase the tension (or "open up") hammer the center or body of blade, testing frequently with the tension gauge, figure 8.

The matter of feed is a very important item in the successful running and life of a band saw. The good sawyer is one who will get all the lumber out of a log there is in it at the rate of speed up to the capacity of the mill, and not strain the saw or machine in so doing. Let the feed "get away" from you but for an instant and a fracture is almost sure to occur.

Do not have sharp gullets to the teeth; this concentrates the bend of the saw, as it runs over the wheels too much at one point. Use as long a gullet as practicable, with no sharp corners or abrupt angles (see cut). Teeth that are too long chatter in the cut and sometimes cause fractures by throwing undue strain on the blade at the root of the tooth.

The swaging and fitting of the teeth is practically the same as in a full swaged gang saw, the swaging being side-filed to a uniform width with an under cut in order to

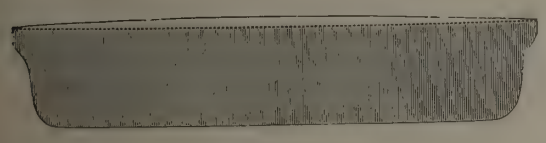


FIG. 6.

TENSION GAUGE.—Made in lengths from 6 to 12 inches, with the curved edge adapted to face of the wheels and the tension required.

leave the extreme point of tooth the widest; the full amount of swage when side-filed should never exceed No. 8 gauge in a 14 gauge saw, and in hard timber can be run on No. 9 gauge. It is advisable to run as little swage as practicable, as it decreases tensile strain on the saw. The amount of hook ranges from four inches to six and one-half inches in a 10-inch saw, being governed by the timber to be sawn and the amount of feed carried; when a properly hammered saw runs perfectly true on the wheels out of the cut, but "chases" back on the wheels as soon as it enters the log, increase the amount of hook until saw retains practically the same position on wheels both in and out of the cut.

In sharpening use a medium soft emery wheel, and do not crowd it on its work, which will result in case-hardening the teeth. Cracks are liable to start from any of these case-hardened spots.

Never let saw come in contact with back guard wheel, as case-hardening is bound to ensue, from which cracks will surely result; in case saw is accidentally forced against the guard and case-hardened, remove the glaze at once by holding a piece of soft emery wheel against back edge while saw is running slowly.

It is essential to have toothed edge of saw tighter than

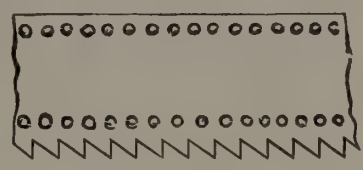


FIG. 7.

any other part, and to accomplish this without materially affecting the uniformity of tension, roll the saw a little longer on the back edge. Let the increased length begin at the point in saw where the greatest tension shows and let the back edge show about $\frac{1}{32}$ of an inch rounding in every five feet, then tilt upper wheel forward enough to make saw have as strong a pressure on wheel at back edge as at front; this will leave part of saw between wheels with a tight toothed edge without subjecting it to that undue strain brought about by making tooth edge tightest by an all tilt movement.

The guides should be lined with either soft Babbit metal or hard end wood and adjusted as closely to the side of saw as possible without heating the blade by friction against the metal or wood. The side of saw would be in perfect alignment with the track and guides adjusted to saw; under no circumstances should the saw be deflected by guides, but have free but small and equal clearance on both sides.

The tensile strain should be only sufficient to prevent slipping of saw on lower wheel; the highest capacity and

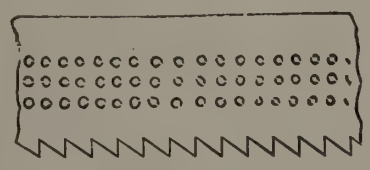


FIG. 8.

best mills now rarely exceed a strain of 5,000 pounds, which is all sufficient if saw and mill are in proper condition, while no amount of strain will make an irregularly tensioned saw or a poorly aligned mill make good lumber, but will instead bring more strain on every part of the mill and cause the saw to crack much sooner. The majority of the large mills are now using the roller or stretcher machine for putting in the tension. The desired effect can be attained in a shorter time and with less injury to the saw than if the tension all be put in by hammer. It is necessary, however, to use the hammer for finishing and regulating after the use of the stretcher.

---

John Morrison, an employee of the Huntsville Lumber Company, was killed by the stub of a tree falling upon him, breaking his back.

Cousult our advertising pages if you are in need of machinery, and mention the CANADA LUMBERMAN when corresponding with advertisers.

Mr. John P. Newman, of Wiarton, writes THE LUMBERMAN as follows: "Permit me to congratulate you on the excellent report of the recent lumbermen's meeting in Toronto."

The Eustis Mining Co., Eustis, Que., have again commenced sinking in their shaft, and for this purpose have placed an order with the Jenckes Machine Co., of Sherbrooke, for one of their special underground hoists, to be worked by compressed air.

It is estimated that 3,000 to 4,000 cords of pulp wood a day enter into the manufacture of paper in the United States. At the minimum, 3,000 cords, the total for a year would be the enormous amount of 900,000 cords. It is safe to call it 1,000,000. If this wood were piled in one continuous string, it would make a wall four feet wide and four feet high a little over 1,515 miles in length. It can be seen what a prodigious thing the wood pulp industry is, and at what a tremendous rate it is devouring trees, mainly spruce. Yet all this wood is converted into paper, which, after being used, vanishes from sight in a few days, and goes back to dust, out of which element the trees grow.

## MICHIGAN LETTER.

[Regular Correspondence of the CANADA LUMBERMAN.]

THE lumber industry of Michigan is experiencing a boom such as has not been realized for many years past, said to be the direct result of the shutting out of Canadian lumber by the two dollar duty. The quantity of lumber shipped from Saginaw in October was more than double that shipped in the same month last year, and Bay City has also been the centre of some heavy transactions. The trade has been hampered somewhat by the inability of shippers to secure cars for moving the stock.

It would appear that Michigan lumbermen anticipate that some action will be taken by the Canadian governments to restrict the export of saw logs. Operations in the woods both in Michigan and on the Georgian Bay were never, perhaps, so active. Men have been engaged to go into the woods in large numbers, and at better wages. It is estimated that in Michigan the production will be fifty per cent. greater than during any winter for the past five years. In view of the increased value of pine stumpage, we can only conclude that this action is caused by a belief that no logs will be permitted to be exported from Canada, and hence there will be a good demand for both lumber and logs. S. O. Fisher, of Bay City, expectsto lumber about 20,000,000 feet in the upper peninsula of Michigan and in the Georgian Bay country, and Fisher & Turner will lumber some 30,000,000 feet in Canada, the logs to go to Bay City for sawing.

Saginaw and Bay City lumbermen recently rose in arms against the railway companies, claiming that they were not being dealt with fairly with regard to freight rates. The rate from Bay City and Saginaw to the east is supposed to be eighty-four per cent. of the Chicago rate, but it was claimed that the railways had been giving cut rates to Chicago dealers. At a meeting of lumbermen and representatives of the railway, an agreement was reached, and in future if any cut is given to Chicago a proportionate cut will be accorded to the valley dealers.

A log towing association has been formed at Cheboygan, by Thomas Charlton, of Tonawanda, and Thompson Smiths' Sons, of Cheboygan. Three tugs will comprise the fleet.

The A. W. Wright Company, of Saginaw, is shipping a large consignment of lumber to South Africa.

A new hardwood saw mill is being built at Grayling to saw the timber on a tract owned by Frank Buhl, of Grayling, and W. K. Jackson, of Buffalo.

The advance in the price of salt is proving a bonanza for saw mills in the Saginaw Valley with salt block attachments. Over 71,000 barrels were produced in Saginaw and Bay City in September, the advance in price on which amounts to $24,850.

At this end of the river only the mills of Bliss & Van Auken and the Saginaw Lumber and Salt Company are running. The former have several million feet yet to cut, and the latter company will likely continue operations for some time yet, although they will carry over a considerable stock of logs.

This season logs were rafted from the Georgian Bay to Bay City as follows:

| | Feet. |
|---|---|
| May | 9,825,320 |
| June | 37,125,034 |
| July | 43,342,448 |
| August | 22,145,276 |
| September | 20,983,472 |
| October | 13,209,603 |
| Total | 146,630,853 |

The east shore of Lake Michigan has ceased to be a lumber producing district. At Luddington one of the great mills, that of the Pere Marquette Lumber Co., has cut its last pine log, and there is but a few million feet of lumber in pile at Luddington compared to the many millions of feet that used to be sawed there. Luddington has joined Muskegon, Whitehall and Grand Rapids in the group of "has beens" in the lumber manufacturing industry in western Michigan.

SAGINAW, Mich., Nov. 22, 1897.

---

The Bonanza Nickel Mining Co. of Sudbury, Limited, have placed an order with the Jenckes Machine Co., of Sherbrooke, for a 10-stamp gold mill, complete, with two 6-foot vanners. It is their intention to install this mill immediately.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

C. H. MORTIMER
PUBLISHER

CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

### *TO VISITING LUMBERMEN.*

*Lumbermen visiting Toronto are invited to use the office of the CANADA LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way they may desire.*

## FUNCTIONS OF A TRADE JOURNAL.

RECENT observations have suggested the writing of a few lines regarding the functions of a trade journal, and THE LUMBERMAN in particular. Briefly, a trade journal is a source of information, by which members may be kept in touch with the transactions bearing upon the trade, and having for its object the improvement of the trade in general. That this is the scope of a trade paper is, we believe, generally recognized, but it is possible that a misapprehension may exist in the minds of some as to how this can best be accomplished.

During the many years of its existence, THE LUMBERMAN has received hearty support from the lumber trade, for which we feel grateful. By the assistance thus given, we have endeavored to place before our readers a creditable journal. As to how far we have succeeded we leave them to decide. It is the purpose to relax no effort during the coming year to render the journal more valuable, and to this end the co-operation of our readers is asked. These columns are open for the free and fair discussion of all subjects affecting the trade or allied interests, and readers are requested to contribute their views. Another way by which assistance may be rendered is by sending in items of news from your locality, which would enable us to compile a fund of information of general interest. Should you contemplate making any improvements to your plant, puchasing additional machinery, erecting a new building, or in any way improving your facilities, you are asked to forward advance information concerning your purpose to THE LUMBERMAN. When about to place an order for machinery, consult our advertisement pages, and mention THE LUMBERMAN in your correspondence.

Now, a word as to the WEEKLY EDITION. Its purpose is to present, as accurately as possible, the condition of the lumber market, both at home and abroad. Therefore, we need scarcely refer to the desirability of obtaining reports of volume of cut, sales of stocks, and information of this character. Only by this means are we enabled to give reliable and up-to-date information.

With this number THE LUMBERMAN closes its eighteenth volume, and before another issue the festive season will have come and gone. To all out readers and lumbermen in general we extend a hearty greeting. May the New Year bring to all increased happiness and prosperity.

## ATTEMPTED BOYCOTT OF CANADIAN JOINERY.

AN effort has been made by the Amalgamated Society of Carpenters and Joiners of Great Britain to boycott Canadian and United States joinery. This society recently issued a circular to its members requesting them not to fix or use foreign joinery, and drawing special attention to the importation of doors, windows, etc., from America, which they claimed were manufactured under unfair conditions and by ill-paid labor. Several weeks were granted before the injunction was put in operation, but on a certain date the members were, in substance, instructed to band together to prohibit the importation of such joinery.

For many years large quantities of manufactured joinery have been exported from Canada and the United States to Great Britain, and this is, we believe, the first organized effort that has been made to restrict importation. The consequences, however, are not likely to be serious, as the trade has now become too well established to be permanently injured by the selfish and ill-advised action of a trade organization.

Before taking such a step, it would have been well had the society endeavored to ascertain the actual facts and conditions. We will consider only the conditions as they exist in Canada, and in this connection will endeavor to prove that Canadian doors, to which particular reference is made, are manufactured under proper conditions, and not by inferior workmen employed at low wages.

By an act passed by the Ontario Legislature on May 5th, 1894, and which is now in force, provision is made for the appointment of councils of conciliation and arbitration for settling industrial disputes arising out of the price to be paid for labor, disagreement with respect to wages, number of working hours, insufficient or unwholesome food supplied by employers, and ill-ventilated or dangerous workshops or places of accommodation. Whenever a complaint arises these councils visit the locality and obtain all particulars of the case. The Ontario Factories Act provides, among other things, that no girl or boy under fourteen years of age shall be employed in any factory, that every factory shall be kept in first-class condition as regards cleanliness, and that proper ventilation be provided. These provisions are generally complied with, and very few complaints are received by the inspectors.

Regarding the wages in our wood-working factories, we have ascertained the average wage paid by several sash and door manufacturers in Canada. One of the largest exporters to the British market writes that the range of men's wages in the factory is from $1.00 to $2.25 per day of ten hours, according to character of work and skill of workman; another that from $1.50 to $1.75 is the average; and another that $1.50 would be about the correct figure. In addition to the adults employed, there are some apprentices learning the trade whose wages would average from 50 cents to $1.00 per day. This would give an average of nearly $1.60 per day for adults and 75 cents for apprentices. Four other firms who manufacture largely for the local trade, but who have also exported doors to Newfoundland, the West Indies and South America, give the average scale of wages as follows: No. 1—$1.50 to $1.80 per day; No. 2—$1.60, $1.75, $1.80 and $2.00 per day; No. 3—$1.25 to $2.00; No. 4—9 first-class joiners, $12 a week; 37 very good, $11; 63 good, $10; 61 pretty good, $9; 49 common, $8.00 to $8.50; 26 3rd year, $7.50; 31 2nd year, $6.00 to $7.00; 19 1st year and apprentices, $3.00 to $5.00. The above figures give an average of $1.60 per day. It must also be remembered that most of the factories are operated the year round, and consequently the average is lower than would be the case if operated only during the building season. For living accommodation the cost in the localities in which the factories are located is not above three dollars per week.

We think the above figures should convince the most skeptical that Canadian doors are manufactured by properly-paid labor and under fair conditions. The average scale of wages compares favorably with that paid in other lines of industry, and we believe that nowhere in the world are laborers given greater remuneration for their services than in Canada, and nowhere does greater harmony exist between capital and labor. The rights of our workmen are respected, and protected by law. The absence of serious strikes is an evidence of the fact that the conditions are such as we have described.

The secret of our success in competing in the British market against home-made joinery is not to be found in the price of labor, but rather in the skilful manipulation of our raw materials by means of improved machinery. England is the great manufacturing nation of the world, but unfortunately she is compelled to import her raw material. Hence Canada, with her forest wealth, becomes a competitor in manufactured joinery, and the country producing the goods at the smallest cost naturally captures the market.

A visitor to some of our woodworking factories will at once be impressed with the marvelous work accomplished by machinery, by means of which the productive capacity is greatly increased and the quality of the work improved as

well. This increased capacity enables the Canadian manufacturer to produce the goods at the smallest possible cost. These are the advantages that have enabled our manufacturers to successfully compete with those of Great Britain.

It is unfortunate that a greater distinction is not made in foreign countries between Canada and the United States. Even in our mother country there is much ignorance regarding Canada. In this may be found the cause of the present protest against Canadian doors, as we understand there was much dissatisfaction with a large consignment of doors that were imported into England from the United States, and which were found to be of very inferior quality. It is possible, also, that Canadian manufacturers are suffering somewhat from the reputation for the sweating system that is reported to exist in some portions of the United States, where female labor is said to be employed in door-making. There is also much antipathy in England to goods made in United States prisons for export, as well as on account of the bitter opposition of American employers to trades unions. In Canada, however, no such conditions exist, and our manufacturers would do well to adopt some means by which foreigners would cease to confound Canada with the United States. This might be done by stamping on all our goods the words "Made in Canada," after the manner of German manufacturers.

## EDITORIAL NOTES.

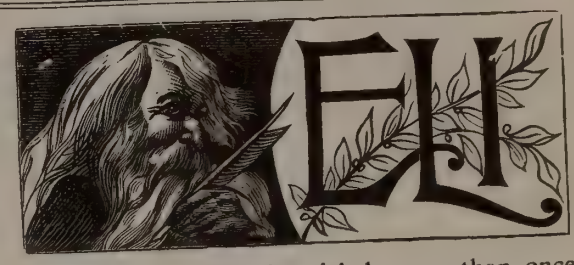
THERE are in course of construction, or projected, in different parts of Canada, a large number of new saw mills. That this should be the case, in the face of the partial closing of the United States market by a two dollar duty on lumber, is significant, and shows that our lumbermen and capitalists have faith in the lumber industry of the Dominion, and that they realize the valuable asset which we possess in our forests. The time is not far distant when Canada will furnish a much larger portion of the world's timber supply than at present.

WE have recently heard the complaint that the lumber trade sometimes suffers owing to an insufficient number of cars to carry the stock. It is claimed that grain is given the preference over lumber as freight, although for what reason it does not appear. Certainly the risk to the carrier is less in the case of lumber than with many other commodities, as should an accident occur the damage is not likely to be great. During the heavy movement of grain this fall both here and in the United States, it was difficult to obtain cars for the shipment of lumber, a condition which is said to be experienced to a greater or less extent every year. We fail to see why the lumber trade should be made subordinate to that of grain.

A PROPOSAL has been made, and has received the support of a number of prominent business men, to establish a commercial agency in London, Eng., where reliable information and statistics could be obtained on all matters relating to Canadian products. The present commercial office is claimed to be unadapted to properly advance the real commercial interests of the country. The present is undoubtedly an opportune time to take such a step, in view of the action of the government in regard to preferential trade. We think there should be placed on exhibit at the agency specimens of the chief products of Canada, of the forest, farm, mine, etc., in order that probable buyers and others interested may become acquainted with the character of our goods. Unfortunately, each day brings new evidence of how little is known even in the mother country of the products of Canada.

THE great exposition that is to take place in Paris, France, in 1900, should not be lost sight of by Canadians, and by Canadian manufacturers in particular. The time is distant a little less than three years, and it is now none too early to begin preparations for making a creditable display of Canadian manufactures and forest products. We are pleased to observe that a deputation from Montreal has drawn the attention of the Dominion government to the matter, and that there is a strong probability of assistance being received from this source. But in addition to a Dominion grant, it would seem fitting that each provincial government should assist to secure the advantages which are certain to accrue to us from a commercial standpoint by having Canada properly represented at this exposition. This year the Dominion of Canada has been advertised abroad as never before, and the benefits therefrom have already commenced to be realized, as shown by inquiries received by manufacturers. Having thus made a start, we should seize every opportunity to further extend our trade relations, and where a foothold is once secured the quality of our manufactures may be relied on to keep the market.

MR. J. S. Larke, commercial agent in Australia, in a letter to Sir Richard Cartwright, calls attention to the unbusinesslike methods of some Canadian manufacturers, and points out that owing to dilatoriness trade that otherwise would come to Canada has gone to the United States. Special reference is made to the timber trade, and an instance is cited where a reliable timber broker in New South Wales was negotiating for goods with a lumber manufacturer in British Columbia, but finally became dissatisfied by reason of the delay and lack of attention to correspondence, and placed the order with a United States firm. Mr. Larke recently called attention to the fact that oak staves for wine casks were wanted, and received replies from United States dealers, but no Canadian manufacturer or dealer intimated any desire to secure the trade. We can readily understand that these circumstances are discouraging to Mr. Larke, and to other agents who may have had similar experiences. Unless they receive the co-operation of manufacturers here, their efforts to secure trade for Canada must prove abortive. We therefore hope, now that the matter has been brought to their attention, that our manufacturers will give the commercial agents no further cause of complaint. Regarding the order for staves, it is only fair to the trade to point out that no oak staves of any consequence are now exported from Canada, and there was probably no Canadian house in a position to supply the stock.



THE fact has been chronicled more than once within the past year that lumber would bring fabulous prices in the Yukon mining region, and saw mill men by the score have been weighing the possibilities of successfully reaching this new Eldorado. A mill in the vicinity of Dyea, writes a miner, is turning out lumber at $100 per thousand feet, and is said to be "supplying an emphatic want." Far away in the interior of British Columbia—where it is the peril of a man's life to go on foot alone—they have managed to take an outfit for converting logs into lumber. On an arm of Lake Bennett there is a saw mill owned by Rudolph & Co., cutting lumber for boats. The man wanting the boat goes into the woods and cuts his own logs, takes them to the mill and pays $70 per thousand feet for having them sawn into boards. If the saw mill owners supply the logs themselves they charge $100 per thousand feet, and if the traveller wants them to build the boat also, from $75 to $150 extra is charged. The mill has a capacity of 9,000 ft. per day, so that if employed full time the revenue would be about one thousand dollars per day. Some manufacturers have endeavored to avoid the hardships of that country by locating mills in civilized parts and shipping the lumber to the Klondyke, but the cost of getting it there is very great, and the venture has not proved a success. The man who goes in with a small outfit has little to lose, and stands a fair chance of coming out on the right side.

* * *

What a blessing it would be to saw mill owners if some commercial use could be made of the immense quantities of sawdust produced. In steam mills it is used as fuel, but in the case of water power mills it is of no service whatever. In the Ottawa valley the sawdust has for years been dumped into the river, but now that this is to be prevented by legislation, the owners of water power mills are face to face with the difficult problem of getting rid of the thousands of tons of this material. Instead of the sawdust being of any value, it is probable that thousands of dollars will have to be expended to consume it. But in these days of inventive genius, it will surely not be long before some scheme is devised to make it revenue-producing. Already novel methods are in vogue in some parts of the United States. In Philadelphia there are about half a dozen dealers in the prosaic commodity. These dealers handle the production of all the local mills and also import quantities from the southern lumber mills. The dealer's wagon goes over a regular route every day, serving the customers, the sawdust being put up in bags containing three bushels and weighing from 40 to 50 pounds. The largest dealers are the cold storage warehouses, each of which take from 50 to 60 bags per week, and the large meat houses, which use about one-third that quantity. The price is from 15 to 20 cents a bag, according to weight, except for boxwood sawdust, which brings as high as $2.50 per bag.

## A PROGRESSIVE LUMBER FIRM.

AMONG the lumber firms in Nova Scotia perhaps that of Dickie & McGrath, of Tusket, is now most favorably situated for doing a large business. This firm is composed of Mr. Alfred Dickie, of Lower Stewiacke, and Mr. Thos. N. McGrath, of Tusket, portraits of whom appear herewith, together with a view of the river front and saw mill. About one year ago they purchased the steam mill and extensive privileges of the Tusket River Lumber Co., and have since

MR. ALFRED DICKIE, Lower Stewiacke.

made some very important improvements to the property. They have put in new furnaces, new box machine, a 1,128 ft. log chain, "live" rolls and other improvements, and have now a daily capacity for sawing 40,000 ft. of long stuff, 30,000 laths, and 400 boxes. The box machine is sometimes used for sawing lobster-trap sills and shingles. Their annual cut is about 8,000,000 feet of logs.

There are loading facilities at their mills for

MR. THOS. N. MCGRATH, Tusket.

crafts of about 200 tons, while at a short distance is a good wharf at which vessels of some 500 tons can lie. Formerly vessels of greater capacity than 500 tons, loading the output of this mill, had to lie in Yarmouth harbor, which meant freighting the lumber nine miles by cart or train; or these vessels could anchor in an exposed position at the mouth of the Tusket river while the cargo was being lightered down to them. In the first instance the expensive freighting absorbed a large percentage of the profits, while in the second it was impossible to make a favorable charter, as the harbor facilities at the mouth of the Tusket did not come up to the ideas of the vessel men.

The lumber manufacturer, as is the case with his compeers in other lines of industry, is ever seeking to increase the margin between the cost of production and the market price of his commodity. Thus it was that Mr. McGrath, the energetic manager of the Dickie & McGrath Company, cast about for a more economical way of getting his output to market. A survey of the situation led him to believe that there was a good harbor for large ships there. He chartered the fine large Yarmouth ship Ruby, of 1,316 tons, with a Yarmouth man, Captain S. B. Robbins, master, as a preliminary step. When the vessel arrived, he arranged with Capt. Robbins and Capt. LeBlanc, of the steamer Ida Lou, to take soundings and make a survey of certain deep water outside the regular channel which serves the Wedge traffic. These gentlemen reported the discovery of a commodious channel running 7 and 6 fathoms (at low tide) which led to a pool of five fathoms, under the protection of Corporon's Cape and Birch Island, in which the Ruby could lie at single anchor and swing clear at all times of tide. Capt. Robbins was delighted with

SAW MILL OF AND RIVER FRONT DICKIE & MCGRATH, TUSKET, N. B.

the new anchorage and the approach thereto, and had no hesitation about bringing his vessel in.

Messrs. Dickie & McGrath secured a privilege along the water front and proceeded with the construction of a wharf, at which vessels of large size can lie afloat at all times of tide and to which navigation is open the year around. Vessels will be permitted to discharge ballast on the wharf. The firm will also bore a well above the wharf, from which it is expected a good supply of water can be obtained for vessels.

This firm has two steam tugs with which to tow their lighters down from the mill. They have lately constructed some of the largest lighters ever seen in these parts, having just completed one of a capacity of 300,000 feet. It is their intention to lighter the lumber down the river during the summer and autumn and pile it on the new wharf for shipment.

Besides their operations at this place, Mr. Alfred Dickie also owns and operates extensive timber limits in Colchester and Pictou counties. He has a large steam mill in connection with his Colchester property, on the Stewiacke river, which has sawn this season over ten million feet. The output of this mill is shipped from Halifax to trans-Atlantic ports. The logs cut on the Picton county property are manufactured by portable mills. Mr. Dickie has shipped from Pictou this season about ten million feet.

## A TIMBER SUIT.

THE Ontario government entered suit against Hiram Sibley, of Rochester, James Beringer, of East Saginaw, and James T. Hurst, of Detroit, to recover $21,000 alleged to be owing for timber dues. The limits are situated in the district of Onaping Lake, and were sold to the defendants for $71,000. Of this sum $55,000 was paid, leaving a balance of $16,000 and $5,000 interest. Judgment was given in the Single Court for the amount.

Mr. Hurst gives the following statement of the case: "The firm of Hale & Booth, of Ottawa, owned the original grant of the land in dispute, and some years ago sold it to Hiram Sibley and Isaac Beringer, who in turn transferred it to me. I only hold a timber claim, and the government put in a man to scale my cut. I had to pay a certain amount per thousand for all I got out. After the timber was nearly exhausted, I found by my books that the lumber as sold to me did not figure up to within several million feet of what the government wanted me to pay for, and I refused to go on, when I found they would take no one's word or records but their own agent's, and the government brought suit against the original owners. Now the decision has been rendered, Hale & Booth will probably come here after me. If they do, I think I will be able to show that, instead of being in debt, the Canadian government owes me a small amount."

Peter Reid, of Lemesurier, Que., is installing a new engine and boiler purchased from the Jenckes Machine Co., of Sherbrooke, which will largely increase the capacity of his saw mill.

Mr. J. H. Walker, who for many years was manager of the Canadian Rubber Company's Toronto branch, has recently severed his connection with the company and established a wholesale agency for rubber goods at No. 88 Bay street, Toronto. Mr. Walker's long and valuable experience in handling this line of goods, coupled with his personal qualifications, will doubtless enable him to make satisfactory business connections and win success in his new venture.

McLaurin & Maclaren, of East Templeton, Que., have just started their new mill, which comprises two band mills, made by the Wm. Hamilton Mfg. Co., of Peterboro', Ont., and steam feed throughout. The mill was erected and built by Mr. T. N. Kendall, of Ottawa, who is now engaged in erecting lath and shingle mills for the same company. The live rolls and other machinery were supplied by the Chaudiere Machine & Foundry Company, Duke street, Ottawa. Everything went oft in splendid shape, and satisfactory in every respect.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.*

VOL. III — TORONTO, ONT., NOVEMBER 24, 1897 — No. 47.



## CANADA LUMBERMAN

PUBLISHED BY

C. H. MORTIMER

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING,
MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.



LUMBERMAN'S

VEST-POCKET

INSPECTION BOOK

Containing Rules for the Inspection and Measuring of Pine and Hardwood Lumber in the leading markets of Canada and the United States. Embracing also many useful tables and calculations of everyday service to lumbermen.

*Prepared by the Editor of the "Canada Lumberman."*

Toronto, Canada
C H. MORTIMER, Publisher
1895

THE above is a fac simile of the title page of the latest and most complete Lumber and Inspection Book published.

We shall be pleased to send you a copy on receipt of four 3 cent Canadian postage stamps

THE CANADA LUMBERMAN,
*Toronto, Canada*


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

FOR SALE.

35 M 4/4 DRY PINE LOG RUN; ONE CAR 4/4 and one car 5/4 Dry Beech; Hemlock—all sizes. REID BROS., Hepworth Station, Ont.

WANTED.

LUMBERMEN TO ADVERTISE IN THIS column stocks of lumber for sale. Probable purchasers look for this information. Address, CANADA LUMBERMAN, Toronto.

FOR SALE.

A SASH AND DOOR FACTORY, EITHER with or without steam power, and site; also Clapboard and Shingle Machinery. For particulars apply to SAMUEL FREEZE, Doaktown, N. B.

WANTED.

ADVERTISERS ARE OPEN FOR TWO TO three million sup. feet good Spruce Pulpwood for delivery during early part of next year. State lowest price to "ENIXOTARUS," care CANADA LUMBERMAN Toronto.

WANTED.

ALL KINDS OF HARD AND SOFT WOOD lumber, all grades and thicknesses. Quote lowest cash price f.o.b. New York, lighterage free. Will accept draft with bill of lading for 50 per cent. of invoice; balance cash upon receipt of lumber. GREENPOINT LUMBER CO., Brooklyn, N. Y.

POSITION WANTED.

ADVERTISER HAVING HAD 15 YEARS' EXperience in handling men in the woods in connection with logging and export timber operations, is desirous of finding employment in a similar capacity. Sober, and can furnish good references as to character. Apply "BUSHMAN," care of CANADA LUMBERMAN.

FOR SALE.

PLANING MILL, SASH, DOOR AND INTERIor Trim Factory, with Dry Kilns, Storage Sheds, etc., situated in North Tonawanda, N.Y. Two and a half acres of land in the heart of the city. Excellent facilities for railway, canal and lake shipments. Business well established, with good local and eastern trade. Machinery in excellent running order. Factory fully equipped for turning out stock, special and high class work. For price and terms inquire of J. & T. CHARLTON, North Tonawanda, N.Y.

FOR SALE.

PLANING MILL, FACTORY AND SAW-MILL, in Tonawanda, N.Y. Nine acres of land, 950 feet canal frontage; New York Central and Erie railroad sidings; splendid facilities for business. Saw-mill a first-class modern timber and board mill, all modern improvements; electric lighting plant. Factory equipped for stock, special and high class work. One of the best manufacturing sites on the Niagara frontier. Properties will be sold separate or together. For price and terms enquire of J. & T. CHARLTON, North Tonawanda, N. Y.

### BUSINESS NOTES.

Johnson & Co., lumber dealers, Pictou, N. S., are announced to have assigned.

The saw mill, manufactured lumber and property belonging to the estate of John H. Kratz, of the Township of McMurrich, will be offered for sale at the Board of Trade, Toronto, on Thursday, the 2nd of December, at 2 o'clock. This property is situate three miles south from Whitehall Station, on the Ottawa & Parry Sound railway. The lumber consists of 90,000 feet of birch, mill run 1¼ and 1½ in.; 40,000 feet of hemlock, 1 and 2 inches; 30,000 feet of pine at mill, 1 and 2 inch, cutting up and better; 2,000 feet of hemlock, 1 and 2 inch.

### CURRENT TRADE CONDITIONS.

ONTARIO.

The announcement that the Standard Oil Company had purchased several million feet of lumber from Ottawa manufacturers was received with much satisfaction by the lumber trade in general, inasmuch as the stock was composed largely of the lower grades suitable for box manufacture, and which it was thought would be excluded from the United States market by the two dollar duty. We have not learned the exact figures, but understand that the prices compared favorably with those obtained for similar stock in past years. In the Ottawa district the lumber barges have ceased operations for the season, and there is quietness in water shipments. But the quantity of stock moving by rail is of considerable volume. This is also the case throughout the west. The month of November is likely to close with a fair record of lumber shipments, and greater than was anticipated earlier in the season. There is a good local demand for culls, and the stock at the mills is being greatly reduced. A marked revival has taken place in the hardwood trade, and at the present time dealers find difficulty in locating the necessary dry stock. Prices are firm, and notwithstanding the duty, dealers on this side are receiving as high, if not higher, prices than before the duty was imposed. This, of course, only applies to certain stock, such as rock elm, soft elm and maple, of which there is a scarcity. Some basswood is also moving, and shingles are good property. The lumber trade has enjoyed a fairly prosperous season, and the outlook is not altogether without hope.

QUEBEC AND NEW BRUNSWICK.

More lumber has been shipped to the United States within the past ten days than has been the case for several weeks previously. Messrs. Stetson, Cutler & Co., Dunn Bros., Millar & Woodman and A. Cushing & Co. have been the chief exporters. The stock has included planks, deals, laths, clapboards and shingles. The demand for the latter is stronger. Messrs. S. T. King & Sons shipped over one million to Scituate, Mass., and Alfred Mills sent 1,300,000 to Newport. The outlook, however, is not encouraging, owing to the depressed condition of the British spruce market, and the production of logs is certain to be curtailed this winter. In shipping circles there is little doing. Freights are low, and tonnage is being offered for the spring at 39s 6d to United Kingdom ports. There will be the regular fortnightly steamship service to London and Glasgow, and weekly to Liverpool, this winter, but it is improbable that any lumber of consequence will be sent forward.

MANITOBA AND BRITISH COLUMBIA.

The lumber demand throughout Manitoba and the Northwest is subsiding, as the winter quietude now characterizes the trade. In the larger towns and in Winnipeg dealers report a fair demand for finishing lumber and sash and doors. The volume of the British Columbia business is still large, and the mills are taxed to their utmost capacity to supply the stock. Night work has been found necessary by several of the largest mills. The Brunette Mills, of New Westminster, are shipping largely to the east, and have recently filled an order for bridge timber for the derrick of a dredge to be built at Prescott, Ont. The foreign and local trade is also steady.

UNITED STATES.

Unfavorable weather conditions has caused a decrease in the consumption of lumber in the United States, and has put a temporary check to movements by both rail and water. But these conditions have also served to impress upon dealers and consumers the necessity of providing at once for winter stocks. At northern mill points the quantity of pine lumber carried over will be less than usual, and the market will in a large measure be in the hands of the wholesalers, who have ample stocks. The report from Duluth is that piece stuff is all sold out, notwithstanding that during the month the price of this lumber has weakened. The feature of the eastern market is probably the scarcity of cull inch white pine, largely used for boxes. There is also a shortage of 12-inch boards, although there is considerable of this stock held by wholesalers, for which advanced prices are being asked. At Buffalo and Tonawanda there is little 2 x 12 stock, and coarse inch lumber has strengthened. The market appears to have taken a singular turn, and coarse lumber is in greater demand than the upper grades. The spruce market is slow to improve, but dealers are becoming more confident that the spring will bring an active trade. The hardwood trade is surrounded by favorable conditions, and elm, ash, basswood and maple are in constant enquiry. Thick maple in particular is strong, and prices have a tendency to harden, although the orders are mostly for small lots for quick

delivery. Car building lumber and bridge timber are strong factors of the demand. In the Boston market oak and ash are said to be advancing.

FOREIGN.

The reports from the British timber markets are not altogether encouraging. In most classes of wood there is an overstock, and a statement for the ten months of the year shows a very heavy import into the United Kingdom. The figures are: Hewn, 2,413,029 loads; sawn, 6,176,519 loads. For the same time in 1896 the figures were 2,118,733 and 5,267,805 loads respectively. The result is a heavy stock of lumber on the docks, for which it is difficult to find buyers. It was thought that, as the close of the import season drew near, the market would again revive but as yet there have been no indications in that direction. Deal prices are still weak, especially spruce, and holders of stock are becoming anxious to realize. At the late auction sales the ruling quotations have been very low, although the goods were by no means of first-class quality. Hardwoods are steady, with the exception of birch, which has been selling at lower prices than at any previous time for many years. It is rumored that some Canadian exporters have suffered heavy losses. The effect of the engineers' strike has seriously effected the birch trade, and the docks are full of that class of timber, which can be purchased at from nine pence to one shilling per cubic foot. We are reliably informed that eighteen inches wide is selling in London at thirteen shillings per cubic foot.

Regarding next season's trade little can be said. Until the engineers' strike is settled, and the timber business regains its position, there will be little buying. A conference of the Employers' Federation and the Mens' Union is shortly to be held, when some agreement will probably be considered and decided upon. In the meantime the country is suffering by the obstruction to trade.

The South American and South African markets are also overstocked with lumber, and the early foreign demand is not likely to be of great volume.

## STOCKS AND PRICES.

CANADA.

McLachlin Bros., of Arnprior, sent a gang of men to the woods last week.

J. R. Booth, of Ottawa, has a timber camp on the Black river, getting out square timber.

The recent purchases of the Standard Oil Co. in the vicinity of Ottawa are said to include 8,000 000 feet of box lumber from J. R Booth.

Mason & Sons' saw mills at Ottawa closed down for the season last week. The cut was the same as last year, about fifteen million feet.

Messrs. A. Wilson and Thomas Argue, of Shawville, have secured a contract from the C.P.R. for the delivery at Brittania of 25,000 ties.

Messrs. Hanna & Hutchison Bros., of Huntsville, Ont., are in the market for 10,000 cedar ties, hewn or sawn, to be delivered on the G.T.R., between Utterson and Novar, or on Vernon, Fairy, Mary or Peninsula lakes.

Mr. John Carew, of Lindsay, Ont., has contracted with Messrs. McCormack & McLeod, of Bracebridge, to supply from 35,000 to 60,000 ties next spring, and Mr. Sam Parkin will furnish 10,000. Mr. Hugh Thompson, for many years the inspector for the Grand Trunk, is making the contracts for the firm, and is now on a driving trip through the north country.

A dispatch from Halifax, N. S., says: A lumber deal has been consummated by which the timber lands of Hill, French & Co., lumber operators at Musquodoboit Harbor, were transferred to a syndicate represented by D. B. Cummings, of Truro, and Fulton Logan, of Stewiacke. The property sold comprise about 25,000 acres of wooded lands, with a milling plant and water power at Musquodoboit Harbor. The price paid was $50,000.

The following are the prices for sash and doors in Winnipeg:

| | |
|---|---|
| Doors—Discount, 15 to 20 per cent. | |
| 2 ft. 6 in. x 6 ft. 6 in., 1⅜ | $2.00 |
| 2 8 6 8 1⅜ | 2.10 |
| 2 8 6 8 1¾ | 3.25 |
| 2 10 6 10 1¾ | 3.50 |
| Sash, 2 light—Discount, 25 to 30 per cent. | |
| 14 x 20 $1.10; 14 x 24 | 1.15 |
| 20 x 30 1.90; 24 x 26 | 1.85 |
| 24 x 30 | 2.10 |
| Sash, 4 light—Discount, 25 to 30 per cent. | |
| 10 x 20 $1.25; 12 x 24 | 1.40 |
| 14 x 28 | 2.16 |
| Sash, 8 light—Discount, 25 to 30 per cent. | |
| 8 x 10, 1⅛ P.R | 1.00 |
| 10 x 12, 1⅜, C.R | 1.20 |
| Sash, 12 light—Discount, 25 to 30 per cent. | |
| 6 x 8, 1⅛, P.R | 1.00 |
| 8 x 10, " | 1.10 |
| 10 x 12, 1⅜, C.R | 1.70 |

FOREIGN.

Prices on piece stuff at Manistee, Mich., have weakened during the past week. Cedar shingles have sold at $2.00 on dock there, while pine is quoted at $2.10.

Alpena mills have for the past five years been supplied with about 30,000,000 feet of Canadian logs. This winter there are only two firms operating on the Georgian Bay, while last year there were four.

A conservative estimate places the log input in the Duluth-Superior district this winter at 200,000,000 feet. In addition to this, there are 15,000,000 feet of logs to be carried over, while about 20,000,000 feet may be put in by small jobbers.

F. R. Chesbrough, of Bay City, Mich., and A. M. Chesbrough, of Toledo, have an option on a tract of pine, including 200,000 feet, situated on the north shore of Lake Superior, in Minnesota. It is probable they will purchase the property.

The white pine trade has been fairly active in New York. C. L. & B. J. Becker state that they have been obliged to refuse some orders for barge loads from Tonawanda, being afraid that they could not get them in before the canal closes for the winter.

At Boston mill culls, box, twelve-inch boards and dimension stuff have improved both in price and demand, but the better grades of lumber are still dull of sale. A large concern is reported to have contracted for next season's cut at the same prices as paid this year.

The Timberman announces that a Chicago firm booked an order last week for 1,400,000 feet of rock elm, white ash and cottonwood. Thick white ash is wanted, and elm is exceedingly scarce and brings good prices. Basswood is improving, and birch is also said to be advancing in popular favor.

There continues to be a brisk demand for all classes of shingles at Buffalo, and dealers can only obtain a portion of the required supplies. At Black Rock the Betts Company are putting in a larger stock of lumber than for many years, chiefly No. 2 cuts and better. The Arthur Hill Company have also a large stock.

On November 15th last there were in stock at Minneapolis, Minn., 404,000,000 feet of pine lumber. At the same time last year the stocks on hand were 299,688,000 feet, and in 1895 357,076,000 feet. These figures show that the stock is considerably larger than for the past two years, but the prospects of sale are much better.

Barn boards and common No. one and two dressing are moving readily at Tonawanda; cutting up stock fair to good, with fine common, selects and uppers, steady. Shipments by canal are being rushed forward as fast as possible, notwithstanding that rates have been advanced from $1.90 to $2.10.

The Saginaw Lumber & Salt Co., of Saginaw, Mich., report 50 per cent. more stock moving than at the same time one year ago, while there has been an increase in the price of common stock of $1 per thousand. This concern shipped in the first fifteen days of this month 2,500,000 feet, and finds an active demand for mill culls. The report from Bay City is also encouraging. Prices are firm, and manufacturers will carry over much less stock than usual. Michigan operators will put in a full stock of logs this winter, and it is also stated that Canadian operators will put in over 100,000,000 feet to be sold to Michigan mills.

The Boston lumber market does not improve, while the offerings continue liberal. Prices of lumber most in request are as follows: Spruce—Random cargoes, $12 to $13; frames by car, ten inches and under, $13 to $13.50; 12-in. frames, $14 to $14.50; boards, planed on on one side, $11 to $12.50; extra clapboards, $30; clear, $28; laths, 1⅝ in., $2 to $2.10; do., 1½ in., $1.70 to $1.80; shingles, $1.25 to $1.50. Pine, hemlock, etc.—Eastern pine, $16 to $17; extra clapboards, $35 to $38; clear, $30 to $35; extra cedar shingles, $2.50 to $2.70; clear, $2.25 to $2.50; second clear, $1.65 to $2; hemlock, eastern, $10 to $10.50.

The following prices were realized at auction sale of Churchill & Sims, London, Eng., Nov. 10th: Per steamer "Eda," from Maria, Que. — 12/14 x 3 x 9 2nd spruce, £7 15s; 12/17 x 3 x 9 2nd spruce, £7 10s; 12/18 x 3 x 8 2nd spruce, £6 15s; 12/17 x 3 x 9 3rd spruce, £7 5s. Per steamer "Milwaukee," from Quebec—9 x 3 x 10/14 2nd spruce, £6 15s; 6/8 x 3 x 9/14 2nd spruce, £6; 13 x 3 x 9 unsorted spruce, £7. Per steamer "Parkmore," from Quebec—14/16 x 3 x 12/20, £20 15s; 13 x 3 x 12/22, £21 15s; 12 x 3 x 12/19, £21 10s; 16 x 3 x 11, £20 5s; 13 x 3 x 11, £20 15s; 12 x 3 x 11, £21 5s; 12/16 x 3 x 10, £15 10s; 14/16 x 3 x 9, £16 5s; 12 x 3 x 7, £15. Per steamer "Grangewood," from Quebec — 14 x 3 x 9 white spruce, £6 5s.

## THE NEW YORK MARKET.

The New York market, taken as a unit, has gained ground, coarse pine, hemlock, Eastern spruce and nearly everything in the shape of dry hardwoods being free sellers at holders' prices, says the Review. The market for white pine box lumber probably takes the lead in percentage of gain. A large quantity of the Canadian pine which found its way there prior to the enactment of the new tariff law has been worked off, until it is no longer an important factor in the market. A prominent holder told the writer a few days ago that the advance in the selling price ranged from fifty cents to one dollar, and he felt sure that the market would surely reach $14 when navigation opened in the spring. The market is firm today at $13. A prominent Oswego shipper said he could quickly close orders for every foot he had, at an advance of fifty cents over previous figures, and a large boat load was sold here by a Buffalo shipper several days ago which showed precisely that advance. Careful inquiry shows that the large box makers who possessed means with which to speculate were heavy buyers in the spring months and are still out of the market, while on the other hand, the smaller buyers have worked off their holdings purchased last spring, and are now placing orders with a free hand at the higher prices. When stocks at the large factories are cleaned up, necessitating replenishing, the demand will be strong enough to turn the market over to the seller, where it will probably remain for some time.

The hardwoods are gaining ground steadily, and the market can be summed up in this short sentence: If you have good lumber that is dry, it is no trick to sell it promply at figures ranging from fifty cents to two dollars per thousand higher than ruled in the summer months. This is particularly true of oak if thicker than inch, black ash and soft Western elm.

## FIRES.

The steam saw and grist mill at Wetaskiwin, N.W.T., owned by Leopold Benz, was burned recently.

Ferdinand Ballavance's saw mill at Sayabec, Que., was last week destroyed by fire. The loss is given as $3,000.

The saw mill of Pierre Fortin on Richelieu street, St. Cunegonde, Que., was totally destroyed by fire last week.

The sash and door factory of J. N. Ducherme, situated between Vinet street and Napoleon road, St. Cunegonde, Que., was gutted by fire recently, at a loss of $25,000. The plant was owned by H. Fauteux.

## BUSINESS NOTES.

Ezra C. Shand, maker of doors and sashes, Windsor, Ont., is offering to settle liabilities of $4,000 at 70 cents on the dollar.

The Lestershire Lumber & Box Co., o Lestershire, Broome County, N.Y., has been incorporated, with a capital stock of $60,000.

Archibald Affleck's planing mill at Lanark, Ont., has been sold to John W. Stewart for $4.000. Mr. Stewart will take possession o December 1st.

Charles Heath, assignee, will sell at South River, Ont., on Saturday next, 27th inst., the saw and shingle mill of Samuel McAdam, of South River.

The failure is announced of Henry Sherry, an extensive lumberman of Oshkosh, Wis. Mr. Sherry estimates his liabilities at nearly $1,000,000, but claims that he expects to pay 100 cents on the dollar. The failure also involves the following companies: Ingersoll Land and Lumber Company, Eland; Mineral Lake Lumber Company, Mineral Lake; Sherry Lumber Company, of Neenah, doing business at Amwa; Sutton Manufacturing Company, Park Falls Paper and Pulp Company, and the Park Falls Lumber Company, the last three doing business at Park Falls.

The ship Loanda will load deals at St. John, N.B., for w.c. England, at 41s 3d.


*JAS. G. CANE & CO.*

WHOLESALE **HARDWOOD** LUMBER

35 Adelaide E., Toronto, Ont.

Send us full description and lowest price for any lumber you have for sale.

**WANTED**

500,000 18" good 6 inch c. b. Pine and Cedar Shingles; also Oak Bill Timber cut to order, 12 to 50 feet in length.

**C. H. CLARK**

Commission Broker - 34 Adelaide St. E., TORONTO

Telephone 5332 Established 1851

**JOHN B. SMITH & SONS,**

MANUFACTURERS OF

**LUMBER** Lath, Shingles, Doors, Sash, Blinds, Mouldings, Boxes, &c.

BILL LUMBER a Specialty

Cor. Strachan and Wellington Avenues, TORONTO.

**MILLS**

Having Brown Ash 12, 14 and 16 ft. firsts and seconds inch Bass firsts and seconds 12 feet, or any other Hardwood Lumber, can sell same for cash by addressing

*H. D. WIGGIN*

No 89 State St., BOSTON, MASS.

Inspection at mill.

**Do You Use Mahogany?**

If so don't buy until you have seen or inquired about our now famous . .

**TABASCO MAHOGANY**

Finest figured wood on the market; is hard and takes elegant finish. Brings highest prices in Europe, but we sell here about same prices as ordinary mahogany. Specially adapted for fine cabinet and interior finish . . . . . .

LAWRENCE & WIGGIN

Importers and Manufacturers BOSTON, MASS.

## LUMBER FREIGHT RATES.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse, $2.20 per M ft, (3,000 lbs. and under per M ft.); Ottawa to Montreal, 5 cents per 100 lbs.; Arnprior to Montreal, 7 cents; Parry Sound to Montreal, 12 cents per 100 lbs.; Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. Arnprior to New York, track delivery 17 cts. per 100 lbs., lightered 19 cts. per 100 lbs. Parry Sound, track, 20 cents, lightered, 22 cents per 100 lbs.; Ottawa to Boston, Portland and common points, local 15 cents; exports 13c. per 100 lbs.; Arnprior to Boston, Portland and common points, local 17 cents; export 15 cents per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cents per 100 lbs.; Ottawa to Burlington, 6 cents per 100 lbs.; Ottawa to Albany, 10 cents per 100 lbs.; Arnprior to Albany, 12 cents per 100 lbs.; Parry Sound to Albany, 17 cents per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N. Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22½ cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

Lumber freight rates for pine on the Grand Trunk Railway, according to the tariff issued 15th February, 1897, will be found below. General instructions in shipping by Grand Trunk are embodied in these words in the schedule: Minimum weight 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination. For instance, the rates from Orillia to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Gravenhurst to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, and the rates from Hanover or Hepworth would not be higher than from Wiarton to the same destination, but in no case are higher rates to be charged than as per mileage table published on page 15 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale Sundridge and South River, to Toronto, 8c.; Trout Creek, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 10c. The rates on hardwoods average about from 1c. per 100 lbs. higher than on pine and softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On spruce and balsam (partly seasoned) for pulp manufacture, the rate from Longford, Wiarton, Penetang, Coldwater, Waubaushene, Victoria Harbor, Haliburton, Kinmount, etc., to Toronto, is $2 20 per cord; and to Merriton and Thorold, $2.60; Katrine, Callendar, North Bay, etc., to same points, $2.45 and $2.60 respectively: Beeton, Allandale, Orillia, etc., $2.20 and $2.60. On green spruce and balsam the rate is 25 per cent. higher.

On the Canadian Pacific the rates on pine and soft woods may be illustrated as follows: Cache Bay, North Bay, Sturgeon Falls and Warren, to Toronto, 9c.; Algoma, Spragge, Massey, Spanish River and Whitefish to Toronto, 12c.; Ottawa to Toronto, 10c. From Ottawa, Hull, Aylmer and Duchesne Mills to station on the Lake Erie and Detroit River, Erie and Huron, and Michigan Central Railways, the rate is 14c. per 100 lbs. Regulations apply as to minimum size of carload of 30,000 lbs., and no advanced rate is charged for hardwoods.

Mr. Geo. A. Fowler, lumber agent for the C.P.R., at Ottawa, writes as follows under date of Nov. 17, 1897: The winter rates went into effect on the 15th inst., and in so far as lumber is concerned the only rates which are materially affected by the change are the rates to Montreal, Quebec and points taking same rate. During the summer season we have on seasoned soft wood lumber weighing not more than 3,000 lbs to the M ft. rates as follows to Montreal: From Ottawa $1.00 per M., excess over 3 0 0 lbs. to the M ft. to be charged for at 4 cents per 100 lbs.; from Arnprior, $1.50 per M, excess 6 cents per 100 lbs. The rates to Quebec during summer season are $2.00 per M ft., excess 8 cents per 100 lbs.; from Arnprior $2.50 per M, excess 10 cents per 100 lbs. The rates during the winter season; in effect from 15th inst., on all kinds of lumber to Montreal are, from Ottawa 5 cents per 100 lbs., from Arnprior 7 cents, and to Quebec from Ottawa 10 cents per 100 lbs., Arnprior, 12 cents; minimum carload, 30,000 lbs.

The rates to Boston and New England points, also all rail rates to New York and New York points, remain unchanged. The rates to New York and New York points via barge from Albany will remain in force until close of navigation.


## CANADIAN EXPORTERS AND WHOLESALERS

THOS. MEANEY & CO.
103 Bay Street - TORONTO
WANT 16" AND 18" WHITE PINE SHINGLES
Send Particulars and Prices.

Huntsville Lumber Co., Limited
MANUFACTURERS OF LUMBER LATH AND SHINGLES
HUNTSVILLE, ONT.
WE are open to cut White Pine and Hemlock Bill Stuff. Have for Sale a Quantity of Dry Mill Stocks and Sidings, also 16 in. Pine Shingles and 4 ft. Lath 1½ in. wide.
CORRESPONDENCE SOLICITED

THE PEMBROKE LUMBER CO. LIMITED
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT

Wm. Mason & Sons
Dimension Timber, Lath and Shingles, Dressed Lumber, Mouldings, Sash and Doors.
LUMBER
Correspondence Solicited. - OTTAWA, CANADA - P.O. Box 1020. 'Phone 135.

ROBERT WATT • WIARTON
Pine and Hardwood WHOLESALE LUMBER PINE LATH, CEDAR AND PINE SHINGLES
HEMLOCK BILLS A SPECIALTY -:- CORRESPONDENCE SOLICITED
Correspondence Solicited.

JAS. PLAYFAIR & CO.
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . .
MIDLAND, ONT.

A. & P. WHITE
Manufacturers of and Dealers in.....
Sawn and Planed Lumber, Dimension Timber, Joistina, Car Sills, Car Flooring, Shingles and Lath.
A Large Quantity of Dry Lumber in Stock - PEMBROKE, ONT.

FOR SALE
75 M 4/4 Dry Hard Maple; 40 M 4/4 Dry Basswood; two cars 4/4 Dry Black Ash; one car 6/4 Dry Birch; one car 4/4 Dry Birch; and a very large assortment of Dry Hemlock and Cedar.
J. E. MURPHY, Hepworth Station, Ont.

ONE DOLLAR
will pay your subscription to the weekly and monthly CANADA LUMBERMAN for
ONE YEAR

KILN-DRIED BIRCH FLOORING SHEETING and CEILING Flooring from $12.00 Ceiling " 10.00 SAMPLES BY MAIL KNIGHT BROTHERS CO. Burk's Falls, Ont.

## FOREIGN EXPORTERS AND IMPORTERS

WE have a large bill of
RED OAK, ROCK ELM AND SOFT MAPLE
that we want sawed at once for delivery next Fall. Please write us if you have such logs and can take care of such a bill, and we will send particulars.
SCATCHERD & SON - 1053 Seneca Street, BUFFALO, N. Y.

JAMES SMITH & BRO. - 14 Canada Dock, LIVERPOOL
. . Wood Agents . .
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax, N.S.

SWAN-DONOGH LUMBER CO.
NORTH TONAWANDA, N. Y.
Buyers of..... SOFT ELM, ASH, BIRCH, MAPLE AND BASSWOOD LUMBER + PINE AND CEDAR SHINGLES
Office: Lumber Exchange Building (first floor) Yard: Dodge's Dock

WRIGHT, GRAHAM & CO. + WOOD BROKERS
7 Royal Bank Place, GLASGOW, SCOTLAND
Cable Address: "Brakridge," Glasgow.
Codes Used: Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of CANADIAN WHITE PINE AND SPRUCE, cut to all sizes—and all kinds of Hardwoods in Log Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

CANADA ATLANTIC RAILWAY
Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
R. A. CARTER, Contracting Agent, 115 Board Trade Montreal
M. A. Overend, Ontario Agent, Union Station, Toronto.
Shortest and Quickest Route from
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PARRY SOUND and all points on Grand Trunk Ry. TO ... BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
C. J SMITH, General Freight Agent, Ottawa, Ont.

Ottawa & New York Lumber Line
- - - BONDED LINE BETWEEN - - -
CANADIAN POINTS, NEW YORK CITY AND ALL POINTS REACHED BY WATER FROM ALBANY
CANADA ATLANTIC RAILWAY. DELAWARE & HUDSON CANAL CO. WILLIAMS' LINE. J. H. Williams Agent
15 Lumber District, ALBANY, N. Y.
NEW YORK OFFICE, 93 Wall Street.
Telephone 531 Broad.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

## BELTING

Bowmanville Rubber Co., Bowmanville, Ont.
Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
The Waterous Co., Brantford.
Sadler & Haworth, Montreal and Toronto.

## ELECTRICAL APPARATUS

Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

## LUMBERMEN'S SUPPLIES

Eckardt, H. P. & Co., Toronto.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

## MACHINERY

Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston Ont.
Darling Bros., Montreal.
Northey Mfg. Co., Toronto, Ont.
Payette, P. & Co., Penetanguishene, Ont.
Sawyer & Massey Co., Ltd., Hamilton, Ont.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Phelps Machine Co., Eastman, Que.
The Waterous Co., Brantford.
The Oxford Foundry & Machine Co., Oxford, N. S.
The A. R. Williams Machinery Co., Toronto, Ont.

## PULP MACHINERY

Robb Engineering Co., Amherst, N. S.
The Jenckes Machine Co., Sherbrooke, Que.

## RELAYING RAILS

Gartshore, John, Toronto.

## SAW MANUFACTURERS

Burns, E. R., Saw Co., Toronto, Ont.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.
The McMillan & Haynes Co., St. Catharines. Ont.

## PULLEYS

Dodge Wood Split Pulley Co., Toronto, Ont.
The Dominion Leather Board Co., Montreal, Que.

## WHOLESALE LUMBER DEALERS

Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

## MISCELLANEOUS

Axes, Campbell Bros., St. John, N. B.
Ball Nozzle Co., The, Toronto, Ont.
Canadian Photo Engraving Bureau, Toronto.
Contractors' Plant, John Scully & Co., Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Illinois Central R.R.
Lumberman's Ready Reckoner, Brennan & Co., Sault St Marie, Ont.
Magnolia Metal Co., New York.
Machine Knives, Peter Hay, Galt, Ont.
Shanks and Chisel Bits, A. McPherson, Oxford, N. S.
Saw Filers, Baldwin, Tuthill & Bolton, Grand Rapids, Mich.
The Timber Trades Journal, London, Eng.
Typewriters, The Williams Mfg. Co., Montreal, Que.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, November 24, 1897.

CAR OR CARGO LOTS.

| | | |
|---|---|---|
| 1¼, 1½ and 2 inch cut up and better | 32 00 | 34 00 |
| 2i nch picks and uppers | 34 00 | 36 00 |
| 1x12 dressing and better, 60% 16 ft | 22 00 | 24 00 |
| 1x10 fine dressing and better | 21 00 | 23 00 |
| 1x10 and 12 Canadian dressing and better | 20 00 | 22 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 |
| 1x10 and 12 common | 12 00 | 14 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 |
| 1 inch clear and picks | 28 00 | 30 00 |
| 1 inch dressing and better | 20 00 | 22 00 |
| 1 inch siding mill run | 14 00 | 15 00 |
| 1 inch siding common | 11 00 | 12 00 |
| 1 inch siding ship culls | 10 50 | 11 50 |
| 1 inch siding mill culls | 8 50 | 9 00 |
| Cull scantling | 8 00 | 9 00 |
| 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1 inch strips, common | 11 00 | 12 00 |
| 1 1-4 inch flooring | | 16 00 |
| 1 1-2 inch flooring | | 16 00 |
| XXX pine shingles, 16 inch | | 2 25 |
| XX pine shingles 16inch | | 1 40 |
| Lath, No. 1 | | 1 60 |
| Lath No. 2 | | 1 30 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | |
|---|---|---|---|---|---|
| Ash, white, 1 to 2 in. | $26 00 | $28 00 | Cherry | 1 to 1½ | $50 00 | $60 00 |
| " " 2½ to 4 in. | 30 00 | 32 00 | " | 2 " 4 in. | 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in. | 17 00 | 19 00 | Elm, soft | 1 " 1½ | 14 00 | 15 00 |
| | | | " " | 2 " 3 in. | 15 00 | 16 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in. | 19 00 | 21 00 | " rock | 1 " 1¼ | 16 00 | 18 00 |
| | | | " " | 1½ " 3 in. | 20 00 | 22 00 |
| Ash, M. R., 1 " 2 in. | 15 00 | 18 00 | Hickory | 1½ " 2 in. | 28 00 | 30 00 |
| Birch, 1 " 2 in. | 18 00 | 20 00 | Maple | 1 " 1½ | 16 00 | 17 00 |
| " 1½ " 2 in. | 20 00 | 23 00 | " | 2 " 4 in. | 17 00 | 18 00 |
| " sqrs. 4x4 " 8 x 8 | 24 00 | 26 00 | Oak, red, p'n | 1 " 1½ | 26 00 | 30 00 |
| Basswood, 1sts and 2nds, 1 to 1¼ in. | 16 00 | 18 00 | " " | " 4 in. | 29 00 | 32 00 |
| 1¼ " 2 in. | 19 00 | 20 00 | " white | " 1½ | 28 00 | 30 00 |
| " m. r. 1 " 1¼ | 14 00 | 16 00 | " " | " 4 in. | 30 00 | 35 00 |
| Butternut 1 " 1½ | 23 00 | 25 00 | " quart'd | " 2 in. | 46 00 | 50 00 |
| " 2 " 3 in. | 25 00 | 28 00 | Walnut | 1 " 3 in. | 85 00 | 100 00 |
| Chestnut 1 " 2 in. | 24 00 | 26 00 | Whitewood | 1 " 2 in. | 32 00 | 36 00 |

## OTTAWA, ONT.

OTTAWA, November 24, 1897.

| | | |
|---|---|---|
| Pine, good sidings, per M feet, b.m. | $29 00 | 37 00 |
| Pine, good strips, " " " | 23 00 | 30 00 |
| Pine, good shorts, " " " | 16 00 | 25 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m. | 15 00 | 20 00 |
| Pine, " " strips, " " " | 13 00 | 18 00 |
| Pine, " " shorts, " " " | 12 00 | 14 00 |
| Pine, 10 s.c. and better stock, " " " | 12 00 | 13 00 |
| Pine, 8 s.c. " " " " | 11 00 | 12 50 |
| Pine, " sidings " " " | 10 00 | 13 00 |
| Pine, " strips " " " | 8 00 | 10 00 |
| Pine, " shorts " " " | 6 50 | 8 00 |
| Pine, box culls " " " | 9 00 | 10 00 |
| Pine mill culls " " " | 6 00 | 9 00 |
| Lath per M No. 1 | 90 | 1 20 |
| Lath per M No. 2 | 60 | 90 |
| 1x10 No. 1 barn | | 18 00 |
| 1x10 No. 2 " | 14 00 | 16 00 |
| 1x8 & 9 No. 1 " | 15 00 | 17 00 |
| 1x8 & 9 No. 2 " | 14 00 | 16 00 |

## QUEBEC, QUE.

QUEBEC, November 24, 1897.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Common and railroad, for interior and ordinary according to average, quality, etc., measured off | 21 @ | 24 |
| For 40 to 45 feet average, measured off | 26 | 29 |
| For good and good fair average, measured off | 29 | 33 |
| First class " " | 36 | 39 |
| In shipping order " " | 35 | 38 |
| First class Ottawa waney, 18 inch average | 35 | 37 |
| " " " 19 to 21 inch average | 38 | 40 |
| First class Michigan waney board, 18 inch average | 41 | 43 |
| " " " 19 to 21 inch average | 44 | 46 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 28 |
| In shipping order, 35 to 45 feet " | 38 | 40 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 28 | 34 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average an quality | 21 | 25 |
| To average 16 inch | 25 | 27 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 14 | 17 |
| 16 " " | 15 | 19 |
| 18 " " | 21 | 23 |

DEALS.

Bright spruce, according to mill specification, $40 to $43 for 1st, $26 to $28 for 2nd, $23 to $26 for 3rd, and $19 to $22 for 4th quality. F.O.B. batteau

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., November 24, 1897.

UPPERS AND SELECTS.

| | | | |
|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $44 00 | Selects, 1 in., 8 in. and up wide | $40 00 |
| 1¼, 1½ and 2 in. | 44 00 | 1¼, 1½ and 2 in. | 41 00 |
| 2½ and 3 in. | 53 00 | 2½ and 3 in. | 47 00 |
| 4 in. | 56 00 | 4 in. | 50 00 |

FINE COMMON.

| | | | |
|---|---|---|---|
| 1 in., 8 in. and up wide | 33 50 | 2½ and 3 in., 8 in. and up wide | 42 00 |
| 1¼, 1½ and 2 in. | 35 00 | 4 in. | 45 00 |

B FINE COMMON OR NO. 1 CUTTING.

| | | | |
|---|---|---|---|
| 1 in., 7 in. and up wide | 23 50 | 2½ and 3 in., 7 in. and up wide | 37 00 |
| 1¼, 1½ and 2 in. | 30 00 | 4 in. | 40 00 |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | |
|---|---|---|---|
| 1½ in., 4, 5 and 7 in. wide | 34 00 | 1 in., 4, 5 and 7 in. wide | 32 00 |
| 6 in. wide | 36 00 | 6 in. wide | 36 00 |

FINE COMMON OR C.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 30 00 | 1 in., 6 in. wide | 30 00 |
| 1 in., 4, 5 in. wide | 29 00 | | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 24 00 | 1 in., 4, 5, 6 in. wide | 22 00 |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 in | 16 00 | 1¼ in., 4, 5 and 7 in. | 15 00 |
| 1 in., 6 in | 17 00 | 1¼ in., 6 in. | 17 00 |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 | 1¼ in., 4 to 7 inch | 14 00 |
| 1 in., 6 inch | 14 00 | No. 3 Fencing, 1 in., 6 inch | 12 00 |

SHELVING.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 | No. 2, 1 in., 7 and 8in. stocks | 19 00 |
| 1 in., 10 in. and up wide | 26 00 | 1 in., 10 in. stocks | 21 00 |
| 1 in., 12 in. stocks | 29 00 | 1 in., 12 in. stocks | 24 00 |
| 1 in., 12 in. and up wide | 30 00 | 1 in., 10 in. and up wide | 22 00 |
| 1¼ in. 1½ and 2in., 8in. and up wide | 29 00 | 1 in., 13 in. and up wide | 25 00 |

BARN BOARDS OR STOCKS.

| | | | |
|---|---|---|---|
| No. 1, 12 in. | 21 00 | No. 2, 9 in. | 13 50 |
| 10 in. | 16 50 | 8 and 7 in. | 13 50 |
| 9 in. | 16 00 | No. 3, 12 in. | 12 50 |
| 8 and 7 in. | 16 00 | 10 in. | 11 00 |
| No. 2, 12 in. | 16 00 | 9 in. | 11 00 |
| 10 in. | 14 00 | 8 in. | 11 00 |

SHIPPING CULLS OR BOX.

| | | | |
|---|---|---|---|
| 1 in., 4 and 5 in. wide | $8 50 | 1 in., 13 in. and up wide | $11 00 |
| 1 in., 6 in. wide | 9 50 | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 |
| 1 in., 7 in. wide and up | 9 50 | | |

SHAKY CLEAR.

| | | | |
|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9in. wide | 18 00 | 1 in., 10 in. and up wide | 19 00 |
| 1 in., 6 in. wide | 20 00 | 1¼, 1½ and 2 in., 8in. and up wide | 20 00 |

COFFIN BOARDS.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 13in. and up | 20 00 | No. 1, mill culls | 8 00 |
| No. 2 | 17 00 | No. 2, or red horse | 6 50 |

BEVELED SIDING—DRESSED.

| | | | |
|---|---|---|---|
| Extra clear (perfect) | 23 00 | No. 2 | 17 00 |
| No. 1 (nearly clear) | 21 50 | No. 3 | 14 00 |

TIMBER, JOIST AND SCANTLING.

| | | | |
|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $ 8 50 | Hemlock, 2x4 to 10, 12 to 16 feet | 7 50 |
| 18 ft. | 10 50 | 2x12 | 8 50 |
| 20 ft. | 11 50 | Add $1 to each additional 2ft. in length. | |
| 22 and 24 ft. | 12 50 | | |

SHINGLES, 18-IN.

| | | | |
|---|---|---|---|
| Country brands, XXXX | 2 75 | Standard brands, river made, XXXX | 3 00 |
| Clear Butts | 1 75 | Clear Butts | 2 00 |

WHITE PINE LATH.

| | | | |
|---|---|---|---|
| No. 1 | 1 50 | No. 2 | 1 00 |
| | | Hemlock | 1 00 |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., November 24, 1897.

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in. | $46 00 | 48 00 | No. 3, 1¼ & 1½ in | 15 00 | 17 00 |
| 2½ and 3 in. | 55 00 | 56 00 | Shelving No. 1, 2 in | 17 00 | 18 00 |
| 4 in. | 58 00 | 60 00 | 13 in and up, 1 in | 32 00@ | 34 00 |
| Selects, 1 in. | 41 00 | 42 00 | Dressing 1¼ in. | 27 00 | 30 00 |
| 1¼ to 2 in. | 42 00 | 43 00 | 1¼ x10 and 12 | 28 00 | 30 00 |
| 2½ and 3 in. | | 50 00 | 1½ in. | 28 00 | 30 00 |
| 4 in. | | 52 00 | 2 in. | 29 00 | 34 00 |
| Fine common, 1 in. | 35 00 | 36 00 | Mold st'ps, 1 to 2 in. | 33 00 | 30 00 |
| 1¼ and 1½ in. | 35 00 | 37 00 | Barn, No. 1, 10 and 12 in. | 22 00 | 23 00 |
| 2 in. | 36 00 | 38 00 | 6 and 8 in. | 18 00 | 19 00 |
| 3 in. | | 45 00 | No. 2, 10 and 12 in. | 16 00 | 15 00 |
| 4 in. | | 47 00 | No. 3, 10 and 12 in. | 13 00 | 12 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | 6 and 8 in. | 11 00 | 12 00 |
| 1¼ to 2 in. | 32 00 | 33 00 | Common, 1 in. | 15 00 | 16 00 |
| No. 2, 1 in. | | 16 00 | 1¼ and 1½ in. | 17 00 | 18 00 |
| No. 2, 1¼, & 1½ in | 22 00 | 25 00 | 2 in. | 18 00 | 20 00 |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 28 00 | 30 00 | 2½ to 4 in. | 34 00 | 38 00 |
| 1¼ to 2 in. | 30 00 | 32 00 | Strips | 17 00 | 18 00 |
| | | | Culls | 11 00 | 14 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 20 00 | 21 00 | Com. & good culls | 8 00 | 9 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 25 00 | 27 00 | 1st & 2nd, white, 6" & up, | 16 00 | 17 00 |
| | | | Com & good culls | 8 00 | 9 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 16 00 | 18 00 | 1st & 2d, soft, 8 in. & up, | 14 00 | 16 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 14 00 | 16 00 | 1st & 2d, soft, 6in. & up, | 14 00 | 16 00 |

WHITE OAK.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, plain, 8 in. & up | 26 00 | 28 00 | Clear squares, 5x5 to 8x8 | | 33 00 |
| Good common | 16 00 | 17 00 | 1st & 2nd quartered, 6 in. up | 38 00 | 40 00 |
| Good culls | 10 00 | 11 00 | Common quartered | 24 00 | 26 00 |

RED OAK.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd | 26 00 | 28 00 | Quartered 1st & 2nd | 34 00 | 36 00 |
| Common | 16 00 | 17 00 | Common | 23 00 | 25 00 |
| Cull | 9 00 | 10 00 | | | |

## NEW YORK CITY.

NEW YORK, N. Y., November 24, 1897.

WHITE PINE LUMBER

Prices for white pine lumber are governed entirely by source of supply rendering it useless to give prices for local market.

WHITE PINE TIMBER.

| | | | |
|---|---|---|---|
| Bridge timber | $28 00 @ | 40 00 | Building orders $27 00 @ 37 00 |
| Decking | 44 00 | 50 00 | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in. | 14 00 | 14 50 | 10 to 12 in. | 16 25 | 17 00 |
| 6 to 12 in. | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 to 12 in. | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | | | |
|---|---|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, 10 to 16 | | | | 25 00 |
| 1¼ to 2 in. | " " " " | | | | 26 00 |
| 1 inch, | " Soft Elm, | " | | | 19 00 |
| 1¼ in and thicker, | " " | " | | | 21 00 |
| 4/4 " " | " Hard Maple, | " | | | 21 00 |
| " " " | " Basswood, | " | | | 20 00 |
| " " " | " Birch, | " | | | 23 00 |
| " " | Black Ash, Com. and Shipping Cull, M.C.O. | | | | 14 00 |
| " " | Soft Elm, " | " | " | | 12 00 |
| " " | Hard Maple, " | " | " | | 14 00 |
| " " | Basswood, " | " | " | | 12 00 |
| " " | Birch, " | " | " | | 14 00 |

## ALBANY, N.Y.

ALBANY, N. Y., November 24, 1897.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $52 | $55 | Dressing boards, narrow | $19 | $20 |
| 2½ in. | 52 | 55 | West India shipping boards | 14 | 16 |
| 1 to 2 in. | 45 | 48 | Box boards | 10 | 12 |
| 4 inch uppers | | 55 | 10-in. dressing and better | 26 | 35 |
| Selects, 2½ in. up | | 45 | 10-in. common | 13 | 15 |
| 1 to 2 in. | | 40 | 12-in. dressing and better | 26 | 35 |
| Fine common, 2½ in. and up | 40 | 42 | Common, 1x12 | 13 | 15 |
| 1 to 2 in. | 36 | 40 | No. 1 barn, 1x12 | 21 | 23 |
| No. 1 cut, 1 to 2 inch | 25 | 30 | 1x10 | 18 | 20 |
| No. 2 | 18 | 25 | 1x8 | 16 | 18 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 16 | 17 |
| No. 1 molding, 1 to 2 in. | 33 | 36 | 1x10 | 15 | 17 |
| No. 2 molding, 1 to 2 in. | 25 | 28 | 1x8 | 13 | 15 |
| Stained saps | | 20 | Shaky or star clear, 1 to 2 in. | 19 | 21 |
| Bracket plank | 30 | 35 | Dressing | 16 | 18 |
| Shelving boards, 12-in. up | 30 | 32 | Common | 11 | 15 |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Pine | $1 60 | | Spruce | $1 55 | |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $3 90 | $4 10 | Bound butts, 6 x 18 | $5 00 | $5 25 |
| Clear butts | 2 75 | 3 00 | Hemlock | | 2 00 |
| Smooth, 6 x 18 | 4 50 | 4 75 | Spruce | | 2 00 |

## BOSTON, MASS.

BOSTON, November 24, 1897.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $11 50 | 12 00 | ¾ inch | $ 9 25 | 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 11-16 inch | 8 50 | 8 75 |
| Refuse | 13 00 | 13 25 | ⅝ inch | 8 00 | 8 25 |
| Outs | | 9 00 | Clapboards, sap ext. | 45 00 | 48 00 |
| Boxboards, 1 inch | 10 00 | 10 50 | Sap clear | 41 00 | 43 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, 2nd clear | 32 00 | 35 00 |
| | | | No. 1 | 23 00 | 25 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in. | $50 00@ | 52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in. | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in. | 58 00 | 62 00 | 1¼, 1½ and 2 in. | 30 00 | 32 00 |
| Selects, 1 in. | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in. | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in. | 52 00 | 55 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in. | 24 00 | 38 00 |
| Fine common, 1 in. | 40 00 | 41 00 | Coffin boards | 19 00 | 22 00 |
| 1¼, 1½ and 2 in. | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in. | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 50 | 1 60 |
| Cedar, extra | 2 50 | 2 65 | Extra No. 1 | 1 25 | 1 35 |
| Clear | 2 10 | 2 25 | | | |

HEMLOCK

| | | | | | |
|---|---|---|---|---|---|
| Rough | | | | $10 00@ | 10 50 |
| Northern and Eastern, planed one side, No. 1 | | | | | 11 00 |
| " " " " " No. 2 | | | | 9 50 | 10 00 |
| Pennsylvania, " " " No. 1 | | | | 12 00 | 12 25 |
| " " " " No. 2 | | | | | 10 00 |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | | | By cargo | 1 80@ | 1 90 |
| By car | 1 80@ | 2 00 | | | |

# THE RETAILER AND Wood-Worker

## LOOKING AHEAD.

It hardly need be remarked that the dealer who never looks ahead, but waits for a demand to develop before preparing to meet it, may not be "looking for trouble," but he is doomed to find it.

The customs and exigencies of the trade are constantly changing in a manner and in directions to demand constant vigilance and discernment to intelligently keep up with them.

We have upon previous occasions ventured to suggest that the management of a retail lumber yard is derelict—unequal to its opportunities—when it does not see and comprehend and take advantage of what its trade requires, and is likely soon to need. If the dealer knows more about these things than his customers and can instruct them regarding what they need, so much the better for the dealer; but if he bestows upon impending conditions, even in a conservative measure, the intelligent study of which the average dealer is capable, he is likely, thereby, to be spared a good deal of otherwise needless sacrifice and disappointment.

The nature and volume of maturing crops, the markets and general conditions considered in combination, will ordinarily afford a sufficient basis or reasonably safe calculation.

A reasonable assurance of good crops in a given locality, with a like certainty of fair or good prices, means additional lumber trade of certain kinds, just about as sure as anything earthly can be. Nor is the resulting trade going to be restricted in such a contingency to farmers' trade only. In the region where farmers are in a position to buy and improve, other trades and labor and every sort of pursuit, the sum of which stands for prosperity, are sure to share in the movement in due time. Except to the fellows who get into office, there is, generally speaking, no mere class prosperity possible in this country for any great length of time. If, primarily, the farmers are prosperous and general confidence in the situation is sufficient at the same time to keep the industries actively alive, labor is thereby assured of employment and the community at large is assured of what we call prosperity. Under such conditions, the demand expands, prices advance, profits flow and everybody with the ability, strength or industry to "pitch in," gets a share accordingly. The essence of the whole fabric of production, industry, trade and commerce inheres in the one word, "profits," because without gain there can be no incentive to inspire active operations.—Timberman.

---

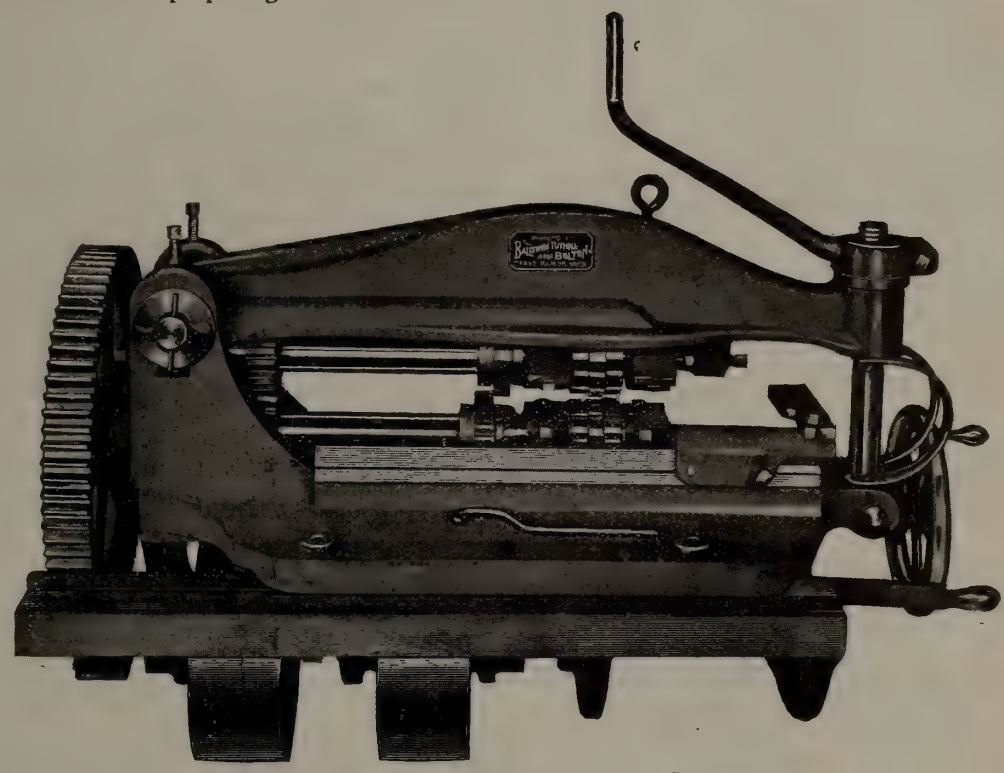
A. J. Mitchell, planing mill, Rodney, Ont., has been succeeded by F. A. McCallum.

The Cookshire Mills Company, Cookshire, Que., wil build a new box factory at that place.

## BALDWIN, TUTHILL & BOLTON'S MOVABLE SAW STRETCHER AND SHEAR.

The fine tensioning of bands, gangs, and band re-saws being so essential to successful work, it follows that every operator of such saws should be interested in high grade saw stretching or tensioning machines, and one of the styles made by Baldwin, Tuthill & Bolton, Grand Rapids, Mich, is illustrated herewith.

This machine is offered by the makers as the most complete stretcher in the market, and the only one equipped with the shear feature, which is very serviceable in preparing saws for retooth-



Bolton 12 Inch Movable Stretcher and Shear.

ing or cutting down pieces to braze in. The machine itself is mounted on a bed-plate or track, over which it is moved laterally by means of hand wheel, thus adapting the rolls to any part of the saw, and avoiding the necessity of moving the saw itself, laterally. The machine is unusually heavy and powerful, and is guaranteed to act on the hardest saws successfully. Special guides are furnished for tensioning and shearing; elliptic springs raise upper roll from saw as pressure is diminished, and the pressure is obtained by a coarse lead screw, maximum pressure being secured by less than one-quarter turn of the lever. Motion in either direction may be secured instantly.

The cutters for shearing feed the saw through at the regular speed of machine as run in tensioning, and make a clean, smooth, true cut of any width. This is a feature which the manufacturers state is not found on any other machine. When not required for use the cutters may be set to one side out of the way, by use of spanner wrench furnished.

Given material strength and power, the success of a stretcher then depends entirely upon the make and grind of the rolls. The rolls are made up solid of the finest steel tempered by an expert and ground mathematically true on the most approved segments. In fine construction, finish, power and general efficiency, the makers claim their machines are unapproached, and furnish their products with an unqualified warranty.

Baldwin, Tuthill & Bolton make saw stretchers as follows: Bolton 12 inch movable stretcher and shear (illustrated), Bolton 12 inch stationary stretcher and shear, Bolton 12 inch stationary stretcher, Bolton 9 inch stationary stretcher, Bolton 6 inch stationary stretcher.

These are distinct machines of different design, adapted to varying requirements, and priced as low as their high grade construction and intrinsic value will permit. These machines are all fully described and illustrated in a new 200 page catalogue for 1898, which is one of the finest machinery catalogues issued, and illustrates a large line of some 60 or more saw fitting machines and tools adapted to bands, gangs, circulars and band resaws. This book also contains a lengthy treatise on the practical side of tensioning and fitting saws, which will render it invaluable to saw filers.

All persons interested in saw stretchers or other saw fitting equipment should send for a copy of the catalogue, and quotations may be had promptly by addressing Baldwin, Tuthill & Bolton, Grand Rapids, Mich., U.S.A.

---

A process is said to be in vogue by which it is claimed that poplar can be made so tough as to require a cold-chisel to split it. The result is obtained by steaming the timber and submitting it to end pressure, technically "upsetting" it, thus compressing the cells and fibers into one compact mass. It is the opinion of those who have had experience with the process that wood can be compressed 57%, and that some timber which is now considered unfit for such work as carriage building could be made valuable by this means.

# THE NEWS.

—L. P. Westergard has opened a lumber yard at Fox Warren, Man.

—Robertson & Hackett, of Vancouver, B. C., have put in a new engine.

—The Utterson Lumber Co. have put in a planing mill plant at their Utterson mill.

—The Three Rivers Iron Works Company will probably increase the size of its works.

—The Rathbun Company recently shipped several carloads of doors to South Africa.

—Typhoid fever is said to be prevalent in the lumber districts of the Gatineau valley.

—Gilmour & Co.'s saw mill at Trenton, Ont., closed down recently, after making a small cut.

—The Pacific Coast Lumber Co., of New Westminster, B. C., has added an upright shingle machine.

—Joseph Campbell, of Newton, N. B., is shipping large quantities of spool wood to Glasgow, Scotland.

—H. Stewart, of Detroit, was recently in Parry Sound looking for a suitable location for a shingle mill.

—Kenectel & Young, of Turtle Lake, have purchased a shingle mill from Buchner & Reid, of Orrville, Ont.

—A large boiler in the Royal City Mills, Vancouver, B. C., exploded on the 4th ultimo, injuring three employees.

—Mr. P. Mutchenbacker has withdrawn from the Snider Lumber Company, of Gravenhurst, and will carry on a lumber business at Rosseau Falls.

—The Rainy River Boom Co. will improve and strengthen its booms very considerably this fall to avert trouble from the usual spring freshet.

—Shepard, Farmer & Co., of Boston, are reported to have booked an order for 1,200,000 feet of yellow pine for railway construction near Montreal.

—H. B. Mitchell, a lumber dealer at Selkirk, Man., was recently accidentally shot in the arm while hunting, and it is reported that he will lose his arm.

—An action in which $70,000 is claimed has been entered against Alex. Fraser by Andrew A. Buell & Co., of Ottawa. The case arises out of a dispute concerning certain timber limits.

—Mr. E. Methot, of Cap St. Ignace, intends rebuilding his saw mill and installing two 40 h. p. boilers, which are being built by the Jenckes Machine Company, of Sherbrooke, Que.

—Buchanan Bros., who have managed the Thompson mill at Gravenhurst, Ont., have purchased a shingle mill at Powassan, which is now being put in readiness for manufacturing.

—John McLaren, of Buckingham, and Louis McLaurin, of Templeton, are constructing a new steam saw mill on the south shore of the Ottawa river at East Templeton. It will cost about $30,000.

—Spencer & Spencer, of Frelighsburg, Que., are enlarging their saw mill, and for this purpose have placed an order with the Jenckes Machine Co., of Sherbrooke, for one of their 25" Special Crocker turbines.

—A reorganization has taken place in the McEachren Heating and Ventilating Company, of Galt, Ont. The business in future will be carried on by J. D. McEachren and W. D. Sheldon, under the same name as heretofore.

—During the month of September heavy losses were incurred by the insurance companies from saw mill fires. There were eight fires, which brought an insurance loss of $116,800, or nearly one-third of the total loss for the month.

—Bentley & Co., of Port Greville, N. S., are operating a portable mill on the property at St. Martins. The firm are getting out a lot of the largset trees and shipping them full length in the round state to the United States market.

—It is stated that a large lumber mill at Ashland, Maine, with a capacity of 20,000,000 feet per annum, will remove to Fredericton, N. B., and be erected on the Simond's property. Scarcity of water is given as the cause of removal.

—It is understood that Gillies Bros. Company, of Braeside, Ont., will build at Calabogie Lake a mill to manufacture cedar ties, shingles, basswood, elm and ash. Another mill may probably be built at Braeside for the manufacture of box boards for foreign shipment.

—Price Bros., saw millers, Quebec, have placed an order with the Jenckes Machine Co., of Sherbrooke, Que., for one of their special refuse burners, 18 feet in diameter and 120 feet high, for their Montmagny mill. This is the second burner of this size that the Jenckes Company have supplied.

—A correspondent in Buenos Ayres writes that the Argentine tariff for next year recommended by the president of the republic contains certain increased duties, among which is a duty of 66 per cent. on yellow pine. The imports of lumber to the Argentine Republic during the year 1896 amounted to $2,926,854.

—The output of lumber in Alaska next year, if it can be compiled, ought to be interesting. There will be over 100 new mills in that region, principally of the portable variety, but the transcontinental roads will not worry about freight rates, nor will the cargo trade be menaced. The Alaska saw mills will devote their attention entirely to boat and house building lumber.

—The Assistant Commissioner of Crown Lands for Ontario has sent a letter to lumbermen requesting that they furnish a statement showing the quantity of logs and round timber proposed to be taken out this winter. The information is wanted to assist the government in determining what steps should be taken regarding the export of saw logs, the statement having been made that Michigan licensees were preparing for an enormously increased cut.

—Messrs. George F. Roy & Sons are moving their saw and shingle mill from Starrat, Ont., to the south end of Doe Lake, in the township of McMurrich, where they will have increased facilities for shipping. From one end of the lake they can ship on the G. T. Railway, and at the other end on the Parry Sound Railway. During the last seven years they have made the remarkable record that no man was ever crippled in their mill, and they never had a break down that cost over five dollars for repairs. There post office will now be Sprucedale, Ont.

—A company of Minnesota lumbermen are said to be considering the building of a canal from Buffalo Bay, on the Lake of the Woods, to the Seine river. There is a fall of 300 feet and over between these points, and the scheme embraces the floating of logs to Winnipeg to be sawed into lumber from the Lake of the Woods timber limits, the supplying of good pure water from the lower end of the lake to the city, and a water power system. It is improbable that the scheme will ever be undertaken, as it is difficult to see how it would be made a paying investment.

—There is a proposition before the Dominion government from the Rathbun Company, of Deseronto, for the manufacture of wood alcohol in Canada. This is a product that is not manufactured in the Dominion. It is used in the United States and found to be very cheap and perfectly suited for the manufacture of methylated spirits, such as is not drinkable. The wood alcohol leaves a charcoal which is disposed of at a profit in the States for smelting purposes. Up to the present there has been no market for the charcoal in this country, but now it is said that since smelting has developed into an industry in Canada the charcoal might very easily be disposed of.

—A member of the Dominion parliament, referring to the recent bush fires, said: "It is my firm conviction that the starting of a fire in the woods should be made a criminal offence, and punishable by heavy penalties. I do not believe that there have been many instances of large bush fires in recent years which have not been the direct outcome of gross neglect and carelessness. Our forest wealth is worth to us as much as any gold mines; much of it has been swept away by the devastation of great fires. Is this to continue? If it does there will very soon be little left. The provincial governments would do well to take the matter into their consideration very seriously. It properly belongs to them, and would, if the law were enforced a few times, be soon understood."

—Speaking of his recent exploration to the Hudson Bay, Dr. Bell says: "The forests extend two-thirds of the way up either shore of Hudson Bay, and further north in the interior on both sides. Around James Bay and to the south of it much of the timber will be valuable for sawing into lumber and for other purposes. The verge of the forests crossed the northern part of the Labrador Peninsula from near Richmond Gulf to Ungava Bay in Hudson Strait, but except around this bay no timber was to be seen on any other part of the strait. Driftwood, brought down by the rivers falling into Hudson and Ungava Bays, was strewn along the southern shore of the strait, and was very useful for fuel. The small quantity of wood stranded on the northern side had perhaps come from Siberia, after drifting for thousands of miles with the ocean currents which set from one coast to the other."

## CASUALTIES.

—Wm. Sullivan, jr., of Bass River, N.B., aged 23 years, while working in the lumber woods near Berlin Falls, N. H., was killed by a falling tree.

—While assisting in building a skidway at J. D. Shier's camp, beyond Dorset, Andrew Kirpatrick, of Uffington, a young man 24 years of age, was instantly killed.

—While C. F. Barker, proprietor of the Burford lumber mills, Burford, Ont., was at work at the mills on Saturday, a big log rolled over him, breaking his collar bone and bruising him terribly. He was injured internally.

## PERSONAL.

Mr. Francis Dubee, lumberman, of Sussex, N.B., died recently, in his sixty-sixth year.

Mr. Robert Kay, a prominent lumberman of Upper Sackville, N.B., is dead. He was 60 years of age.

Mr. Daniel McNab, who is said to have erected the first saw mill in the Nipissing district, died at Powassan, Ont., last month.

Mr. Edwin Haynes, of the Timber Trades Journal, London, Eng., arrived in New York on November 6th, in the interest of his paper.

Mr. R. M. Beckett, of Dobell, Beckett & Co., timber merchants, Quebec, sailed last week for his home in England, where he will spend the winter.

Mr. John H. Eby, bookkeeper for the Southampton Lumber Co., is receiving the congratulations of his friends upon his recent marriage to Miss Pyke, of Elmwood.

Mr. W. Malcolm Mackay, of St. John, N. B., has recently recovered from the effects of a serious sprain, which incapacitated him from business for about six weeks.

While Dr. George Kennedy, of the Ontario Crown Lands Department, was attending the recent Caledonian banquet in Toronto, burglars entered his residence at 147 Bloor street west. They secured $2.58 in cash, a gold medal and diamond ring.

Mr. Honore Petit, M.P.P., of Chicoutimi, returned last month from Europe. He was over in the interests of the spool wood industry, and reports the English market active. Millions of feet will shortly be sent forward by Canadian exporters.

Captain Charland died at Windsor, Ont., on the 12th inst. He was born in Quebec, and when sixteen years of age commenced in the lumber business, and had been engaged in that line from Quebec to the Gulf of Mexico. He helped to build the docks of the Great Western Railway in Windsor.

One of the oldest and most respected lumbermen of Buffalo has passed away, in the person of Mr. George R. Haines, of the firm of Haines & Co. Deceased was born in New York state in 1833, and in 1861 entered the lumber business at Buffalo with his father, who has since died. Alfred Haines and Mr. E. Preisch were his partners.

Mr. Charles K. Eddy, head of the white pine firm of C. K. Eddy & Sons, Saginaw, Mich., with large timber interests in Canada, was married in Chicago on November 3rd to Miss Chapman, of Penobscot, Maine. Mr. Eddy is seventy-six years of age, and his bride is said to be sixty-eight. Mr. Eddy has amassed a fortune in the lumber business.

Early in November death removed Major J. D. Hay, vice-president of the firm of Davidson & Hay, wholesale grocers, and a popular and highly respected citizen of Toronto. Deceased was born on November 13, 1854, his father, the late Robert Hay, being a native of Perthshire, Scotland, and for many years M.P. for Centre Toronto. Besides being connected with the grocery business, his firm for many years carried on extensive lumbering operations. Major Hay took an active interest in military affairs, and as lieutenant of the Tenth Royal Grenadiers, rendered signal service during the Northwest Rebellion. In 1892 he received the rank of major, retiring in 1896, but retaining rank.

# WOOD PULP DEPARTMENT

## COMPETITION FOR BRITISH TRADE.

Canadian manufacturers have within the past two years captured a portion of the British pulp trade from the Scandinavians, as has been shown from time to time by tables published in this department. The Canadian pulp is said to be of excellent quality and preferred by papermakers who have given it a trial.

The Scandinavians, who have heretofore practically controlled the British market, fully realize the competition that has been, and will be, experienced from American pulp, and are taking steps to prevent, as far as possible, the loss of their market. At their request, the Consul of Norway and Sweden at Quebec prepared a report on pulp manufacture in Canada. He states that the pulp shipped from the mills contains from thirty-three to fifty per cent. of moisture. The Consul does not think there is any reason to fear serious competition in wood pulp, but in paper and cardboards European mills may have to contend with Canadian competition. The Sault Ste. Marie mill and the Laurentide Company's mill are putting in paper-machines, and will consume their own production of wood pulp. The above mills and the mills in Nova Scotia can compete advantageously with Scandinavian mills. The cost of the pulp is stated to be £1 18s to £2 8s from "stump to the car," with cost of transport to shipping port to be added.

The Scandinavians are shrewd business men, and the Canadian pulp manufacturers have no easy task before them in replacing their goods. Their efforts to obtain reliable information are worthy of commendation, and should serve as a lesson to our manufacturers. If we expect to accomplish much in the way of an extension of trade, no stone should be left unturned to make known throughout European countries the extent of our resources and quality of our pulp.

If past and present circumstances can be taken as a criterion, it will only be a matter of a short time until a very large portion of the British pulp trade will be supplied by Canadian manufacturers. British capitalists are looking to Canada as a desirable field for investment, and no more promising industry can be found than that of the manufacture of pulp. Within the past six months several foreign manufacturers have visited this country in search of information as to the possibilities of obtaining a supply of pulp and pulp wood, and each have expressed surprise at the abundance of available water powers and extent of our natural resources. We observe that the British Columbia Wood Pulp and Paper Company, an English concern, is about to establish an extensive plant at Alberni, B. C., to manufacture paper and pulp, having in view the marketing of its surplus product in China and Japan.

The Paper Mill, of New York, admires the way the Scandinavians endeavor to fortify themselves against American competition in paper and pulp. This journal says: "They apprehend a sharp competition with the American industry, and so they are coming to America for munitions of war with which to fight us in the English field. Plans for a large paper making plant, to be erected in Sweden, are now being prepared in Appleton, Wis., and a number of western builders of machinery are figuring on the equipment."

---

During October 9,368 rolls of pulp were shipped from Montreal to the United Kingdom.

Donald Fraser & Sons, of Fredericton, N. B., have for some time been considering the establishment of a pulp mill. Mr. Fraser is now in communication with Scotch capitalists with a view to interesting them in the scheme.

## PULP NOTES.

The Canada Paper Company is putting some new pulp grinders into its mills at Fraserville and St. Raymond, Que.

Mr. A. T. Drummond, of Montreal, points out the advantages for manufacturing sulphite fibre in Eastern Ontario.

The Laurentide Pulp Company, of Grand Mere, Que., have made application for incorporation and for additional privileges in connection with the manufacture of pulp, paper and lumber.

D. G. Loomis & Sons are erecting a large brick building at East Angus, Que., for the Royal Paper Co.'s new mill. It is the intention of the company to make it one of the most convenient and up-to-date pulp mills in the Dominion.

The Chicoutimi Pulp Co., Chicoutimi, have decided to extend their mill, and have placed an order with the Jenckes Machine Co., of Sherbrooke, Que., for nine of their perfect 10-plate screens, an additional Crocker turbine and a 50 h. p. steam boiler.

Wood Pulp, London, Eng., says: "We understand that a new Scottish Canadian Company has been formed for the manufacture of sulphite pulp. The name of the company is the St. John Sulphite Company, and as far as we have yet learned the board seems to be a strong one."

A syndicate composed, it is said, of two Chicago men and Mr. F. H. Clergue, president of the Sault Ste. Marie Pulp Company, has purchased a nickel property in Algoma for $90,000. The intention of the new owners is to convey the ore to Sault Ste. Marie to be treated and to produce sulphuric acid from the sulphur extracted from the ore, for use in the manufacture of pulp and paper.

Probably the largest penstock ever used in connection with the development of water power in Canada is being built at the works of the Laurentide Pulp Co., Grand Mere, on the St. Maurice river. The main penstock is 14 feet in diameter, made from 7/16" steel plate, 550 feet long, and with its branches, has used in the neighborhood of three hundred tons of plate. The Jenckes Machine Co., of Sherbrooke, Que., have the contract.

The steamship companies are said to have refused to take on pulp at Quebec, which is seriously affecting the pulp manufacturers in that vicinity who are exporting to Great Britain. The St. Raymond Pulp Company, of St. Raymond, about 36 miles north of Quebec, have been compelled to send their pulp by rail to Montreal, a distance of 180 miles, there to be loaded on the ocean vessels. Notwithstanding this drawback they are still shipping to British ports.


HERCULES BELTING The BEST in the World....

WEARS LONGER and WORKS BETTER than any other Belting on the Market.

HERCULES BELTING is constructed on a scientific plan. The Duck used is Extra Fine, costing nearly twice as much as that used in any other Rubber Belting. Every inch of it is frictioned with good rubber (not shoddy). Drop a postal card for list and discounts to.....

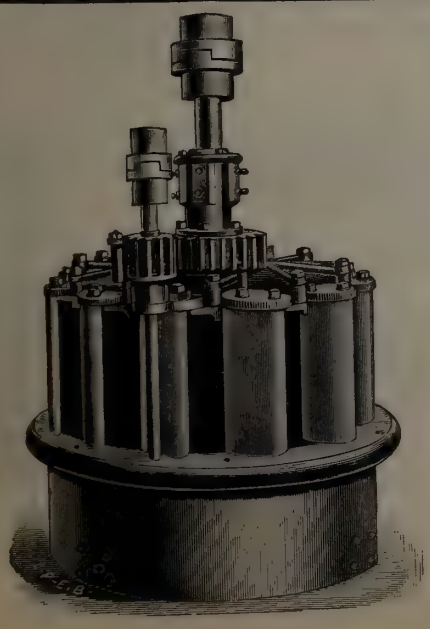
THE BOWMAVILLE RUBBER CO., LIMITED - BOWMANVILLE, ONT.

PULP MACHINERY

We are prepared to supply Pulp Grinders, Wet Machines and Baling Presses. . . .

WRITE FOR ESTIMATES.

Robb Engineering Co., Ltd., Amherst, N.S.



THE MILLS GRINDER

THE CROCKER TURBINE

For Pulp Mills

The Jenckes Machine Co.

33 LANSDOWNE AVE.,

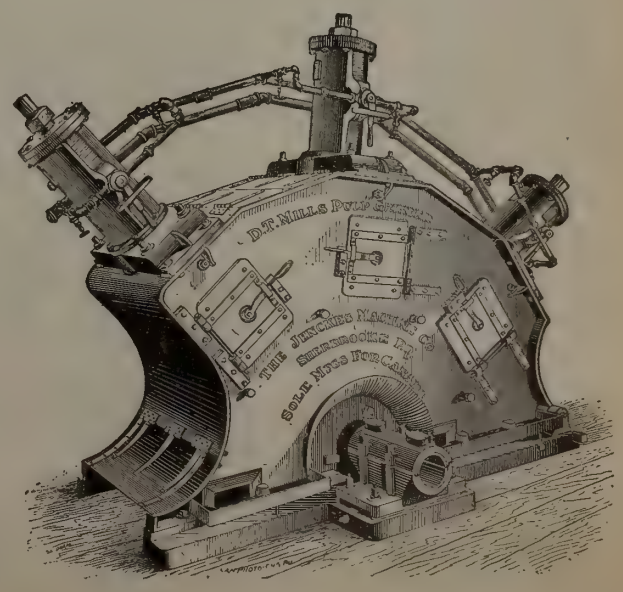
SHERBROOKE, QUE.

Builders of . . .

WET PRESSES - SCREENS

. . . AND . . .

GENERAL PULP MILL MACHINERY



## THREE TYPES OF WATER WHEELS.

The attention of our readers is directed to the advertisement in this issue of Mr. Madison Williams, who has purchased the foundry and machine shop of the Paxton, Tate & Co. estate, Port Perry, Ont. Mr. Williams' predecessors were for many years well and favorably known throughout Canada as the pioneers of water wheel manufacture. Their first production in this way was the "Leffel" wheel, which is perhaps more widely known than any other water wheel made, and has never been superseded in point of efficiency under certain conditions of operation and water supply. Varying conditions, however, called for wheels of special design and proportions, and to meet these requirements many improvements have been added and are embodied in the "Vulcan" and "Perfection" wheels, which have stood the most severe tests, so that for whatever purpose a wheel may be required, whether for heavy or light machinery, driving milling, mining or manufacturing, and under any condition of water supply, high or low head, ample or little water, it is possible from these three types of wheels and the great variety of sizes (23 sizes in each, from 6⅝" diameter to 8 feet) to find one that will absolutely fill the bill. In addition to their water wheels, Paxton, Tate & Co. have for many years turned out modern circular saw mills, shingle machines, lath mills, feed grinders, bark mills, etc., and have had their goods in demand in every province of the Dominion. To this long-established business Mr. Williams, as sole owner, brings practical experience, (having spent many years in the employment of Paxton, Tate & Co.,) fresh capital, a good name and great earnestness in his determination to please customers and make his products a synonym for excellence and money's worth. The shops have been thoroughly overhauled and are already manned with a full staff of competent mechanics in every department, and we are advised that from enquiries and orders received during the past week, Mr. Williams will not only have the good will of all customers of Paxton, Tate & Co., but a full share of the new business springing up throughout the country, which the merits of his machines deserve. Mr. Williams has our best wishes for the permanent success of his venture into the manufacturing world.

---

The village of Grenville, Que., offers exemption from taxation for twenty years for the establishment of a pulp mill. The location is said to be a good one.

Taylor Bros., paper makers, of Toronto, recently received an order from Yokohama, Japan, for 110 tons of paper. Mr. George Anderson reports good prospects for developing a trade in paper with that country.

Among the latest uses to which wood pulp is being put is the manufacture of barrels and casks. The great difficulty in the past has been the production of removable heads. By a plan just patented one head of the cask or barrel is moulded in while the other is made to fasten in place by a series of keys. It is thought that by this process a highly popular barrel will be produced, and, in a measure, revolutionize the cooperage business.

---

Geo. Peters and W. Shaw have purchased a site at Merlin, Ont., for a planing mill, and intend to build.

The Jenckes Machine Co., of Sherbrooke, Que., are building a very large 20 × 10 crusher for the Wilson Carbide Co., St. Catharines, Ont.

It is understood that the Exploits Lumber Company, of which Mr. C. T. Hilliard, of Amherst, N.S., is manager, will erect pulp mills in Newfoundland. This company have acquired extensive spruce and pine timber lands in the vicinity of Botwoodville.

The firm of Wm. Ritchie & Co. are removing their saw mill from Granite Piles to Three Rivers, Que. They will build on the government island at the mouth of the St. Maurice. The St. Maurice Lumber Company is also building a large saw mill to replace the one that was burned this fall.


**MODELS** of all features of Merit ever developed in Water Wheels.

"LEFFEL" "VULCAN" "PERFECTION"

**TURBINES** Distinct Types that meet all economic requirements for using Water Power.

"LANE" Improved Circular Saw Mills and Carriages, Automatic Shingle Machines and Jointers, Lath Mills, Bark Mills, &c.

FORMERLY— PAXTON, TATE & CO., PORT PERRY, ONT.

NOW— MADISON WILLIAMS

Communications to either address will elicit prompt reply.

# Lumbermen's Supplies

**DRIED FRUITS**
Canned Goods
Heinz's Famous Pickles and Sauces
Ludella Ceylon Tea

Letter Orders Promptly Shipped

Write Us or See Our Travellers.

**H. P. ECKARDT & CO.,** Wholesale Grocers, **TORONTO**

*The Leading European Lumber Paper*

***The Timber Trades Journal***

Published Weekly by WILLIAM RIDER & SON, Ltd., 14 Bartholomew Close, LONDON, E. C.

SUBSCRIPTION : $5.00 PER ANNUM, POST FREE

The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .

It Pays to Advertise in the Canada Lumberman

Every Lumberman wants it — **35** cents buys it

**Scribner's Lumber and Log Book**

SAVES TIME SAVES MISTAKES SAVES MONEY

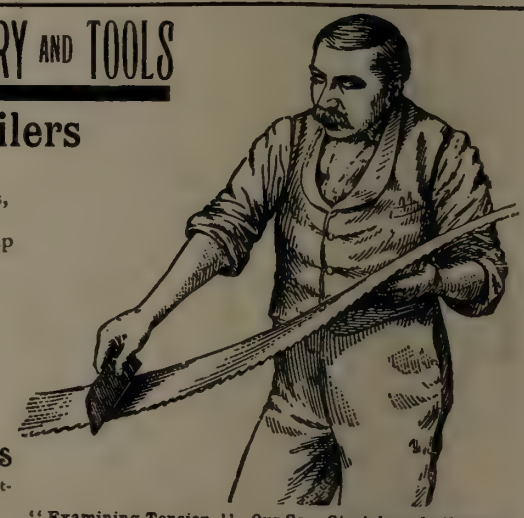
BRIMFUL OF EVERY-DAY, PRACTICAL INFORMATION

Address : THE CANADA LUMBERMAN, Toronto

**SAW FITTING MACHINERY AND TOOLS**

**4,000 Saw Filers**
LIKE OUR
Sharpeners, Swages, Side-dressers, Shapers, Saw Stretchers, Shears, Re-toothers, Lap Cutters, Lap Grinders,
Brazing Clamps and Forges,
Filing Clamps, Jointers, Benches,
Pulleys, Hammers, Anvils,
Straight Edges, Tension Gauges,
Upsets, Engines, etc.
Over 60 Machines for
**Bands, Gangs, Circulars, Rift Gangs, Band Resaws**

Our fine 200-page Book for 1898, on "Saw Fitting," will interest every filer and millman. Mention this paper.



"Examining Tension." Our Saw Stretchers do the rest.

**Baldwin, Tuthill & Bolton,** GRAND RAPIDS, MICH., U.S.A.

OTTAWA SAW WORKS CO.

SAWS

MANUFACTURERS OF ALL DESCRIPTIONS OF
*Circular, Mill & Gang, Shingle, Butting, Concave, Band, Cross-cut, Billet Webs.*

MIDDLE ST. *Ottawa, Ont.*

CORRESPONDENCE SOLICITED

F. Smith has decided to rebuild his planing mill in Goderich, which was burned recently.

Ovide Lefebvre has entered suit for $2,000 against E. Dansereau, of Papineauville, Que., for injuries sustained while working in his saw mills.

The Takush Harbor Timber Company, Limited, at a recent meeting in London, Eng., passed the following resolution: "That it has been proved to the satisfaction of the directors that the company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and accordingly that the company be wound up voluntarily." Mr. Victor George Levett was appointed liquidator.


**Lumberman's.... Ready Reckoner.**

SAVES TIME

In Use Everywhere.

Handiest Thing Known for figuring up Lumber Measurements.

PRICE 25 CTS., POST PAID.

BRENNAN & CO. - Sault Ste. Marie, Ont.

MANUNACTURER'S AGENTS.

**J. D. SHIER**

MANUFACTURER OF

**Lumber, Lath & Shingles**

BRACEBRIDGE, ONT.

**RAILS FOR TRAMWAYS**

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.

JOHN J. GARTSHORE,
49 Front St. West, Toronto.

Equal to the Best
HALF THE PRICE of other standard machines.
**THE EMPIRE**
Price $55.00.
Send for testimonials
The
WILLIAMS MFG. CO.
Montreal, P.Q.

**FRICTION PULLEY BOARD**

The BEST Article Known for the Purpose

MANUFACTURED BY..... THE DOMINION LEATHER BOARD CO'Y. - MONTREAL, QUE.

**DODGE**

**Wood Split Pulleys**

AND

Split Friction Clutch Pulleys

AND

Cut-Off Couplings—In use in all the Big Mills.

Saw Mill Men, get our Prices.

**DODGE WOOD SPLIT PULLEY CO.**

Works: TORONTO JUNCTION. Office: 74 York St., TORONTO

Mention the LUMBERMAN when corresponding with advertisers.

**The A. R. Williams Machinery Co.**
(LIMITED)
Front Street West, - TORONTO

With Branches at.....
345 ST. JAMES STREET, MONTREAL;
193 COLBORNE STREET, BRANTFORD;
and the LONDON MACHINE TOOL CO., LONDON.

Beg to call attention to their new descriptive stock taking list, just issued, which they will be pleased to send on application.

We have **Several Valuable Mill Sites** in good localities for sale on reasonable terms, consisting of a Planing Mill in a northern town, with large new building and full equipment of modern machinery, used only a few months from new;

**One Saw and Shingle Mill Outfit**—good order as last used;

**One Saw and Stave Mill,** having one 5 block Waterous iron frame Saw Mill, Engine, Boilers, and full complement of Heading and Stave Machinery, now cutting out this season's stock;

We are the Sole Canadian Agents of the celebrated **Sturtevant Improved System of Dry Kiln and Heating Apparatus,** and have on hand now for prompt delivery, one of their 120" Fans with engine attached, end 6,140' cap. Heater. This rig cost when new $2,000.00, has only been run a short time, and will be sold at a bargain.

The A. R. WILLIAMS MACHINERY CO., Limited, Toronto

**LUMBERMEN!**

Save your Lumber and the Cost of Insurance by equipping your Mills and Yards with the....

**BALL NOZZLE SYSTEM.**

By the proper arrangement of the pipe system and the use of stand pipes with the Ball Nozzle at the top, a lumber yard may be made substantially fire-proof.

Lumber yards can be equipped thus cheaply and effectively, practically obviating the danger of conflagrations of the most destructive character, and effecting *a Large Saving in Cost of Insurance.*

Write us for Full Particulars.

The Ball Nozzle Co. of TORONTO, Limited.

Offices: Room 1, Confederation Life Building, TORONTO

**OAK TANNED BELTING**

TORONTO
20 FRONT ST EAST
TELEPHONE 475

THE J.C.McLAREN BELTING Co MONTREAL

## TRADE NOTES.

Messrs. Mowry & Sons, of Gravenhurst, the well-known manufacturers of saw and shingle mill machinery, have recently commenced the manufacture of "The Jubilee" printing press.

The large Jewell filters for the town of St. Hyacinthe have arrived and are being installed. These filters were built throughout by the Jenckes Machine Co., of Sherbrooke, and the work is said to reflect great credit on this firm.

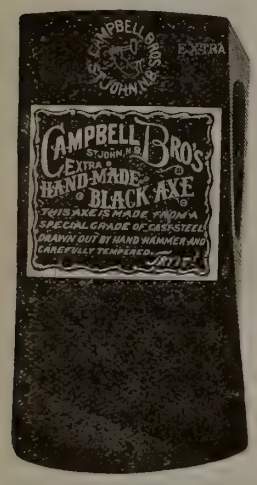
In a letter to the E. R. Burns Saw Company, of Toronto, E. H. Heaps & Co., of Vancouver, pay a high compliment to the value of the saws manufactured by this firm. They state that they have just ordered a shingle machine from the Lloyd Mfg. Co., of Kentville, N.S., and have recommended that the two saws required be purchased from the Burns Company, as, having made a specialty of their saws in the province, they find them to be giving the best of satisfaction, and prefer them to the American saws. Accompanying the letter is an order for two saws to be sent to a large British Columbia shingle manufacturer on approval, referring to which Messrs. Heaps & Company say: "We do not think you run much risk, as the shingle saws you have sent us lately are fully equal to, if not better, than the American saws."

In our advertisement pages the Bowmanville Rubber Co. call the attention of mill owners and operators to the merits of their Hercules rubber belting, for which they are able to show the highest testimonials. Our readers will do well to drop a post-card to the company, mentioning THE LUMBERMAN, and asking for further particulars regarding this brand of belting. The Bowmanville Rubber Co. has been lately reorganized, with Mr. E. J. Partridge, of Toronto, as president; Mr. J. B. Martyn, of Bowmanville, vice-president; Mr. J. N. McKendry and Mr. M. W. L. Dingman, of Toronto, business manager and secretary-treasurer respectively. They occupy a three-story brick factory, 140 × 30 feet, with an office 24 × 34 feet, fitted with the latest mechanical appliances for the production of all classes of rubber goods.

The Winnipeg Mining & Smelting Co., of Greenwood, B. C., are developing their property, and have installed a complete mining plant, purchased from the Rossland branch of the Jenckes Machine Co., Sherbrooke, Que. The Jenckes Company report their British Columbia sales as very satisfactory. They are continually shipping to their warehouse in Rossland, where a heavy stock of mining plant is regularly carried.

During the past month the representative of a German lumber firm has been visiting all the prominent mills in Pennsylvania buying up walnut logs for shipment to Germany. His plan has been to inspect and settle for the logs before moving them. Then the ends are painted to prevent quarter-cracking, and as soon as a carload is secured they are sent to the seaboard for shipment.

Nashville, Tennessee, is shipping lumber to the Klondike. John B. Ransome & Co. received an order, through Tacoma parties, for a car of hickory about ten days ago, to go to Dawson City. Last week the same firm, says the Southern Lumberman, received an order for another car of the same stock. It is five, six, and eight-quarter boards, and is to make sled runners. The freight on it to Tacoma is about $50 per thousand, and probably the charges for the remaining three thousand miles of the haul will add another $25. This will make it pretty high-priced hickory f.o.b. Dawson City, but a man can afford a swell "slide" on which to haul gold nuggets.

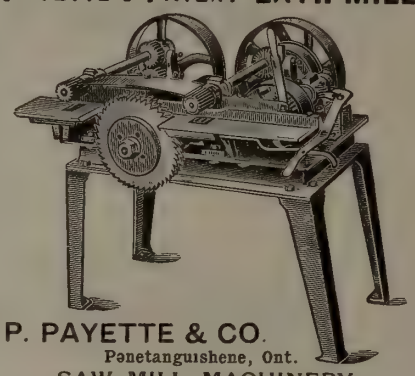

OUR EXTRA HAND-MADE

**AXE**

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N. B.

**PAYETTE'S PATENT LATH MILL**



P. PAYETTE & CO.
Penetanguishene, Ont.
SAW MILL MACHINERY

**ARE YOU LOOKING**
**FOR A CHANCE IN LOCATION?**

If you are not satisfied with your present site, or if you are not doing quite as well as you would like to, why not consider the advantages of a location on the Illinois Central R. R. or the Yazoo & Mississippi Valley R. R.? These roads run through South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Indiana, Kentucky, Tennessee, Mississippi and Louisiana, and possess

**FINE SITES FOR NEW MILLS**
**BEST OF FREIGHT FACILITIES**
CLOSE PROXIMITY TO
**COAL FIELDS AND DISTRIBUTING CENTERS**
AND
**INTELLIGENT HELP OF ALL KINDS**
**MANY KINDS OF RAW MATERIAL**

For full information write to the undersigned for a copy of the pamphlet entitled

**100 Cities and Towns WANTING INDUSTRIES**

This will give you the population, city and county debt, death rate, assessed valuation of property, tax rate, annual shipments raw materials, industries desired, etc.

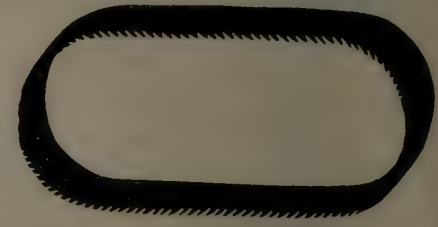
To sound industries, which will bear investigation, substantial inducements will be given by many of the places on the lines of the Illinois Central R. R., which is the only road under one management running through from the North-Western States to the Gulf of Mexico. GEO. C. POWER, Industrial Commissioner I.C.R.R. Co., 506 Central Station, Chicago.

**Galt Machine Knife Works**

**MACHINE KNIVES** OF EVERY DESCRIPTION
FOR **Woodworking Machines**
...Send for Price List...
PETER HAY - - - - - Galt, Ont.

**WHY** BAND SAWS BREAK

SIXTEEN REASONS,
AND HOW TO
AVOID THEM



Being instructions to filers on the care of large band saw blades used in the manufacture of lumber.

A book filled with valuable information on the care of band saws. Giving the reasons for breaking; analyzing each reason; giving instructions to dispense with the causes as laid down in each reason; and full details on filing and brazing. The proper styles of hammers to use are illustrated and described, and views of blades showing the blows of the different styles of hammers form an important part of the illustrations. Improper and unequal tension are then treated, and the manner of properly setting irregular teeth is described. In connection with the treatise is a history of the invention, manufacture and use of the saw from its origin to the present time. The work in whole makes an accumulation of information such as has never before been published.

The book is printed on fine paper, good clear type, and is handsomely and substantially bound in cloth. It will be sent to any address on receipt of the price, **ONE DOLLAR.**

Address— CANADA LUMBERMAN, Toronto Ont.

**Pumps** & HYDRAULIC MACHINERY

DUPLEX
AND SINGLE
STEAM
AND POWER

The Northey Mfg. Co. Ltd.
TORONTO

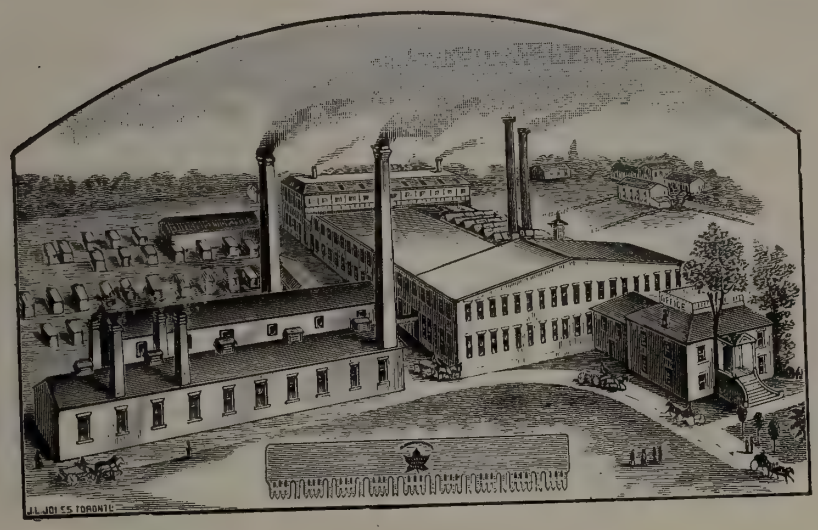
THE LAURIE ENGINE CO. - MONTREAL
SOLE AGENTS FOR PROVINCE OF QUEBEC.

# THE MAPLE LEAF SAW WORKS

# Shurly & Dietrich GALT, ONT.

Manufacturers of

**CIRCULAR SAWS**
**GANG SAWS**
**MILL SAWS**
**BAND SAWS**
**CROSS-CUT SAWS**



Manufacturers of

**HAND SAWS**
**BUCK SAWS**
**PLASTERING TROWELS**
**BUTCHER SAWS**
**STRAW KNIVES, &c.**

**GROUND THIN ON BACK**

**Save Labor** **Save Gumming**
**Save Time** **Save Files**

## This Saw Stands Without a Rival

AND IS THE

**FASTEST CUTTING SAW IN THE WORLD!**

Its Superiority consists in its Excellent Temper. It is made of "Razor Steel," which is the finest ever used in the manufacture of Saws. We have the sole control of this steel. It is tempered by our secret process, which process gives a keener cutting edge and a toughness to the steel which no other process can approach.

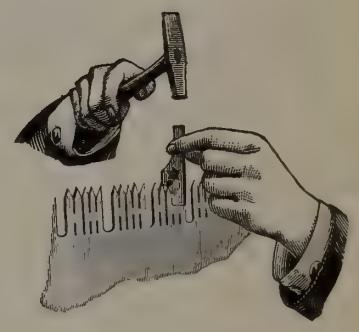
## Maple Leaf Saw Set

MANUFACTURED BY

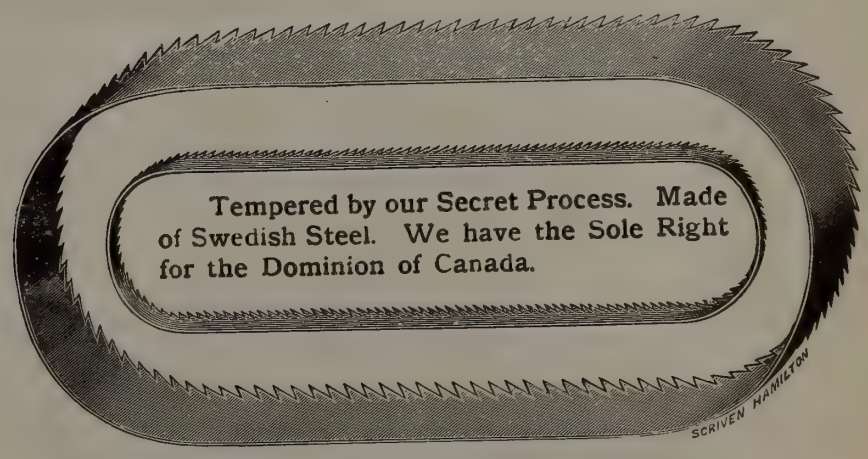
**SHURLY & DIETRICH, Galt, Ont.**

**Directions.**—Place the set on the point of tooth, as shown in the accompanying cut, and strike a very light blow with a tack hammer. If you require more set, file the tooth with more bevel.

If you follow directions you cannot make a mistake Be sure and not strike too hard a blow, and it will set the hardest saw. **On receipt of 40 cents we will send one by mail.**



We are the only manufacturers in the world who export Saws in large quantities to the United States.




We Manufacture

# HIGH GRADE BAND SAWS

of All Widths and Lengths.

These Saws are made of Refined Swedish Steel imported direct, and tempered by our Secret Process; for Fine Finish and Temper are not excelled.

1844 —THE PIONEER ESTABLISHMENT OF CANADA.— 1897
*Over 50 Years of Uninterrupted Advance.*

Fifty years ago we supplied the pioneer upright sawmills to the Canadian lumbermen. These were quickly supplanted by the speedy but wasteful circular saw, these by the faster gang, with its disregard of qualities, and now the economical band sawmill, combining speed and economy, has full sway. We are always to be found in the advance guard in the march of improvements.

# WATEROUS

Is the name we ask you to remember when about to purchase SAW MILL MACHINERY, ENGINES, BOILERS, FRICTION GRIP PULLEYS.

Brantford,—Canada.

Our Saw-Mills are in Successful Operation all over Canada, Central and South America, Australia, Europe and the East. Write or wire for prices and date delivery.

A B C AND LEIBER'S CODE USED.

Now is the time to consider the important change from a Circular or Gang to the

## ALLIS BAND MILL

Recently a customer, who had steadily refused to abandon the wasteful circular, ordered an "ALLIS" BAND MILL. On enquiring the cause of his sudden change he replied, "I never believed in a band mill till this fall. I had a stock of a million feet cut at a neighbor's mill with one of your Allis Band Mills, and was simply astounded at the quantity of lumber I received, and its handsome appearance."

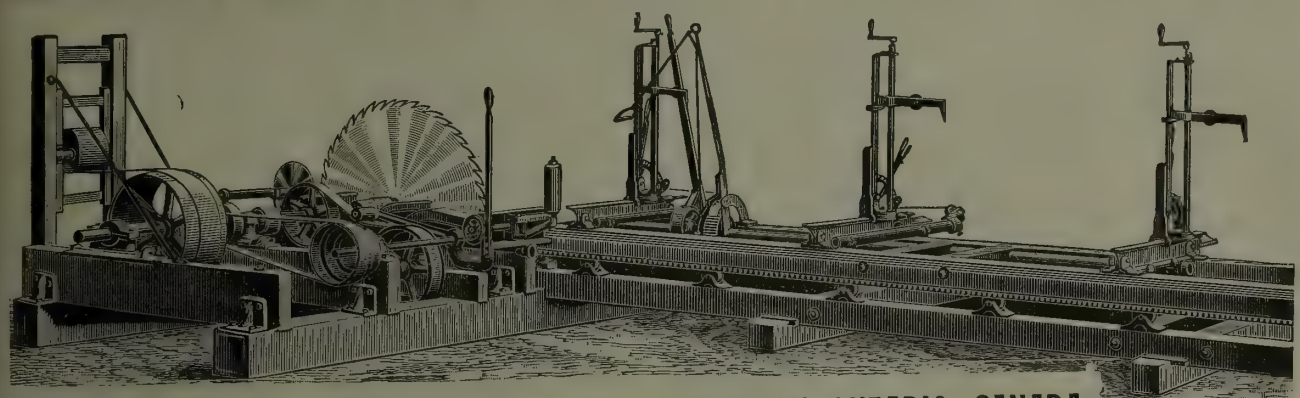
Saw-Mill,
Wood-Working,
Brick-Making,
Planing, Pulp-Making,
Fire Appliances,
Engines, Boilers.

ALL HIGH-CLASS MACHINERY

THIS IS THE BEST WAY TO GET OVER THE ILL EFFECTS OF THE DINGLEY BILL
WRITE US TO-DAY

**Waterous, Brantford, Can.**

# NEW PORTABLE SAW MILLS



*Traction and Plain Engines of different sizes*

*Threshers, Clover Hullers, Horse Powers and Road-Making Machinery.*

MANUFACTURED ...BY... SAWYER & MASSEY CO., LIMITED - HAMILTON ONTARIO, CANADA

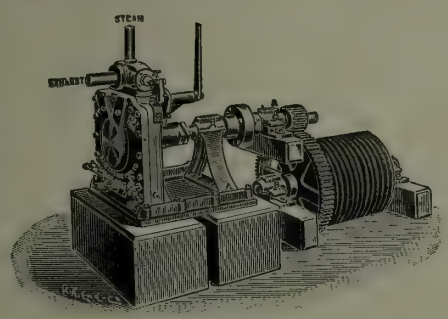
SEND FOR CATALOGUE

Please mention the CANAGA LUMBERMAN when corresponding with advertisers.

BEST MAIN DRIVE. REGISTERED CANDY'S PATENT TRADE MARK GUARANTEED. CANDY'S AMERICAN COTTON BELTING

Sole Canadian Agents :-: Prices Reduced.
WATEROUS, BRANTFORD, CANADA.

THE DAKE STEAM FEED



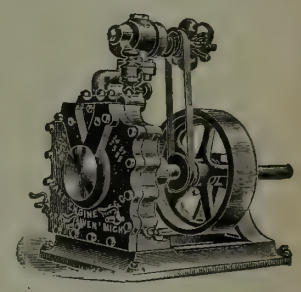
Embodies the following Advantages:
SIMPLICITY OF CONSTRUCTION,
POSITIVE AND EASY MANAGEMENT,
ECONOMICAL USE OF STEAM,
SMALL SPACE OCCUPIED,
CHEAPNESS,
EASY ADAPTATION TO FITHER NEW MILLS OR THOSE NOW IN USE.

The movement of the engine in either direction is under the absolute control of the sawyer, thus accommodating the speed of the feed to the size of the logs.
Mill men who have used other makes of Steam Feeds comment favorably on the economical use of steam of our feed over others.
Write for Catalogue and full particulars.

The Phelps Machine Co. - Eastman, Que.

The Dake Engine

For Running Dynamos in Small Isolated Plants.



STEADY AND EVEN MOTION

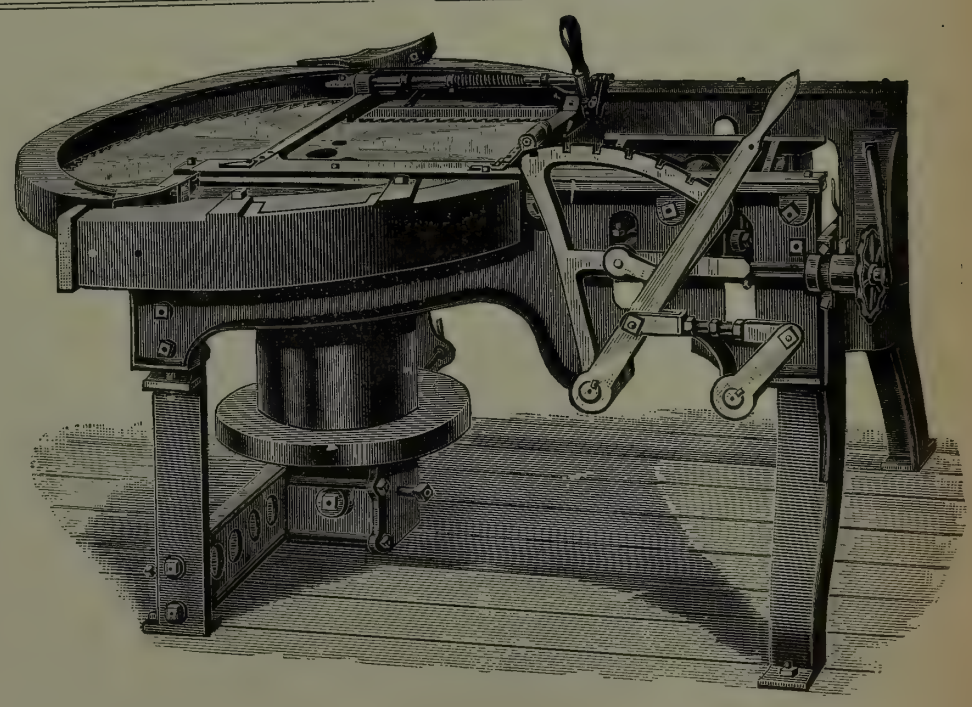
Also for Attachment Direct to Fans, Blowers, Centrifugal Pumps, Filing Room Machinery.
Correspondence Solicited.

# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON · ONTARIO

Manufacture

Band Saw Mills
Gang Saw Mills
Circular Saw Mills
Portable Saw Mills
Shingle Mills
Lath Mills
Saw Filers, and all of F. J. Drake's Patents



DAUNTLESS SHINGLE AND HEADING MACHINE.
Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter.
Capacity 25,000 to 50,000 per day.

Our Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.

CORRESPONDENCE SOLICITED

# THE JAMES ROBERTSON CO., Limited.

Manufacturers of..... Saws of All Description

A Full Line of Mill Rubber and Leather Metal, &c., always

Supplies, including Belting, Babbit carried in stock.

Head Office: 144 William St. MONTREAL

Factories at MONTREAL, TORONTO, and ST. JOHN, N.B.

ALL OUR SAWS FULLY WARRANTED

Orders promptly attended to. Satisfaction Guaranteed.

CIRCULAR, GANG AND MILL SAWS A SPECIALTY

Correspondence Solicited.

# SUPPLIES
## OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

# RICE LEWIS & SON
(LIMITED)

Cor. King and Victoria Sts. - TORONTO

## A. McPHERSON

Manufacturer of

## SHANKS AND CHISEL BITS

For Inserted Tooth Saws.

Warranted equal to any on the market.

Also Manufacturer of

**Locomotives and Trucks** for the Pole System of Tramways for handling logs and lumber in the woods.

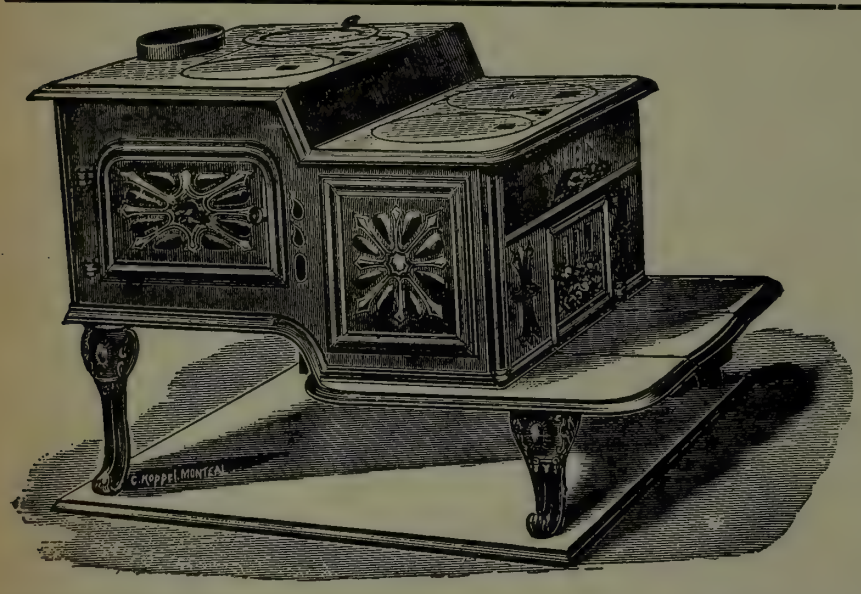
Correspondence Solicited.

A. McPherson - OXFORD, NOVA SCOTIA

# Notice to Millmen

THE OXFORD FOUNDRY & MACHINE CO., Oxford, N. S., have rebuilt, and are better prepared to give satisfaction, and would solicit a share of the public's patronage.

We manufacture all kinds MILL MACHINERY; also TRAMWAY OUTFITS.



# Lumberman's STOVE

Made SPECIALLY STRONG for rough usage, and in every respect adapted for lumberman's use.

**Size of Fire Box, 12 x 13 x 27 Inches. Size of Oven, 8½ x 14 x 27 Inches.**

Fire Box can be made smaller by a moveable grate. Has large Pot Holes. A special air chamber between Fire Box and Oven improves its baking qualities. This stove is the favorite with Lumbermen in Provinces of Quebec, New Brunswick and Nova Scotia.

**Write Us At Once.** **Prompt Shipment.**

## CARRIER, LAINE & CO.,

263 St. Joseph St., QUEBEC — LEVIS, QUE. — 145 St James St., MONTREAL

## The McMillan & Haynes Co., Limited

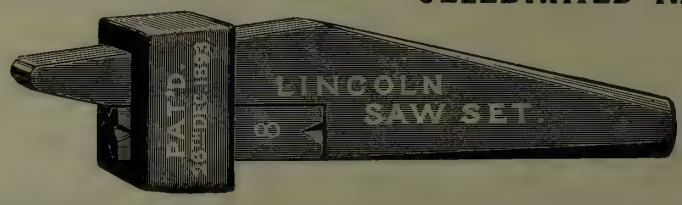
ST. CATHARINES, ONT.

# CELEBRATED NICKEL-STEEL CROSSCUT SAWS

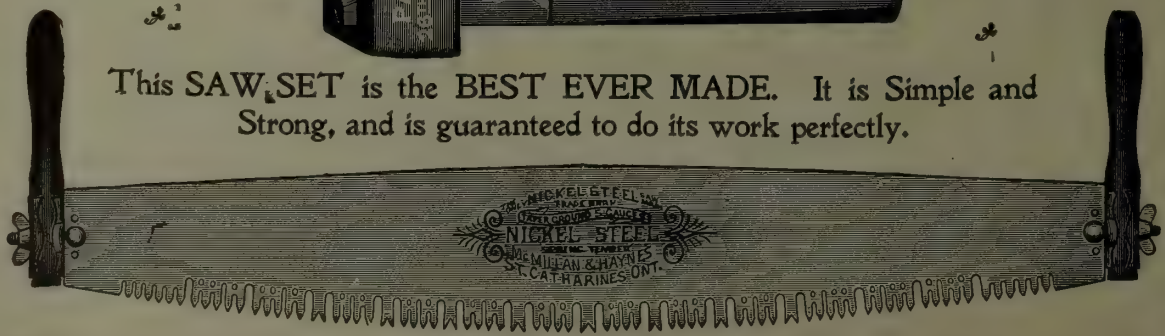
We lead all others in High-Grade Crosscuts and Saw Tools. A cheap, thick, clumsy saw is dear at any price.

The price of a good saw is soon saved in the extra work it will do.

Be sure you use McMILLAN & HAYNES SAWS. They are all warranted to give entire satisfaction.




This SAW SET is the BEST EVER MADE. It is Simple and Strong, and is guaranteed to do its work perfectly.




We also manufacture Axes, Files, Saw Jointers, Cant Hooks, Steel and Brass Bedsteads. We have a cheap bed with wire mattrass attached suitable for shanties.

We handle the Famous KELLY AMERICAN AXES. Their Flint Edge is guaranteed to stand in cold, frosty weather, better than any other axe made.

USE THE FAMOUS .. **PINK LUMBERING TOOLS**

Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks

Cant Hook Handles, Peavy Handles } By Car Load or Dozen

Pike Poles, Skidding Tongs, Boom Chains

Lowest Prices ◎ THOMAS PINK ◎ PEMBROKE, ONT.

# THE CANADA LUMBERMAN

WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XIX. NUMBER 1. | TORONTO, ONT., JANUARY, 1898 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.



## MAGNOLIA METAL

In Use by Ten Leading Governments.

BEST ANTI-FRICTION METAL

For All Machinery Bearings

BEWARE OF FRAUDULENT IMITATIONS

MAGNOLIA METAL CO.

OWNERS AND SOLE MANUFACTURERS

266 and 267 West Street, NEW YORK

Chicago Office: TRADERS BUILDING.

Montreal Office: Messrs. Caverhill, Learmont & Co., Agents.

London Office: No. 49 QUEEN VICTORIA STREET, LONDON, E. C.

FOR SALE BY ALL DEALERS

## Ottawa Saw Works Co.

Manufacturers of All Descriptions of..... SAWS { Circular, Mill and Gang, Shingle, Butting, Concave, Band, Cross-cut, Billet Webs.

Correspondence Solicited.

Middle Street, OTTAWA, ONT.

## MOORE STEAM PUMP

For Stationary, Traction and Marine Boilers.

High and Low or Special Duty.

Send for Illustrated Catalogue.

DARLING BROTHERS

Reliance Works - MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.

Frank Darling, Agent, Nelson, B. C.

J. Herbert Larmouth, B.A.Sc., Agent Central Chambers, Ottawa, Ont.

## For Sale ★ Low

2 150 Light Dynamos

1 250 Light Dynamo

Compound Wound, 110 volts; Complete with Rheostat, Sliding Base, etc. Just the thing for an Isolated Plant in a Factory or Mill.

These Dynamos are perfectly new and guaranteed, and will be sold very low to close consignment.

*Write for Particulars*

JOHN STARR, SON & CO., Limited.

Electrical Contractors

HALIFAX, N. S.

## KLONDYKE OUTFIT

1 Eider Down Sleeping Bag, 14 lbs.; 1 pair Fawn Wool Blankets, 10 lbs.; 1 pair Rubber Hip Boots (Corrugated Soles); 1 pair Moccasin Hip Boots (Hob-Nailed Soles); 1 pair Prospector's Waterproof Raw Hide Knee Boots (laced); 1 only Waterproof Kit Bag (leather bound); 1 suit Duck Clothing (wool lined); 1 suit Mackinaw Clothing (Storm Cuffs); 1 suit Unlined Duck; 1 suit Leather Vest (corduroy lined); 1 suit Leather or Duck Pea Coat (fur lined); 1 suit Underwear (hand knit); 1 suit Underwear, lighter weight; 1 only All Wool Tweed Top Shirt; 1 each Navy and Army Flannel Top Shirt; 1 only Mackinaw Sweater (Knit Collar and Cuffs); 1 pair each Elk and Hand Knit Wool Mitts; 1 pair Hand Knit Wool Sox; 1 pair Elk Moccasins (laced); 1 pair Fur Lined Leather Sleeping Sox; 1 Eider Down Cape Hood; 1 Knit Woolen Tuque; 1 suit Oil Clothing and Hat; Towels, Yarn, Mending Wool, Needles, Shoe Hemp, Wax, Linen Thread, Handkerchiefs, Patent Buttons, Scissors—

**All Complete for $130.00, f.o.b. Ottawa.**

All above Goods of Approved Quality and Make, suitable for Klondyke wear, and most of which we supplied the Mounted Police, and Hon. Mr. Sifton and Major Walsh's parties. Manufactured by.....

JAMES W. WOODS. Ottawa. Ont.

Montreal Office, 290 Guy St. Vancouver, B.C., Office, 536 Hastings St.

WHOLESALE

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED.*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING AND LACE LEATHER

Danville, Que.

Sole Canadian Agents for the Celebrated

PEUGEOT AÎNÉ

## Band Saws

THE BEST FRENCH BLADES MADE

*We Carry a Complete Stock - Prompt Shipment Guaranteed*

Send for List.

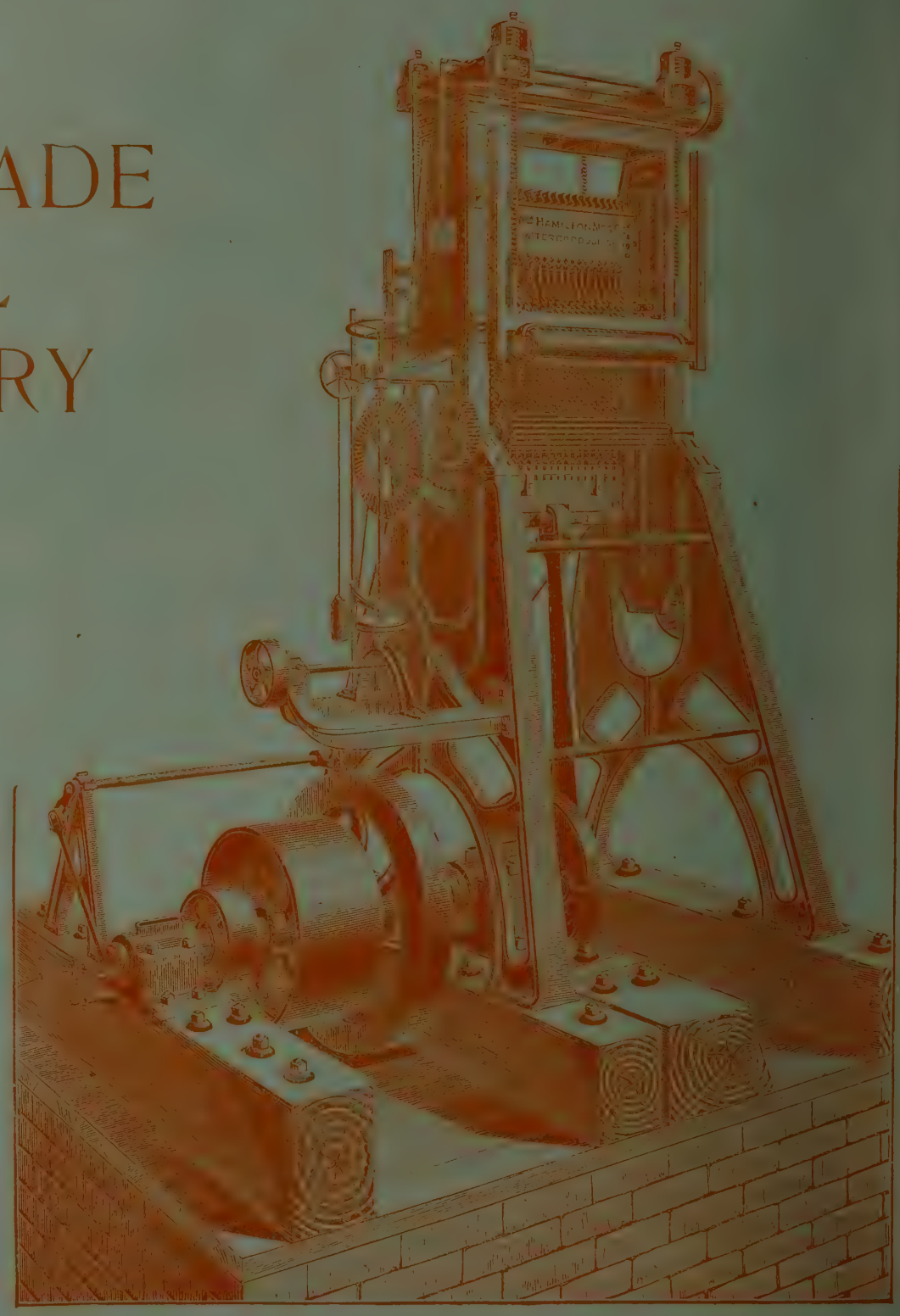
PRICES GREATLY REDUCED

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a Complete Line of

## HIGH GRADE SAW-MILL MACHINERY



**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

We are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

## The Wm. Hamilton Mfg. Co., Limited

Branch Office: VANCOUVER, B.C.

PETERBOROUGH, ONT.

# THE CANADA LUMBERMAN

VOLUME XIX. NUMBER 1. | TORONTO, ONT., JANUARY, 1898 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

## LUMBERING IN BRITISH COLUMBIA.

[BY A SPECIAL CORRESPONDENT.]

LUMBERING on the Pacific coast is a vastly more difficult problem to work out than lumbering in the eastern parts of the Dominion. The absence of snow and hard frosty weather plays its important part in the item of cost of logging; then again, the logs can be bought from the logger as cheaply as a limit holder can take them off his own limits. This seems hard for the eastern lumberman to take in. To put it in other words, the selling value of logs delivered at the mills is the cost of the labor that has been put on them, plus fifty cents per thousand feet timber dues, plus the profit (if any) the logger may have; so that as things have been, and as they are likely to be for a time, the limit holder realizes nothing on his holdings worth the venture.

The local government of British Columbia, who seemingly all along have been selling their berth-right for "a mass of pottage," are to blame to a great extent for this state of affairs, but at the same time the distance from consuming markets and the heavy freight rates regulate the prices that may be netted for forest products. This in turn regulates the price of logs and wages, with the result that a great many men, not satisfied with their lot, are joining in the gold seeking rush to the Yukon country, and the cost of labor is increasing in value on both the Canadian and American sides of the line, while the immediate supply of logs and lumber is less at the present time than has been the case at any previous time since the trade began. All things considered, the lot of the mill-man in British Columbia cannot be called an overly happy one.

Another item that plays its part in the cost of manufacture is the necessity for the operation of dry kilns in connection with every plant. All lumber and shingles shipped, excepting heavy dimension stuff, must be kiln dried, this being done purely to lessen the freight, while the use of a dry kiln always means heavy cost in handling and re-handling stock, besides the cost of the plant and the steady consumption of as much steam in the process of drying as would run a mill of the same capacity in Ontario. Still, in spite of all the difficulties and draw-backs, the Pacific coast lumbermen struggle on with commendable pluck, and whether they are meeting with any great measure of success or not, they surely deserve their share. For several years past none of the mills can claim to have made much money, and a number of large and very expensive plants are still lying idle, the combined capacity of the idle plants being much greater than those in operation. The total capacity of all mills in existence in the province is about 650 million feet of lumber and about 350 million shingles per year. Hopes are entertained by those in the trade that next year will show more encouraging results than any year yet, these hopes being based largely on the prosperous state of the North-West. The volume of trade done shows a steady increase, year by year, but there is room for much more increase in trade before real prosperity can be looked for.

Touching on the woods being manufactured, first in order of commercial importance comes the Douglas fir (Pseudotsuga Douglasii). Our American friends to the south, with their characteristic egotism, call this wood Oregon pine. Eastern Canadians are getting more acquainted with this wood every year, and while it does not and cannot supersede the use of white pine for many purposes, all over Canada it is supplying a want where large and strong dimension timber is called into use. For flooring this wood is particularly well adapted on account of its freedom from knot or defects and tough wearing qualities. Throughout Manitoba and the North-west fir flooring is almost exclusively used, and through the eastern provinces many who are acquainted with the nature of the wood are specifying its use for different purposes. This wood is also exported by water to all points of the world.

Next in order of commercial importance comes red cedar (Thuya Gigantae). Our American friends have the ownership of this wood nailed also, as they call it Washington red cedar. However, red cedar is all right, whether its stump happened to be in British Columbia or in Yankee land. Comparing this wood with Ontario woods in point of usefulness to man, it is about half way between white pine and Ontario cedar, fit for all the purposes for which Ontario cedar is adapted, and used for the same purposes as white pine in some cases, and as door and sash making, shingles, house finish, ceiling, siding, etc. This wood is much softer and takes a bruise easier than white pine, but for non-liability to shrink and swell, and for beauty of natural grain, it leaves pine behind. At present British Columbia mills are shipping red cedar, to some extent, over the whole Dominion.

Lastly, in order of importance, but still a useful wood, is spruce (Picae Englemanni). Our American friends call this wood by a lot of names, and not a little of it is sold in their eastern markets as white pine. It fills a want that neither fir or cedar can. Its main use at present is in box making, the consumption of it in salmon and fruit boxes totalling to a surprisingly heavy quantity. Considerable of it is also shipped in the form of clear squares for turning lumber for piano and organ building, and for refrigerator construction, and it is also manufactured into various finished forms, such as ceiling, siding, etc.

Apart from these three woods no other Pacific coast wood need be mentioned. The province is practically without hardwoods, and where such are required for mechanical uses, they are imported from the eastern parts of Canada. Some experiments have been made in using Australian hardwoods, but without much satisfaction, and where the good old hardwoods of Ontario, such as oak and hickory, are useful in Ontario, they are equally useful in British Columbia.

WISHING YOU

A

PROSPEROUS NEW YEAR

## INVENTOR OF THE BAND-MILL.

WRITING from Charleston, West Virginia, a correspondent of the Chicago Northwestern Lumberman says: The inventor of the band-mill, without which no modern saw-mill is thought to be complete to-day, lives in Charleston, W. Va. This man is J. R. Hoffman, who made the first attempts to produce lumber with a band-saw in Fort Wayne, Ind., in 1868. He did the first work alone, working out his own ideas against the advice and opinion of saw mill men everywhere, who did not believe such a device was practicable. The first band-mill had a 7 foot wheel, and the saw used was 45 feet long, 6 inches wide and 16 gauge. The pulley was built up from an iron center with wooden arms and a wooden rim. The saw for this mill came from France, there being no works in this country at that time that could furnish a saw of this kind. During the Franco-Prussian war the factory from which this saw was obtained was destroyed, and it became necessary to seek another factory. This was finally found in France, and the industry proceeded without further interruption. After putting up 50 or more band-mills in various parts of the country the Hoffman patents began to expire, and Mr. Hoffman abandoned the business to return to that of sawmilling, with which he had been identified for a long term of years.

## A PIONEER CANADIAN LUMBERMAN.

FORTY-FIVE years ago, in the townships of Ancaster and Beverley, not many miles from the future city of Hamilton, saw the beginning of the great lumber firm of Mickle, Dyment & Co., of Barrie, Gravenhurst, Severn Bridge, Thessalon and other places. It was then that Mr. N. Dyment, a bright, enterprising youth of seventeen years, laid the foundation of the large firm of to-day in which he is the chief figure.

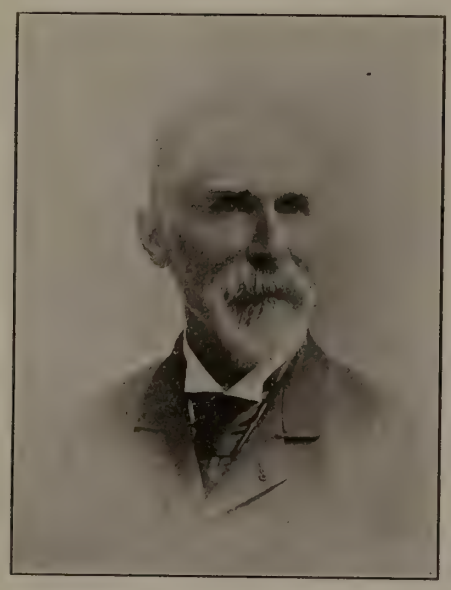
From his earliest years Mr. Dyment was disposed toward a business career. The bustle and activity of the pioneer saw mill, with its possibilities of supplying the lumber demand of a rising country, caught his fancy. His first operation involved one pine tree, which he purchased for a dollar. This dollar he earned by cutting two cords of wood. This first transaction of his long and successful business career he describes with evident pleasure, when recalling the pioneer days of the lumber trade, in which he has been so prominent a figure for twenty-five years past.

In Ancaster and Beverley there were originally rich pine forests, and he soon established a large business and built several other mills on the line of the Great Western Railway. As the country developed the timber became scarce and dearer. Mr. Dyment has seen the time, in that part of the province, when $100 would purchase 100 acres of choice pine. He has also seen the time when the same timber was worth $312 per acre.

About twenty-five years ago, having cut most of the available timber of that country, he extended his operations into Simcoe county, Muskoka, and the North shore, removing his place of residence to Barrie. Here pine was plentiful and cheaper. Many mills were established in the northern country, to be removed to other points from time to time, as the timber supply became exhausted. The mills at Thessalon, however, have been in operation continuously since they were started twenty-five years ago.

The output of the firm has been as high as fifty million feet in one year. Now the average is thirty-five million feet.

Mr. Dyment has always been conceded as one of the best posted men we have on lumber and the lumber trade.



MR. N. DYMENT.

He has been through every stage of the business, from the machinery to the counting room or camp life in the pine woods. A close observer of life, events and business methods, he has a most interesting individuality. One cannot converse with him without acquiring useful knowledge for any walk of life, the fruit of his long and active business experience. His quiet, thoughtful manner and genial disposition renders him an enjoyable companion. The firm employ from 300 to 400 men the year round.

---

The Jacquet river property in New Brunswick, owned by Mr. J. P. Doyle, has been sold to Capt. Geo. R. McDonough, the St. Martins lumberman, and others. The business will be managed by M. A. Ferguson, who has been in the employ of the Prescott Lumber Company.

## LUMBER IN WISCONSIN AND MINNESOTA.

"The Story of a Pine Board" is the title of an article by W. S. Harwood in the November St. Nicholas. Mr. Harwood says of lumbering in Wisconsin and Minnesota :

About 4,160,000,000 feet of logs were cut in the season of 1895—that is to say, what is equivalent to 4,160,000,000 pieces of board twelve inches square and one inch thick. I wonder if even the lumbermen themselves, and the log cutters, and the manufacturers of lumber in the great mills, realize what an enormous amouut of lumber this is. Why, it would build a house around the globe, with a main roof ten foot high and a large attic, ceiling up the inside walls and roof with sweet fragrant pine ; it would put down a matched floor, and then, when the house was all completed, there would be left enough lumber to build tight board fences on either side of the house, three and a half feet high, the whole distance around the globe. Besides all this there would be shingles enough for a good portion of the house; and then, if the mighty builder of such a globe circling house wanted to fit it up a little more neatly, there would be a large supply of laths, and, I suppose the plasterers could furnish him enough stucco and lime.

Or, if he wanted to construct a roof shelter for all the people of the globe, our mighty builder could accommodate them all, allowing to each man, woman and child a clear space of two square feet in which to stand, and still have room left over for five hundred millions of men, with the same room in which to stand. And to look at it in still another way, the same builder would have material to construct a bicycle path of pine a little over two feet wide from the earth to the moon, for there would be nearly 800,000 miles of board a foot wide and an inch thick. In sawing this lumber up into the required length and thickness, there was a great waste of sawdust, so great indeed that the sawdust pile would stand 112 feet high on a city square and 500 feet square at the base, and this is saying nothing about the vast amount of pieces of slabs which are split up into kindling.

This enormous quantity of lumber represents merely the output of two forests, one in the northwestern part of the state of Wisconsin and the other in the northern part of the state of Minnesota, and at the rate the logs are being cut there will not be a piece of forest left standing in all this vast region at the end of ten years, unless something is done by the government to put a stop to the ravages.

---

## CANADIAN CAPITAL IN NEWFOUNDLAND.

Reference was made in THE LUMBERMAN recently to the formation of a company to develop the timber resources of Newfoundland. This company, we are now informed, is composed of Rhodes, Curry & Co., of Amherst, C. P. Pelton, B. B. Barnhill, C. T. Hillson, W. T. Pipes, W. W. Black, Josiah Lusby, J. Avard Black, Thompson Smith, Dr. Smith and G. A. Fowler. The company will at once apply to the Newfoundland Government for incorporation, and the provisional directors will be Hon. W. T. Pipes, N. Curry, William Black, C. T. Hillson and T. W. Smith. There are twelve in the company, two of the others being Messrs. Rhodes and D. B. Barnhill. The name of the company will be the Exploits Lumber Company.

The property acquired is that formerly held by the Exploits Wood Company, an English concern, and consists of 820 square miles, or nearly 560,000 acres, located in the southwestern part of Newfoundland and largely covered with pine. There is also a large quantity of spruce and poplar pulp wood, besides a good deal of white birch suitable for spool-wood. The English company, which has been operating there for a few years, leased a considerable part of the property from private individuals and some from the Government. The new company has acquired the limits under twenty-year leases at $2 per square mile yearly rental, with the option of renewing at the end of twenty years.

The seat of the milling operations will be at the village of Botwoodville, so called from an Espiscopal clergyman who was one of the original lumber company and a founder of the settlement. It lies nine miles from Exploits bay and 260 miles from St. Johns, with which it is connected by rail. The mill is fitted with gang and rotary saws and has a machine shop in connection. There is also a steamer valued at $5,000, which is used in towing lumber down the river. The company expect to manufacture 4,000,000 feet of lumber this season, but when greater facilities have been provided and contemplated improvements secured, the annual output will reach twelve millions, nearly all of which will be sold in the English market. Sixty hands will be employed this season, all natives, the conditions of sale requiring that native labor shall in all cases be employed, except the mechanical portion.

In addition to the property secured, the Exploits Wood Company have the refusal of 350,000 acres more, heavily timbered, and including all the timber worth mentioning on the island. Possession of this will give them a monopoly of the lumber trade and place great possibilities within their reach.

Mr. C. T. Hillson, of Amherst, N.S., is manager of the company. He has lately returned from the scene of operations, and will reside in Amherst until the spring.

---

## ESTABLISHED OVER FIFTY YEARS.

In the year 1840 the late R. Anglin established the lumbering business at Kingston, Ont., now known as S. Anglin & Co. Upon the death of the founder, his son, Mr. J. Anglin, who had been associated with the business for some years, became the senior member. The portrait of this gentleman, now fifty-five years of age, is herewith presented.

The premises occupied by this firm are very conveniently situated on the banks of the Cataraqui river, with ample

MR. J. ANGLIN.

wharfs and a well equipped saw-mill and planing-mill, fitted with the usual saw-mill machinery. The sawdust and refuse of the mill is carried direct to the boiler-room by a number of chutes, keeping the planing factory and the saw-mill free from refuse. The yards, covering about three acres, are well supplied with shed room for finished material, and have good railway shipping facilities, with switch lines from both the Grand Trunk and the Kingston and Pembroke railways. A commodious and nicely finished office building has lately been erected, being isolated from the other buildings as a precaution against fire. The firm have also a large up-town yard and wharf at the foot of Ontario St., adjoining the Kingston Water Works.

Mr. Anglin constantly strives to keep all his equipment up-to-date, and has lately installed one of the largest-sized McGregor, Gourlay & Co.'s stickers to meet the requirements of his increasing trade.

---

## UTILIZING SAWDUST.

The following receipt for utilizing sawdust and shavings is taken from an English exchange :

Take two pounds of pitch and six pounds of resin ; melt over a slow fire, add half a pint of turpentine and mix thoroughly with a quantity of sawdust and shavings. When cold break into pieces to be used for lighting fires, a small piece being all that is necessary to light a fire. In England this method of utilizing sawdust is said to give profitable returns, and might, we think, be adopted by lumber manufacturers in Canada.

---

In recent issues we have presented the facts showing the development of quite a demand for sound, straight-grained hickory with which to build sleighs for transporting passengers and freight through the Yukon country, says the Lumberman's Review. Most of this lumber goes to Tacoma, where the sleighs are built, and several carloads have already been shipped to that point from Tennessee. It is mostly five, six and eight-quarter stock.

# THE DUDE IN THE LUMBER CAMP.

## A Narrative of Facks, by "Josiah the Truthful."

ROUND the lumber shanty fire, one cold and stormy night,
The boys were gathered to enjoy the genial heat and light;
And pipes of sundry shades and strengths were sending forth a cloud,
That filled the place with fragrance blue and nearly hid the crowd.

A rude and wholesome supper had, as usual, closed the day,
And now for these big brawny chaps has come the hour of play;
And the special form of pastime to-night is spinning yarns,
At which the champion, sans dispute, is huge Josiah Barnes.

Josiah had a giant form and a very solemn face,
And told the toughest stories that found utterance in the place;
But he told 'em as the gospel truth, with ne'er a ghost of smile,
As "ackshell facks he'd know'd hisself," and air devoid of guile.

"I guess I never tole you 'bout that dude we had up here,
A-livin' in the shanty as a hand the other year?"
And looking slowly round the crowd he met a general shout
Of negatives, politely backed with cries of "Spit it out!"

"Well," said Josiah the Truthful, "You see His Dandyship,
He came up to the limit that summer fer a trip,
And camped out with a party of other dudes from town,
Jest nigh the river yender, to git their skins done brown.

"You'd see 'em out a-fishin', or bathin'—every one
A-holdin' up their faces and bare arms to the sun;
They on'y had a fortnight, and wanted it to 'pear
They'd bin away a-roughin' it abroad fer 'bout a year.

"Well, in about two weeks or so they all went back agin
Exceptin' this here rooster, a feller small and thin,
With legs jes like two matches and a little red mustache,
A-wearin' a blazer jacket and a belly-band, or sash.

"He took a sort of notion he'd like the shanty work,
And it would be more helthy ner bein' a bank clerk,
So our foreman reely hired him—to let him have his fling—
A-loggin' all the winter and a-drivin' in the spring.

"Fust night he said he liked it, tho' he did feel ruther tired,
But he was bound to stick it through all season now he'd hired;
And yit, tho' he was hungry es a wolf from extry work,
You'd ought to saw him squirmin' at the fat and salty pork!

"He couldn't go it nohow, and the thick merlasses stuff
Was too many fer his feelins,' he sed 'twas "wather wuff,"
So he riz up from the table and went and told the chief,
He'd take some maple syrup, or tenderloin of beef.

"I grieve to state our fellers didn't seem to symperthise
With him, and frequent used to knock his eyeglass off his eyes;
And when that fust night he sot down and lit a cigarette,
Jim Bludso held a pistol, boys, and made him swaller it!

"Our chaps they didn't like his ways—too much of lawdy-daw,
And it made 'em mad and vicious whenever he said 'aw!'
So they done their best to cure him and make him walk aright,
By tossin' him in blankets and so forth every night.

"And then their efforts at reform in day-time didn't slack,
Out in the woods they'd frequent drop a snowball down his back;
Or set him hitchin' up the mules, not mentionin' their tricks,
Which led, es they intended, to a few improvin' kicks.

"Now, thinkin' it all over I'm free to say that Dude
Was treated in a manner that bordered on the rude,
And I can't help a-feeling some pity in my heart
When I remember how he finally—er—sorter—went apart.

"He never was a favorit around the lumber camp
Es you kin guess from wot I've said—too much of "swagger" stamp;
But then agin the luck he had, jes' like hisself, was slim,
And I am reely sorry fer—wot is left of him.

"He's livin' in the city now, or leastwise his remains
Resides down there quite healthy, his body, head and brains—
The rest of him is scattered round the limit more or less,
Tho' they've got a portion of him at the hospertal, I guess.

"The fust slight break he made wus when he went to cut a tree
And let the ax slip somehow and chopped a foot off, see?
And as he lay a-groanin' he didn't lay quite clear,
And another bit of timber fell and kinder took an ear.

"Yet still he didn't leave us, he certainly had grit,
But about a fortnight later his skull got somewhat split;
I can't tell how it happen'd fer the facks got mixed, you know,
With his losin' of the other leg by an accidental blow.

"And yet he stayed on with us and seemed to gain and thrive,
Till in the spring we started down the river with the drive,
But when we struck the rapids the logs jammed, as they will,
And he got both arms a-mangled in the mix-up and the spill.

'They took him to the city where them arms wus amputated,
And subsequent he lost an eye—or so I've heerd it stated.
There's nothin' left to tell about, so I will close right here
By statin' thet he hain't a dude no more sense that same year."

—J. W. BENGOUGH.

# EXPORT OF SAW-LOGS.

## Future Ontario Licenses will Provide for the Manufacture of the Timber in Canada.

On Monday, December 20th, the Ontario government submitted the timber bill to the House. This bill, in brief, provides that Ontario saw-logs shall in future be manufactured within the borders of the Dominion, a provision which will meet with the hearty approval of lumbermen and Canadians in general. Hon. Mr. Gibson, Commissioner of Crown Lands, introduced the measure, and accompanied it with a somewhat lengthy statement of the situation. It is entitled "An Act Respecting the Manufacture of Pine Cut on the Crown Domain," and reads as follows :

THE TIMBER BILL.

1. All sales of pine timber limits or berths by the Commissioner of Crown Lands which shall be hereafter made, and all licenses or permits to cut pine timber granted by the Commissioner, shall be so made or granted subject to the condition set out in the first regulation of schedule A of this Act, and it shall be sufficient if such condition be cited or mentioned as 'The Manufacturing Condition' in all notices, licenses, and permits or agreements or other writing.

2. The regulations set out in schedule A to this Act are hereby approved.

3. The Lieutenant-Governor-in-Council may make any further or additional regulations necessary to enable the Commissioner of Crown Lands to carry into effect the object and intent of the regulations contained in schedule A.

4. This Act shall come into force on the 29th day of April, 1898.

SCHEDULE A.

1. Every license or permit to cut pine timber on the ungranted lands of the Crown, or to cut pine timber reserved to the Crown on lands located, sold, granted, patented, or leased by the Crown, which shall be issued on or after the 30th day of April, 1898, shall contain and be subject to the condition that all pine which may be cut into logs or otherwise under the authority or permission of such license or permit shall, except as hereinafter provided, be manufactured into sawn lumber in Canada, that is to say, into boards, deal, joists, lath, shingles, or other sawn lumber, or into waney board or square or other timber, in Canada ; and such condition shall be kept and observed by the holder or holders of any such license or permit who shall cut, or cause to be cut, pine trees or timber under the authority thereof, and by any other person or persons who shall cut or cause to be cut any of such pine trees or timber under the authority thereof, and all pine so cut into logs or otherwise shall be manufactured in Canada as aforesaid.

2. Should any holder of a timber license or permit, or any servant or agent of such holder, or any person acting for him, or under his authority or permission, violate or refuse to keep and observe the condition mentioned in the preceding regulation, then, and in such case, the license or permit to cut pine timber on the berth, territory, lot, or lots included in the license or permit, and on which or any part of which the pine was cut, and in respect of which or any part of which there was a breach of such regulation or a refusal to observe or keep the same, shall be suspended and held in abeyance, and shall not be re-issued, nor shall a new license issue, unless and until so directed by the Lieutenant-Governor-in-Council, and then only upon such terms and conditions as the Lieutenant-Governor-in-Council may impose.

The Commissioner of Crown Lands, his officers, servants, and agents, may do all things necessary to prevent a breach of the aforesaid condition or regulation, and to secure compliance therewith, and may, for such purpose, take, seize, hold, and detain all logs so cut as aforesaid, and which it is made to appear to the Commissioner of Crown Lands it is not the intention of the license, owner, or holder, or person in possession of, to manufacture or cause to be manufactured as aforesaid in Canada, or to dispose of to others who will have the same manufactured in Canada, until security shall be given to her Majesty satisfactory to the Commissioner that the said condition will be kept and observed, and that such logs will be manufactured in Canada as aforesaid ; and in the event of refusal on the part of the licensee, owner, or holder, or person in possession of such logs, to give such security within four weeks after notice of such seizure and demand of security by, or on behalf of the Commissioner, then the Commissioner may sell or cause to be sold such logs by public auction, after due advertisement, to some person or persons who will give such security to Her Majesty as the Commissioner may require that such logs shall be manufactured in Canada. The proceeds of such logs shall, after such sale, and after deducting all expenses of such seizure and sale, and any sum due and owing to Her Majesty for or in respect of any timber dues, trespass dues, ground rent, or on account of the purchase of any timber or timber berths by the owner, licensee, or holder of a permit, or other person who has cut or caused to be cut such logs, or who is the owner or holder of the same, be paid over to the person entitled to the same.

4. Provided, nevertheless, that nothing in the preceding regulations which requires pine logs or timber to be manufactured in Canada as aforesaid shall apply to logs or timber cut and in use in Canada for any purpose for which logs or timber in the unmanufactured state are or may be used.

5. Provided, further, that these regulations shall not apply to the east half of the township of Aweres, in the district of Algoma, containing 18½ square miles, nor to 22 square miles in the district of Thunder Bay, composed of berths 2, 3 and 4 of the timber sale of 1890.

6. The foregoing regulations shall not come into force unless and until they shall be approved by an Act of the Legislature.

MR. GIBSON'S SPEECH.

In introducing the bill, Mr. Gibson referred to the fact that not until recent years had the question of the exportation of saw-logs from the Georgian Bay called for special consideration. He submitted the following statement, compiled from the trade and navigation returns of the Dominion, showing how far these particular exports have been going on from Ontario from the year 1880 down to the end of last year :

| Year. | Feet. | Value. |
|---|---|---|
| 1880 | 72,000 | $ 784 |
| 1881 | 2,020,000 | 13,298 |
| 1882 | 2,632,000 | 20,208 |
| 1883 | 1,243,000 | 13,323 |
| 1884 | 1,641,000 | 11,397 |
| 1885 | 964,000 | 7,906 |
| 1886 | 378,000 | 2,284 |
| 1887 | 2,864,000 | 24,429 |
| 1888 | 6,349,000 | 49,000 |
| 1889 | 383,000 | 3,270 |
| 1890 | 10,834,000 | 94,254 |
| 1891 | 32,116,000 | 261,479 |
| 1892 | 36,699,000 | 313,281 |
| 1893 | 73,887,000 | 651,122 |
| 1894 | 125,837,000 | 1,050,550 |
| 1895 | 277,837,000 | 2,359,278 |
| 1896 | 211,745,000 | 1,859,369 |
| Total | 787,481,000 | |

Mr. Gibson pointed out that during the past 30 years the Dominion government had taken the following steps in connection with an export duty on saw-logs : The Canadian parliament in 1866 fixed an export duty on saw-logs of $1 per thousand feet board measure. That remained the law of the land for about twenty years. In 1886 the Dominion parliament increased the export duty to $2 per 1,000 feet, and by the same measure the Dominion government were authorized by order-in-council to increase it to $3 per thousand if thought expedient. Then in 1888 the Dominion government were authorized by the Dominion parliament, whenever it was deemed to be advisable in the public interests, to reduce or remove the export duty on saw-logs. On Nov. 13, 1888, under the Act of 1888, the export duty was increased to $3 per thousand feet board measure. Then again in 1889, by order-in-council, the duty was reduced to $2 per thousand feet board measure, and on Nov. 11, 1890, a further order-in-council was passed entirely removing the export duty.

It was always considered, Mr. Gibson said, that there was more money for the country in a free export of lumber or manufactured timber from this country into the United States than there would be by the imposition of any duty upon the export of the unmanufactured material. That seems to have been the view by which the parliament of Canada and the Dominion government had been actuated, and he had no doubt that that was the correct view so far as this country was concerned, in realizing on the products of our forests, whether they be pine timber, cedar, tamarack, or any other variety of our timber resources.

The position remained as above described until a recent date, when the Dingley bill was passed by the American Congress, imposing a duty of $2 per thousand upon lumber going into the United States from this country. That was, of course, a reversal of the policy of the previous Administration, and naturally a very important change in policy. But the feature of the legislation which has caused the trouble was the retaliatory clause, the effect of which was that while our mills, or lumbermen, after manufacturing their logs into lumber and taking that lumber to the American market, are charged $2 per thousand, the Michigan lumbermen who tow the logs over to the American side and manufacture them into lumber in their mills there have an absolute advantage of $2 per M over their Canadian competitors.

Referring to the cost of sawing logs, Mr. Gibson said : "It is urged that the main part of the industry is in the sawing of logs. That is not the case. Since taking charge of my department, the duties of which have necessarily brought me into contact with these questions, I have been surprised to find how small the proportion of the labor engaged in the conversion of saw-logs into lumber was to the whole cost of the production of lumber, from the cutting of the material as it stands in the tree. I have here a calculation showing pretty conclusively that four-fifths of the total cost of labor is expended in the cutting of the trees in the woods, piling them, hauling them out to the streams, running them down the streams to the lake, and putting them into rafts for towing. I have a statement from a lumberman of great experience, one whose testimony on such matters would, I am sure, not be gainsaid for a moment in this House, as to the actual cost of milling. It is as follows :

Cost of sawing lumber at Peter's mill, including repairs, breakages, breakdowns, oil, fitting up in the spring, labor, and everything else—17,000,000 feet being shipped—$1.14½ per M.

Cost of shipping, freight and loading on ship, $1.12½ per M., the shippers themselves loading it from the front rows of piles.

In years when we did the loading ourselves the entire cost was about 17 cents per M. So that the moving of the rear piles to the front would be from 8 cents to 10 cents, or in all :

| | |
|---|---|
| Sawing | $1.14½ |
| Loading (if all done) | 17 |
| | $1.31½ |
| If, in loading, the shippers as part of freight load the front piles, the moving to the front would not cost more than 10 cents, thus, deducting from above | 7 |
| | $1.24½ |
| If freight is per Canadian vessels, then there is to be added freight | 1.12½ |
| | $2.37 |

The speaker then referred to the fact that the Michigan lumbermen themselves, who were

dependent upon Canada for their raw material, had assisted in bringing about the condition of affairs now existing. The rights of limit holders were then dealt with. It was admitted by a large majority that it would have been unfair on the part of the government to apply the manufacturing clause to licenses that are current at the present time. Moreover, the government had to consider what would be the effect of such a course upon the interests of those who have been in the habit every winter of receiving employment in connection with the lumbering operations on the Georgian Bay limits. Had these conditions been imposed, practically no logs would have been taken out during the present winter, and that would have meant almost starvation to large numbers of settlers in the communities who live in the neighborhood of these lumbering regions and who depend from year to year upon the work they themselves and their teams are able to get during the winter's lumbering operations. There had been changes on previous occasions during the existence of licenses, but they had not been so serious in nature as the present one. The government had raised the Crown dues on logs from 75 cents to $1 per thousand feet, and increased the ground rent from $2 to $3 per square mile. Every limit that was sold from time to time now was sold on the distinct and thorough understanding that the dues might be increased. But for reasons which he had stated, the government had felt that it would be a confiscation to have interfered with the operations of lumbermen under licenses existing during the present year.

Mr. Gibson then compared the position of the Georgian Bay and Ottawa lumbermen. The latter were nearer the eastern market, and were in a position to pay the two-dollar duty. They were therefore opposed to anything that would have the appearance of retaliation. Other arguments against the manufacturing clause were that it would depreciate the value of Canadian limits, and would prejudicially effect Canadian capital, seeing that the limits held by Americans were largely carried by Canadian banks; also that it would lead to the suspension of the operations of Americans in this province, thereby throwing a great many men out of work, and causing a stoppage of the expenditure heretofore made for teaming and supplies. All these considerations had to be carefully considered by the government, but while no doubt there were risks to be run, the government concluded that the objects to be gained, viz., the preservation of our timber supply, the decreased annual cuttings, and the home manufacture, were worth the risk.

Mr. Gibson, in conclusion, stated that the new regulations might serve the useful purpose of ultimately leading to the adoption of some practical forestry scheme whereby the amount of the timber cut each year might be controlled.

Mr. Whitney, leader of the Opposition, asked if the intention was that all licenses hereafter renewed will contain provisions compelling the sawing of the logs in Canada, but that they will not be interfered with during the present year. He was given a reply in the affirmative.

Mr. Reid inquired regarding the restriction of the present winter's cut.

Mr. Gibson replied that, from information received of the probable cut, they had not thought it necessary to impose any restrictions.

## INTERVIEW WITH THE ATTORNEY-GENERAL.

A DEPUTATION of Canadian lumbermen waited upon the members of the Ontario Cabinet on Friday, December 10th, and renewed their request that such measures be adopted as would compel the manufacture of saw-logs in Canada. The chief speakers were Messrs. James Scott, John Waldie, John Bertram and E. W. Rathbun, comprising the committee appointed at the previous meetings of lumbermen in Toronto to wait upon the government.

Ald. Scott gave the following reasons why all new licenses issued after April 30th, 1898, should contain a regulation that all timber cut on the Crown lands of Ontario shall be sawn, made into square timber or otherwise manufactured in Canada:

(1) The retaliatory clause of the Dingley bill passed by the United States has made it difficult for the Dominion government, without grave hardship and dislocation of trade being threatened, to place an export duty on saw-logs.

(2) Under present conditions of free logs for export and a duty of $2 per thousand feet, sawing on the Georgian Bay for the American market could not be continued; the business of sawing lumber would, of necessity, be transferred to Michigan.

(3) This would effect not only Canadian operators, but also Americans who have established their saw mills in Ontario, and who are certainly entitled to consideration.

(4) It would be a ruinous policy to provide the raw material free from our forests for competition against our own mills, who would be handicapped by the $2 duty.

(5) If the exportation of logs cut on Crown lands was entirely stopped, Canadian lumbermen would enter no complaint of the $2 duty, considering it entirely a matter under the jurisdiction of the United States.

(6) While fully recognizing the rights of proprietorship, both of Canadians and Americans, in all licenses issued by the Crown, we consider the retaliatory clause an interference with our rights, and as Americans have induced the situation, it is for them to apply the remedy.

(7) What Canadian lumbermen want is simply equality and fair play in the work of utilizing the product of their own forests.

(8) If a duty of $2 is charged on lumber entering the United States, then an equal export duty should be charged on logs.

(9) Until the privileges contemplated by clause 7 be enjoyed, the only remedy is to prohibit the export of logs cut on Crown lands, and place American stumpage owners on the same footing as Canadians.

(10) Whenever, therefore, an equalization of conditions is brought about the embargo placed on the export of logs should be taken off.

This statement was signed by Messrs. J. Scott; Huntsville Lumber Co., N. Turnbull, sec'ty.; E. W. Rathbun, Wm. Irwin, John Bertram, Thos. M. Sheppard, Imperial Lumber Co., C. D. Waren, president; J. & T. Conlon, James Playfair, W. J. Sheppard, Chew Bros., Burton Bros. and J. S. Playfair, on behalf of the deputation.

Ald. Scott supplemented the statement with a few observations. He said that the lumbermen of the province had not changed their views in regard to the matter, and did not take back nor modify anything that they had said on former occasions. He stated that he had never taken the position that Canadians were not willing to trade with the Americans under a free exchange of forest products. He did not think the lumbermen of the country took the view that under no circumstances should the export of logs be permitted.

Mr. Gibson: The Government are being told every day that every log should be manufactured in the country.

Ald. Scott replied that he did not think the former deputations had urged that there should be no exception to the rule.

Mr. John Bertram favored a policy that would secure the free entry of all our products into the United States. There was a large quantity of timber other than pine, such as spruce, hemlock and cedar, standing on the lands which had been sold, the cutting of which into ties, posts and other articles would give work to Canadians. If free entry into the United States market could be secured for this, great advantage would result to this country. The utilization of the coarse products of the forest with free entry into the United States would be worth more to the country than all the logs that Americans had purchased.

Mr. E. W. Rathbun thought the recommendation of very mild form. It was not a question of how much standing timber we had, but of the quantity of white pine and spruce there was in the United States which could be put in a marketable form to compete with similar kinds of Canadian timber on the markets of the world. Accepting the statements of authorities in the United States and in the Old World, the supply from both sources was very limited. Therefore the important question for us to decide, bearing in mind our own resources, and the resources of our competitors, the industries that the forests would sustain, and the demands of foreign markets for the products of these forests, was whether we were not justified in taking the position that Ontario timber should be manufactured within our own borders. He approved of the principle of not restricting the sale of timber limits, and not excluding anyone who would bring capital into the country, but he believed that if the whole of the timber was required to be manufactured here, capitalists and enterprising men would be attracted to Canada from the United States to a greater extent than ever before.

Mr. Hardy: The Michigan lumbermen are very powerful in their own state. Does it occur to you, Mr. Rathbun, that the Michigan Legislature might throw obstacles in the way of Canadian trade, in connection with railway traffic, etc.?

Mr. Rathbun replied that these things should be considered. He was strongly opposed to retaliation, but did not anticipate any danger from restrictions such as Mr. Hardy mentioned.

Mr. Hardy asked if any estimate had been made of the quantity of lumber cut by small local mills.

Mr. Rathbun could give no accurate figures. He admitted that the smaller mills were too apt to be lost sight of. Pine was not everything. Our cedar, hardwoods, spruce, etc., were more and more wanted in the markets of the world. The demand for box shooks and similar stock was rapidly increasing. Replying to a question by Mr. Hardy, he stated that he did not think there would be any slump in the value of timber limits by compelling timber to be manufactured in this country.

Mr. Waldie followed, also touching upon the bonding question. He was strongly in favor of compelling the manufacture of saw-logs in Canada, and gave the following reasons therefor:

1st. As I believe it is the only name by which we can retain any portion of the business of sawing lumber in the Georgian Bay, and prevent the depopulation of our towns in that district.

2nd. It is the only available means that will tell as a factor if Michigan mill men desire to influence legislation at Washington. The lumbermen of Canada having already asked the Dominion government to take power to put an export duty on logs, and that power not being exercised, has prejudiced the position of Michigan men at Washington, who ask that the agreement covering the $1 duty on lumber and free logs between the two countries should be restored. I firmly believe that an absolute restrictive condition should be inserted in all the licenses that will be issued on the 30th of April next, and to prevent if possible the impression that has by some means gained a footing in the United States, that Canada will do nothing to retain the manufacture of the logs within the Dominion.

3rd. If the Georgian Bay is to obtain a fair share of the export trade to England, it must be by increasing the manufacture at certain points, so that a sufficient quantity can be supplied by the foreign trade in competition with such points as Albany, Tonawanda and Saginaw. What the English buyer requires is to get a large quantity of a certain class of lumber at one point; and this condition not only applies to the lumber trade, but to all other manufacturing industries in Ontario which are looking to an export market for their products.

Some remarks by Mr. Loughrin, M.P., brought up the question of the utilization of the coarse forest products. Mr. Rathbun held that a greater manipulation of the coarse timber should be encouraged in this country. There was a wide market in England for box shooks.

Mr. Hardy: How much lumber could Great Britain use for box shooks?

Mr. Rathbun: All we can manufacture in Canada from cull lumber.

The question of an import duty on lumber was then raised. Mr. Ross asked: Is it a fact that coarse lumber manufactured in Michigan mills from Canadian logs is being shipped into Canada, competing with Canadian lumber.

Mr. Waldie replied that it was a fact. This lumber was being brought into Sarnia, Windsor, Chatham, London, Hamilton and Toronto. He believed from twenty to thirty million feet were imported annually.

Upon being asked, Mr. R. Laidlaw, of Toronto, stated that this year he had brought to Sarnia from Duluth some 4,000,000 feet.

Mr. Hardy said he had noticed that Manitoba took 14,000,000 feet of lumber. What was the duty, he enquired.

Mr. Bertram: None.

Mr. Hardy: Would it be practicable to put a duty on in Ontario and the eastern provinces, and not in Manitoba?

Mr. Bertram replied that it would not. Any duty imposed would have to apply to the whole of Canada. He pointed out that the mill owners in Northwestern Ontario who sold their output in Manitoba, would at once request the same protection for that province as was given Ontario.

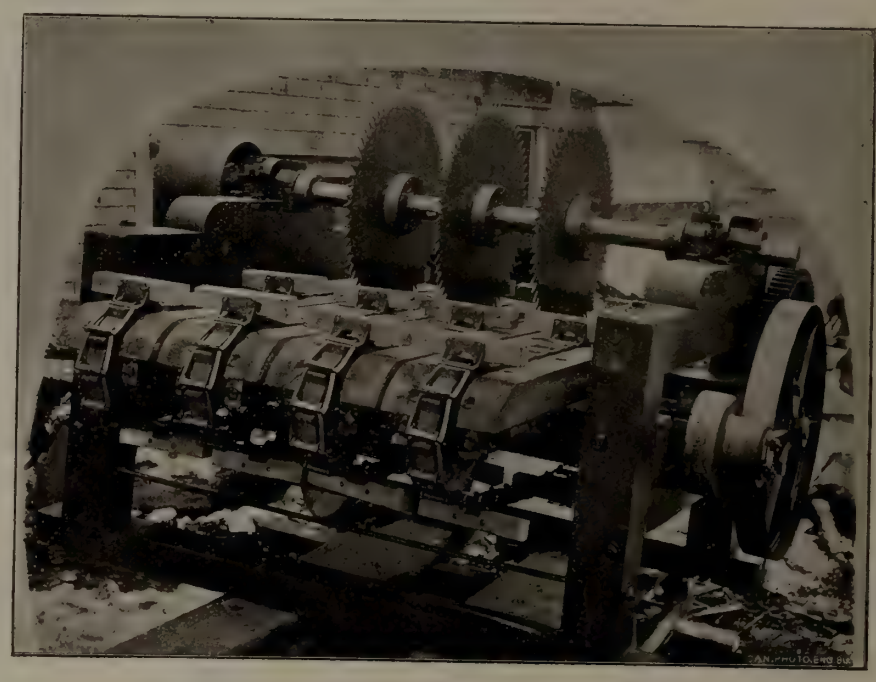
Mr. Waldie said that the Georgian Bay mills could supply the Manitoba market if the C.P.R. would give reasonable rates, but they could not be induced to do so.

## MACHINE FOR CUTTING SLABS AND EDGINGS INTO FIREWOOD.

MANY lumber manufacturers have experienced considerable inconvenience in disposing of their lath edgings and slabs, owing to the difficulty in getting the material to the furnaces to be burned. This induced Mr. Kilgour Shives, of Campbellton, N.B., to design a machine for cutting slabs and edgings into firewood. This machine, of which an illustration is presented herewith, is said to give exceedingly good results. Referring to its construction, Mr. Shives writes as follows :

"This machine was built to cut 4-foot slabs or edgings into 16-inch or 12-inch lengths, as may be desired. It is a strong, heavy, substantial machine, built to do very heavy work and stand lots of rough usage. It is a self-contained machine, requiring only one belt to drive from shaft, the feed being driven by a small belt from end of arbors. The arbor is of 3-inch steel, and the driving pulley 12-inch diameter and 9-inch face. The saws are 30 inches diameter, and make 1,350 revolutions per minute. The chains that carry the wood through the saws and the sprockets are very heavy for the work, No. 85 Ewart chain and $F^2$ attachments being used. The saws, being on the arbor above the table, do not break as they frequently do when the saw arbor is placed under the table, and there is no danger of the operator being injured by pieces of wood flying towards him, as is the case when the arbor is placed under the table."

Mr. Shives is prepared to build these machines for any persons desiring same, and will be pleased to give further particulars and quote prices upon application.



MACHINE FOR CUTTING SLABS AND EDGINGS INTO FIREWOOD.

## A DOUBLE-ACTING BAND SAW.

THE idea of utilizing a band saw so that a board will be taken off from the log at both the forward and backward movement of the carriage is not entirely new, although it has not been heretofore considered practicable. Now a Minneapolis firm claim to have attained success. They took an old discarded band saw and cut teeth on the smooth side. The double-acting band saw was then swung over the wheels of the Allis band on the "long side" and put in operation. At first the men on the carriage were a little slow in getting onto their job. It made them hustle to have to set the logs over at both ends of the track, but when they got used to it very little time was lost, excepting, of course, that the carriage would not return as fast with the saw cutting its way through the log as it would be in the old way doing no sawing at all.

The experiment was declared satisfactory, and next year the firm hope to be able to increase their output by 75 per cent. All the changes that will have to be made in the mill will be to move the sawyer's lever back a little to permit of the live rolls being extended between the two sides of the band saw, and along in front of the log deck for a distance of about 14 feet, in order to bring back the board sawed off on the return of the carriage. The live rolls will have to be extended to this distance. The reason why this method of sawing has not been successful heretofore is the fact that it was not possible to keep the saw on the wheels. In other words, the tension was not strong enough at the right point. While sawing in the ordinary way, the large wheels of the band saw are tilted toward the log, and the saw is rolled a little shorter on the teeth side in order to hold the saw to the wheels. Now, with the log coming against both sides of the saw, it will be necessary for the wheels to be placed perfectly straight, but the face of the wheel will have to be made convex, and the saw will have to be so rolled that it will be longer in the centre, and shorter and having greater tension on the teeth sides. This will hold the saw to the wheels, no matter which way the pressure of the log is against the saw.

## SECOND-HAND MACHINERY.

FROM various causes, such as death of proprietor, insolvency, fires, dissolution of partnership, etc., there is always a large amount of second-hand machinery for sale all over the country. The objective "second-hand," when applied to machinery, takes from it whatever of distinctive price may have attached to it when new. The further description that it is "as good as new" adds but little to its value, and if one has been used only a day, a week, a month, or a year, no wear may be perceptible, but it is logically true that much of its life and usefulness is spent.

There is perhaps more second-hand saw mill, wood-working and cooperage machinery for sale now than at any previous time. The improved prospects in the lumber, cooperage and wood-working trades are also creating a larger demand for it.

Very many widows and orphans have the most part of their inheritances left them in the form of machinery plants, either as whole or part owners. Where the surviving parties are competent to carry on the business successfully, and are honest, the widow and the orphans may secure an income. But at best the widow owner of stock in a machinery plant is at a disadvantage, and nine times out of ten it is better that she sell out and put her means where she can control it. Where a widow, suddenly bereft of her husband, is left a saw or planing mill or other machinery plant as sole owner, she will find it about the most unsatisfactory of all species of property. She cannot operate it herself, and it is next to impossible to find anyone else who can or will operate it successfully, or who will take proper care of it. The remedy in such a case is to sell the plant as soon as possible. Of course, there are some widows who can and do operate the plants their husbands left them with fair success, but their number is but one out of two thousand. We can call to mind only two or three in all the southern states.

A large proportion of the idle second-hand wood-working machinery is the result of financial embarrassments. It generally falls into the hands of bankers or capitalists who advanced money to the original operator. As a rule the banker or the capitalist will hold on to the machinery in the hope of getting at least a large per cent. of his money back, until it so deteriorates that it becomes a question whether he can sell it at all. The writer has in mind one wood-working plant, consisting of a saw mill, planing mill and attachments for producing all sorts of finished wood-work for the wholesale or retail trade, said to have cost originally $25,000, that fell into the hands of a banking firm early in 1893, and has been held awaiting a purchaser since. No effort was made to advertise the plant for sale, as the bank officials felt confident that the plant would bring the small sum of $5,000 or $6,000 that had been advanced upon it. After four years of idleness the machinery has deteriorated greatly in value, the cost of a watchman and insurance has enlarged their claims against the plant, and now they are looking for someone to take the entire plant off their hands at $2,000. As a rule, machinery that has been run for any length of time deteriorates more rapidly in value by standing idle than it would under constant operation in careful hands.

It is not difficult to sell a small saw mill plant to a neighbor for a fair price on good terms, because in every locality there is always someone anxious to embark in the lumber manufacturing business, and generally the less he knows of the business the more enthusiastic he is on the subject. But for large plants buyers are few, and their views on prices, if based on experience, are very low. Parties finding themselves with a large amount of second-hand machinery on their hands as assets to be realized on should lose no time in seeking a purchaser. If there is not one in the neighborhood able and willing to buy it at a fair price, and the owner has no acquaintance or but a limited acquaintance with people engaged in the trade for which his second-hand machinery is suitable, he should immediately proceed to cultivate their acquaintance. This can be done by a judicious advertisement in the trade papers that represent the interests that use the class of machinery to be sold. Pick out the right sort of an advertising medium and go in to win. Remember that while there is a fixed price on all standard new machinery, there is none on it at second-hand. It is worth only what it will bring. The more bidders the better offers will be had.—The Tradesman.

J. Woodruff is building a saw mill at Sydenham, Ont.

## MR. GEORGE McKEAN.

THE shipping and lumbering reports of the North Atlantic coast bear the names of men who have achieved a success unrivalled in other branches, and who have been among the most important factors of our commercial and industrial progress. The subject of the present sketch, Mr. Geo. McKean, of St. John, N.B., is one of the three or four shippers who take undoubted precedence in the exportation of lumber from the Maritime Provinces to the markets of Great Britain.

Mr. McKean was born in Newry, Ireland, in the year 1841. As he grew to manhood he became interested in the lumber trade, and in 1867 came to St. John as the representative of Francis Carvell & Co., of Liverpool and Newry, who were at that time heavy importers. He afterwards became a member of the firm and continued with them until early in the eighties, when they ceased business. Mr. McKean then became identified with the large firm of Jas. Smith & Co., acting as their agent, and about the first of the present decade launched into the shipping business for himself. He is now the representative of the large importing firm of Liverpool, Price & Pierce.

Mr. McKean's shipments from St. John for the years 1890 to 1895, averaged over twenty million feet annually. For the past two years they have not been so large from that port, but his St. John shipments are small in comparison with those from other ports in New Brunswick and Nova Scotia. From Parrsboro alone, a small shipping town in the latter province, he has shipped between twenty and twenty-five million feet in one year. He has been doing business there since 1885, through his well-known agent, Capt. Norby. He also ships largely from Grindstone Island, Baie Verte, Shediac, Pugwash and other points in their vicinity.

Mr. McKean deals exclusively with the European markets; his vessels are all transatlantic, and are chartered sometimes to the extent of 60 and 70 in a year.

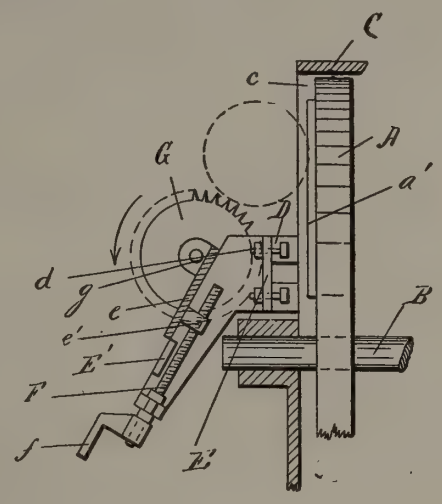
In April, 1854, Mr. McKean married a daughter of the late P. P. McGivern, of St. John. They have a residence on Sewall Street and a beautiful summer home at Rothsay. Though never courting publicity in personal matters, Mr. McKean is always considerate to those calling upon him. He is extremely popular in business circles, and is frequently spoken of as a perfect business man.

## THE SAND BLAST FOR SHARPENING FILES.

J. J. Holtzapffel, in a paper recently read before the Society of Arts on the uses of the sand blast, alluded especially to the value of the process in sharpening files and the superiority of the process, the sand blasted file doing twice the work of the ordinary file in the same time, this superiority being now so fully recognized that 240,000 dozen files are so prepared in Sheffield yearly. They can also when worn be resharpened over and over again, without grinding out the old marks, for about 2½ per cent. of their value. He also spoke of the efficacy of the blast in removing every trace of scale from iron castings so that the finest tools may be applied at once to the metal, and of its usefulnes in refacing grindstones and emery wheels, cleansing bicycle tube surface before brazing, granulating or frosting electric plate, gilding metals, gold and silversmith's work, and jewelry, and many other purposes suggestive of a widely extended field for the sand blast in metallurgy.

## RECENT PATENTS OF INTEREST TO LUMBERMEN.

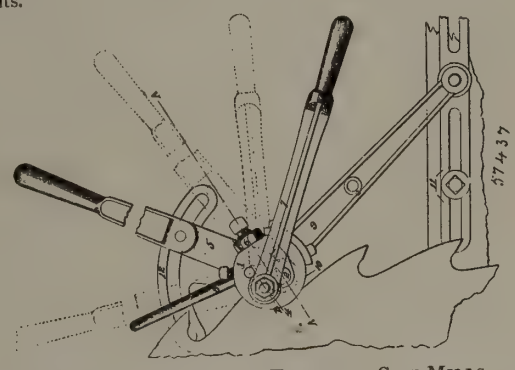
PATENTS have recently been granted in Canada for the following devices, which will be found of interest to lumbermen and woodworkers :




BARK CUTTER.

Patentee : S. W. Butterfield, Three Rivers, Que. ; granted September 4th, 1897 ; 6 years.

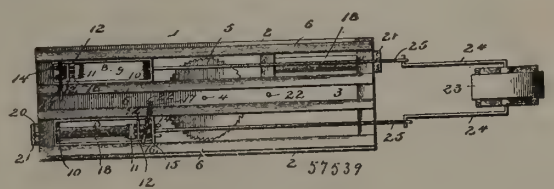
The claim is for a bark cutter, the combination, with a revoluble disc provided with knives on its face, and a casing provided with an opening at its upper part, of a carriage secured to the front end of said casing, and provided with an inclined support, a bracket slidable on the said support, toothed wheels journalled in the said bracket and arranged to support the logs in front of the cutters, and driving mechanism for revolving the said wheels. The slidable bracket carries the shaft and wheels, being supported by the carriage. The driving pulley is carried by the said carriage, which pulley drives the shaft and intergearing bevelled toothed wheels, with an intermediate shaft, and universal joints coupling the adjacent ends of the two shafts.




SWAGE FOR UPSETTING TEETH OF SAW-MILLS.

Patentee : J. H. Steedman and G. F. Steedman, St. Louis, U.S.; granted 16th September, 1897 ; 6 years.

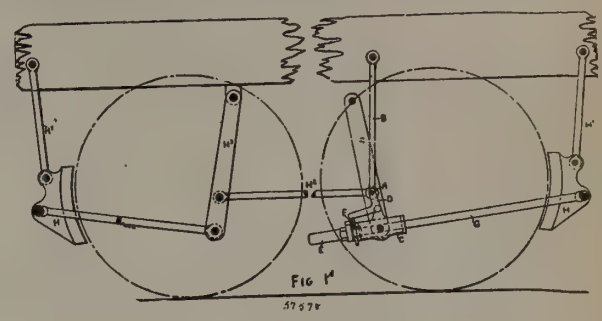
The claim therefor consists in a saw swage wherein the saw tooth is swaged by the rotation of an eccentric die, swaging out the tooth against an anvil the combination of the head 1, having slot 10, the eccentric die 2, the cylindrical anvil 3, clamping screws 4, the lever 5, set screw 6, the clamping lever 7, the adjusting stop 8, the arm 9, the adjustable slide 11, and the adjustable arc 12.




CLAPBOARD MACHINE.

Patentee : Patrick Conroy and Jere Neterer, of New Whatcom, U.S.; granted 22nd September, 1897 ; 6 years.

This clapboard machine consists in a reciprocating bolt-carrier, consisting of an open rectangular frame having inwardly-projecting teeth on one end of its walls, and a flange extending from side to side in advance of the other end wall and parallel therewith, a toothed dog arranged in front of the flange and having a stem projecting inwardly through the flange, and the end wall of the carrier, a spring on the stem abutting against the end wall and tending normally to force the dog forward, an arm extending rearwardly from the dog through the flange and bent upwardly, a lever pivoted at one end to one side of the carrier and connected intermediate at its ends with the said arm, and a fixed stop on the machine-frame to engage the free end of the lever and cause it to retract the dog. In a tilting table provided with central end journals, one being supported in end of machine-frame and projecting outwardly beyond it, and the other in a suitable bearing within the frame, a segmental rack 21 secured to the outer face of the said end bar concentric with the projecting journal, with a spring arm to rock the table and lock it in its adjusted position, combined with a reciprocating bolt-carrier and means to release the bolt from the carrier to permit it to drop onto the table.




LOG PEELING MACHINE.

Patentee : John Moravec, Chatham, N.B., granted 25th September, 1897 ; 6 years.

The points claimed by the patentee are the combination, with a bed, a head stock and tail stock mounted on said bed, and a chuck, of a hollow live-spindle carried by the head-stock and arranged to operate the chuck, a plurality of centre-points carried by the tail stock, a slide rest, a tool pivotally mounted on the slide, rest and means for keeping the tool at a uniform distance from the periphery of the log. In a means for holding and revolving the log, of a tool-holder, a pair of knives placed in said tool-holder, one knife being arranged to cut at right angles to the other, and means for holding the knives in a predetermined relation to the periphery of the log, whereby one knife rips the periphery of the log and the other knife cuts a strip therefrom. In a bed having channelled extensions, of a slide-rest provided with brackets, and a series of balls running in the channelled extensions and supporting the brackets, and a hollow cylinder forming a life-spindle mounted in uprights and rotatable on the balls.

## TIMBER IN THE KLONDIKE.

The following interesting letter on the timber resources of the Klondike region is from the pen of Mrs. Alice Palmer Henderson, and appeared in a recent number of the Timberman.

If sawdust is gold dust, why dig in the mines? Why not live in town, even if it is the wickedest town on earth—Dawson, the river metropolis for the Klondike, fourteen miles back in the mountains? It is safe to assert that Harper & Ladue, owners of that saw-mill, haven't a more profitable gold mine than that same little engine, working away 20 hours out of 24 under the shed roof. It was netting them about $1,000 a day when I was there in August and must be making much more now, for lumber prices are much advanced, I hear, and the mill is run the other four hours. This is the same mill that was erected at Forty-mile, the first on the Yukon, but was removed when the rush to the Klondike began a year ago. When I was at Dawson they were working two shifts ten hours each and couldn't get enough logs for the rest of the day. They averaged 7,000 to 8,000 feet cut a day and employed seventeen men. The engineer and sawyers received $15 a day, the others $10. One of the sawdust haulers is an ex-mayor of Seattle. The firm is obliged to pay $3 a thousand tax to the government. When I was there they were paying $50 a thousand for logs and charging $150 for the sawed lumber and as much for slabs, but some months before they were receiving the modest sum of $750 a thousand.

The only other saw-mill in the Yukon Valley is at Anrik, where one is owned by the Episcopal mission and leased by the year.

Several new saw mills will doubtless go in next season. They are needed now, and will be imperatively so next summer. The only one I know of so far, however, is that to be taken in ready to set up at once and capable of turning out enough "to build a town in a day," as early as possible in the spring. It is part of the project of the million-dollar company, formed of rich and practical mine owners from Colorado, recently formed.

Loggers are in demand there and are paid $15 to $20 a day. They float their logs down the river in small rafts. There is a curious current in front of Dawson, part of the river flowing up and part down, so that it is a difficult thing to land the rafts there.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

C. H. MORTIMER
PUBLISHER
CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:
One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Special pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

### *TO VISITING LUMBERMEN.*

*Lumbermen visiting Toronto are invited to use the office of the CANADA LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way they may desire.*

### OUR REVIEW NUMBER.

FOLLOWING our custom in past years, the next issue of THE LUMBERMAN will contain the annual review of the lumber trade for the year 1897. This we desire to make even more complete than heretofore, and would ask the assistance of our readers to this end. In order to secure the required information, printed circulars have been mailed to a large proportion of the saw mill owners throughout the Dominion, and it is earnestly hoped that manufacturers will answer as many as possible of the enquiries and return the circular to this office at their earliest convenience.

Those who through inadvertence may not recieve the circular are asked to send us particulars of the season's trade, including volume of output as compared with the previous year, quantity of lumber in stock, and such other information as will assist us in compiling a review which will be of interest and value to the trade generally. A copy of the circular will be sent on application to any manufacturer who may have failed to receive one. Whenever a wish is expressed that the name of the manufacturer should not appear in connection with the particulars supplied, the request will be complied with.

Manufacturers are asked not to confine their remarks to answering the questions asked in the circular, but to supplement these with any comment which they may feel disposed to offer regarding the season's trade and the outlook for the new year. By the kind assistance of lumbermen we hope to present in our February number a more complete review than ever before.

### TIMBER POLICY OF THE ONTARIO GOVERNMENT.

IT was generally understood that the Ontario Legislature was convened earlier than usual this year for the purpose of dealing with the timber question, public sentiment having demanded that some action should be taken. In the speech from the throne on November 30th, the Lieutenant-Governor announced that among other measures to be submitted to the House would be a bill relating to timber and timber licenses. The question was also referred to at length by both the mover and seconder of the address, and the debate thereon continued for several days. Mr. Whitney, the leader of the Opposition, led a vigorous attack upon the Government for not having immediately announced its policy, his contention being that no saw-logs should be allowed to be exported from the country.

While this discussion was in progress, a deputation of Georgian Bay lumbermen interviewed the members of the Cabinet, reiterating their claims for the compulsory manufacture of the timber in Canada. By a report of this conference, published elsewhere in this number, it will be observed that the deputation urged that whenever conditions between the United States and Canada were equalized, then the Government should have power, by order-in-council, to remove the manufacturing clause.

The Government remained sphinx-like, and not an intimation was given as to what course was likely to be pursued. The report gained currency that an effort would be made to relieve the situation by imposing increased stumpage dues on all logs intended for export. This proved to be without foundation. The Opposition also claimed that the delay in presenting the bill was the result of a faint hope on the part of the Government that such reciprocal arrangements might be entered into between the authorities at Ottawa and Washington as would relieve the Provincial Government of the necessity of providing a remedy.

When, therefore, on the 20th of December, the Government brought forward a bill which provides that all licenses issued after April 29th next shall contain a provision that the timber must be manufactured in Canada, it came somewhat in the nature of a surprise. That the bill will be passed by the House may be said to be certain, as from no direction is there reason to expect opposition. The firm and decisive stand taken by the Government must be commended, and will, we feel assured, meet with the approval of lumbermen in general. The application of the manufacturing clause to current licenses has some advocates, but the majority are free to admit that it would be an injustice to interfere with the present winter's log production. From statistics received it is shown that the cut by American operators has thus far only slightly exceeded that of last year, and the season is now too far advanced to admit of any material increase.

The nature of the legislation is different in character from any heretofore adopted affecting the export of saw-logs. In some instances in the past a provision has been made at the time of the sale that the timber should be manufactured in Canada, but the present regulation provides that in future no timber shall be allowed to be taken out of the country in its raw state. Furthermore, no provision is made for changing the regulation by order-in-council, and it will therefore require another Act of Parliament to remove it from the Statute Book.

The legislation as framed at Washington has for years contained a retaliatory clause, by which it was hoped to retain free access to the timber of Canada, while at the same time compelling our manufacturers to pay a duty for the privilege of selling lumber in the United States market. We do not underestimate the value of this market to the lumbermen of Canada; on the other hand, we recognize the advantages of free interchange, but when it is presumed to so legislate as to place all the advantages on one side of the line, then the time for action here would seem to have arrived. The step that has now been taken may serve to bring our neighbors to a realization that there are mutual interests to be considered.

### SPAIN AS A MARKET FOR CANADIAN LUMBER.

MR. William Wyndham, consul at Barcelona, in a communication to the Department of Trade and Commerce at Ottawa, draws special attention to Spain as a possible market for Canadian lumber. The Spanish forests have been depleted, and supplies are now obtained from Russia, Norway and Sweden. It is gratifying to learn that this market has already received the attention of Canadian lumber shippers. During the past summer the first cargo to Spain was shipped from Quebec, and a second within the past month, while several smaller cargoes have gone forward from New Brunswick ports.

Particulars of only the first shipment from Quebec are to hand. The cargo consisted of 680 standards of 3-inch deals for Barcelona and 166 standards for Valencia, or a total of 1,675,080 feet. The freight from Quebec per standard of 1,980 feet was $13.20 for deals and $8.80 for ends, 9 feet and under. The deals were mostly 12 to 16 feet, and 3x6, 3x7, 3x8 and 3x9. The cargo for Barcelona was valued at $13,810, the manifest value being given as $15.677, and the 166 standards delivered at Quebec were invoiced at $3,696. Although we have no particulars of the prices at which the goods were sold, it is believed that the venture proved quite satisfactory to the shippers, as the fact of another shipment being made would indicate. Next season further efforts will no doubt be made to capture this market.

A correspondent of the Northwestern Lumberman furnishes some information regarding freight rates and duties which may be of interest to intending shippers. Rates of freight to Barcelona from Russia and Norway and Sweden rule from $9.75 to $12.25 per standard, and from the United States about $18. The customs duty on a cargo is three pesetas (59 cents) per cubic foot. The duties payable by ship are 4.875 pesetas (94 cents) when coming from Europe and 8.75

pesetas ($1.69) when coming from other parts of the world, for each 1,000 kilogrammes, or 2,240 pounds, of cargo discharged.

Prices of timber in Barcelona are from $6.30 to $7.50 a dozen pieces of planks, which is about 60 per cent. more than quotations in Norway and Sweden.

## EDITORIAL NOTES.

THE construction of the Ottawa and New York Railway, now nearing completion, will doubtless prove of great benefit to the lumber industry of the Ottawa valley and Eastern Ontario, shortening, as it will, the distance to the New York market. The distance by this road from Ottawa to New York, via Cornwall, will be 424 miles, while the distance via the Canada Atlantic, Delaware and Hudson, and New York Central railways is 469, 504 and 590 miles respectively. The new road will cross the St. Lawrence at Cornwall.

THE contention that carrying charges will prevent the shipment from Ontario to European countries of anything but the better grades and highest-priced lumber meets contradiction in the facts as they exist to-day. Already some of our largest manufacturers have been shipping box shooks to England, and we are informed that the Buckley & Douglas Lumber Company, of Manistee, Mich., recently loaded eight cars of two-inch hemlock, dressed, for shipment to South Africa. This shipment stands as an evidence of the new markets that are daily opening up for the timber products of the American continent.

A RECENT number of an English exchange states that sufficient attention is not paid by the wood-working establishments of Great Britain to the manufacture of trifles. This remark is equally applicable to Canada, and touches the point upon which hinges much of our future success in the disposition of our timber. The markets of foreign countries are limited, and when the supply exceeds this limit, the buyer is in a position to dictate to the seller, and prices immediately weaken. To guard against this condition, we should endeavor to manufacture as much of our lumber as possible into articles of woodenware, and by this means afford employment to a greater number of workmen. As an instance, the United States exports annually hundreds of thousands of stepladders to Great Britain, France, Germany, South America, and other countries. These stepladders are made of spruce or pine, from material which in many mills is allowed to go to waste or finds its way to the furnace to be used as fuel.

WE have recently heard the complaint that the insurance rate on saw mill property and lumber was too high, and in view of the excessive rate, some lumbermen have been carrying their own insurance. Owing to the inflammable nature of saw mills and the lumber in surrounding yards, the losses by fire are greater, perhaps, than in any other line of industry, and to this is attribuable the high rate charged by the insurance companies. Saw mill owners would no doubt find it profitable to equip their mills more thoroughly with fire-fighting appliances, of which there are a number on the market. Among the most efficient methods of protection is the ball nozzle system, controlled by the Ball Nozzle Company, of Toronto, which can be arranged to protect the lumber yard as well as the saw mill. The provision of such apparatus would lessen the danger of loss from fire, and, by reducing the percentage of loss in proportion to the value of property insured, eventually secure a reduction by the insurance companies of the rate charged on saw mills.

ADVERTING to the remarks in our last issue pointing out the wisdom of making a forestry display at the Paris Exposition in 1900, we have been advised by the Honorable the Minister of Agriculture that it is the intention of the Dominion government to make a special exhibit of forest products at this Exhibition. Just what steps the provincial governments will take to assist this commendable movement is somewhat problematical, although, in view of our rapidly increasing export trade, we feel reasonably certain that the matter will receive the consideration which its importance demands. In this connection, we observe the somewhat singular but undoubtedly correct statement, made by Major Moses P. Handy, special United States Commissioner to the Paris Exposition Universal, that South American purchasers go to Paris to buy. Thus, not only will a creditable exhibit of forest products tend to popularize our manufactures in the European markets, but visitors from almost the whole world will view the exhibit. At a time when so much attention is being directed to the pulp industry of Canada, we hope the opportunity to make known our possibilities in this direction will be taken advantage of.

## CANADIAN WEST INDIA TRADE.

HALIFAX, N. S., Dec. 24th, 1897.

To the Editor of the CANADA LUMBERMAN:

DEAR SIR,—In your issue of this month "Progress" writes a long article on Canadian West Indian trade, which contains statements so wholly inaccurate and contrary to facts, so far as the steamship service to the West Indies is concerned, that we feel called upon to put you and the public in possession of facts.

Irregularity of sailings seems to be the chief grievance so far as we, who are managers of the steamers, are concerned. In refutation of this alleged irregularity, we would tell "Progress" that since the spring of 1891, when we became managers of the steamers performing the work, they have sailed in accordance with contract with the government regularly each month both from St. John and Halifax, and also on fixed dates from Georgetown, Demerara, on the passage north. As evidence of this we enclose the company's Windward Island sailing cards for portions of years 1894, 1895, 1896, 1897, those previous to 1894 having been destroyed. The Jamaica service has been as regular as clock-work since 1888.

So far as the lumber trade is concerned, we refer "Progress" to the lumber producers and sellers of Ottawa and other western cities, who will probably tell him the true reason for Canadian pine finding its way to the West Indies via United States ports. The fault does not lie at the doors of the Canadian subsidized steamers.

Yours respectfully,

PICKFORD & BLACK.

## NEW BRUNSWICK LETTER.

[Regular Correspondence of the CANADA LUMBERMAN.]

NOW that nearly all the exporting for the year has been completed, shippers find more time to review their season's work, to cash up their accounts and reckon gains and losses. The confident feeling of the early part of the summer has in a measure been sustained by the large shipments, and it is probable that the losses will be found in the background.

It is safe to conclude that during the year at least 50,000,000 feet has been shipped from St. John in excess of the output of 1896, and as last year exceeded 1895 by 40,000,000 feet, the increase of the two years will be appreciated.

In making the following detailed review of the three years, the chief importing ports are given. The item set down opposite Manchester in the list of 1897 shipments shows some benefit to have been derived by Canada on account of the new ship canal.

The lumber shipments from St. John, N.B., to United Kingdom and continent of Europe were:

1895.

| Ports. | Spruce Deals. (Superficial Ft.) | Birch. (Tons.) | Pine. (Tons.) |
|---|---|---|---|
| Liverpool | 46,003,954 | 7,774 | 324 |
| Fleetwood | 5,917,199 | | |
| Bristol Channel | 23,973,809 | | |
| Other Ports (British) | 15,001,004 | 945 | |
| Ireland | 37,491,843 | | |
| Continent | 1,039,139 | | |
| Total | 129,426,848 | 8,719 | 324 |

1896.

| | | | |
|---|---|---|---|
| Liverpool | 67,292,634 | 8,740 | 128 |
| Fleetwood | 8,695,446 | | |
| Bristol | 37,797,014 | | |
| Other Ports (British) | 22,866,977 | 2,120 | |
| Ireland | 27,350,705 | | |
| Continent | 4,657,174 | | |
| Total | 168,659,950 | 10,860 | 128 |

To October 31st, 1897:

| | Spruce Deals. (Super. Ft.) | Bir h Deals. (Super. Ft.) | Birch. (Tons.) | Pine. (Tons.) |
|---|---|---|---|---|
| Liverpool | 55,854,896 | 1,906,852 | 7,801 | 92 |
| Fleetwood | 14,167,369 | 334,656 | | |
| Bristol Channel | 52,019,207 | 574,289 | | |
| Ireland | 51,208,528 | 31,637 | 40 | |
| Continent | 7,139,961 | | | |
| Manchester | 26,069,577 | | | |
| Glasgow | 11,080,677 | 1,599,447 | 314 | |
| London | 3,950,055 | | | |
| Other Ports | 3,323,661 | 112,559 | | |
| Total | 224,813,931 | 4,559,440 | 8,155 | 92 |

A shipment was sent last month to Spain by A. Cushing & Co., through Mr. Geo. McKean, as shipper, amounting to 600,000 feet of deals and ends. Very little, I am informed, has been sent to that country heretofore. Malcolm McKay sent two cargoes of 250 standards each this year to Valencia, Spain. He also sent a couple of small casgoes to Cartagena, Spain. I am also informed that Hon. J. B. Snowball, of Chatham, N. B., shipped two small cargoes to Valencia this season. Shippers report a number of inquiries for lumber from Spain and France. They think the continental lumber outlook is quite promising. St. John also sent 1,930,643 feet of spruce deals to Australia this season.

ST. JOHN, N. B., Dec. 22nd, 1897.

The following table shows the amount of timber lands placed under license in Ontario to this date, both before and since Confederation:—

| | Sq. miles. |
|---|---|
| Before Confederation | 12,465 |
| Sold by Sandfield Macdonald's government | 635 |
| Sold by the Blake government | 5,031 |
| Sold by Oliver Mowat's government during 24 years: Under Mr. Pardee as Commissioner, 3,226; Under Mr. Hardy as Commissioner, 1,009 | 4,235 |
| Sold under the present government | 159¼ |
| Total | 22,525¼ |

## THE PATENT CLOTHBOARD COMPANY.

THE organization of the Patent Clothboard Company was recently referred to in this journal. This company is now located at Parry Sound, on the Georgian Bay, at the terminus of the Ottawa, Arnprior and Parry Sound railway, which gives them excellent facilities for direct shipments and export trade.

The manufacture of cloath boards (which are used for rolling cloth and other fabrics) is the object of the company. These are exported to European and American markets, and are made of basswood, which, from its lightness and freedom from knots and resin, is much in demand. The process of manufacturing is a new one, and turns out a smooth, clean board, much superior to those made from pine and other heavy woods which are subject to knots, resin and sap. The company will also export hardwood veneers to the European market.

The mill proper has been planned and built for its special purpose, and is so arranged as to save labor at every possible point. The main building is 50 x 100 feet, with addition 65 x 35 feet containing steaming vats, etc. The boiler and engine house, 32 feet square, is erected of stone and brick, and is entirely separated from the main structure. The company have also erected a wharf, with tramway, to facilitate the loading and unloading by water transport.

The factory is unique in many respects, and is thoroughly equipped with modern machinery, many of the machines being the first and only ones brought into Canada, and of the best and up-to-date manufacture.

PATENT CLOTHBOARD COMPANY'S FACTORY, PARRY SOUND, ONT.

The process of manufacturing is about as follows: The logs are drawn up the ladder, cut in two, put into steam vats and thoroughly steamed. They then go through a 16-ton Keeley veneering machine, claimed to be the largest of its kind in Canada. By this machine the logs are sliced into quarter-inch or three-eighths inch boards, according to order. These boards are then passed through an automatic jointer, which cuts them the proper width, then twice through a six ton giant wringer, which squeezes out all the water absorbed in steaming; then into an automatic drier, which is a marvel of its kind, contains seventy-two steam drying chambers and works like a bellows, the automatic motion of opening and closing being regulated by electric batteries; when dry the cloath-boards are taken from the drying machine, passed through champing machines, then to the frizzing machines and finally to the sand paper machine, when they are ready for packing. The logs are pared by the veneer machine down to eight inches and the cores are run through a slab re-sawer and cut up into box shooks. There is also an automatic knife grinder, a saw table and other machinery, and the logs are handled from the steam vats to the veneer machine by pulleys and an overhead railway.

The machinery is propelled by a steam engine of 125 h. p., steam being supplied by a battery of two 60 h. p. tubular boilers. The factory was built by A. Logan, contractor, and the machinery was all put in under the supervision of Mr. E. T. Henry, foreman of the works, late of Honox, Michigan, and an expert in his line, assisted by Mr. Thomas Yates, of Parry Sound. The capacity of the factory is 20,000 pieces in a day of 10 hours.

Trial shipments of cloth-boards in car load lots have been made to American and English cloth makers. The company expect to work up a large trade and intend running day and night.

The concern is a limited joint stock company, the capital being held by Canadian and American gentlemen. Mr. W. H. Marcon, late of Steele, Briggs & Marcon, Toronto, is president, and Mr. W. W. Keighley, late of Smith & Keighley, Toronto, secretary-treasurer. The company have given contracts for large quantities of basswood timber and expect to manufacture largely. At a later date we hope to give a more complete description of this new enterprise.

## LAKE OF THE WOODS MILLS.

TO a representative of the Commercial, Mr. D. C. Cameron, of Rat Portage, said that business had been very good this season with the Lake of the Woods mills. Sales had been larger and payments better. Another favorable feature was the large reduction in stocks. This winter the mills were carrying over much lighter stocks than have been carried for many years, and this meant more money in hand and reduced interest and insurance charges. Prices obtained for lumber this season, however, were lower than ever before in the history of the lumber trade in this territory. Profits were small and the lumber trade generally was being done on a very close margin. If business continues to increase, however, they could afford to work on a closer margin. The cut of logs in the woods would be the largest, Mr. Cameron said, since away back in the "boom" days. He thought about 70,000,000 feet of logs would be taken out this winter. One year back in the "boom" period, the cut was reported to have reached about 80,000,000 feet, but it proved to be twice as much as was needed, and it broke the back of the lumber trade to carry the load, which remained a drug on the market for years. For the last couple of years the annual cut has been about 40,000,000 feet. Mr. Cameron said the mills were, of course, all closed, but they were working full force at their sash and and door factory. They kept a large force of men busy all winter in the factory and they would be in good shape to handle the Manitoba and western trade in sash and doors, and supply the market with home manufactured goods equal in quality to the best imported lines. They were building up a large home industry in this branch, which would render it unnecessary to bring in imported goods. Their supplies came largely from Winnipeg and Manitoba, thus making their industry a benefit to the people here. Regarding the talk a short time ago about the proposal of certain Minnesota people to start large saw mills in Winnipeg, Mr. Cameron said he did not think there was anything in it. The party who had first given out these reports, and whose name, with others, had been mentioned in the proposed enterprise, had, he understood, since taken an interest in a mill at Rainy river, in connection with the former proprietors.

## NEW PULP MILL IN NEW BRUNSWICK.

WOOD Pulp, of London, Eng., in a recent issue, contains particulars of a Scottish-Canadian company, formed to erect a pulp mill at Mispec, N. B. This journal says:

The St. John Sulphite Pulp Company, Limited, has been registered, with a capital of £60,000. The directors are: John Galloway, of Seggie, Managing Director of the Guard Bridge Paper Co.; Charles Anderson, of Fettykil, Leslie, and Thames Paper Mills, Purfleet, London; William Denison Dickson, Markinch; Forbes T. Wallace, Banker, Director of the Guard Bridge Paper Company, and Phillip Grosset, Leven, the latter being Managing Director.

The prospectus states that the company has been formed for the manufacture in Canada of sulphite pulp for the European market. Within the last few years the manufacture of paper has been completely revolutionized by the substitution of wood pulp for esparto and rags as a paper making material, and it is probable that at the present time there is no other industry offering such certain and lucrative results as the production of wood pulp, for which a great demand exists.

A site for the works has been secured at Mispec, extending to 24 acres or thereby, with valuable water power equal to 800 horse power, taken at a minimum flow. Mispec is in the parish of Simonds, in the county of St. John, N. B., and situated on the Bay of Fundy, about 7 miles to the eastward of St. John. The site, including water rights, was recently acquired by Mr. M. F. Mooney, of St. John, a practical pulp-maker, who has had a long experience in the manufacture of sulphite pulp both in Canada and the United States, and has been sold by him to the company at the price of £2,000, which sum he is to invest in shares of the company. The Mispec river receives its supply of water from four lakes, one of which, Loch Lomond, is about 12 miles long and one mile broad, and the quality of the water, which has been analyzed, is pronounced as most suitable for the manufacture of pulp. These lakes are surrounded by spruce forests, which are mostly in the hands of small farmers, from whom the wood can be purchased as cheaply as anywhere else in Canada. The principal supply of timber will be drawn from the St. John river, which is 450 miles long and runs through a woodland the whole length of New Brunswick, part of the province of Quebec, and part of the state of Maine. There are, moreover, numerous tributaries flowing through woodlands into the St. John. The supply of timber is thus practically unlimited.

Buildings will be erected to accommodate plant to produce 40 tons of dry pulp per day, but, in the meantime, machinery for 20 tons per day only will be put in. The buildings will be of stone and brick, and are estimated to cost £6,500. The machinery, plant and utensils are estimated to cost £24,500. The details have been carefully considered, and the cost fairly estimated. The cost of the machinery to double the output is estimated at £15,000. The erection of buildings and placing of machinery will be superintended by Mr. Mooney, along with Mr. Philip Grosset, of Penobsquis, Canada, who has also a thorough knowledge of the manufacture of first-class sulphite pulp. These gentlemen will manage the works after erection.

---

Among the many souvenirs to hand is a paper weight, in the form of a horse-shoe, bearing the inscription, "Thomas Meaney & Co., wholesale lumber, 103 Bay street, Toronto, Canada."

The author of a paper presented to an English society says that in the only case of a split steam pipe within his recollection, the accident was caused by the boiler water having been allowed to prime into it, producing, probably, sudden contraction. It is difficult to see how water of the same temperature as the pipe could produce contraction. Water hammer would be a better explanation.

By a recent concession of the French government, Canadian exports of wood pulp via New York will have the benefit of the minimum French tariff. Under the commercial treaty between France and Canada pulp from this country is entitled to admission at the minimum tariff rate, but as most of the shipments made from Canada to France must go via New York—there being no direct steamship connection—the pulp was likely to be classed as American and taxed the maximum rate of duty.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.*

VOL. III. TORONTO, ONT., DECEMBER 29, 1897 No. 50.



## CANADA LUMBERMAN

PUBLISHED BY

C. H. MORTIMER

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.



LUMBERMAN'S

VEST-POCKET

INSPECTION BOOK

Containing Rules for the Inspection and Measuring of Pine and Hardwood Lumber in the leading markets of Canada and the United States. Embracing also many useful tables and calculations of everyday service to lumbermen.

*Prepared by the Editor of the "Canada Lumberman."*

Toronto, Canada
C. H. MORTIMER, Publisher
1895

THE above is a fac simile of the title page of the latest and most complete Lumber and Inspection Book published.

We shall be pleased to send you a copy on receipt of four 3 cent Canadian postage stamps

THE CANADA LUMBERMAN,
*Toronto, Canada*


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

### HARDWOOD FOR SALE.

4,000 ACRES OR MORE BIRCH, MAPLE, basswood and soft elm land for sale cheap, on Lake Huron. Cargo lots logs can be shipped, also rail facilities; good mill site for sale. Address COLONIZATION AGENT, Can. Pac. Ry., Montreal.

### WANTED.

A PRACTICAL PULP MAKER, AS MANAGER for new Mechanical Pulp Mill, who is conversant with all modern improvements both for making and drying. Applicants please write, stating qualifications, business career, and salary required, to "MECHANICAL," Post Office, Missanabie, Ont.

### WANTED.

ALL KINDS OF HARD AND SOFT WOOD lumber, all grades and thicknesses. Quote lowest cash price f.o.b. New York, lighterage free. Will accept draft with bill of lading for 50 per cent. of invoice; balance cash upon receipt of lumber. GREENPOINT LUMBER CO., Brooklyn, N. Y. Reference, National Broadway Bank, New York.

### VALUABLE Saw Mill Property FOR SALE

**A Valuable Mill Property at Cache Bay, North Shore of Lake Nipissing, on Main Line of Canadian Pacific Railway.**

The mill is a first-class frame building with iron roof. It has two first-class band mills (Waterous make) one steam feed, the other with oscillating twin engines, and rotee feed for cutting long stuff; also one circular saw rig, steam feed, and one Wicks stock gang, made by the Wm. Hamilton Manufacturing Co, of Peterborough; two large double edgers and three sets trimmers; two slash tables and carriers, complete; one lath mill and bolter, made by the Wm Hamilton Co, and one Boss shingle machine and jointer. Power is derived from six large steel boilers, with one large engine 24x30, also one engine 18x24, all made by the Wm. Hamilton Manufacturing Co.; also shafting, boxing and belting, everything complete.

The mill has only been running for a few years and is in good repair.

There is a first-class storehouse on the premises, with iron roof, and stabling for ten teams of horses.

There is a good boarding house, capable of boarding 150 men, besides a good general store and office, and about 25 dwelling houses for employes.

This is a very desirable property, and should command the attention of leading lumbermen, as it is situated within six miles of the mouth of the Sturgeon River, where the logs from all the large tracts of pine still unsold by the Provincial Government on the Sturgeon, Tomako, Tamagamingue and Pike Rivers will be delivered.

There is a good supply of filing machines, swedging machines, rolling and hammering machines, and gumming machines, besides all necessary saws and tools required for the running and keeping in repair of the mill.

There is also a good yard, with railway sidings and piling grounds for from 16,000,000 to 20,000,000 feet of lumber

Favorable rates ran be secured by the C. P. R. to Montreal and points for Old Country shipments

The property will be sold cheap and on Country shipments.

Intending purchasers coming to inspect the property should write or wire Alex. Hamilton, of Warren, Ont., late manager of the mill, who will meet them at the mill and give them all necessary information regarding the property and the standing timber tributary to the mill.

### WANTED FOR CASH.

SOFT ELM AND BROWN ASH—FIRSTS AND Seconds and Good Common. Address, JOHN S. MASON & Co., 240 11th avenue, New York City.

### WANTED.

LUMBERMEN TO ADVERTISE IN THIS column stocks of lumber for sale. Probable purchasers look for this information. Address, CANADA LUMBERMAN, Toronto.

### CURRENT TRADE CONDITIONS.

#### ONTARIO.

Dealers in white pine lumber are finding ample time for enjoying the holiday season, there being little business to engage their attention. The cold weather and snow have caused a total cessation of building operations, and the local demand, which was of fair volume during the fall months, is now largely confined to finishing material. It is expected that the spring trade will consume a considerable quantity of timber, as there are a number of new buildings in contemplation in the principal cities. Several charters for railways are also before the Ontario Legislature, which, if built during the coming year, will prove a benefit to the lumber trade. Prices in the Eastern States are firm, and on some grades an advance is being realized, so that as soon as the spring trade commences to move, we may expect a good demand from this quarter. A fair trade continues in hardwoods, maple, birch, elm and basswood being in greatest enquiry. There is now a scarcity of dry stock, and this promises to restrict trade greatly before the new cut becomes available.

#### QUEBEC AND NEW BRUNSWICK.

The Quebec timber trade is quieter at the present time than at any other period during the past six months. One of the most prosperous seasons in the history of the trade is drawing to a close, as will be observed by the statement of shipments from Montreal published in another column. These show a considerable increase over the previous year. Although the outlook for 1898 is not all that might be expected, dealers and manufacturers are disposed to the belief that as spring approaches business will increase to a fair volume. The New Brunswick deal market is featureless. No contracts are being made, and only very light shipments are going forward by the regular lines of steamers. Some small lots of shingles and lath have been sold in the United States market. Work in the woods is progressing favorably, there being plenty of snow to permit of hauling to the streams.

#### MANITOBA AND BRITISH COLUMBIA.

The lumber business in Manitoba, until recently quite active, has suddenly decreased in volume, the result of unfavorable weather conditions. Dealers look forward to an early spring trade, as the farmers generally have had a prosperous season and feel encouraged to carry out needed improvements. Just at the present time collections are slower than they should be. In British Columbia there is also a hopeful feeling, as British capital is being invested quite liberally at Vancouver, Victoria and other centres. Increased trade with the Northwest is also expected next year.

#### UNITED STATES.

If we confine our remarks to the moving white pine trade, we find that conditions have changed but little since our last report. Business is very light, and wholesale buying is practically over for the year. The demand for building materials is now confined to the class of stock that is used for interior finish, the cold weather having checked all out-door operations. A feature of the trade of the season now closing was the increased demand for common lumber. The reason for this is found in the prosperous condition of the farmers in the west, who have found themselves with necessary capital to carry out needed improvements and new works. This has consumed much lumber that would otherwise have been thrown upon the eastern market and come in competition with Canadian lumber. At the present time prices of the better grades are firm, while the lower grades have advanced slightly during the year. Turning to the prospects for 1898, there is a general belief among the trade that business will show a marked improvement at an early date. Contracts have already been made for spring delivery, and negotiations are now pending for several large stocks. Although at wholesale points the supply is quite ample, there is less stock held at the mills than usual, and dealers are inclined to hold prices firm during the winter. Shortages prevail in 12-foot boards, piece stuff and shingles. The spruce market is featureless. At Albany 1¼ x 9 spruce is scarce, and prices are consequently a little firmer for this size only.

The hardwood trade has steadily improved during the last six months. Even at the present time dealers report numerous inqiries for stock, and wholesalers are buying whatever dry stocks they can find. At Buffalo black ash is moving well,

though white ash is quiet. Prices generally have an upward tendency. In Wisconsin the stock of dry hardwood is short. In hickory, rock elm and hard maple there is almost a famine.

FOREIGN.

There appears to be a little more activity on the part of British importers in buying for next season's delivery. The Timber Trades Journal announces that a number of leading shippers have sold over a third of their year's production, while of a few specially favorite stocks more than half has already been placed. There are indications that current prices will be maintained, unless the engineering strike should prove a greater barrier to trade than is anticipated, but it is almost certain to be settled before many weeks, and then increased consumption may be expected. New Brunswick and Nova Scotia spruce deals continue low in price. Quebec deals are firmer, especially the better grades. The prospects for Canadian spruce are not discouraging, as the wood seems to be growing in favor at many of the ports. A little caution on the part of shippers will greatly assist the market in recovering its former strength. At Liverpool there are numerous enquiries in the market from contractors, railway companies and other large consumers, and important contracts will shortly be entered into.

## STOCKS AND PRICES.

CANADA.

The Kalousa is loading lumber at Chemainus, B.C., for Sydney, Australia.

M. M. Boyd & Co., of Bobcaygeon, Ont., sent a gang of men to their limits in Glamorgan last week.

Prouty & Miller, of Newport, Que., are getting out timber this year from their limits in Oxford.

James Hart, of Rosseau, Ont., has a contract to get out 15,000 feet of logs and 1000 cords of shingle bolts.

The Lake of the Woods Milling Company have a camp of 20 men getting out stave timber on the Rainy River.

David Maxwell & Sons, agricultural works, St. Marys, Ont., are in the market for hardwood logs of all kinds, cut to fourteen feet lengths.

Mr. G. M. Warren, of the Imperial Lumber Co., Toronto, has been in Michigan recently. This company handles about 30,000,000 feet of deals in a season, securing a portion of the stock in Michigan.

Two timber berths were sold at the Crown Lands office, Fredericton, N.B., last week, as follows: 2 miles on Muniac river, Vic. Co., to Geo. T. Baird, at $35 per mile; 2 miles on N.W. Miramichi river, below Chaplain's Island, to P. Hennessy, at $112 per mile.

The following shipments were made from St. John, N.B., last week: For Buenos Ayres, per bark Antilla, 239,532 ft. boards, 275,096 ft. scantling, 25,596 ft. planks, by A. Cushing & Co. For Belfast, per s.s. Teelin Head, 2,070 ft. white pine plank, 31,798 ft. do deals, 1,709 ft. do ends, 2,933 ft. hemlock boards, 95,999 ft. deals, 1,515 ft. ends, 89,358 ft. deals and battens. For Glasgow, per s.s. Concordia, 116,369 ft. pine deals, 1,158 bales wood pulp, and 38,349 ft. deals, by W. M. Mackay; 193,115 ft. deals, by N. H. Murchie; 24,516 ft. box boards, 64,827 ft. pine deals, 187 ft. ends, 22,279 ft. spruce battens, by A. Cushing & Co. For Liverpool, per s.s. Lake Winnipeg, 140 tons pulp, 27,626 ft. deals and battens.

FOREIGN.

The Saginaw Salt and Lumber Co., of Saginaw, Mich., are shipping considerable lumber to the Argentine Republic.

The Buffalo market wants dry soft elm and hickory. There is a good export demand anticipated as soon as business commences to move in the spring.

At Boston the lumber market is quiet. The call for clapboards is better than for any other material. Short lumber is in very light supply. Spruce frames are gaining in strength, and efforts are being made to get the ruling price at $13. From Portland, Maine, a large quantity of lumber is being exported.

In the Wisconsin valley the production of logs this winter will exceed that of last year by about one-third. An increase will also be made in the Upper Mississippi.

It is estimated that the mills at Alpena, Mich., will have 100,000,000 feet of logs for next season's supply. The output of these mills this year was 105,200,000 feet.

C. H. Bradley & Co. estimate that there is 130,000,000 feet of lumber on the docks at Duluth—Superior, of which 30,000,000 feet is sold, leaving 100,000,000 feet of unsold lumber.

It is reported that the Kirk-Christie Company, of Cleveland, Ohio, have contracted for the supply of 4,000,000 feet of basswood, birch and elm logs, to be sawn at Menominee.

Messrs. R. Wade, Sons and Co., Limited, Hull, Eng., have obtained the contract for supplying the Midland Railway Company with timber, deals, scantling, &c., required during the next twelve months.

There is some improvement in the hardwood trade at Buffalo and Boston. At the former place black ash is moving well, and at Boston yard stocks have become greatly reduced and prospects are good for next year's business. Good grades of dry stock are scarce at the mills.

A statement, compiled from reports obtained from the collectors of customs, gives the quantity of logs rafted to Michigan from the Georgian Bay during 1897 as 252,344,532 feet. A comparison of the two years is as follows:

| | 1897. | 1896. |
|---|---|---|
| To Saginaw River | 147,280,234 | 166,967,208 |
| To Detroit | 19,966,000 | 20,269,000 |
| To Tawas Bay | 18,344,000 | 19,680,000 |
| To Alpena | 35,000,000 | 27,472,446 |
| To Cheboygan | 31,754,298 | 40,000,000 |
| Total | 252,344,532 | 274,388,654 |

It has been estimated that next season the quantity rafted will be between 350,000,000 and 400,000,000 feet.

The receipts of lumber, lath and shingles at Tonawanda this year were greater than for six years past. In 1890 the receipts were the largest on record, the figures being 718,600,000 feet of lumber. The following table shows the comparative receipts for the past ten years:

| | Lumber, feet. | Lath. | Shingles. |
|---|---|---|---|
| 1887 | 501,237,000 | 4,096,000 | 53,400,000 |
| 1888 | 269,522,000 | 16,617,000 | 64,9 0,000 |
| 1889 | 676.017,000 | 11,506,000 | 68,700.000 |
| 1890 | 718,650,000 | 13,039,000 | 52,232,000 |
| 1891 | 505,512,000 | 8,209,000 | 52,561,000 |
| 1892 | 498,000,000 | 6,243,000 | 42,809,000 |
| 1893 | 130,249,000 | 13,23 ,000 | 35,250,000 |
| 1894 | 406,538,000 | 8,495,000 | 31 478,000 |
| 1895 | 421,372,000 | 8,547,000 | 41,310,000 |
| 1896 | 489,676 000 | 7,186 000 | 35,822,000 |
| 1897 | 601,378,000 | 7,528,000 | 48 501,000 |

Lumber prices at Boston rule as follows: Spruce—Random cargoes, $12 to $12.50; car lumber, frames, ten inches and under, $13 to $14; 12 in., $14 to $14.50; wide and long, $15 to $16; boards, planed one side, $11 to $12.50; kiln dried floorings, $20 to $24; No. 1, $17 to $19; laths, 1⅝ in., $2 to $2.15; do, 1½ in., $1.75 to $1.90; extra clapboards, $29 to $31; clear, $27 to $28. Pine, hemlock, etc.—No. 2 eastern pine, $16 to $17; matched boards, $19 to $22; extra clapboards, $35 to $40; clear, $30 to $35; second clear, $28 to $30; extra cedar shingles, $2.65 to $2.70; clear, $2.25 to $2.50; second clear, $1.75 to $2; eastern hemlock, No. 1, $10.

## LUMBER EXPORTS FROM MONTREAL.

This has been a record breaking season in the export timber business from Montreal, the shipments being 300,420,c69 feet, which are the largest in the history of the trade, and although these figures do not include sundry shipments, they show an increase of 79,416,460 feet, as compared with the grand total of 1896; an increase of 131,748,041 with 1895, and an increase of 123,011,641 with 1894. The total shipments for the season 1895 were 168,672,628 feet, and for 1894 they were 177,408,428 feet. This season Messrs. Dobell, Beckett & Co. head the list with 98,000,000 feet, an increase of 44,000,000 feet as compared with 1896, and Messrs. W. J. Sharples come second with 56,829,640 feet, an increase of 11,959,800 feet compared with 1896, while Messrs. R. Cox & Co. take third place with 38,125,185 feet, showing an increase of 12,107,885 feet as compared with 1896

The following table shows the exports of timber made by the principal shippers from the port of Montreal for the season 1897, with comparisons:

| | 1897 Feet. | 1896 Feet. |
|---|---|---|
| Dobell, Beckett & Co | 98.000,000 | 54 000,000 |
| W. & J. Sharples | 56,829,640 | 44,869,840 |
| R. Cox & Co | 38,125,185 | 26,017,300 |
| J. Burstall & Co | 36,319,608 | 24,521,0 7 |
| McArthur Bros. | 32,786,506 | 19,192,515 |
| Watson & Todd | 30,359,130 | 25,642,000 |
| E. H. Lemay | 8,000, 00 | 4,932,000 |
| Sundry shippers | | 21 828,927 |
| Total feet | 300,420,069 | 221,003,609 |

The following figures give the quantity and value, in detail, of timber, deals and sawn lumber, etc., exported from Montreal during the season of navigation ending 30th November, 1897:

| Description. | Quantity. | Value. |
|---|---|---|
| Battens | | $ 2,784 |
| Deals, pi e, standard, hundreds. | 70,569 | 3,478,843 |
| Deals, spruce and other, standard hundreds | 13,683 | 432,148 |
| Deal ends, standard hundreds | 7,157 | 353,346 |
| Palings, standard hundreds | 30,502 | 290 |
| Planks and boards, million feet | 35,510,726 | 739,931 |
| Scantlings, million feet | 289,190 | 6,676 |
| Staves, others, etc. | | 34,004 |
| All other lumber | | 51,884 |
| Timber, sq. ash, tons | 1,787 | 16,920 |
| " sq. birch, tons | 5,801 | 55,951 |
| " sq. elm, tons | 1 808 | 18,507 |
| " sq. maple, tons | 97 | 1,111 |
| " sq. oak, tons | 395 | 5,781 |
| " sq. white pine, tons | 4,450 | 57,773 |
| All other, tons | 643 | 17,865 |

## AN AUSTRALIAN REPORT.

Fraser & Co., of Melbourne, Australia, in their last monthly timber report, say:

An improved tone has been perceptible in the market during the past four weeks. The demand has been better for most of the principal descriptions imported, due partly to an increase in the actual consumption, and partly to the fact of the trade recognising that first costs at the shipping centres are very firm, and likely to continue so, while for some important classes of lumber, notably Oregon, mill quotations and freight rates have lately advanced. Business has generally been concluded without any material change being made upon late values, but we are inclined to the belief that somewhat better prices will be experienced in the course of the next few months for many of the lines which usually are upon this market. There are indications of higher rates ruling in the near future for Oregon pine, spruce deals, and white pine, while for other classes of timber there is every appearance of values remaining quite firm. Supplies on the way and loading are generally moderate in extent, and, as just mentioned, export prices are not likely to be interfered with, and as freight quotations to this port will probably be enhanced, we are therefore justified in anticipating a brighter state of business locally, even though the forecast of our coming harvest is far from satisfactory. It is now estimated that we shall have but little wheat to export after meeting our own colony's requirements.

The imports of Oregon pine have been 1,690,000 superficial feet. A shipment per Sonoma has been placed to the trade, and some other business has been done "ex yard." Prices rule from £4 15s to £5, according to sizes required. At the former figure the bulk of the Sonoma's cargo was disposed of.

## LOG PRODUCTION.

The quantity of logs cut this winter in Northwestern Ontario promises to slightly exceed that of last season. The output of the Thunder Bay district will be about 10,000,000 feet, against 3,000,000 feet last winter. Probably 12,000 cords of pulp wood will be cut, this being an increase of 2,000 cords. Last season 4,000 cords were hung up, which may possibly be gotten out next spring also.

In the Algoma district there will be a curtailment in the production of board timber, only one cargo being made this winter. The American firms are operating quite extensively, especially the Central Lumber Co. and the Estate of S. G. M. Gates, the former making an effort to clean up their limit in the township of Montgomery, and the latter intending to clean up two of the limits belonging to the Estate, viz., Grassett and Ratton. This will increase the amount taken out by Americans from former years, but the aggregate will be nearly the same as last year. Cook Bros., who formerly took out from ten to twenty million feet per annum, are this year doing nothing. Last year they sold the bulk of their logs for export. Moiles Bros., on Johns Island, have also suspended operations for this winter at least.


There's MONEY in It!

Send Description and Weight of the SCRAP IRON you have, and turn it into Cash. If you have an abandoned Mill or Machinery fit for scrap heap, will also buy that.

J. T. WILCOCK,
Lachine, P.Q.

Sieveking, Podmore & Co.
WOOD AGENTS
7 CROSBY SQUARE, LONDON
Cable Address: "Sieveking," London. Branch at LIVERPOOL.

JAS. G. CANE & CO.
WHOLESALE HARDWOOD LUMBER
35 Adelaide E., Toronto, Ont.
Send us full description and lowest price for any lumber you have for sale.

Telephone 5332 Established 1851
JOHN B. SMITH & SONS,
MANUFACTURERS OF
LUMBER Lath, Shingles, Doors, Sash, Blinds, Mouldings, Boxes, &c.
BILL LUMBER a Specialty
Cor. Strachan and Wellington Avenues, TORONTO.

MILLS
Having Brown Ash 12, 14 and 16 ft. firsts and seconds, inch Bass firsts and seconds 12 feet, or any other Hardwood Lumber, can sell same for cash by addressing
H. D. WIGGIN
No 89 State St., BOSTON, MASS.
Inspection at mill.

1,500,000 FEET
WHITE BASSWOOD WANTED
FOR 1898 DELIVERY
Correspondence with Mill Men Solicited.
MORRIS, FIELD, ROGERS CO., Limited
LISTOWEL, ONT. R. B. Andrew, Mgr.

MILL MEN
Who have desirable lots of 1 to 3" firsts and seconds Soft Elm and 1 to 3" firsts and seconds Brown Ash ready for immediate shipment, will please send full description of stock, stating dryness, lengths andwidths, with best cash price f.o.b. cars and freight rate to Boston, to
LAWRENCE & WIGGIN
Wholesale Lumber Dealers - 55 Kilby Street, BOSTON, MASS.

## LUMBER FREIGHT RATES.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse, $2.20 per M ft, (3,000 lbs. and under per M ft.); Ottawa to Montreal, 5 cents per 100 lbs.; Arnprior to Montreal, 7 cents; Parry Sound to Montreal, 12 cents per 100 lbs.; Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. Arnprior to New York, track delivery 17 cts. per 100 lbs., lightered 19 cts. per 100 lbs. Parry Sound, track, 20 cents, lightered, 22 cents per 100 lbs.; Ottawa to Boston, Portland and common points, local 15 cents; exports 13c. per 100 lbs.; Arnprior to Boston, Portland and common points, local 17 cents; export 15 cents per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cents per 100 lbs.; Ottawa to Burlington, 6 cents per 100 lbs.; Ottawa to Albany, 10 cents per 100 lbs.; Arnprior to Albany, 12 cents per 100 lbs.; Parry Sound to Albany 17 cents per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghamton, N. Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22½ cents per 100 lbs Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

Lumber freight rates for pine on the Grand Trunk Railway, according to the tariff issued 15th February, 1897, will be found below. General instructions in shipping by Grand Trunk are embodied in these words in the schedule: Minimum we ght 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination. For instance, the rates from Orillia to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Gravenhurst to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, and the rates from Hanover or Hepworth would not be higher than from Wiarton to the same destination, but in no case are higher rates to be charged than as per mileage table published on page 15 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale Sundridge and South River, to Toronto, 8c.; Trout Creek, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 10c. The rates on hardwoods average about from 1c. per 100 lbs. higher than on pine and softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On spruce and balsam (partly seasoned) for pulp manufacture, the rate from Longford, Wiarton, Penetang, Coldwater, Waubaushene, Victoria Harbor, Haliburton, Kinmount, etc., to Toronto, is $2 20 per cord; and to Merriton and Thorold, $2.60; Katrine, Callendar, North Bay, etc., to same points, $2.45 and $2.60 respectively: Beeton, Allandale, Orillia, etc., $2.20 and $2.60. On green spruce and balsam the rate is 25 per cent. higher.

On the Canadian Pacific the rates on pine and soft woods may be illustrated as follows: Cache Bay, North Bay, Sturgeon Falls and Warren, to Toronto, 9c.; Algoma, Spragge, Massey, Spanish River and Whitefish to Toronto, 12c.; Ottawa to Toronto, 10c From Ottawa, Hull, Aylmer and Duchesne Mills to station on the Lake Erie and Detroit River, Erie and Huron, and Michigan Cenrtal Railways, the rate is 14c. per 100 lbs. Regulations apply as to minimum size of carload of 30,000 lbs., and no advanced rate is charged for hardwoods.

Mr. Geo. A. Fowler, lumber agent for the C.P.R., at Ottawa, writes as follows under date of Nov. 17, 1897: The winter rates went into effect on the 15th inst., and in so far as lumber is concerned the only rates which are materially affected by the change are the rates to Montreal, Quebec and points taking same rate. During the summer season we have on seasoned soft wood lumber weighing not more than 3,000 lbs. to the M ft. rates as follows to Montreal: From Ottawa $1.00 per M., excess over 3 0 0 lbs. to the M ft. to be charged for at 4 cents per 100 lbs.; from Arnprior, $1.50 per M, excess 6 cents per 100 lbs. The rates to Quebec during summer season are $2.00 per M ft., excess 8 cents per 100 lbs.; from Arnprior $2.50 per M, excess 10 cents per 100 lbs. The rates during the winter season; in effect from 15th inst., on all kinds of lumber to Montreal are, from Ottawa 5 cents per 100 lbs., from Arnprior 7 cents, and to Quebec from Ottawa 10 cents per 100 lbs, Arnprior, 12 cents; minimum carload, 30,000 lbs.

The rates to Boston and New England points, also all rail rates to New York and New York points, remain unchanged. The rates to New York and New York points via barge from Albany will remain in force until close of navigation.


## CANADIAN EXPORTERS AND WHOLESALERS

THOS. MEANEY & CO.
103 Bay Street - TORONTO
WANT Dry Maple and Birch, No. 1 and 2.
Send Particulars and Prices.

Huntsville Lumber Co., Limited
—: HUNTSVILLE, ONT. :—
MANUFACTURERS OF LUMBER LATH AND SHINGLES
WE are open to cut White Pine and Hemlock Bill Stuff. Have for Sale a Quantity of Dry Mill Stocks and Sidings, also 16 in. Pine Shingles and 4 ft. Lath 1½ in. wide.
CORRESPONDENCE SOLICITED

THE PEMBROKE LUMBER CO. LIMITED
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT.

Wm. Mason & Sons
Dimension Timber, Lath and Shingles, Dressed Lumber, Mouldings, Sash and Doors.
LUMBER
Correspondence Solicited. - OTTAWA, CANADA - P.O. Box 1020. 'Phone 135.

ROBERT WATT • WIARTON
Pine and Hardwood } WHOLESALE LUMBER { PINE LATH, CEDAR AND PINE SHINGLES
HEMLOCK BILLS A SPECIALTY -:- CORRESPONDENCE SOLICITED

JAS. PLAYFAIR & CO.
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . . MIDLAND, ONT.

A. & P. WHITE Manufacturers of and Dealers in.....
Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.
A Large Quantity of Dry Lumber in Stock - PEMBROKE, ONT.

FOR Round or Sawn Cedar Timber or Lumber, Telephone Poles or Ties for Electric Roads, Hemlock Dimensions or Cedar Shingles, write—
J. E. MURPHY, Hepworth Station, Ont.

ONE DOLLAR
will pay your subscription to the weekly and monthly CANADA LUMBERMAN for
ONE YEAR

KILN-DRIED BIRCH FLOORING SHEETING .. and .. CEILING Flooring from $12.00 Ceiling " 10.00 SAMPLES BY MAIL KNIGHT BROTHERS CO. Burk's Falls, Ont.

## FOREIGN EXPORTERS AND IMPORTERS

WE have a large bill of
RED OAK, ROCK ELM AND SOFT MAPLE
that we want sawed at once for delivery next Fall. Please write us if you have such logs and can take care of such a bill, and we will send particulars.
SCATCHERD & SON - 1053 Seneca Street, BUFFALO, N. Y.

JAMES SMITH & BRO. - 14 Canada Dock, LIVERPOOL
.. Wood Agents ..
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax, N.S.

SWAN-DONOGH LUMBER CO.
NORTH TONAWANDA, N. Y.
Buyers of..... { SOFT ELM, ASH, BIRCH, MAPLE AND BASSWOOD LUMBER & PINE AND CEDAR SHINGLES
Office: Lumber Exchange Building (first floor) Yard: Dodge's Dock

WRIGHT, GRAHAM & CO. WOOD BROKERS
7 Royal Bank Place, GLASGOW, SCOTLAND
Cable Address: "Brakridge," Glasgow.
Codes Used: Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of CANADIAN WHITE PINE AND SPRUCE, cut to all sizes—and all kinds of Hardwoods in Log Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

CANADA ATLANTIC RAILWAY
Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
R. A. CARTER, Contracting Agent, 115 Board Trade Montreal
M. A. Overend, Ontario Agent, Union Station, Toronto.
Shortest and Quickest Route from
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PARRY SOUND and all points on Grand Trunk Ry. TO ... BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
C. J SMITH, General Freight Agent, Ottawa, Ont.

Ottawa & New York Lumber Line
- - - BONDED LINE BETWEEN - - -
CANADIAN POINTS, NEW YORK CITY AND ALL POINTS REACHED BY WATER FROM ALBANY
CANADA ATLANTIC RAILWAY. DELAWARE & HUDSON CANAL CO. WILLIAMS' LINE. } J. H. Williams Agent { 15 Lumber District, ALBANY, N. Y. NEW YORK OFFICE, 93 Wall Street Telephone 531 Broad.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

**BELTING**
Bowmanville Rubber Co., Bowmanville, Ont.
Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
The Waterous Co., Brantford.

**BRASS CASTINGS**
Magnolia Metal Co., New York.

**ELECTRICAL APPARATUS**
Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

**LUMBERMEN'S SUPPLIES**
Eckardt, H. P. & Co., Toronto.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

**MACHINERY**
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston Ont.
Darling Bros., Montreal.
Mershon, W. B. & Co., Saginaw, Mich.
Northey Mfg. Co., Toronto, Ont.
Payette, P. & Co., Penetanguishene, Ont.
Sawyer & Massey Co., Ltd., Hamilton, Ont.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Phelps Machine Co., Eastman, Que.
The Waterous Co., Brantford.
The Oxford Foundry & Machine Co., Oxford, N. S.
Wickes Bros., Saginaw, Mich.

**MAGNOLIA ANTI-FRICTION METAL**
Magnolia Metal Co., New York.

**PULP MACHINERY**
The Jenckes Machine Co., Sherbrooke, Que.

**RAILROAD BRASSES**
Magnolia Metal Co., New York.

**RELAYING RAILS**
Gartshore, John, Toronto.

**SAW MANUFACTURERS**
Burns, E. R., Saw Co., Toronto, Ont.
Mershon, W. B. & Co., Saginaw, Mich.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.
The McMillan & Haynes Co., St. Catharines, Ont.
The James Robertson Co., Montreal, Que.

**SAW FITTING MACHINERY**
Baldwin, Tuthill & Bolton, Grand Rapids, Mich.

**PULLEYS**
Dodge Wood Split Pulley Co., Toronto, Ont.
The Dominion Leather Board Co., Montreal, Que.

**WHOLESALE LUMBER DEALERS**
Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

**MISCELLANEOUS**
Axes, Campbell Bros., St. John, N. B.
Ball Nozzle Co., The, Toronto, Ont.
Canadian Photo Engraving Bureau, Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Illinois Central R.R.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Lumberman's Ready Reckoner, Brennan & Co., Sault St Marie, Ont.
Machine Knives, Peter Hay, Galt, Ont.
The Timber Trades Journal, London, Eng.
Typewriters, The Williams Mfg. Co., Montreal, Que.
Turbines, Madison Williams, Port Perry, Ont.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, December 29, 1897.

CAR OR CARGO LOTS.

| | | |
|---|---|---|
| 1¼, 1½ and 2 inch cut up and better | 32 00 | 34 00 |
| 2i nch picks and uppers | 34 00 | 36 00 |
| 1x12 dressing and better, 60% 16 ft | 22 00 | 24 00 |
| 1x10 fine dressing and better | 21 00 | 23 00 |
| 1x10 and 12 Canadian dressing and better | 20 00 | 22 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 |
| 1x10 and 12 common | 12 00 | 14 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 |
| 1 inch clear and picks | 28 00 | 30 00 |
| 1 inch dressing and better | 20 00 | 22 00 |
| 1 inch siding mill run | 14 00 | 15 00 |
| 1 inch siding common | 11 00 | 12 00 |
| 1 inch siding ship culls | 10 50 | 11 50 |
| 1 inch siding mill culls | 8 50 | 9 00 |
| Cull scantling | 8 00 | 9 00 |
| 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1 inch strips, common | 11 00 | 12 00 |
| 1 1-4 inch flooring | | 16 00 |
| 1 1-2 inch flooring | | 16 00 |
| XXX pine shingles, 16 inch | | 2 25 |
| XX pine shingles 16inch | | 1 40 |
| Lath, No. 1 | | 1 60 |
| Lath No. 2 | | 1 30 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Ash, white, 1 to 2 in. | | | $26 00 | $28 00 | Cherry | 1 | to 1½ | $50 00 | $60 00 |
| " " 2½ to 4 | | | 30 00 | 32 00 | " | 2 | " 4 | 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in | | | 17 00 | 19 00 | Elm, soft | 1 | " 1½ | 14 00 | 15 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in | | | 19 00 | 21 00 | " " | 2 | " 3 | 15 00 | 16 00 |
| Ash, M. R., 1 | " | 2 | 15 00 | 18 00 | " rock | 1 | " 1¼ | 16 00 | 18 00 |
| Birch, 1 | | .. | 18 00 | 20 00 | " " | 1½ | " 3 | 20 00 | 22 00 |
| " 1½ | " | 2 | 20 00 | 23 00 | Hickory | 1½ | " 2 | 28 00 | 30 00 |
| " sqrs. 4x4 | " | 8 x8 | 24 00 | 26 00 | Maple | 1 | " 1½ | 16 00 | 17 00 |
| Basswood, 1sts and 2nds, 1 to 1¼ in | | | 16 00 | 18 00 | " | 2 | " 4 | 17 00 | 18 00 |
| 1½ | " | 2 | 19 00 | 20 00 | Oak, red, p'n | 1 | " 1½ | 26 00 | 30 00 |
| " m. r. 1 | " | 1¼ | 14 00 | 16 00 | " " | | " 4 | 29 00 | 32 00 |
| Butternut 1 | " | 1½ | 23 00 | 25 00 | " white | | " 1½ | 28 00 | 30 00 |
| " 2 | " | 3 | 25 00 | 28 00 | " " | | " 4 | 30 00 | 35 00 |
| Chestnut 1 | " | 2 | 24 00 | 26 00 | " quart'd | | " 2 | 46 00 | 50 00 |
| | | | | | Walnut | 1 | " 3 | 85 00 | 100 00 |
| | | | | | Whitewood | 1 | " 2 | 32 00 | 36 00 |

## OTTAWA, ONT.

OTTAWA, December 29, 1897.

| | | |
|---|---|---|
| Pine, good sidings, per M feet, b.m | $29 00 | 37 00 |
| Pine, good strips, " " " | 23 00 | 30 00 |
| Pine, good shorts, " " " | 16 00 | 25 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m | 15 00 | 20 00 |
| Pine, " " strips, " " " | 13 00 | 18 00 |
| Pine, " " shorts, " " " | 12 00 | 14 00 |
| Pine, 10 s.c. and better stock, " " " | 12 00 | 13 00 |
| Pine, 8 s.c. " " " " " | 11 00 | 12 50 |
| Pine, " sidings " " " | 10 00 | 13 00 |
| Pine, " strips " " " | 8 00 | 10 00 |
| Pine, " shorts " " " | 6 50 | 8 00 |
| Pine, box culls " " " | 9 00 | 10 00 |
| Pine mill culls " " " | 6 00 | 9 00 |
| Lath per M No. 1 | 90 | 1 20 |
| Lath per M No. 2 | 60 | 90 |
| 1x10 No. 1 barn | | 18 00 |
| 1x10 No. 2 " | 14 00 | 16 00 |
| 1x8 & 9 No. 1 " | 15 00 | 17 00 |
| 1x8 & 9 No. 2 " | 14 00 | 16 00 |

## QUEBEC, QUE.

QUEBEC, December 29, 1897.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Common and railroad, for interior and ordinary according to average, quality, etc., measured off | 21 @ | 24 |
| For 40 to 45 feet average, measured off | 26 | 29 |
| For good and good fair average, measured off | 29 | 33 |
| First class " " | 36 | 39 |
| In shipping order " " | 35 | 38 |
| First class Ottawa waney, 18 inch average | 35 | 37 |
| " " " 19 to 21 inch average | 38 | 40 |
| First class Michigan waney board, 18 inch average | 41 | 43 |
| " " " " 19 to 21 inch average | 44 | 46 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 28 |
| In shipping order, 35 to 45 feet " " | 38 | 40 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 28 | 34 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average an quality | 21 | 25 |
| To average 16 inch | 25 | 27 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 14 | 17 |
| 16 " " | 15 | 19 |
| 18 " " | 21 | 23 |

DEALS.

Bright spruce, according to mill specification, $40 to $43 for 1st, $26 to $28 for 2nd, $23 to $26 for 3rd, and $19 to $22 for 4th quality. F.O.B. batteau

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., December 29, 1897.

UPPERS AND SELECTS.

| | | | |
|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $44 00 | Selects, 1 in., 8 in. and up wide | $40 00 |
| 1¼, 1½ and 2 in. | 44 00 | 1¼, 1½ and 2 in. | 41 00 |
| 2½ and 3 in. | 53 00 | 2½ and 3 in. | 47 00 |
| 4 in. | 56 00 | 4 in. | 50 00 |

FINE COMMON.

| | | | |
|---|---|---|---|
| 1 in., 8 in. and up wide | 33 50 | 2½ and 3 in., 8 in. and up wide | 42 00 |
| 1¼, 1½ and 2 in. | 35 00 | 4 in. | 45 00 |

B FINE COMMON OR NO. 1 CUTTING.

| | | | |
|---|---|---|---|
| 1 in., 7 in. and up wide | 23 50 | 2½ and 3 in., 7 in. and up wide | 37 00 |
| 1¼, 1½ and 2 in. | 30 00 | 4 in. | 40 00 |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 34 00 | 1 in., 4, 5 and 7 in. wide | 32 00 |
| 6 in. wide | 36 00 | 6 in. wide | 36 00 |

FINE COMMON OR C.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 30 00 | 1 in., 6 in. wide | 30 00 |
| 1 in., 4, 5 in. wide | 29 00 | | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 24 00 | 1 in., 4, 5, 6 in. wide | 22 00 |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 in | 16 00 | 1¼ in., 4, 5 and 7 in. | 15 00 |
| 1 in., 6 in. | 17 00 | 1¼ in., 6 in. | 17 00 |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 | 1¼ in., 4 to 7 inch | 14 00 |
| 1 in., 6 inch | 14 00 | No. 3 Fencing, 1 in., 6 inch | 12 00 |

SHELVING.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 | No. 2, 1 in., 7 and 8 in. stocks | 19 00 |
| 1 in., 10 in. and up wide | 26 00 | 1 in., 10 in. stocks | 21 00 |
| 1 in., 12 in. stocks | 29 00 | 1 in., 12 in. stocks | 24 00 |
| 1 in., 12 in. and up wide | 30 00 | 1 in., 10 in. and up wide | 22 00 |
| 1¼ in. 1½ and 2 in., 8 in. and up wide | 29 00 | 1 in., 13 in. and up wide | 25 00 |

BARN BOARDS OR STOCKS.

| | | | |
|---|---|---|---|
| No. 1, 12 in. | 21 00 | No. 2, 9 in. | 13 50 |
| 10 in. | 16 50 | 8 and 7 in. | 13 50 |
| 9 in. | 16 00 | No. 3, 12 in. | 12 50 |
| 8 and 7 in. | 16 00 | 10 in. | 11 00 |
| No. 2, 12 in. | 16 00 | 9 in. | 11 00 |
| 10 in. | 14 00 | 8 in. | 11 00 |

SHIPPING CULLS OR BOX.

| | | | |
|---|---|---|---|
| 1 in., 4 and 5 in. wide | $ 8 50 | 1 in., 13 in. and up wide | $11 00 |
| 1 in., 6 in. wide | 9 50 | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 |
| 1 in., 7 in. wide and up | 9 50 | | |

SHAKY CLEAR.

| | | | |
|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9 in. wide | 18 00 | 1 in., 10 in. and up wide | 19 00 |
| 1 in., 6 in. wide | 20 00 | 1¼, 1½ and 2 in., 8 in. and up wide | 20 00 |

COFFIN BOARDS.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 13 in. and up | 20 00 | No. 1, mill culls | 8 00 |
| No. 2 | 17 00 | No. 2, or red horse | 6 50 |

BEVELED SIDING—DRESSED.

| | | | |
|---|---|---|---|
| Extra clear (perfect) | 23 00 | No. 2 | 17 00 |
| No. 1 (nearly clear) | 21 50 | No. 3 | 14 00 |

TIMBER, JOIST AND SCANTLING.

| | | | |
|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16 ft. | $ 8 50 | Hemlock, 2x4 to 10, 12 to 16 feet | 7 50 |
| 18 ft. | 10 50 | 2x12. | 8 50 |
| 20 ft. | 11 50 | Add $1 to each additional 2ft. in length. | |
| 22 and 24 ft. | 12 50 | | |

SHINGLES, 18-IN.

| | | | |
|---|---|---|---|
| Country brands, XXXX | 2 75 | Standard brands, river made, XXXX | 3 00 |
| Clear Butts | 1 75 | Clear Butts | 2 00 |

WHITE PINE LATH.

| | | | |
|---|---|---|---|
| No. 1 | 1 50 | No. 2 | 1 00 |
| | | Hemlock | 1 00 |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., December 29, 1897.

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in. | $46 00 | 48 00 | No. 3, 1¼ & 1½ in | 15 00 | 17 00 |
| 2½ and 3 in. | 55 00 | 56 00 | Shelving No. 1, 2 in | 17 00 | 18 00 |
| 4 in. | 58 00 | 60 00 | 13 in. and up, 1 in | 32 00@ | 34 00 |
| Selects, 1 in. | 41 00 | 42 00 | Dressing 1¼ in. | 27 00 | 30 00 |
| 1¼ to 2 in. | 42 00 | 43 00 | 1¼x10 and 12 | 28 00 | 30 00 |
| 2½ and 3 in. | | 50 00 | 1½ in. | 28 00 | 30 00 |
| 4 in. | | 52 00 | 2 in. | 29 00 | 34 00 |
| Fine common, 1 in | 35 00 | 36 00 | Mold st'ps, 1 to 2 in. | 33 00 | 30 00 |
| 1¼ and 1½ in. | 35 00 | 37 00 | Barn, No. 1, 10 and 12 in. | 22 00 | 23 00 |
| 2 in. | 36 00 | 38 00 | 6 and 8 in. | 18 00 | 19 00 |
| 3 in. | | 45 00 | No. 2, 10 and 12 in. | 16 00 | 15 00 |
| 4 in. | | 47 00 | No. 3, 10 and 12 in. | 13 00 | 12 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | 6 and 8 in. | 11 00 | 12 00 |
| 1¼ to 2 in. | 32 00 | 33 00 | Common, 1 in. | 15 00 | 16 00 |
| No. 2, 1 in. | | 16 00 | 1¼ and 1½ in. | 17 00 | 18 00 |
| No. 2, 1¼, & 1½ in | 22 00 | 25 00 | 2 in. | 18 00 | 20 00 |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 28 00 | 30 00 | 2½ to 4 in. | 34 00 | 38 00 |
| 1¼ to 2 in. | 30 00 | 32 00 | Strips | 17 00 | 18 00 |
| | | | Culls | 11 00 | 14 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 20 00 | 21 00 | Com. & good culls | 8 00 | 9 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 25 00 | 27 00 | 1st & 2nd, white, 6" & up | 16 00 | 17 00 |
| | | | Com & good culls | 8 00 | 9 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 16 00 | 18 00 | 1st & 2d, soft, 8 in. & up, | 14 00 | 16 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 14 00 | 16 00 | 1st & 2d, soft, 6in. & up, | 14 00 | 16 00 |

WHITE OAK.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, plain, 8 in & up | 26 00 | 28 00 | Clear squares, 5x5 to 8x8 | | 33 00 |
| Good common | 16 00 | 17 00 | 1st & 2nd quartered, 6 in. up | 38 00 | 40 00 |
| Good culls | 10 00 | 11 00 | Common quartered | 24 00 | 26 00 |

RED OAK.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd | 26 00 | 28 00 | Quartered 1st & 2nd | 34 00 | 36 00 |
| Common | 16 00 | 17 00 | Common | 23 00 | 25 00 |
| Cull | 9 00 | 10 00 | | | |

## NEW YORK CITY.

NEW YORK, N. Y., December 29, 1897.

WHITE PINE LUMBER

Prices for white pine lumber are governed entirely by source of supply rendering it useless to give prices for local market.

WHITE PINE TIMBER.

| | | | | | |
|---|---|---|---|---|---|
| Bridge timber | $28 00 | @ 40 00 | Building orders | $27 00 | @ 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in. | 14 00 | 14 50 | 10 to 12 in. | 16 25 | 17 00 |
| 6 to 12 in. | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 to 12 in. | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | | | |
|---|---|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, 10 to 16 | | | | 25 00 |
| 1¼ to 2 in. | " | " | " | | 26 00 |
| 1 inch, | " | Soft Elm, | " | | 19 00 |
| 1¼ in and thicker, | " | " | " | | 21 00 |
| 4/4 | " | Hard Maple, | " | | 21 00 |
| " | " | Basswood, | " | | 20 00 |
| " | " | Birch, | " | | 23 00 |
| " | Black Ash, Com. and Shipping Cull, M.C.O. | | | | 14 00 |
| " | Soft Elm, | " | " | | 12 00 |
| " | Hard Maple, | " | " | | 14 00 |
| " | Basswood, | " | " | | 12 00 |
| " | Birch, | " | " | | 14 00 |

## ALBANY, N.Y.

ALBANY, N. Y., December 29, 1897.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $52 | $55 | Dressing boards, narrow | $19 | $20 |
| 2½ in. | 52 | 55 | West India shipping boards | 15 | 16 |
| 1 to 2 in. | 45 | 48 | Box boards | 11 | 12 |
| 4 inch uppers | | 55 | 10-in. dressing and better | 26 | 35 |
| Selects, 2½ in. up | | 45 | 10-in. common | 13 | 15 |
| 1 to 2 in. | | 40 | 12-in. dressing and better | 26 | 35 |
| Fine common, 2½ in. and up | | 40 | Common, 1x12 | 13 | 15 |
| 1 to 2 in. | | 36 | No. 1 barn, 1x12 | 21 | 23 |
| No. 1 cut, 1 to 2 inch | | 25 | 1x10 | 18 | 20 |
| No. 2 | | 20 | 1x8 | 16 | 18 |
| No. 3 | | 17 | No. 2 barn, 1x12 | 16 | 17 |
| No. 1 molding, 1 to 2 in | | 30 | 1x10 | 15 | 17 |
| No. 2 molding, 1 to 2 in | | 23 | 1x8 | 13 | 15 |
| Stained saps | | 20 | Shaky or star clear, 1 to 2 in. | 19 | 21 |
| Bracket plank | | 30 | Dressing | 16 | 18 |
| Shelving boards, 12-in. up | | 30 | Common | 11 | 15 |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Pine | $1 75 | | Spruce | $1 75 | |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $3 90 | $4 10 | Bound butts, 6 x 18 | $5 00 | $5 25 |
| Clear butts | 2 75 | 3 00 | Hemlock | | 2 00 |
| Smooth, 6 x 18 | 4 50 | 4 75 | Spruce | | 2 00 |

## BOSTON, MASS.

BOSTON, December 29, 1897.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $11 50 | 12 00 | ¾ inch | $ 9 25 | 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 11-16 inch | 8 50 | 8 75 |
| Refuse | 13 00 | 13 25 | ⅝ inch | 8 00 | 8 25 |
| Outs | | 9 00 | Clapboards, sap ext. | 45 00 | 48 00 |
| Boxboards, 1 inch | 10 00 | 10 50 | Sap clear | 41 00 | 43 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, 2nd clear | 32 00 | 35 00 |
| | | | No. 1 | 23 00 | 25 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in. | $50 00@ | 52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in. | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in. | 58 00 | 62 00 | 1¼, 1½ and 2 in. | 30 00 | 32 00 |
| Selects, 1 in. | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in. | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in. | 52 00 | 55 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in. | 24 00 | 38 00 |
| Fine common, 1 in. | 40 00 | 41 00 | Coffin boards | 19 00 | 22 00 |
| 1¼, 1½ and 2 in. | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in. | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 50 | 1 60 |
| Cedar, extra | 2 50 | 2 65 | Extra No. 1 | 1 25 | 1 35 |
| Clear | 2 10 | 2 25 | | | |

HEMLOCK

| | | | | | |
|---|---|---|---|---|---|
| Rough | | | | $10 00@ | 10 50 |
| Northern and Eastern, planed one side, No. 1 | | | | | 11 00 |
| " " " " " No. 2 | | | | 9 50 | 10 00 |
| Pennsylvania, " " " No. 1 | | | | 12 00 | 12 25 |
| " " " No. 2 | | | | | 10 00 |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | | | By cargo | 1 80@ | 1 90 |
| By car | 1 80@ | 2 00 | | | |

## DOUR DAVIE'S DRIVE.*

PINNAGER was on snow-shoes, making a bee-line toward his field of saw-logs dark on the ice of Wolverine River. He crossed shanty roads, trod heaps of brush, forced his way through the tops of felled pines, jumped from little crags into seven feet of snow—Pinnager's men called him "a terror on snow-shoes." They never knew the direction from which he might come—an ignorance which kept them all busy with axe, saw, cant-hook, and horses over the two square miles of forest comprising his "cut."

It was "make or break" with Pinnager. He had contracted to put on the ice all the logs he might make; for every one left in the woods he must pay stumpage and forfeit. Now his axe-men had done such wonders that Pinnager's difficulty was to get his logs hauled out.

Teams were scarce that winter. The shanty was eighty miles from any settlement; ordinary teamsters were not eager to work for a small speculative jobber, who might or might not be able to pay in the spring. But Pinnager had some extraordinary teamsters, sons of farmers who neighbored him at home, and who were sure he would pay them, though he should have to mortgage his land.

The time was late February; seven feet of snow, crusted, on the level; a thaw might turn the whole forest floor to slush; but if the weather should "hold hard" for six weeks longer, Pinnager might make and not break. Yet the chances were heavily against him.

Any jobber so situated would feel vexed on hearing that one of his best teams had suddenly been taken out of his service. Pinnager, crossing a shanty road with the stride of a moose, was hailed by Jamie Stuart with the news:

"Hey, boss, hold on! Davie McAndrews' leg's broke. His load slewed at the hill-log catched him against a tree."

"Where is he?" shouted Pinnager furiously.

"Carried him to shanty."

"Where are his horses?"

"Stable."

"Tell Aleck Dunbar to go get them out. He must take Davie's place—confound the lad's carelessness!"

"Davie says no; won't let any other man drive his horses."

"He won't. I'll show him!" and Pinnager made a bee-line for his shanty. He was choking with rage, all the more so because he knew nothing short of breaking Davie McAndrews' neck would break Davie McAndrews' stubbornness, a reflection that cooled Pinnager before he reached the shanty.

The cook was busy about the caboose fire, getting supper for fifty-three devourers, when Pinnager entered the low door, and made straight for one of the double tier of dingy bunks. There lay a youth of eighteen, with an unusual pallor on his weather-beaten face, and more than the usual sternness about his formidable jaw.

"What's all this, Davie? You sure the leg's broke? I'd 'a thought you old enough to take care."

"You would?" said Davie grimly. "And yourself not old enough to have yon piece of road mended—you that was so often told about it!"

"When you knew it was so bad, the more you should take care."

"And that's true, Pinnager. But no use in you and me choppin' woods. I'm needing a doctor's hands on me. Can you set a bone?"

"No, I'll not meddle with it. Maybe Jack Scott can; but I'll send you out home. A fine loss I'll be at. Confound it—and me like to break for want of teams!"

"I've thocht o' yer case, Pinnager," said Davie, with a curious judicial air. "It's sore hard for ye; I ken that well. There's me and me feyther's horses gawn off, and you countin' on us. I feel for ye, so I do. But I'll no put you to ony loss in sendin' me out."

"Was you thinking to tough it through here, Davie? No, you'll not chance it. Anyway, the loss would be the same—more, too. Why, if I send out for the doctor, there's a team off for full five days, and the expense of the doctor! Then he mightn't come. Wow, no! it's out you must go."

"What else?" said Davie coolly. "Would I lie here till spring and my leg mendin' into the Lord kens what-like shape? Would I be lettin' ony ither drive the horses my feyther entrustit to my lone? Would I be dependin' on Mr. Pinnager for keep, and me idle? Man, I'd eat the horses' heads off that way; at home they'd be profit to my feyther. So it's me and them that starts at gray the morn's morn."

"Alone!" exclaimed Pinnager.

"Just that, man. What for no?"

"You're light-headed, Davie. A lad with his leg broke can't drive three days."

"Maybe yes and maybe no. I'm for it, onyhow."

"It may snow, it may———"

"Aye, or rain, or thaw, or hail; the Lord's no in the habit o' makin' the weather suit ony but himsel'. But I'm gawn; the cost of a man wi' me would eat the wages ye're owing to my feyther."

"I'll lose his team, anyhow," said Pinnager, "and me needing it bad. A driver with you could bring back the horses."

"Nay, my feyther will trust his beasts to nane but himsel' or his sons. But I'll have yer case in mind, Pinnager; it's a sore necessity you're in. I'll ask my feyther to send back the team, and another to the tail of it; it's like that Tam and Neil will be home by now. And I'll spread word how ye're needin' teams, Pinnager; it's like your neighbors will send ye in sax or eight spans."

"Man, that's a grand notion, Davie! But you can't go alone; it's clean impossible."

"I'm gawn, Pinnager."

"You can't turn out in seven feet of snow when you meet loading. You can't water or feed your horses. There's forty miles the second day, and never a stopping-place; your horses can't stand it."

"I'm wae for the beasts, Pinnager; but they'll have no force but to travel dry and hungry if that's set for them."

"You're bound to go?"

"Div you tak' me for an idjit to be talkin' and no meanin' it? Off wi' ye, man! The leg's no exactly a comfort when I'm talkin'."

"Why, Davie, it must be hurting you terrible!" Pinnager had almost forgotten the broken leg, such was Davie's composure.

"It's no exactly a comfort, I said. Get you gone, Pinnager; your men may be idlin'. Get you gone, and send in Jack Scott, if he's man enough to handle my leg. I'm wearyin' just now for my ain company."

As Davie had made his programme, so it stood. His will was inflexible to protests. Next morning at dawn they set him on a hay-bed in his low, unboxed sleigh. A bag of oats supported his back; his unhurt leg was braced against a piece of plank spiked down. Jock Scott had pulled the broken bones into what he thought their place, and tied that leg up in splints of cedar.

The sleigh was enclosed by stakes, four on each side, all tied together by stout rope. The stake at Davie's right hand was shortened, that he might hang his reins there. His water-bucket was tied to another stake, and his bag of provisions to a third. He was warm in a coon-skin coat, and four pairs of blankets under or over him.

At the last moment Pinnager protested: "I must send a man to drive. It shan't cost you a cent, Davie."

"Thank you, kindly, Pinnager," said Davie, gravely, "I'll tell that to your credit at the settlement. But ye're needin' all your help, and I'd take shame to worsen your chances. My feyther's horses need no drivin' but my word."

Indeed, they would "gee," "haw," or "whoa" like oxen, and loved his voice. Round-barrelled, deeply-breathed, hardy, sure-footed, active, gentle, enduring, brave, and used to the exigencies of "bush roads," they would take him through safely if horses' wit could.

Davie had uttered never a groan after those involuntary ones forced from him when the log, driving his leg against a tree, had made him almost unconscious. But the pain-sweat stood beaded on his face during the torture of carrying him to the sleigh. Not a sound from his lips, though! They could guess his sufferings from naught but his hard breathing through the nose, that horrible sweat, and the iron set of his jaw. After they had placed him, the duller agony that had kept him awake returned; he smiled grimly, and said, "That's a comfort."

He had eaten and drunk heartily; he seemed strong still; but what if his sleigh should turn over at some sidling place of the rude, lonely, and hilly forest road?

As Davie chirruped to his horses and was off, the men gave him a cheer; then Pinnager and all went away to labor fit for mighty men, and the swinging of axes and the crashing of huge pines and the tumbling of logs from rollways left them fancy-free to wonder how Davie could ever brace himself to save his broken leg at the cahots.

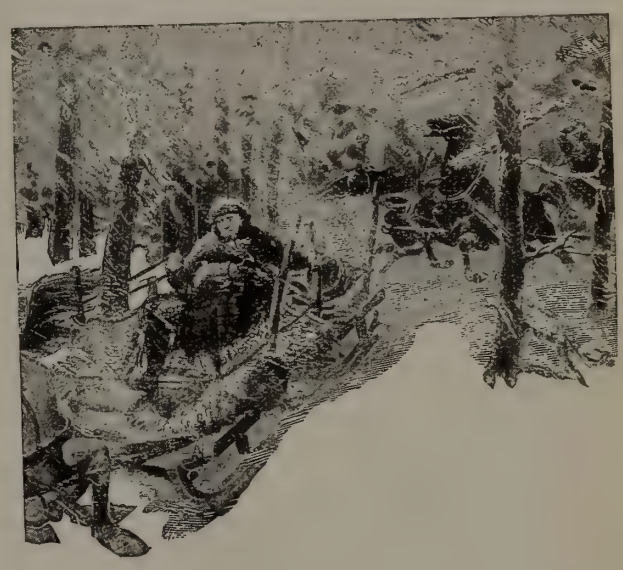
The terrible cahots—plunges in snow-roads! But for them Davie would have suffered little more than in a shanty bunk. The track was mostly two smooth ruts separated by a ridge so high and hard that the sleigh-bottom often slid on it. Horses less sure-footed would have staggered much, and bitten crossly at one another while trotting in those deep, narrow ruts, but Davie's horses kept their "jog" amiably, tossing their heads with glee to be travelling towards home.

The clink of trace-chains, the clack of harness, the glide of runners on the hard, dry snow, the snorting of the frosty-nosed team, the long whirring of startled grouse—Davie only heard these sounds, and heard them dreamily in the long, smooth flights between cahots.

Overhead the pine tops were a dark canopy with little fields of clear blue seen through the rifts of green; on the forest floor small firs bent under rounding weights of snow which often slid off as if moved by the stir of partridge wings; the fine tracery of hemlocks stood clean; and birches smuggled in snow that mingled with their curling rags. Sometimes a breeze eddied downward in the aisles, and then all the undergrowth was a silent commotion of snow, shaken and falling. Davie's eyes noted all things unconsciously; in spite of his pain he felt the enchantment of the winter woods until—another cahot! he called his team to walk.

Never was one cahot without many in succession; he gripped his stake hard at each, braced his sound leg, and held on, feeling like to die with the horrible thrust of the broken one forward and then back; yet always his will ordered his desparate senses.

Eleven o'clock! Davie drew up before the half-breed



Peter Whiteduck's midwood stopping-place, and briefly explained his situation.

"Give my horses a feed," he went on. "There's oats in this bag. I'll no be moved mysel'. Maybe you'll fetch me a tin of tea; I've got my own provisions." So he ate and drank in the zero weather.

"You'll took lil' drink of whiskey," said Peter, with commiseration, as Davie was starting away.

"I don't use it."

"You'll got for need some 'fore you'll see de Widow Green place. Dass twenty-tree mile."

"I will need it then," said Davie, and was away.

Evening had closed in when the bunch of teamsters awaiting supper at Widow Green's rude inn heard sleigh-bells, and soon a shout outside:

"Come out, some one!"

That was an insolence in the teamsters' code. Come out, indeed! The Widow Green, bustling about with fried pork, felt outraged. To be called out!—of her own house!—like a dog!—not she!

"Come out here, somebody!" Davie shouted again.

"G' out and break his head one of you," said fighting Moses Frost. "To be shoutin' like a lord!" Moses was too great a personage to go out and wreak vengeance on an unknown.

Narcisse Larocque went—to thrash anybody would be glory for Narcisse, and he felt sure that Moses would not, in these circumstances, let anybody thrash him.

"What for you shout lak' dat? Call mans hout, hey?"

* From "Between Earth and Sky," by permission of the publisher, William Briggs. Copyrighted, 1897.

said Narcisse. I'll got good mind for broke your head, me!"

"Hi, there, men!" Davie ignored Narcisse as he saw figures through the open door. "Some white man come out. My leg's broke."

Oh, then the up-jumping of big men! Moses, striding forth, ruthlessly shoved Narcisse, who lay and cowered with legs up as a dog trying to placate an angry master. Then Moses carried Davie in as gently as if the young stalwart had been a girl baby, and laid on the widow's one spare bed.

That night Davie slept soundly for four hours, and woke to consciousness that his leg was greatly swollen. He made no moan, but lay in the darkness listening to the heavy breathing of the teamsters on the floor. They could do nothing for him; why should he awaken them? As for pitying himself, Davie could do nothing so fruitless. He fell to plans for getting teams in to Pinnager, for this young Scott's practical mind was horrified at the thought that the man should fail financially when ten horses might give him a fine profit for his winter's work.

Davie was away at dawn, every slight jolt giving his swollen leg pain almost unendurable, as if edges of living bone were grinding together and also tearing cavities in the living flesh; but he must endure it, and well too, for the teamsters had warned him he must meet "strings of loadin'" this day.

The rule of the long one-tracked road into the wilderness is, of course, that empty outgoing sleighs shall turn out for incoming laden ones. Turn out into seven feet of snow! Davie trusted that incoming teamsters would handle his floundering horses, and he set his mind to plan how they might save him from tumbling about on his turned-out sleigh.

About nine o'clock, on a winding road, he called, "Whoa!" and his bays stood. A sleigh piled with baled hay confronted him thirty yards distant. Four others followed closely; the load drawn by the sixth team was hidden by the woodland curve. No teamsters were visible; they must be walking behind the procession; and Davie wasted no strength in shouting. On came the laden teams, till the steam of the leaders mingled with the clouds blown by his bays. At that halt angry teamsters, yelling, ran forward and sprang, one by one, up on their loads, the last to grasp reins being the leading driver.

"Turn out, you fool!" he shouted. Then to his comrades behind, "There's a blamed idyit don't know enough to turn out for loading!"

Davie said nothing. It was not till one angry man was at his horses' heads and two more about to tumble his sleigh aside that he spoke:

"My leg is broke."

"Gah! G'way! A man driving with his leg broke! You're lying! Come, get out and tramp for your horses! It's your back ought to be broke—stoppin' loadin'!"

"My leg is broke," Davie calmly insisted.

"You mean it?"

Davie threw off his blankets.

"Begor, it is broke!" "And him drivin' himself!" "It's a terror!" "Great spunk entirely!" Then the teamsters began planning to clear the way.

That was soon settled by Davie's directions: Tramp down the crust for my horses; on-hitch them; lift my sleigh out on the crust; pass on and set me back on the road."

Half an hour was consumed by the operation—thrice repeated before twelve o'clock. Fortunately Davie came on the last "string" of teams and halted for lunch by the edge of a lake. The teamsters fed and watered his horses, gave him hot tea, and with great admiration saw him start for an afternoon drive of twenty-two miles.

"You'll not likely meet any teams," they said. "The last of the 'loading' that's likely to come in soon is with ourselves."

How Davie got down the hills, up the hills, across the rivers and over the lakes of that terrible afternoon he could never rightly tell.

"I'm thinkin' I was light-heided," he said afterward. "The notion was in me somehow that the Lord was lookin' to me to save Pinnager's bits of children. I'd waken out of it at the cahots—there was mair than enough. On the smooth my head would be strange-like, and I mind but the hinder end of my horses till the moon was high and me stoppit by McGraw's."

During the night at McGraw's his head was cleared by some hours of sound sleep, and next morning he insisted on traveling, though the snow was falling heavily.

"My feyther's place is no more than a bittock ayont twenty-eight miles," he said. "I'll make it by three of the clock, if the Lord's willin', and get the doctor's hands on me. It's my leg I'm thinkin' of savin'. And mind ye, McGraw, you promised me to send in your team to Pinnager."

Perhaps people who have never risen out of bitter poverty will not understand Davie's keen anxiety about Pinnager and Pinnager's children; but the McAndrews and Pinnakers and all their neighbors of "the Scotch settlement" had won up by the tenacious labor and thrift of many years. Davie remembered well how, in his early boyhood, he had often craved more food and covering. Pinnager and his family should not be thrown back into the gulf of poverty if Davie McAndrews' will could save them.

This day his road lay through a country thinly settled, but he could see few cabins through the driving storm. The flagging horses trotted steadily, as if aware that the road would become worse the longer they were on it, but about ten o'clock they inclined to stop where Davie could dimly see a log house and a shed with a team and sleigh standing in it. Drunken yells told him this must be Black Donald Donaldson's notorious tavern; so he chirruped his horses onward.

Ten minutes later yells and sleigh-bells were following him at a furious pace. Davie turned head and shouted; still the drunken men shrieked and came on. He looked for a place to turn out—none! He dared not stop his horses lest the gallopers, now close behind him, should be over him and his low sleigh. Now his team broke into a run at the noises, but the fresh horses behind sped faster. The men were hidden from Davie by their crazed horses. He could not rise to appeal; he could not turn to daunt the horses with his whip; their front hoofs, rising high, were soon within twenty feet of him. Did his horses slacken, the others would be on top of him, kicking and tumbling.

The cahots were numerous; his yells for a halt became so much like screams of agony that he took shame of them, shut his mouth firmly and knew not what to do. Then suddenly his horses swerved into the cross-road to the Scotch settlement, while the drunkards galloped away on the main road, still lashing and yelling. Davie does not know to this day who the men were.

Five hours later, David McAndrews, the elder, kept at home by the snowstorm, heard bells in his lane, and looked curiously out of the sitting room window.

"Losh, Janet!" he said, most deliberately. "I wasna expeckin' Davie; here he's back wi' the bays."

He did not hurry out to meet his fourth son, for he is a man who hates the appearance of haste; but his wife did, and came rushing back through the kitchen.

"It's Davie himsel'! He's back wi' his leg broke; He's come a' the way by his lone!"

"Hoot-toot, woman! Ye're daft!"

"I'm no daft; come and see yersel'. Wae's me, my Davie's like to die! Me daft, indeed! Ye'll need to send Neil straight awa' to the village for Doctor Aberdeen."

And so dour Davie's long drive was past. While his brother carried him in, his will was occupied with the torture, but he had scarcely been laid on his bed when he said, very respecufully—but faintly—to his father:

"You'll be sendin' Neil oot for the doctor, sir? Aye; then I'd be thankfu' if you'd give Aleck leave to tak' the grays and warn the settlement that Pinnager's needin' teams sorely. He's like to make or break; if he gets sax or eight spans in time he's a made man."

That was enough for the men of the Scotch settlement. Pinnager got all the help he needed; and yet he is far from as rich to-day as Davie McAndrews, the great Brazeau River lumberman, who walks a little lame on his left leg.

---

Timber, of Liverpool, Eng., says: We understand that Giles Loder (Ltd.), 36 Lombard street, London, shortly intend to enter the Canadian pine trade, and that their Mr. H. J. Carlisle will leave England early in the year to open up the new business.

We have received from Messrs. Darling Brothers, of Montreal, their 1898 pump catalogue, in which are illustrated and described various classes of steam pumps for special service. A copy of this catalogue may be obtained by any of our readers for the asking.

## WANTS CANADIAN LUMBER.

MR. Mariano Comas, of Buenos Ayres, South America, is at present on a visit to Canada. Mr. Comas represents a large shipping house in his native city, who are desirous of securing supplies of Canadian lumber. Heretofore their connection has been with Boston and New York concerns, but the new tariff of the United States having replaced the former higher duties on products of the Argentine Republic, the government of the latter country have retaliated, and have placed a 10 per cent. preferential tariff in favor of all nations, as against the United States, and so Mr. Comas has started out to look for new markets in which to purchase the lumber supply required by his firm.

## QUEBEC CROWN LANDS.

THE total receipts from Crown lands in the province of Quebec during the year ending June 30th, 1897, according to the report of the Commissioner just to hand, were $878,477.66, a decrease as compared with the previous year. Of this amount $782,303.53 was derived from timber dues, ground rents, bonuses and transfers. The following is a comparative statement of the timber manufactured during the last two years, as compiled from the the report:

| | 1896 | 1897 |
|---|---|---|
| Pine at 26c. per 200 feet | 307,195,7 0 | 286,357,400 feet B.M. |
| Spruce at 13c. per 200 feet | 270,156,80 ) | 276,482,200 " " |
| Small pine logs | 110,650,844 | 95,483,209 " " |
| Boom timber | 417,016 | 67,275 " " |
| White pine timber | 1,443,354 | 430,909 cub. feet. |
| Red pine timber | 3,788 | 32,961 " " |
| Birch, etc. | 40,785 | 27,306 " " |
| Cedar, etc. | 203,193 | 184,603 lin. feet. |
| Firewood | 7,953 | 1,595 cords. |
| Pulpwood | 11,879 | 4,0 5 - " |
| Spoolwood | 5,074 | 1,420 " |
| Railway ties | 300,311 | 108,406 pieces. |
| Lathwood | 109 | 42 cords. |
| Shingles | 3,082 | 6,070 M. |
| Hemlock bark | 202 | 499 cords. |
| Rails | 20,563 | 16,786 pieces. |
| Telegraph poles | 1,550 | 115 " |
| Pickets | 14,877 | 25,174 " |

If the above figures are nearly correct, there has been a considerable curtailment in every class of timber except spruce, which shows a slight increase. We cannot believe, however, that the returns include the whole quantity cut on Crown lands in the province, as the production of pulpwood must greatly exceed 4,000 cords.

## THE OAK AND THE ASH.

THROUGHOUT northern Europe, remarks an English publication, the leaves of the ash are held to be potent against the bite of vipers, and in Devonshire it used to be a common belief that if a circle be traced with an ash staff round a sleeping viper the reptile will be as unable to pass over it as if it had been made with the cactus twigs, so high in favor for a similar purpose in Mexico. Among the old Scandinavians, Yggdrasil, the great ash tree, represented the universe. Under its roots were the land of the frost giants and the land of metals, and under the shadows cast by it the gods were supposed to sit. It has been attempted to explain the love of the Northmen for the ash by imagining that its hardness gave it favor in the eyes of those tough warriors, who used it for so many purposes that Adam, of Bremen, refers to the Vikings of Norway and Denmark as "Ashmen," and Odin is pictured in the Edda as making the first man from a block of ash timber which he found upon the shore. But this does not pluck the heart out of the mystery. It only carries it a little further back, and fails to explain why the minds which evolved that strange northern mythology chose it in preference to the oak, or the linden, or the fir, or the birch, all trees familiar enough to these pre-historic folks. The oak is, indeed, associated with almost as many legends as the ash. The ancient Celts regarded it with such veneration that De Brosses derive the word "kirk," now softened into "church," from "Quercus," an oak. It used, in many parts of England, to be considered unlucky to cut down an oak; and Aubrey, the old Sulley antiquarian, whose works form such a mine of Carolinian legend, tells us that before a tree of this species falls under the woodman's axe "it gives a kind of shreiks or groans that may be heard a mile off, as if it were the genius of oak lamenting."

---

Among the calendars received by the LUMBERMAN is one from T. Sullivan & Co., wholesale dealers in hardwood lumber, of Buffalo. This firm is making a specialty of elm and ash, and make shipments direct from Canadian mills.

# THE RETAILER AND Wood-Worker

## SAW-GRINDING.

THE following suggestions contributed by Mr. Powis Bale, M.E., to the Timber Trades Journal, are presumed to represent the latest English practice :

For many years after the introduction of emery wheels or disks a prejudice existed against their use for sharpening saws ; and, to some extent, this prejudice still survives. It arose chiefly from the fact that many of the wheels made were unsuited to their work, and the user had little knowledge as to the proper management. In the following paper some hints will be given as to their management, which may be found serviceable to users ; and although these remarks relate chiefly to emery wheels for sharpening saws, they can, in most cases, be equally well applied to emery wheels used for other purposes. In the first place, it is important to secure an emery wheel of good quality and of a texture and hardness well suited to the work. This is not so simple a matter as it may at first appear, owing to the quantity of cheap, inferior wheels with which the market is flooded.

For saw-sharpening purposes a moderately soft wheel should be preferred, since it will cut quicker and heat and glaze less than a hard one ; it will, however, wear out a little sooner. Some wheels are harder on their surface than further in, and they do not cut their best until they are worn a little ; but the best class of wheels may be obtained of any required degree of hardness, as it is only necessary to vary the proportions of the compound used in their manufacture. Sometimes a good wheel will be condemned as bad when the fault may arise from its being unsuited to the work it is used for, or it may have been run at an improper speed. In establishments where a variety of work is done it will pay well to have a fair assortment of wheels, and not make one do duty for all kinds of operations. When the wheel is secured, before mounted it should be examined to see that it is perfectly sound. This may be ascertained by tapping it lightly with a hammer ; if sound it will ring. If it does not ring it should be closely examined, and if any cracks or flaws are detected, however slight, the wheel should be discarded, as it would be dangerous to work.

To lessen the chance of accidents from cracks, the manufacturers of some wheels insert in them a web or webs of brass wire, proportioned in strength to the size and weight of the wheel. They claim that the insertion of the wire does not in any way affect the cutting power of the wheel, as it wears away in advance of the emery. The wheel should be mounted so that it fits easily on the spindle, and thus have room to expand should it become warm. Large washers or flanges, say about one-third the diameter of the wheel, should be fitted on either side. These are preferably made slightly concave on their inner side, and a small piece of packing—rubber or leather will do very well—should be placed between them and the wheel. Care must be taken that they are not screwed too tightly, as thin wheels are liable to crack, especially if a little warped, and they are then, of course, exceedingly dangerous. The saw-sharpening machine in which the wheels are run should be well made and substantially built, the main frame being cast in one piece. In the best machines the emery wheel is mounted on a small steel spindle running in bearings or centres fitted in a counterbalanced swinging carriage. This carriage is brought down to the saw by hand, and, by means of a quadrant, can be set at an angle to give any desired lead to tooth ; stops are also fitted to regulate the depth of the gullet and the pitch of the tooth. The counter-shaft is usually placed at the back of the machine, and the band (belt) giving motion to the emery disk passes over an idle pulley and then directly on to small pulley on the emery disk spindle. In the place of single pulleys the writer strongly recommends the use of adjustable pulleys of different sizes, or small cone pulleys, so that as the wheel wears less in diameter its speed can be increased in proportion.

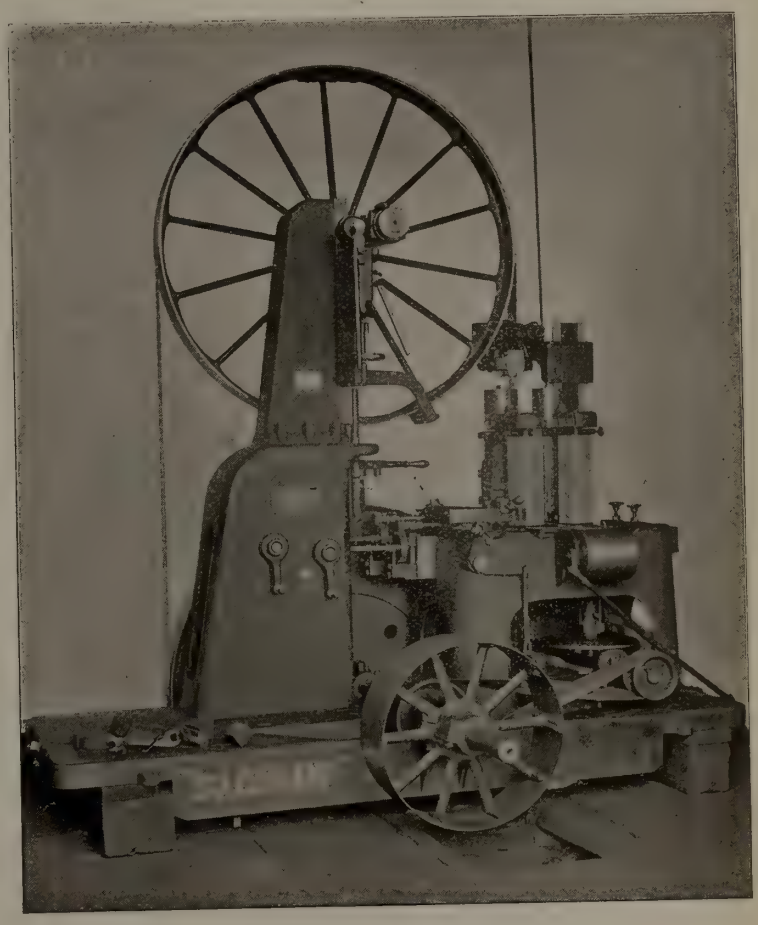
The question of speed is a factor of immense importance in the successful working of emery wheels. The best cutting speed will vary somewhat in wheels of different character; but a speed of from 4,500 feet to 5,500 feet per minute at the periphery of the disk will usually be found suitable. A speed midway between the figures, say 5,000 feet per minute for the 12-inch wheel, which is generally used in sharpening saws, may be accepted as the standard.

## THE SAGINAW BAND RE-SAW.

THE growing scarcity of timber and consequent higher value of stumpage has caused lumber manufacturers to give greater attention to the adoption of such methods and appliances as will reduce the waste in the saw-mill to a minimum and produce the largest quantity of marketable lumber from the log. This condition no doubt accounts in a large measure for the success of the Saginaw band re-saw, an illustration of which appears on this page. The manufacturers thereof operate a large plant at Saginaw, Mich., for the manufacture of lumber and boxes in shooks, sash, doors, blinds, etc. Some time ago the president of the company, Mr. E. C. Mershon, decided to build a machine for their own plant, and subsequently secured a patent therefor and arranged to place it on the market. The large sale which the machine has had has demonstrated the wisdom of this decision.

The Saginaw re-saw has proved very successful when used in connection with band and circular log mills in the United States, where the practice is to saw plank double the thickness required, and then re-saw them on the band re-saw, thus making the re-saw perform half of the work. In Canada the mill is also very popular, the manufacturers having placed resaws in the mills of the following well-known firms : W. C. Edwards & Co., Rockland, Ont.; Estate of Ross Bros., Buckingham, Que.; Estate of James McLaren, Buckingham, Que.; Hawkesbury Lumber Co., Hawkesbury, Ont.; Gilmour & Co., Trenton, Ont.; Georgian Bay Lumber Co., Waubaushene, Ont.

The manufacturers state that they believe the Saginaw resaw to be the first machine designed from a thorough knowledge of the requirements of saw-milling. The feed works, they say, are designed so as to meet every imaginable requirement, whether self-centering or slabbing from one side, whether stock to be re-sawed is perfectly manufactured plank or deal, or thick on one edge and thin on the other, or even a slab or a waney deal. Under any of the above circumstances the feed works will insure the stock being perfectly sawn. The set works is another valuable feature. Referring to the machine, Messrs. W. B. Mershon & Co. say : "We manufacture, including seven or eight styles of the Saginaw re-saw, no less than 14 practically different machines,



THE SAGINAW BAND RE-SAW.

adapted to as many different classes and conditions of work. We also remind you that we are wood-workers and operate eight of our own re-saws and rip saws about our own plant ; hence, we claim that our machines are more practical than those manufactured in the ordinary machine shop. We claim that it will convert over 100,000 feet of 2 inch plank into one inch boards in a day of ten hours. The saw-kerf is but five sixty-fourths of an inch.

Persons desiring further information should communicate with the manufacturers, Messrs. W. B. Mershon & Co., of Saginaw, Mich.

Wm. Williamson, contractor, of Toronto, proposes erecting a wood-working factory.

The Arrowhead Saw and Planing Mills Company, of Arrowhead, B.C., has been incorporated, with a capital of $150,000.

# THE NEWS.

—J. Rochon has opened a lumber yard at Port Arthur, Ont.

—Wm. Sellers is opening a lumber yard at Holmfield, Man.

—Malcolm McDonald is erecting a shingle mill at Duck Lake, Ont.

—C. W. Gimby, lumber, Cartwright, Man., has sold out to R. Stead & Son.

—S. McLeod, saw mill, Prince Albert, N. W. T., has sold out to Keith & Co.

—James Hunter & Son, of Pennfield, N. B., have lately added a shingle machine to their saw mill plant.

—It is announced that the Dickson Company, of Peterboro', a ve decided to build a saw mill at Lakefield.

—The enterprising firm of Knight Bros., Burks Falls, Ont., re building an addition to their planing factory.

—The Cowichan Lumber Company, of Cowichan, B. C., have been granted incorporation by the Dominion government.

—The Gravenhurst council has decided to offer the Longford Lumber Company a free site as an inducement to locate in that town.

—Broadfoot & Box, of Seaforth, Ont., have lately sold $20,000 worth of furniture to Hawke & Co., of 8 Cook street, London, Eng.

—The Rathbun Company, of Deseronto, are building an extension, 114 x 15 ft. and two stories high, in the rear of the joiners' department.

—The saw mill owned by Leopold Benz, of Wetasiwin, Alberta, was totally destroyed by fire recently. Some lumber and logs were burned.

—The cut of the Aberdeen mills, Fredericton, N. B., last season was about fourteen million feet. Clapboards and shingles will be sawn during the winter.

—The Gilmour Co., of Trenton, Ont., have recently shipped large quantities of box shooks and doors to Great Britain, and expect to do a much larger trade next season.

—Haley & Son., of St. Stephen, N.B., have had a much larger saw placed in their mill. They have received from the St. Croix Soap Mfg. Co. a large order for box shooks.

—Gardner Bros., of Leamington, Ont., are making extensive additions to their machinery and plant. They expect to make between 2,000,000 and 3,000,000 berry baskets next year.

—Mr. Alexander Fraser has taken an action in the Superior Court against the Hull Lumber Co. and Buell, Hurdman & Co. for $172,543,52. This was the amount of a mortgage on Table Rock.

—Wakefield & Kellington's planing mill at Neepawa, Man., was considerably scorched by fire recently, which originated in the engine room. The main building was saved. The damage is about $800, with no insurance.

—The saw mill of Ferdinand Bellavance, of Sayabec, Que., was recently destroyed by fire through the imprudence of an employee, who attempted to fill a coal oil lamp with oil while it was burning. The loss is estimated at $3,000.

—John Breakey, lumber merchant, of Quebec, and others, are seeking incorporation as the Chaudiere Valley Railway Company, to construct a railway along the Chaudiere river to Scott's Junction. The capital stock is $150,000.

—The lumber surveyors of St. John, N. B., have decided to form an organization. They say the shortness of the active season renders it necessary that they receive more pay. They will prepare a schedule of rates and submit it to the lumber shippers before spring business opens up.

—Importations of lumber from the United States to Manitoba for the twelve months ending October 1, 1897, were as follows: Dressed, 1,913,832 feet; undressed, 14,857,372 feet. Each year has shown an increase since 1893, when the figures were: Dressed, 136,306 feet; undressed, 1,174,747 feet.

—T. L. Pardo, M. P. P., of Blenheim, Ont., after having the brickwork about the boilers of his extensive mills torn down to rebuild, concluded to replace the old boiler with a first class new one, and has given an order to Trotter & McKeough, of Chatham, for one of their best 4 ft. shell boilers.

—The Department of Trade and Commerce has received two reports from Mr. E. E. Shepherd, Trade Commissioner for South America, in which he deals fully with the question of the possibilities of trade between Canada and Brazil and Uruguay. Last year about $52,000 worth of Canadian lumber was imported into Brazil.

—It is understood that Stetson, Cutler & Co., of New York, Boston and St. John, who are heavy stockholders in the Ashland Manufacturing Co., are negotiating for a lease of the mill at Ashland for a term of years, and if satisfactory arrangements can be made with the railway regarding rates, etc., they will run the mill all the year round.

—The Goderich Lumber Company have purchased the saw mill at Golden Valley from Mr. Brooks. Fred Thompson, late head sawyer in the Goderich saw mill, will probably leave in the near future for the Bruce Peninsula, to take a like situation in the new establishment. The cut of the new mill will be handled by the Goderich Lumber Company.

—From Doaktown, N.B., comes the following news: H. & F. D. Swim are embarking in a large enterprise, viz., the cutting of six hundred thousand superficial feet of spool bars. The Messrs. Swim claim that they have a contract with parties in Scotland, and are starting out to engage in the work. They purpose putting up a mill in the woods on the Muzerall brook and sawing the birch into bars, and then haul the sawn wood to the track and pile it there until spring, when it will be shipped.

—The Department of Interior at Ottawa has taken up the question of lumber supply and forest preservation in the North-West. Mr. E. F. Stephenson, of Winnipeg, has been appointed a commissioner to go into the subject and enquire how the forests should be maintained. Suitable areas for permanent forest reserves will be selected, and it will be ascertained whether some lands in the West poorly adapted for agriculture could not be as well planted with trees. Information will be gathered as to what means are most effective in preventing forest and prairie fires.

—There appears to be a bright future for the Willow Creek Gold Mining and Development Company, which is capitalized at $99,000. Mr. Eldoras Todd, lumberman, of Brantford, Ont., is president and general manager, and we are informed that it is the intention to combine lumbering and mining. The company have erected a large steam saw mill, with a capacity of 60,000 feet in twenty-four hours. It is their intention to run this as a custom mill, and also to saw and manufacture lumber to sell. Rough timber sells for $16 per M feet, and dressed at from $25 to $35 per M feet. Slabs and sawdust will be used for fuel.

—Denmark is said to offer a market for Canadian timber. The total import by that country in 1896 was 19,965,000 cubic feet, most of which was supplied by Norway and Sweden. Oak is in good demand, and is used for furniture, shipbuilding and house building, and should be shipped in planks and boards. Pine is used for ship and house building; poplar for veneering, billboards and furniture, also in the manufacture of pianofortes and carriages. Poplar is also used largely for stoppers to beer kegs, liquor barrels, etc. Maple also has a future in Denmark for veneering and inlaid work. There is no duty on oak imported into Denmark. Other woods pay a duty of 13 oere (3½ cents) per cubic foot.

—Messrs. George St. Pierre & Co., of Fraserville, Que., have over fifty men in the woods, and will next season cut a large quantity of shingles. They are under contract to cut 2,000,000 feet of spruce and birch. Their machinery has lately been improved, and they now have one of the best equipped mills in the province, comprising a 75 h.p. engine, new, built by Carrier, Lane & Co., of Levi, last June, at a cost of $1,200; one rotary, one steel gang saw, one Catharine, one double edger, one planer and matcher, ten Small & Fisher shingle machines, double action steam pumps, etc. The firm cut last summer 2,000,000 feet of spruce, mostly deals for the English markets, besides a few local contracts.

## CASUALTIES.

—A man named Simard was accidentally killed in a lumber shanty near Ste. Felicite, Rimouski county.

—Alphonse Cyr, who ran a nail into his foot while working in Booth's saw mill at Ottawa, died of lockjaw in the hospital.

—George Smith, of Wilberforce, while working in Brennan's shanty on the Petewawa, was crushed by a falling tree. His recovery, at time of last report, was doubtful.

—While running a power sawing machine at Buckingham, Que., Samuel Jamieson was killed by the breaking of the saw, a piece striking him on the head. Deceased was 63 years of age, and had been up-river agent for Ross Bros.' lumber firm for twenty-eight years.

—Napoleon Paquin, an employee of the Rat Portage Lumber Company, was badly injured whilst working in the bush and died the following day. The deceased was a native of St. Andrews, Ottawa county. By an excellent system all employees of the Rat Portage Lumber Company are insured against accidents, and the relatives of the deceased will receive $1,000.

## PERSONAL.

Hon. R. R. Dobell, of Dobell, Beckett & Co., Quebec, returned a fortnight ago from England.

Mr. R. N. Wakefield, lumber merchant, of Seattle, Wash., has returned to Ontario, after an absence of eighteen years. He is visiting at his old home at Battersea.

Mr. Martin Allstadt, of the lumber firm of Allstadt & Mayer, Mannheim, Germany, is at present on the American continent, placing orders for oak, poplar and ash for export.

The LUMBERMAN regrets to learn of the recent illness of Mr. Hugh Grant at Pembroke, Ont. Mr. Grant was for many years a representative of the Hamilton Bros. firm.

Mr. T. H. DeCew, formerly of Essex Centre, but now of Arrowhead, B. C., was recently in Toronto, where he purchased an engine for his saw mill at the latter place.

The death occurred at Liverpool, N.S., last month, of Mr. R. W. Freeman, who had been long connected with lumbering operations on the Liverpool and Port Medway waters.

## TRADE NOTES.

The S. Morgan Smith Co., of York, Pa., has recently shipped to H. Mc. Hart, for his pulp mill near Halifax, N. S., a 36 inch horizontal McCormick turbine on horizontal shaft, which will develop 350 h. p.

The Waterous Engine Company, of Brantford, have completed a new coal conveyor for the Ingersoll Packing Company which carries the coal 110 feet. Two men recently unloaded 87,000 pounds in five and a quarter hours.

The fame of the excellence of the lumbering tools manufactured by Thomas Pink, of Pembroke, Ont., is extending beyond the limit of this continent. Recently Mr. Pink received a large order for his celebrated skidding tongs all the way from Amsterdam, Holland, and enquiries have been received concerning them from even the steppes of Russia.

Referring to the international questions growing out of the seal negotiations with Great Britain and the Cuban situation, the American Monthly Review of Reviews says: "There is nothing that the world respects so much in a nation's attitude and policy as firmness and fixity of purpose. If the people of the United States wish to intervene in Cuban affairs they have the most abundant moral justification for doing so. The only thing that could condemn such a movement on the part of our country would be doubt in our minds as to the wisdom or justice of our policy. American intervention in Cuba at any time within the past year and a half would have been accepted by the whole world with even less of cavil or criticism than the Russian intervention on behalf of Bulgaria twenty years ago."

**WE HAVE PURCHASED THE BIG SAW-MILL OF PACK, WOODS & CO., at Oscoda, Mich.,**

And will offer the entire equipment or any part of it AT LOW PRICES, to save handling and storage. The Mill contains 12 Boilers, 7 Engines, 4 Pumps, 1 Gang, 2 Iron Husks, 2 Carriages, 2 Edgers, 2 Steam Niggers, 2 Trimmers, 1 Slasher, 1 Jacker, 2 Flippers, 2 Twin-Engine Feeds, 1 Refuse Grinder, Filing Room Outfit, Electric Light Plant, Machine Shop, and all Conveyors, Shafting, Pulleys, Belting, etc., required for above machinery.

Send for Complete Stock List of over a thousand machines.

**WICKES BROS., Saginaw, Michigan.**

# WOOD PULP DEPARTMENT

## PULP AND PAPER MAKING IN NOVA SCOTIA.

MANY people will be surprised to learn that as far back as 1837 papermaking was introduced in Halifax by one Robert Keswick, says the Halifax Herald. He located his mill at the foot of a lake just west of Moir's mills, Bedford. The factory was a little old-fashioned one. The inside was arranged in a wonderful way and a sketch of its appearance, were it possible to obtain one, would be a curiosity to the up-to-date people of sixty years later. The power was furnished by a twenty-foot breast wheel, eight feet wide, and one small over shot eight feet in diameter and four feet wide. No steam was used in the mill and the stock was cooked in a large open pot over a fire. It was then loft dried. The paper machine used was a 36-inch one with a fire drier.

Later on this mill was replaced by one a little further down the stream. This happened about thirty years ago. The business was continued after the death of Mr. Keswick by his sons, the latter subsequently selling out to Daniel Hughes and his sons. The mill was run under his direction until 1873, when it was totally destroyed by fire. It was never rebuilt, and thus ended the first attempt at papermaking in Nova Scotia.

About the time of the destruction of the Bedford mill a German named Ellerhausen erected Nova Scotia's first pulp mill on the St. Croix River, between Ellershouse and Newport. The machinery was brought out from Germany and England. In connection with the pulp mill a paper plant was also introduced. The pulp, after passing through the first process, was pumped for a distance of two hundred yards to the paper mill, where the article was completed. After running a short time a fire destroyed the pulp mill. The machinery and water wheels were sold for junk. Later on another mill was started on the same site, but it never was completed, and during the fifteen years it remained idle the plant rotted down.

In 1892 the property was offered for sale. It remained idle for a period of three years, and in 1896 the mills were put in a first-class condition for the manufacture of paper. This has been added to from time to time, and the latest extension comes in the shape of a ground wood mill for consumption only. It is the only paper mill in the provinces.

During the idle time of the mill at St. Croix there was built about 1881 at Mill Village, Queens county, a mechanical mill. This mill was erected largely through the efforts of Emil Vossnack, who was very enthusiastic over the prospective profits. The grinders, eight in number, of five pockets each, taking stones eighteen inches by forty eight inches, of the Voelter screw feed pattern, were built in Halifax. Mr. Lawrence Howlett was general manager. It ran for some time, and was then shut down. Abot 1889 the mill was again started, with John S. Hughes as manager. The second year he was there he put in four new grinders and wet machines; this time two-pocket Scott & Roberts grinders were chosen. The mill is driven by two seventy-two inch wheels under about twenty feet head, and is located on the Port Medway River about one and one-half miles above Mill Village, at Salters Falls. The product is shipped from Port Medway during the winter, while in summer vessels approach nearer to the mill.

We next have the erection of a sulphite fibre mill on the East River, Sheet Harbor, about 1887, under the Partington process of lead lined digesters. This mill was in operation about four years, since which it has been idle, but has lately passed into other hands, who talk of starting it again. The output was about five tons per day.

The next advance in wood pulp grinding was about 1889, when H. McC. Hart put in an improved Voelter three pocket hydraulic feed grinder at his saw-mill at West River, Sheet Harbor, which has only been in operation when the saw-mill was idle. It has been dismantled.

About 1894 really the first start of any magnitude was made in grinding wood pulp in Nova Scotia. About the same time there went into operation two mills—one at Morgan Falls, on the La Have River, the other at Milton, on the Liverpool River. The Morgan Falls mill had three four-pocket grinders, with hydraulic feed, three 72-inch wet machines with Gotham screens, and was driven by two 33-inch Smith & McCormick wheels and one 18-inch Smith Success wheel, under 35 feet head. The production was about 20 tons per day, wet. The plant is now being generally remodelled and improved, and with the machinery added the product will be increased to 30 or 35 tons wet per day. The output is loaded on the Nova Scotia Central Railway and sent to Bridgewater in summer and Lunenburg in winter.

The Milton mill, located five miles above Liverpool, at Deep Brook, began operations with four four-pocket Voelter hydraulic grinders and four 72-inch wet machines with Gotham screens, driven by four 33-inch Smith & McCormick wheels, one 21-inch and one 15-inch Smith Success wheels under thirty-six feet head, with a production of thirty-five or forty tons per day. This is at present being increased to about sixty tons per day wet by the addition of three three-pocket Scott grinders. The output of this mill is sent by steam tram to the shipping point at Liverpool. The pulp from both Morgan Falls and Milton mills is finding a market in England, being shipped by steamer from Halifax.

The brothers, Joseph S. Hughes and John S. Hughes, managers respectively of the Morgan Falls and the Milton mills, are sons of Daniel Hughes, who succeeded Mr. Keswick in the old paper mill near Bedford, and have been identified with the pulp and paper manufacture of Nova Scotia from their earliest days.

## PULP NOTES.

The bill to amend the charter of the Laurentide Pulp Company, recently before the Quebec Legislature, gives it power to manufacture pulp, deal in timber and timber limits, and erect saw mills, dwelling houses, hotels, churches, etc.

Mr. T. R. Allison, who designed the Masterman pulp mill at Chatham, N.B., now owned by the Dominion Pulp Company, has made a proposition to form a company to start a pulp mill in that town if the municipality will give site, known as the Morrison mill property, as a bonus. The Board of Trade of Chatham is now considering the proposal with a view to advising the town council.

The pulp mills at Sault Ste. Marie, Ont., are now being pushed to their utmost capacity, with improved machinery lately put in which reduces material to dry pulp. The demand has been exceedingly lively. The English trade, it is said, will take every pound that can be manufactured during the next six months.

There has been some delay in getting the Petewawa Pulp and Paper Company, which obtained its charter at the last session of the Ontario Legislature, into active operation. It is now stated, however, that Mr. A. T. Mohr, of Buffalo, whose persistency in the matter is born of unbounded confidence in the project, has been rewarded, and that building operations at Petewawa, Ont., will be commenced in the spring.

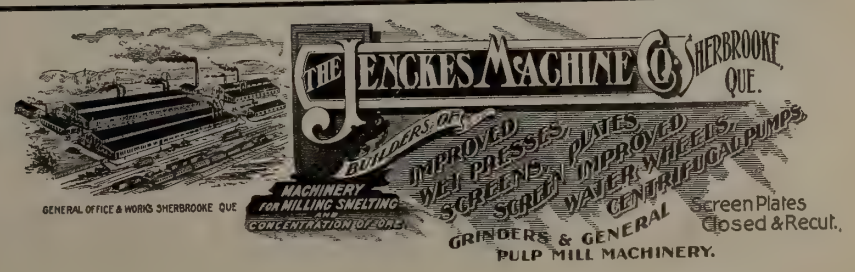
Mr. J. D. Guay, of the Chicoutimi Pulp Company, says: The company's mill at Chicoutimi, Que., upon which $110,000 has already been expended, will shortly be opened. The company's limits are 500 miles in area, and the first eighteen months' output of pulp has already been sold. In order to turn out the required amount 80 men will be constantly employed, so that between the mill and the dairy industry, which does an annual business of half a million dollars, the population of Chicoutimi will be kept pretty well employed.

The Halifax Chronicle sounds a note of warning in regard to the pulp wood resources of Nova Scotia. The province, it points out, has many tracts covered with the right kind of timber for the manufacture of mechanical and chemical pulp. These the Chronicle advises the owners to husband and foster. It urges that the cutting of the trees be kept under control, that the small ones be preserved, and that due measures for fire protection be taken. In this way, it adds, the necessity for reforesting, to which so many parts of the continent have come, will be avoided.

German experiments prove that the slower the growth of the tree the greater is the strength of its pulp. Norwegian is said to be better than Swedish, and, strange to say, it is claimed that German is better than either. Canadian timber, also, it is asserted, grows too rapidly to make the best pulp. The first statement is obvious, but is it really true that German pulp is the best? I think that the great attention and diligent study given by Germans to chemical science are sure to have some effect upon their manufactures. As far as raw material goes the rapidity of growth must bear a strong part in the pulp produced.—Paper Making.

HERCULES BELTING The BEST in the World....
WEARS LONGER and WORKS BETTER than any other Belting on the Market.
HERCULES BELTING is constructed on a scientific plan. The Duck used is Extra Fine, costing nearly twice as much as that used in any other Rubber Belting. Every inch of it is frictioned with good rubber (not shoddy). Drop a postal card for list and discounts to.....
THE BOWMAVILLE RUBBER CO., LIMITED - BOWMANVILLE, ONT.

Please mention the LUMBERMAN when corresponding with advertisers.



## TO ESTABLISH FOREST RESERVES.

A BILL which, if adopted, will have an important bearing upon the future timber supply of Ontario has been prepared by Mr. Thomas Southworth, Clerk of Forestry, and received its first reading in the Legislature. It is entitled "The Forest Reserves Act," and provides as follows :

1. The Lieutenant-Governor in Council shall have power to set apart from time to time such portions of the public domain as may be deemed advisable for the purposes of future timber supplies.

2. Such tracts of land so reserved shall be declared to be permanent Crown Timber Reserves.

3. From and after the date of such proclamation no lands within the boundaries of such reserves shall be sold, leased or otherwise diposed of, and no person shall locate, settle upon, use or occupy any such lands, or hunt, fish, shoot, trap or spear or carry or use fire arms or explosives within or upon such reserves.

4. Such reserves shall be under the control and management of the Department of Crown Lands, and the Lieutenant-Governor in Council shall have power to frame regulations for the protection, care and management of the said Crown Forest Reserves.

## SPRUCE LOGS FOR FRANCE.

Mr. J. Fraser Gregory, of St. John, N.B., is purchasing large quantities of spruce logs and pulpwood for export to France, the customs regulations of that country being such that it is believed that they can be imported there and manufactured at a profit. Pulpwood of one fathom in length is admitted free of duty, and there is a saving of three dollars per standard in duties in importing logs instead of deals. The logs will be sawn into building materials in mills now erected in France, and which up to this time have received all their supplies from the Baltic.

---

A new pulp mill is likely to be erected at Grand Falls, N. B. United States Senator Proctor is the chief promoter.

Thomas Petes was killed in Steinhoff & Gordon's stave mill at Wallaceburg, Ont., on the 20th ultimo, by being caught in a shaft.

A neat calendar has been received from the Magnolia Metal Company, of New York, manufacturers of the well-known anti-friction metal.

## OBITUARY.

The death is announced of Samuel McAdams, who carried on business as shingle manufacturer at South River, Ont., for several years.

Mr. Martin L. Russell, of Renfrew, Ont., died on Saturday, December 11th, in his 69th year. Mr. Russell was a well-known lumberman of the Ottawa valley, having been connected with the business for over 40 years. He was a jobber in logs, and also owned a saw mill. He left an estate valued at $100,000, including timber limits on Sturgeon river.

Mr. Henry Ward Powis, timber merchant, of London, Eng., was found dead on the street last month, and the inquest led to the conviction that he had committed suicide, due to outside speculation. Deceased was well known in Canada, and from 1867 to 1877 was connected with the saw-mill business of G. B. Hall, of Quebec. In the latter year he removed to London, and started business on his own account as a wood broker. Very shortly afterwards he formed a limited company, known as Bryant, Powis & Bryant, Limited, and did a very successful business for a time, but unfortunate circcmstances compelled them to go into liquidation in 1892. Since that time he has carried on business under his own name at 110 Leadenhall street, E.C., being known as one of the largest operators in Canadian pine in the United Kingdom. The trade both in Canada and abroad will regret his untimely death.

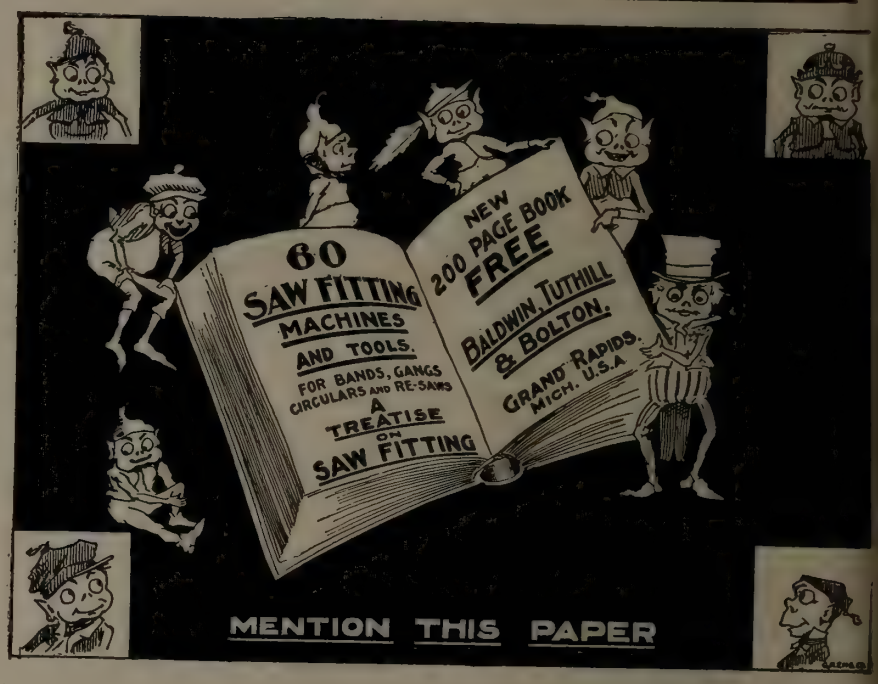

# Lumbermen's Supplies

**DRIED FRUITS**
Canned Goods
Heinz's Famous Pickles and Sauces
Ludella Ceylon Tea

Letter Orders Promptly Shipped

Write Us or See Our Travellers.

**H. P. ECKARDT & CO.,** Wholesale Grocers, **TORONTO**




Mention the LUMBERMAN when corresponding with advertisers.

# MACHINERY BARGAINS

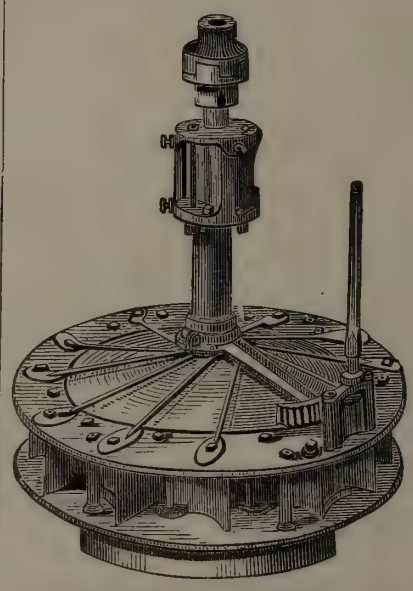
## WICKES GANG

Made by Wickes Brothers ; Latest Improved No. 2; 44" Gate; Cuts 14" deep.

This has been taken in exchange for an Allis Band Mill.

Will sell at a low price for quick turnover.

***WATEROUS,***
***Brantford, Canada***



ASSURE yourself a Happy and Prosperous Year by discarding your Antiquated, Worn-Out Water Wheels, and substituting a Modern, Up-to-Date, Superlative Type of TURBINE. These conditions are fullly and only met by....

**"LEFFEL," "VULCAN" and "PERFECTION." Of Any Required Power.**

A Variety of Sizes ready for Shipment.

For Catalogue "A," describing these and special lines of Saw Mill and Shingle Mill Machinery, &c., address.....

MADISON WILLIAMS, Successor to PAXTON, TATE & CO.
PORT PERRY, ONT.

H. E. PLANT, Agent, Common and Nazareth Sts., Montreal, Que.

TO BELT USERS: Try Our **GENUINE**

# ENGLISH OAK-TANNED BELTING

and Our **Lancashire Hair Belting**

D. K. McLAREN
**Victoria Square, MONTREAL**

## NEWS AND NOTES.

A movement is on foot in the vicinity of Louise, Ont., to give financial assistance to Messrs. S. B. Wilson & Sons towards re-building their saw-mill, recently burned.

The Pacific Coast Lumber Co. will shortly commence a new branch of business at New Westminster, B.C., in manufacturing grained wood by a new process.

Mr. D. K. McLaren, dealer in leather and hair belting and mill supplies, Montreal, has issued a neat and pretty calendar to his customers. Any person desiring one should drop a postal card to Mr. McLaren, who will gladly favor them.

The annual meeting of the Madawaska Improvement Company was held in Ottawa a fortnight ago. Officers were elected as follows: President, Mr. J. R. Booth; Secretary, Mr. G. B. Greene; Directors, Messrs. John R. Booth, Andrew Fraser, H. F. McLachlin, Claude McLachlin and C. B. Cole. During the past three years the number of logs brought down the Madawaska has decreased by over twenty-five per cent. The limits are thinning out and in a few years more there will be very few logs.

The St. John Trading Campany is a new company recently formed, and now seeking a Dominion charter, with head office in Ottawa, and a capital stock of $40,000. It is proposed to deal in timber limits and do a general lumber manufacturing business. The members thereof are: John Connor, St. John, N.B.; William Richards, Boiestown, N. B.; William T. Drysdale, Woodstock, N.B.; Hon. John Costigan, Ottawa; F. P. Killeen, New York; F. A. Reed, New York; Edward A. Greene, New York.


J. D. SHIER
MANUFACTURER OF
Lumber, Lath & Shingles
BRACEBRIDGE, ONT.

RAILS FOR TRAMWAYS

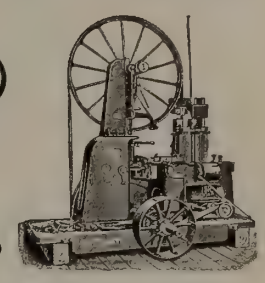
NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.
JOHN J. GARTSHORE,
49 Front St. West, Toronto.

Equal to the Best
HALF THE PRICE of other standard machines.
THE EMPIRE
Price $55.00.
Send for testimonials
The WILLIAMS MFG. CO.
Montreal, P.Q.

Lumberman's.... Ready Reckoner.
SAVES TIME
In Use Everywhere.
Handiest Thing Known for figuring up Lumber Measurements.
PRICE 25 CTS., POST PAID.
BRENNAN & CO. - Sault Ste. Marie, Ont.
MANUNACTURER'S AGENTS.

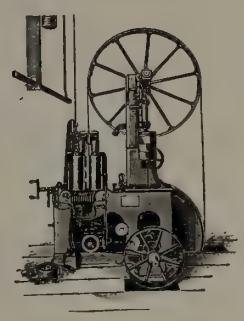
FRICTION PULLEY BOARD
The BEST Article Known for the Purpose
MANUFACTURED BY..... THE DOMINION LEATHER BOARD CO'Y. - MONTREAL, QUE.

Band Re-Saws....



50 SAGINAWS
In SAW MILLS

If you want a Band Re-Saw for Any Purpose, write to Headquarters:



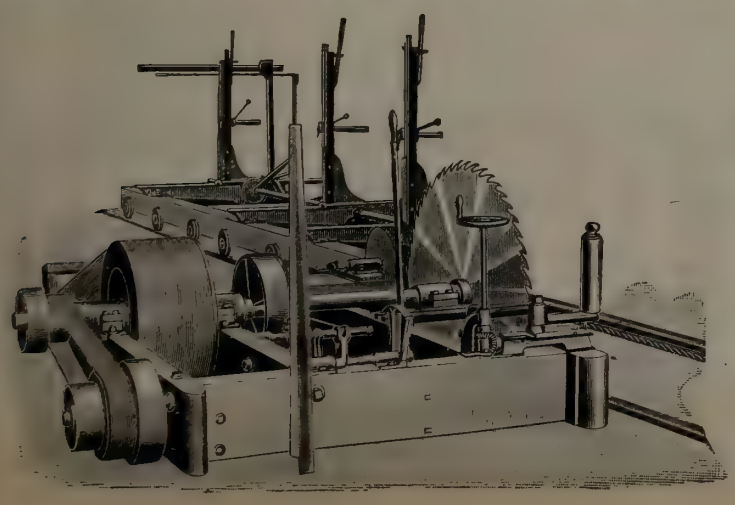
W. B. MERSHON & CO.
SAGINAW - MICH.

LUMBERMEN!
Save your Lumber and the Cost of Insurance by equipping your Mills and Yards with the....
BALL NOZZLE SYSTEM.

By the proper arrangement of the pipe system and the use of stand pipes with the Ball Nozzle at the top, a lumber yard may be made substantially fire-proof.
Lumber yards can be equipped thus cheaply and effectively, practically obviating the danger of conflagrations of the most destructive character, and effecting *a Large Saving in Cost of Insurance.*

Write us for Full Particulars.
The Ball Nozzle Co. of TORONTO, Limited.
Offices: Room 1, Confederation Life Building, TORONTO

Saw Mill Machinery
ROBT. BELL, JR.
HENSALL, ONT.



Stationary and Portable Saw-Mill Machinery; Engines and Boilers; Shingle Machines; Bolters; Lath Machinery, &c.

Several 2nd hand Stationary and Portable Engines at Very Low Prices....Send for Catalogue.
ROBT. BELL, JR.
HENSALL, ONT.

## ANTIQUITY OF THE SAW.

Pliny says that the saw was first invented by Daedalus, but according to Apollodorus, it was the invention of Talus, who used the jawbone of a crocodile to cut through a piece of wood, and then made an iron instrument in imitation of it. The saw is represented on the monuments of Egypt, from 2,500 to 3,000 years B. C. As early as A.D. 1327 sawmills driven by water power were in operation at Augsburg, and it is believed before this they were in operation in Paris, driven by the current of the Seine. The first sawmill erected in the Norway pineries was in 1530. Sawmills were numerous in Italy in the sixteenth century. They were not introduced into England until 1663, when a native of Holland built one, but was compelled to abandon it by opposition of the populace, carpenters and other artisans who saw no good in such a new fangled contrivance.

Ingenuity is working wonders in the manipulation of timber. Recently a western sawmiller has developed a simple and efficacious device for washing his logs free from sand and mud before they go to the saws. The device is simply a combination of perforated pipes, beneath which the logs pass on their way out of the pond. The pipes shower forced streams of water upon the logs, freeing them from grit, and when they reach the saws the logs are sawn with far less wear and tear to teeth of blades than is possible with unwashed logs.

OUR EXTRA HAND-MADE

AXE

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N. B.

ARE YOU LOOKING

FOR A CHANCE IN LOCATION?

If you are not satisfied with your present site, or if you are not doing quite as well as you would like to, why not consider the advantages of a location on the Illinois Central R. R. or the Yazoo & Mississippi Valley R. R.? These roads run through South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Indiana, Kentucky, Tennessee, Mississippi and Louisiana, and possess

FINE SITES FOR NEW MILLS
BEST OF FREIGHT FACILITIES

CLOSE PROXIMITY TO

COAL FIELDS AND DISTRIBUTING CENTERS

AND

INTELLIGENT HELP OF ALL KINDS
MANY KINDS OF RAW MATERIAL

For full information write to the undersigned for a copy of the pamphlet entitled

100 Cities and Towns WANTING INDUSTRIES

This will give you the population, city and county debt, death rate, assessed valuation of property, tax rate, annual shipments raw materials, industries desired, etc.

To sound industries, which will bear investigation, substantial inducements will be given by many of the places on the lines of the Illinois Central R. R., which is the only road under one management running through from the North-Western States to the Gulf of Mexico. GEO. C. POWER, Industrial Commissioner I.C.R.R. Co., 506 Central Station, Chicago.

Galt Machine Knife Works

MACHINE KNIVES OF EVERY DESCRIPTION

FOR Woodworking Machines

...Send for Price List...

PETER HAY - - - - - Galt, Ont.

WHY BAND SAWS BREAK

SIXTEEN REASONS,

AND HOW TO AVOID THEM

Being instructions to filers on the care of large band saw blades used in the manufacture of lumber.

A book filled with valuable information on the care of band saws. Giving the reasons for breaking; analyzing each reason; giving instructions to dispense with the causes as laid down in each reason; and full details on filing and brazing. The proper styles of hammers to use are illustrated and described, and views of blades showing the blows of the different styles of hammers form an important part of the illustrations. Improper and unequal tension are then treated, and the manner of properly setting irregular teeth is described. In connection with the treatise is a history of the invention, manufacture and use of the saw from its origin to the present time. The work in whole makes an accumulation of information such as has never before been published.

The book is printed on fine paper, good clear type, and is handsomely and substantially bound in cloth. It will be sent to any address on receipt of the price, **ONE DOLLAR.**

Address— CANADA LUMBERMAN, Toronto Ont.

Pumps & HYDRAULIC MACHINERY

DUPLEX AND SINGLE STEAM AND POWER

The Northey Mfg. Co. Ltd.
TORONTO

THE LAURIE ENGINE CO. - MONTREAL
SOLE AGENTS FOR PROVINCE OF QUEBEC.

OAK TANNED BELTING

TORONTO
20 FRONT ST EAST
TELEPHONE 475

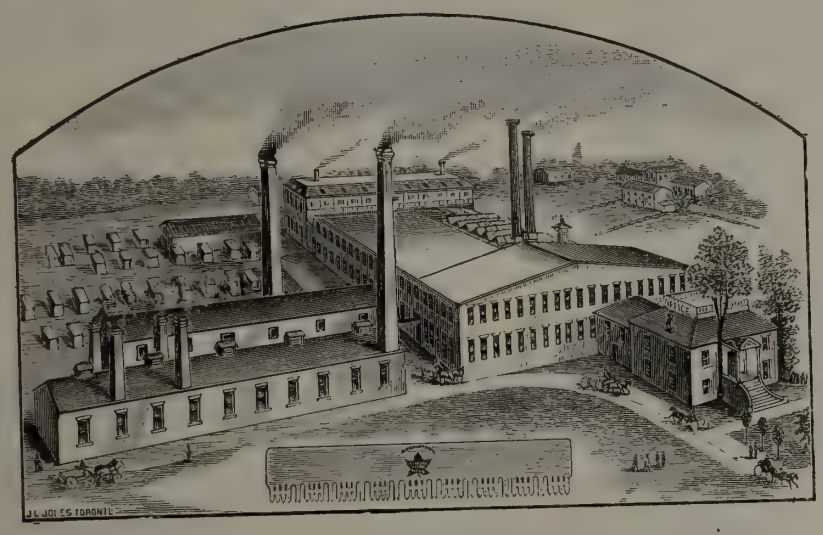
THE J.C.McLAREN BELTING Co MONTREAL

# THE MAPLE LEAF SAW WORKS

# Shurly & Dietrich GALT, ONT.

Manufacturers of

**CIRCULAR SAWS**
**GANG SAWS**
**MILL SAWS**
**BAND SAWS**
**CROSS-CUT SAWS**



Manufacturers of

**HAND SAWS**
**BUCK SAWS**
**PLASTERING TROWELS**
**BUTCHER SAWS**
**STRAW KNIVES, &c.**

**GROUND THIN ON BACK**

**Save Labor** **Save Gumming**
**Save Time** **Save Files**

## This Saw Stands Without a Rival

AND IS THE

**FASTEST CUTTING SAW IN THE WORLD!**

Its Superiority consists in its Excellent Temper. It is made of "Razor Steel," which is the finest ever used in the manufacture of Saws. We have the sole control of this steel. It is tempered by our secret process, which process gives a keener cutting edge and a toughness to the steel which no other process can approach.

## Maple Leaf Saw Set

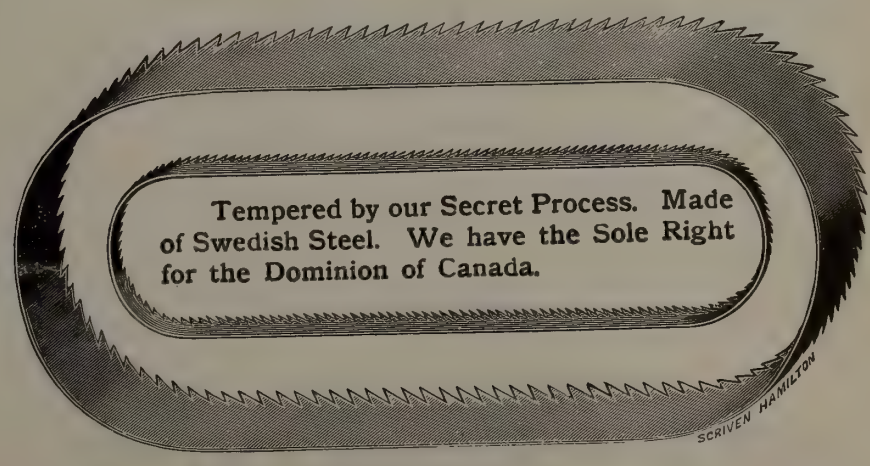
MANUFACTURED BY

**SHURLY & DIETRICH, Galt, Ont.**

**Directions.**—Place the set on the point of tooth, as shown in the accompanying cut, and strike a very light blow with a tack hammer. If you require more set, file the tooth with more bevel.

If you follow directions you cannot make a mistake. Be sure and not strike too hard a blow, and it will set the hardest saw. **On receipt of 40 cents we will send one by mail.**

We are the only manufacturers in the world who export Saws in large quantities to the United States.




We Manufacture

# HIGH GRADE BAND SAWS

of All Widths and Lengths.

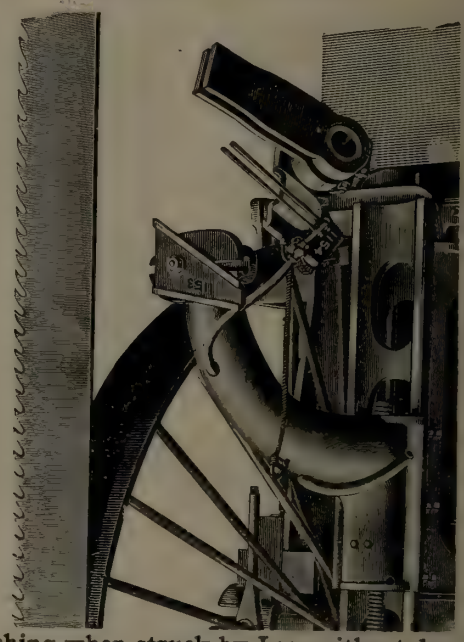
These Saws are made of Refined Swedish Steel imported direct, and tempered by our Secret Process; for Fine Finish and Temper are not excelled.

# New "ALLIS" Band Mill

With all improvements adopted by Edward P. Allis Company up to date and including the

## NEW PATENT SAFETY GUIDE

Easily Applied to all Allis Band Mills



Self-Detaching when struck by Log, without damage to Arm. Quickly Replaced.

## THE NEW WATEROUS BAND RE-SAW

Tho output of any mill cutting deal from small logs can be increased 50% by the addition of one of our Re-saws. This Re-saw has all the late improvements.

We supply a full line of . . . .

**Band Saw Tools**
**Band Re-Saw Tools**

Also manufacture from the best steel . . .

BAND SAWS—14 and 15 Gauge
BAND RE-SAWS—18 to 26 Gauge
Direct Steam Driven Machinery for Sawmills

WRITE FOR NEW CIRCULARS

# WATEROUS
## Brantford, Canada

HIGH GRADE SAWMILL MACHINERY

# THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office: TORONTO, ONT.

Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

## Electrical Machinery and Apparatus

... FOR ...

**LIGHT and POWER**

SPECIAL ATTENTION GIVEN TO

**LONG DISTANCE TRANSMISSION OF ELECTRICITY**

FOR LIGHT AND POWER

ALSO FOR

**ELECTRIC PLANTS FOR MILLS**

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

# DODGE

## Wood Split Pulleys

AND

Split Friction Clutch Pulleys

AND

Cut-Off Couplings—In use in all the Big Mills.

Saw Mill Men, get our Prices.

**DODGE WOOD SPLIT PULLEY CO.**

Works: TORONTO JUNCTION. Office: 74 York St., TORONTO

Please mention the CANADA LUMBERMAN when corresponding with advertisers.

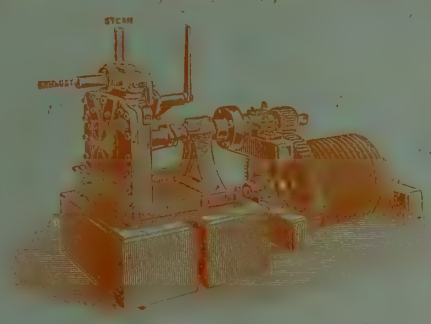
CANDY'S PATENT BEST MAIN DRIVE. REGISTERED TRADE MARK GUARANTEED. CANDY'S AMERICAN COTTON BELTING

Sole Canadian Agents :-: Prices Reduced.

WATEROUS, BRANTFORD, CANADA.

THE

# DAKE STEAM FEED



Embodies the following Advantages:

SIMPLICITY OF CONSTRUCTION,
POSITIVE AND EASY MANAGEMENT,
ECONOMICAL USE OF STEAM,
SMALL SPACE OCCUPIED,
CHEAPNESS,
EASY ADAPTATION TO EITHER NEW MILLS OR THOSE NOW IN USE.

The movement of the engine in either direction is under the absolute control of the sawyer, thus [illegible] the speed of the feed to the size of the log.

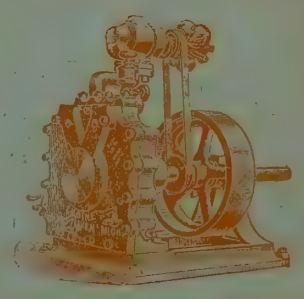
Mill men who have used other makes of Steam Feeds comment favorably on the economical use of steam of our feed over others.

Write for Catalogue and full particulars.

## The Phelps Machine Co. - Eastman, Que.

# The Dake Engine

For Running Dynamos in



Small Isolated Plants.

STEADY AND EVEN MOTION

Also for Attachment Direct to Fans, Blowers, Centrifugal Pumps, Filing Room Machinery.

Correspondence Solicited.

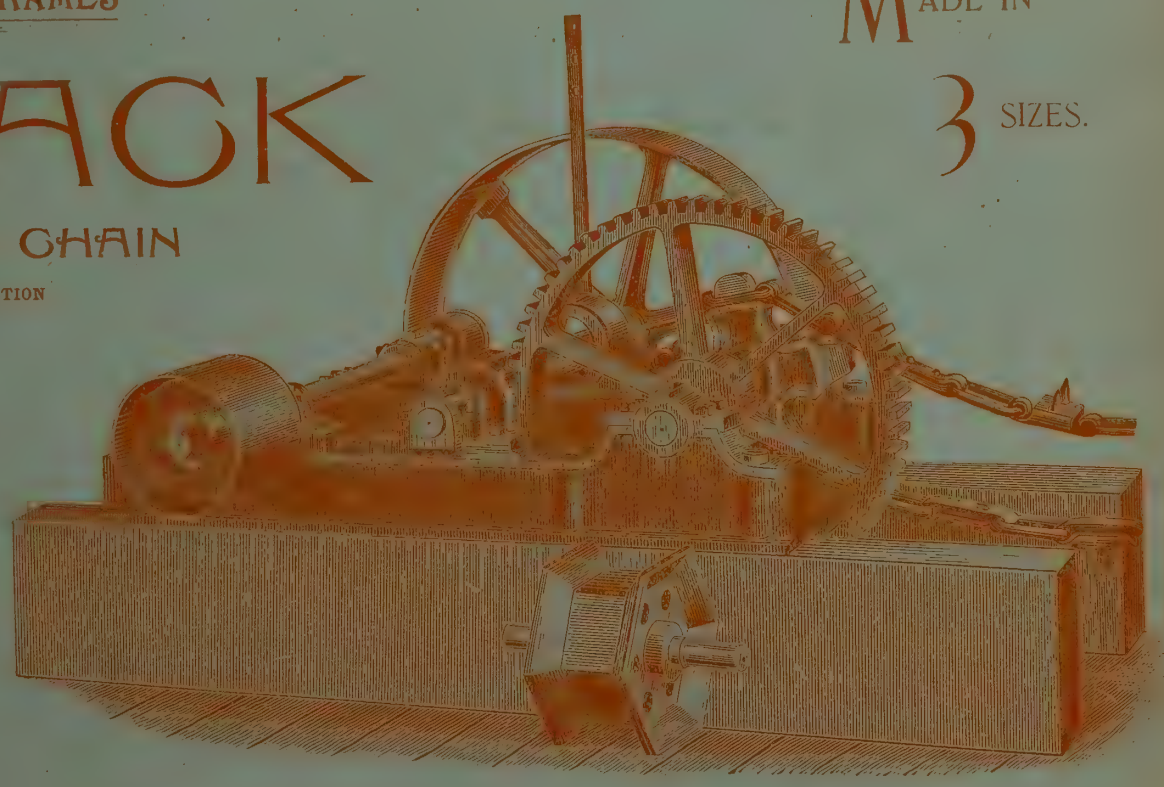
IMPROVED IRON FRAMES

# LOG JACK

WITH ENDLESS CHAIN

DRIVEN BY INTERNAL FRICTION

MADE IN 3 SIZES.



THE most powerful and smoothest-running Jack Works made.

Easy to place in mill.

Can be placed on mill floor or on timbers underneath the floor.

No crossed belt is required.

Can be stopped or started instantly, without a jar.

Correspondence Solicited -:- Send for Photo of Medium Size Circular Saw Rig

## Canadian Locomotive & Engine Co., Ltd.

KINGSTON - ONTARIO

# THE JAMES ROBERTSON CO., Limited.

Manufacturers of.

Saws of All Description

A Full Line of Mill Rubber and Leather Metal, &c., always

Supplies, including Belting, Babbit carried in stock.

Head Office: 144 William St. MONTREAL

Factories at MONTREAL, TORONTO, and ST. JOHN, N.B.

ALL OUR SAWS FULLY WARRANTED

Orders promptly attended to. Satisfaction Guaranteed.

CIRCULAR, GANG AND MILL SAWS A SPECIALTY

Correspondence Solicited

# SUPPLIES OF ALL KINDS

Chains, Ropes, Axes, Files, Bar Iron, Horse Shoes, Peavy Cant Dogs.

# RICE LEWIS & SON (LIMITED)

Cor. King and Victoria Sts. - TORONTO

*The Leading European Lumber Paper*

**The Timber Trades Journal**

Published Weekly by WILLIAM RIDER & SON, Ltd., 14 Bartholomew Close, LONDON, E. C.

SUBSCRIPTION: $5.00 PER ANNUM, POST FREE

The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .

Every Lumberman wants it — 35 cents buys it

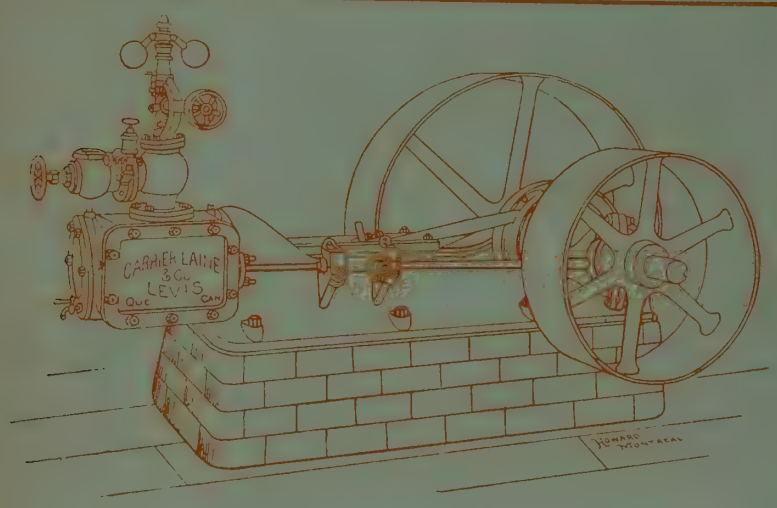
## Scribner's Lumber and Log Book

SAVES TIME SAVES MISTAKES SAVES MONEY

BRIMFUL OF EVERY-DAY, PRACTICAL INFORMATION

Address: THE CANADA LUMBERMAN, Toronto

## It Pays to Advertise in the Canada Lumberman




**EXCHANGE** your out-of-date Saw Mill Machinery for a Modern Plant from the works of

**Carrier, Laine & Co., Levis, Que.**

**Portable Engine and Boiler** of the most approved type (either separate or combination.)

**Stationary Engine and Boiler** to suit any requirements.

Circular and Gang Saw Plants, Shingle and Lath Mills, Re-Sawing Machines, Special Double Edger, Butting Saws, &c., &c.

Any ideas or plans you may have for fitting up a mill of any description can be put into practical working shape at our works.

We build, equip and guarantee output of Mill Plants. . . .

## CARRIER, LAINE & CO., LEVIS, QUE.

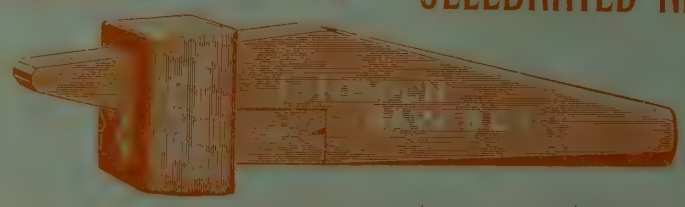
Full value allowed for old machinery in exchange for new. . .

## The McMillan & Haynes Co., Limited

ST. CATHARINES, ONT.

## CELEBRATED NICKEL-STEEL CROSSCUT SAWS

We lead all others in High-Grade Crosscuts and Saw Tools. A cheap, thick, clumsy saw is dear at any price.



The price of a good saw is soon saved in the extra work it will do.

This SAW SET is the BEST EVER MADE. It is Simple and Strong, and is guaranteed to do its work perfectly.

Be sure you use McMILLAN & HAYNES SAWS. They are all warranted to give entire satisfaction.

We also manufacture Axes, Files, Saw Jointers, Cant Hooks, Steel and Brass Bedsteads. We have a cheap bed with wire mattrass attached suitable for shanties.

We handle the Famous KELLY AMERICAN AXES Their Flint Edge is guaranteed to stand in cold, frosty weather, better than any other axe made.

USE THE FAMOUS .. **PINK LUMBERING TOOLS**

Duck Bill Peavies, Round Bill Peavies, Pheasant Duck Bill Winter Cant Hooks

Cant Hook Handles | Peavy Handles | Fly Gib Lifts or Dogs | Pike Poles, Skidding Tongs, Boom Chains

Lowest Prices — THOMAS PINK — PEMBROKE, ONT.

**Annual Trade Review Number**

# THE CANADA LUMBERMAN

WOOD-WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

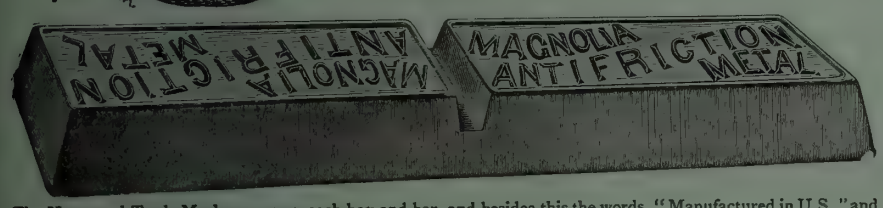
VOLUME XIX. NUMBER 2. | TORONTO, ONT., FEBRUARY, 1898 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

## MAGNOLIA METAL

In Use by Ten Leading Governments. **Best Anti-Friction Metal** For all Machinery Bearings.

**BEWARE OF FRAUDULENT IMITATIONS**

Genuine Magnolia Metal is made up in bars, of which this is a fac-simile :




The Name and Trade Mark appear on each box and bar, and besides this the words, "Manufactured in U.S.," and "Patented June 3rd, 1890," are stamped on the under side of the bar.

**MAGNOLIA METAL CO.**

Owners and Sole Manufacturers — 266 and 267 West Street, NEW YORK

Chicago Office: Traders Building. Montreal Agents: MESSRS. CAVERHILL, LEARMONT & CO.
London Office: No. 49 Queen Victoria Street, London, E. C.

FOR SALE BY ALL DEALERS

## Ottawa Saw Works Co.

Manufacturers of All Descriptions of..... **SAWS** { Circular, Mill and Gang, Shingle, Butting, Concave, Band, Cross-cut, Billet Webs.

Correspondence Solicited. Middle Street, OTTAWA, ONT.

## MOORE STEAM PUMP

For Stationary, Traction and Marine Boilers.

High and Low or Special Duty.

Send for Illustrated Catalogue.

DARLING BROTHERS

Reliance Works - MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.

Frank Darling, Agent, Nelson, B. C.

## For Sale ★ Low

2 150 Light Dynamos
1 250 Light Dynamo

Compound Wound, 110 volts; Complete with Rheostat, Sliding Base, etc. Just the thing for an Isolated Plant in a Factory or Mill.

These Dynamos are perfectly new and guaranteed, and will be sold very low to close consignment.

*Write for Particulars*

JOHN STARR, SON & CO., Limited.
Electrical Contractors
HALIFAX, N. S.

## KLONDYKE OUTFIT

1 Eider Down Sleeping Bag, 14 lbs.; 1 pair Fawn Wool Blankets, 10 lbs.; 1 pair Rubber Hip Boots (Corrugated Soles); 1 pair Moccasin Hip Boots (Hob-Nailed Soles); 1 pair Prospector's Waterproof Raw Hide Knee Boots (laced); 1 only Waterproof Kit Bag (leather bound); 1 suit Duck Clothing (wool lined); 1 suit Mackinaw Clothing (Storm Cuffs); 1 suit Unlined Duck; 1 suit Leather Vest (corduroy lined); 1 suit Leather or Duck Pea Coat (fur lined); 1 suit Underwear (hand knit); 1 suit Underwear, lighter weight; 1 only All Wool Tweed Top Shirt; 1 each Navy and Army Flannel Top Shirt; 1 only Mackinaw Sweater (Knit Collar and Cuffs); 1 pair each Elk and Hand Knit Wool Mitts; 1 pair Hand Knit Wool Sox; 1 pair Elk Moccasins (laced); 1 pair Fur Lined Leather Sleeping Sox; 1 Eider Down Cape Hood; 1 Knit Woolen Tuque; 1 suit Oil Clothing and Hat; Towels, Yarn, Mending Wool, Needles, Shoe Hemp, Wax, Linen Thread, Handkerchiefs, Patent Buttons, Scissors—**All Complete for $130.00, f.o.b. Ottawa.**

All above Goods of Approved Quality and Make, suitable for Klondyke wear, and most of which we supplied the Mounted Police, and Hon. Mr. Sifton and Major Walsh's parties. Manufactured by.....

**JAMES W. WOODS. Ottawa, Ont.**

Montreal Office, 290 Guy St. Vancouver, B.C., Office, 536 Hastings St.
WHOLESALE

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED.*

C. C. CLEVELAND — G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING AND LACE LEATHER

Danville, Que.

# SOME UNSOLICITED PRAISE

**A FEW EXTRACTS FROM LETTERS:**

"I have been sawing for the last twelve years, and have used a great many different makes of saws, but for the past two years I have used one of your make in Davidson & Hay's mill at Cache Bay, and have found it to be the best saw I ever cut shingles with."

RICHARD McGRATH.

"I am running one of your large solid tooth saws, and a better saw never went into timber." J. R. GETTLER, Fullerton, Ont.

"I can recommend your work. The lumber saw you fixed for me is the best running saw I have had in twenty-five years."

D. THORPE, Egerton, Ont.

*We have Hundreds like these. Our Work is the BEST and Prices are Right.*

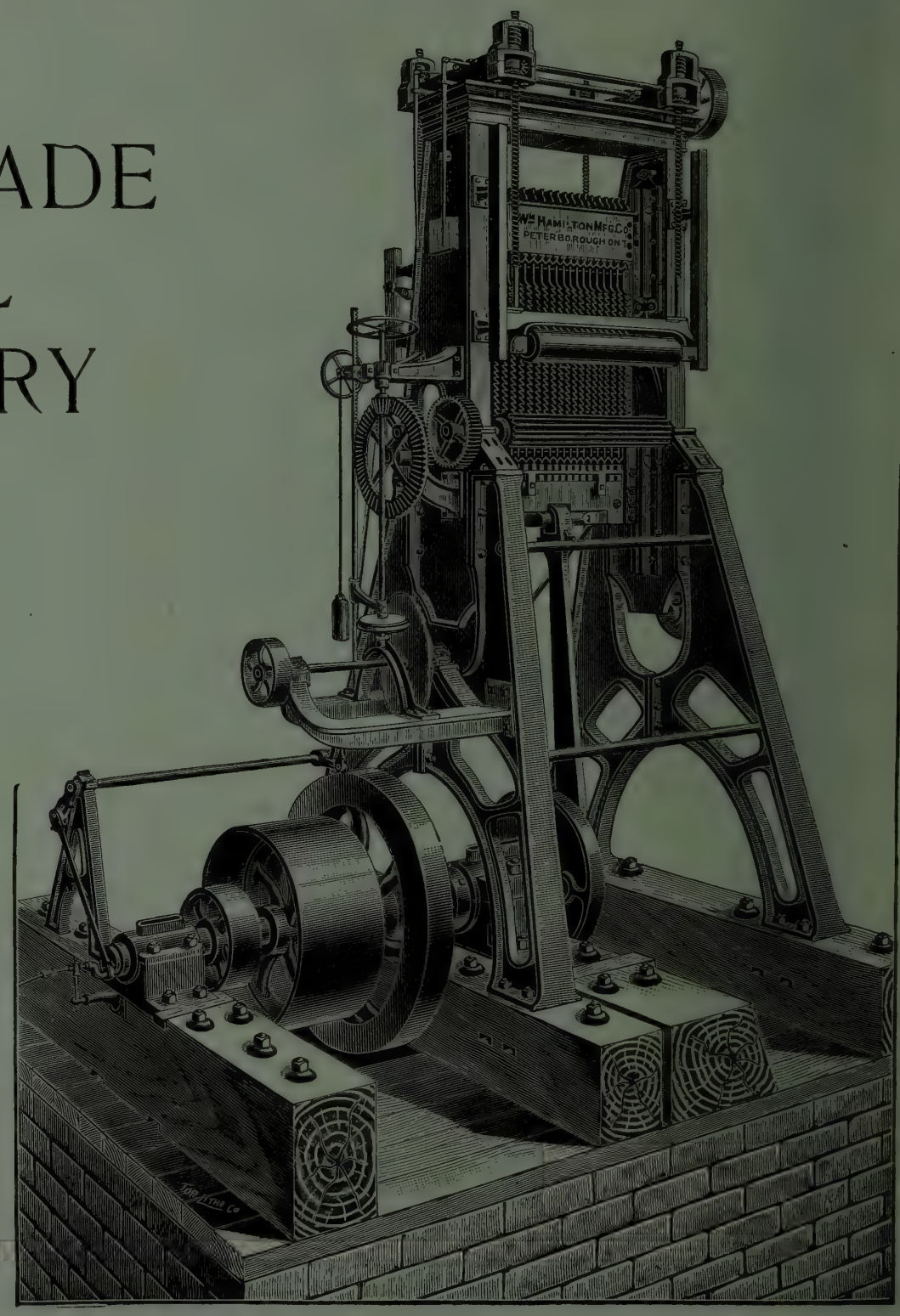
E. R. BURNS SAW CO., TORONTO

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a Complete Line of

## HIGH GRADE SAW-MILL MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

WE are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Limited

**Branch Office: VANCOUVER, B.C.**

**PETERBOROUGH, ONT.**

# THE CANADA LUMBERMAN

VOLUME XIX. NUMBER 2. | TORONTO, ONT., FEBRUARY, 1898 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

## SPECIMEN OF CANADIAN DEALS.

CANADIAN pine deals have, for many years, been favorably known in foreign markets, and especially in Great Britain, to which country immense quantities have been exported annually. Nowhere in the world are deals manufactured which surpass, either in quality or dimensions, those produced in the Ottawa Valley. From a photograph sent us by Messrs. Gilmour & Hughson, Limited, of Hull, we reproduce the accompanying illustration, showing a pile of deals manufactured by this company, and which stand as proof of the huge timber and modern saw mills to be found in Canada.

These deals were manufactured at the steam saw mill of the above company at Hull, and were selected from those sawn only since September. They are all first quality, three inch, and, as will be observed by the figures thereon, range in width from 25 to 41 inches, giving an average width of 30 inches. They were manufactured from timber cut on the firm's limits on the Gatineau river, and make one of the finest piles of lumber ever seen in Canada.

SPECIMEN OF CANADIAN DEALS—MANUFACTURED BY MESSRS. GILMOUR & HUGHSON.

When we consider the size and quality of timber required to yield such deals, bearing in mind that they are all from the sides of logs, and square edged, then only can we properly appreciate their excellence and the value of our timber wealth. Only modern machinery of the highest type would manufacture such. The band mill that cuts them, the chain that hauls the logs into the mill, the double edger that edges them, and, in fact, the whole mill equipment, must of necessity be massive in character and of modern design. That such mills are found in Canada speaks well for the enterprise of the lumbermen of this country.

The proof of the excellence of a saw mill is the manner in which its product is turned out. The writer can say positively from experience and from personal knowledge of both Canadian and Michigan saw mills, that the Canadian lumber is far superior to the product of United States mills in every point of manufacture. Neither can it be gainsaid that nowhere on the continent do they build as good saw mills as in Canada, nor of as great capacity.

---

The B. C. Mine at Greenwood, B. C., has ordered a complete development plant from the Jenckes Machine Co., Sherbrooke, Que.

## AN IMPORTANT SHINGLE CASE.

AN important case, establishing a precedent in the fulfillment of shingle contracts, was recently decided by a jury in Judge Benson's court, Seattle, Wash., and is reported by the Pacific Lumber Trade Journal. Briefly stated, Roy & Roy, wholesalers, on May 29 gave Ferguson & Taylor, shingle manufacturers of Blaine, an order for 20 car loads of shingles, consisting of 16 inch 6 to 2 Extra *A*'s at 95 cents, 16 inch 5 to 2 "Clears" at $1.10, 16 inch 5 to 2 Standard A's at 50 cents, 16 inch Choice A's at 50 cents, fancy butt dimension shingles at 90 cents per 1,000 extra, and some plain butt dimension shingles at 45 cents per 1,000 extra. Prior to June 25 the defendants delivered five cars of the contract. At that time the price had advanced to $1.10 for *A*'s. Ferguson & Taylor then asked to be relieved from filling the balance of the order. This Roy & Roy refused to do, but would allow the manufacturers to fill the entire order with *A*'s at $1.00 per 1,000. This was agreed to, but after filling one more car the manufacturers again refused to go ahead. Roy & Roy then went on the market and bought enough *A*'s to fill the order, paying therefore $1.35 per $1,000. The latter then brought suit against Ferguson & Taylor for $900, and the case was tried before a jury.

In substance Ferguson & Taylor alleged that the term "immediate delivery" meant within a reasonable time, which was, according to the capacity of the mill of the defendants, 10 days, and that on or about the 10th day of June shingles had advanced not more than 5 cents per 1,000, and that the defendants were entitled to about $50 underweights on the cars already delivered, which would about off-set the claim of the plaintiffs; that the contract of sale was modified and changed the conversation of June 25, and that the plaintiffs had not sued upon the modified contract but on the original one, and therefore should fail; that the defendants should have judgment against the plaintiffs for $50 for underweights on the cars delivered.

On the trial of the case two disinterested witnesses swore that shingles had advanced during the month of July to about $1.25 for *A*'s and other grades in proportion, and two disinterested witnesses swore, on behalf of the defendants, that shingles had advanced for the month of July not more than $1.07½.

The jury returned a verdict allowing the plaintiffs $500 damages, and the defendants $31.50 for underweights, and gave a verdict against the defendants for $468.50.

Without going into the merits of the case, it may be stated that should the verdict be sustained, it will do much to lessen an evil that has threatened the shingle industry the past four years. A number of mill men—happily few—have in the past taken contracts at a fixed price and refused to fill same when the price advanced. The same applies equally to a number of wholesalers. It has been the custom of a number of eastern buyers of late to place orders for a number of cars at a fixed price, and then when the market declined simply cancel the orders without any explanation or upon the most frivolous pretexts. It is wrong and unjust in either case and the practice should be frowned upon. The decision will do much to prevent the mill men from accepting contracts at low prices during the winter months at a stated price for future delivery, and it will also make eastern buyers chary of cancelling orders when the market declines.

---

## USEFUL AND UP-TO-DATE.

Mr. W. H. Smyth, Midland, Ont., in renewing his subscription, writes: "I consider THE CANADA LUMBERMAN a very useful and up-to-date paper.

---

Cassidy & Co. have leased the saw mill of the Burrard Inlet Red Cedar Lumber Co., at Port Moody, B.C.

# 1897

## Review of the Lumber Trade of the Year.

### GENERAL SURVEY.

In some respects the year 1897 marks one of the most important periods in the history of the lumber trade. Viewed from a Dominion standpoint, there is evidence that, notwithstanding trade obstacles and uncertainties, a steady advancement has been made. New markets have been found, and the foundation laid in new fields of what promises in early years to become an extensive and profitable business. That the year was not satisfactory in every respect cannot be disputed.

There was reason to expect, early in the spring, that trade with the United States would show a considerable expansion, and that prices would improve. The disturbance caused by the Presidential election had become settled, and with the resulting general improvement in business, a heavy consumption of lumber by the United States was looked for. But the industrial establishments had felt the depression seriously, and were not disposed to contract too heavily in advance of requirements until the stability of the much-talked-of improvement was thoroughly tested. The demand for lumber continued fair until the summer months, when there was a sharp falling off. At that time indications pointed to the imposition by the McKinley government of a duty on lumber, and Canadian manufacturers, to avoid payment of the duty, shipped large quantities of stock to the Eastern States, to be piled in yards until it could be marketed. The expected happened, and before the close of the month of July the Dingley bill had become law, imposing a two-dollar duty on lumber. For the balance of the year the shipments to the United States market were of little account. Excellent crops in the Western States created an active demand for lumber, and this provided an outlet for much stock which would otherwise have been thrown upon the eastern states. In turn the eastern market improved, and stocks of Canadian lumber were well consumed before the close of the year. But storage and commission charges and other expenses had wiped out much of the profit to the Canadian manufacturer. It will thus be seen that the United States trade was not altogether satisfactory.

To the extent that the United States trade was curtailed, the European demand widened. Increased shipments were made from Ontario, Quebec, New Brunswick and Nova Scotia, and where deals a few years ago included almost the total export, large quantities of thin lumber were exported in 1897 to Great Britain, France, Spain, Australia, China, Japan, and other countries. This trade is referred to in detail in the review of the provinces following. The bulk of the foreign shipments were sold at good prices. This cannot be said of the United States and local trade. Prices during the year were low, and profits to manufacturers less than was hoped for.

Only one important sale of timber limits was held by the Ontario government during the year. Some 150 miles in northwestern Ontario were sold at fair prices. Perhaps the most important feature of the year was the passing of an act by this government compelling the manufacture of timber within the province.

The outlook for 1898 is not altogether promising. There are gleams of sunshine and clouds of darkness. A better feeling seems to exist among the lumber trade generally, based largely upon improved local conditions, decreased production, and the expansion of foreign business, whereby our manufacturers will be less dependent upon the United States.

### ONTARIO.

The conditions surrounding the manufacture of lumber in Ontario were not favorable to a profitable business. The production of logs last winter in the Ottawa and Georgian Bay districts, the two pine centres of the province, was greater than in the previous season. Many manufactmrers looked forward to a good year's trade, but it soon became evident that the United States market was to be partially closed by a two dollar duty. This was the means of reducing the cut by Georgian Bay manufacturers, who are largely dependent upon the United States market. The Ottawa Valley manufacturers were less seriously affected, having disposed of a large portion of their output in the fall of 1896 to representatives of British houses. As will be observed by the figures given below, the production of the Ottawa valley exceeded that of the previous season by 114,000,000 feet.

So far as western Ontario is concerned, pine manufacturers done business on a smaller margin of profit than in 1896. Low grade lumber was difficult to dispose of even before the duty was imposed, and since then there has been little demand from the United States for anything but high class stock, for which a market can always be found. The local trade has shown a gradual improvement, but collections during the year were slow.

In the Georgian Bay section many mill owners are turning their attention to the manufacture of deals for the British market, and their experience during the past season in this direction is said to have been very satisfactory. Pine stocks at the mills are not excessive, although quite ample and consisting chiefly of the lower grades.

The hardwoods were not affected by the duty to the same extent as pine. Birch and basswood were dull of sale early in the year, but improved towards the fall. Ash, elm and oak advanced in price to the extent of the duty, and dry stocks were well sold out before the close of the year. Some complaint is heard that present prices do not leave an ample margin of profit for the manufacturer. An instance of this may be found in the case of hemlock, which sold throughout western Ontario at $6 per thousand feet.

Very few shingles were manufactured last year, and a strong demand late in the season resulted in a scarcity of stock. There is likely to be an increased production in 1898.

The cut of several mills it western Ontario is given below. These figures are not intended to represent the total production of the district, as up to the time of going to press the particulars of the cut of a number of mills had not come to hand :

CUT OF SOME WESTERN ONTARIO MILLS.

| | Feet. |
|---|---|
| Georgian Bay Lumber Co., Waubaushene | 26,000,000 |
| Victoria Harbor Lumber Co., Victoria Harbor | 23,000,000 |
| Jas. Playfair & Co., Midland (21,000,000 for Arthur Hill & Co.) | 24,000,000 |
| Mickle, Dyment & Son, Barrie | 15,000,000 |
| Spanish River Lumber Co., Spanish River | 14,600,000 |
| Robert Thompson & Co., Hamilton | 12,000,000 |
| Ontario Lumber Co., French River | 10,000,000 |
| A. McPherson & Co., Longford Mills | 6,750,000 |
| Collins Inlet Lumber Co., Collins Inlet | 5,000,000 |
| Mossom Boyd & Co., Bobcaygeon | 6,000,000 |
| A. Tait, Orillia | 3,000,000 |
| Loveland, Roys & White, Midland | 7,000,000 |
| Charles Newton & Sons, Midland | 5,000,000 |
| Huntsville Lumber Co., Huntsville | 4,500,000 |
| Wm. Laking, Hamilton | 3,000,000 |
| Whaley Lumber Co., Huntsville | 2,500,000 |
| John Harrison, Owen Sound | 3,000,000 |
| Blind River Lumber Co., Blind River | 2,000,000 |
| Snider Lumber Co., Gravenhurst | 3,000,000 |
| Cockburn & Sons, Sturgeon Falls | 3,000,000 |
| D. Davidson, Penetanguishene | 2,800,000 |
| Keeling & Bower, Warren | 1,500,000 |
| Mitchell Bros., Berkeley | 2,000,000 |
| Warrell & Howard, Powassan | 1,000,000 |
| Craig & Austin, Kinmount | 1,500,000 |
| John P. Newman, Wiarton | 3,500,000 |
| Vigars & Co., Port Arthur | 2,000,000 |
| J. E. Murphy, Hepworth Station | 2,200,000 |
| Thomson & Avery, Sharbot Lake | 3,000,000 |
| Goderich Lumber Co., Goderich | 3,500,000 |
| W. D. Vansickle, Barrie | 1,250,000 |
| W. Wenger & Bros., Ayton | 1,000,000 |
| Sadler, Dundas & Flavelle Milling Co,, Lindsay | 2,000,000 |
| C. Beck Mfg. Co., Penetanguishene | 1,000,000 |
| Reid Bros., Hepworth Station | 800,000 |
| J. A. Shaver, Ancaster | 750,000 |
| Kidd & Morrow | 700,000 |
| Pickard & Rowan, Owen Sound | 800,000 |
| W. A. Gillespie, Bracebridge | 750,000 |

The mills of several of the largest companies were not operated last year. Among these might be mentioned the Parry Sound Lumber Company; Cook Bros., Cooks Mills ; Conger Lumber Company, Parry Sound ; Longford Lumber Co., Longford Mills; J. & T. Conlon, Little Current, and the Dickson Company, Peterboro'. The output of Chew Bros.' mills at Midland was 15,000,000 feet of lumber, 4,000,000 lath and 3,000,000 shingles. This was cut under contract for Loveland, Roys & White, Chas. Newton & Sons and Wm. Laking. James Playfair & Company's mill at same place manufactured for Arthur Hill & Co. The C. Beck Mfg. Company, of Penetanguishene, operated their mill only for a short time, sawing about one million feet.

The lumber production of the Ottawa valley in 1897 was 728,000,000 feet, against 614,000,000 feet in 1896 and 627,000,000 feet in 1895. The individual cuts for two years appear below.

OTTAWA VALLEY PRODUCTION.

| | 1896—Feet. | 1897—Feet. |
|---|---|---|
| J. R. Booth, Ottawa | 115,00,000 | 130,000,000 |
| Gilmour & Co., Canoe Lake | ..... | 55,000,000 |
| Hull Lumber Co | 55,000,000 | 60,000,000 |
| McLachlin Bros., Arnprior | 54,000,000 | 70,000,000 |
| Bronsons & Weston Co., Ottawa | 52,000,000 | 50,000,000 |
| Hawkesbury Lumber Co | 52,000,000 | 55,0000,00 |
| W. C. Edwards & Co., Rockland | 43,000,000 | 50,000,000 |
| St. Anthony Lumber Co., Whitney | 40,000,000 | 70,000,000 |
| Gillies Bros., Braeside | 35,000,000 | 50,000,000 |
| Gilmour & Hughson, Hull | 30,000,000 | 40,000,000 |
| Shepherd & Morse Co., New Edinburgh | 25,000,000 | 18,000,000 |
| Canada Lumber Co., Carleton Place | 20,000,000 | 12,000,000 |
| R. &. W. Conroy, Deschenes Mills | 16,000,000 | 12,000,000 |
| Wm. Mason & Son, Ottawa | 15,000,000 | 12,000,000 |
| Pembroke Lumber Co | 12,000,000 | 15,000,000 |
| Ottawa Lumber Co., Calumet | 12,000,000 | 11,000,000 |
| Ross Bros., Buckingham | 11,000,000 | ..... |
| McLaren Estate, Buckingham | 10,000,000 | 12,000,000 |
| R. H. Klock & Co., Aylmer | 8,000,000 | 14,000,000 |
| J. R. & J. Gillies, Arnprior | 3,500,000 | 3,000,000 |
| A. Hagar & Co., Plantaganet | 3,250,000 | 5,000,000 |
| A. & P. White, Pembroke | 2,500,000 | 4,000,000 |
| Total | 614,250,000 | 728,000,000 |

It will be observed that in the estimate for last year a cut of 55,000,000 feet is credited to Gilmour & Co., of Canoe Lake, while their cut of 1896, which was somewhat smaller, is not taken into consideration. This, and increased cuts by the St. Anthony Lumber Co., J. R. Booth, Mc-

Lachlin Bros., and one or two others, account for the increased production.

The export of forest products from the consular district of Ottawa to the United States, as furnished by the United States Consulate General, shows a gain over 1896 of about $500,000. The detailed figures for three years are as follows :

EXPORTS FROM OTTAWA CONSULAR DISTRICT FOR YEAR ENDING DECEMBER 31, 1895.

| ARTICLE | Qr ending March 31. | Qr ending June 30. | Qr ending Sept. 30. | Qr ending Dec. 31. |
|---|---|---|---|---|
| Bark | $ | $ | $ 6,528.00 | $ 4,215 00 |
| Lath and Shingles | 6,447.70 | 28,102.29 | 24,908.55 | 23,027.84 |
| Logs and Timber | | 159.95 | 1,587.26 | 1,717.25 |
| Lumber | 351,751.30 | 586,114.47 | 625,746.15 | 597,903.64 |
| " in bond for exp't | 3,585.69 | 17,232.95 | 35,341.07 | 47,046.93 |
| Match Blocks | 1,420.20 | | | |
| Pulp, Sulphi e | 17,570.57 | 18,239.39 | 14,478.94 | 19,309 10 |
| Pickets | | 3,690.73 | 3,406.72 | 6,254 64 |
| Railroad Ties | 450.00 | 5,950.10 | 3,307.30 | 4,828.40 |
| Total | $381,2 5 46 | $659,489.88 | $715,303.99 | $704,312 80 |

EXPORTS FROM OTTAWA CONSULAR DISTRICT FOR YEAR ENDING DECEMBER 31, 1896.

| ARTICLE. | Qr ending March 31. | Qr ending June 30. | Qr ending Sept. 30. | Qr ending Dec. 31. |
|---|---|---|---|---|
| Bark | $ 1,704.00 | $ | $ | $ |
| Lath | 3,572.20 | 27,497.94 | 27,415.38 | 22,283.65 |
| Lumber | 297,265.15 | 658,803.82 | 514,979.02 | 505,229 43 |
| Pulp, Sulphite | 16,078 95 | 12,332.28 | 8,039.53 | 3,763.12 |
| Cordwood | 30.00 | | | 14.75 |
| Shingles | 2,160 05 | 6,651 19 | 6,957.48 | 15,178.25 |
| Railroad Ties | 6,591.82 | 5,469.84 | 888.20 | 636.00 |
| Logs | 129.00 | | | |
| Timber | 425.89 | 1,960 50 | 5,245.82 | 154.32 |
| Pickets | 5,391.96 | 749.93 | 964.74 | |
| Curtain Sticks | | 3,583.73 | 3,704.92 | |
| Match Blocks | | 2,729.25 | 731 25 | 900 00 |
| Posts and Poles | | 93.00 | | 30 00 |
| Pulpwood | | 357 50 | 297.00 | |
| Total | $333,349 02 | $720,228 95 | $569,223.34 | $543,401.52 |

EXPORTS FROM OTTAWA CONSULAR DISTRICT FOR YEAR ENDING DECEMBER 31, 1897.

| ARTICLE. | Qr ending March 31. | Qr ending June 30. | Qr ending Sept. 30. | Qr ending Dec. 31. |
|---|---|---|---|---|
| Bark | $ 520.00 | $ | $ | $ |
| Curtain Sticks | | 10,466.28 | 3,069.47 | |
| Lath | 7,379 99 | 24,361.24 | 14,163 22 | 14,097.42 |
| Lumber | 467,151.05 | 1,334,069.79 | 364,050.63 | 191,648.80 |
| Logs | 220.00 | | | |
| Match Blocks | 966.60 | 27,880.83 | 288.33 | 594.00 |
| Pickets | 6,894 39 | 3,823.11 | 1,979.62 | |
| Posts and Poles | 146.50 | 1,239.65 | | 405.05 |
| Pulp, Sulphite | | 12,690.92 | 15,225.90 | 2,746.61 |
| Pulpwood | | 228 00 | | 132.00 |
| Shingles | 5,724.01 | 14,641.81 | 8,134.17 | 5,475.51 |
| Railroad Ties | | 4,738.80 | 8,203.42 | 2,712.24 |
| Timber | | 220.20 | 3,259.77 | 1,001 50 |
| Total | $489,002.54 | $1,434,360.65 | $418.374.53 | $218,813.13 |

Grand Total, 1895 ..... $2,460,352.23
" " 1896 ..... 2,170,990 80
" " 1897 ..... 2,560,550.83

It will be observed that for the quarter ending June 30th, 1897, lumber was exported to the United States to the value of $1,334,069.79. This is the heaviest quarter's shipments on record, and was induced by the approaching import duty on lumber.

Work in the woods this winter in the Georgian Bay district is being carried on moderately. Canadian firms are operating in a limited manner, but any falling off in this direction is counterbalanced by the extensive operations of Michigan firms. In the Ottawa valley a slight curtailment of the log input is reported.

## QUEBEC.

The export trade from the province of Quebec was exceedingly active up to September. Then an advance in freight rates and a weakening of the British market checked shipments to some extent. Those who rushed their goods forward early in the season were the more fortunate, and closed the year with large profits. Others have had a fairly successful season, but have suffered somewhat from the immense production of spruce deals by the maritime provinces. As a result of heavy stocks shipped to South America in late years, that country took very little lumber in 1897. From the port of Montreal there were shipped to the River Platte only 417,505 feet, a decrease of 7,372,661 feet as compared with the previous year. There are indications, however, that this market will revive in the near future, provided the policy of restricting shipments is adhered to. The exports from Quebec ports were chiefly to Great Britain, which continues to consume an increasing quantity of pine and spruce deals. Manufacturers who cater to the United States trade report an unsatisfactory year. The margin of profit was small, and stock sold after the imposition of the duty was, in a measure, sacrificed.

From the port of Montreal the exports show a gain over the previous year of over 100,000,000 feet, the total being 320,802,733 feet, valued at $5,272,164. Much of this was the production of the Ottawa valley. The following table shows the exports of timber made by the principal shippers from the port of Montreal for the season 1897, with a comparison with the previous year :

| | 1897—Feet. | 189'—Feet. |
|---|---|---|
| Dobell, Beckett & Co | 98,000,000 | 54,000,000 |
| W. &. J. Sharples | 56,829,640 | 44,869,840 |
| R. Cox & Co | 38,125,185 | 26,117,300 |
| J. Burstall & Co | 36,319,608 | 24,521,007 |
| McArthur Bros | 32,786,506 | 19,192,515 |
| Watson & Todd | 30,359,130 | 25,642,000 |
| E. H. Lemay | 8,000,000 | 4,932,000 |
| Sundry shippers | | 21,828,927 |
| Total | 300,420,069 | 221,003,609 |

The figures below give the quantity and value, in detail, of timber, deals and sawn lumber, etc., exported from Montreal during the season of navigation ending 30th November, 1897 :

SHIPMENTS FROM PORT OF MONTREAL, 1897.

| Description. | Quantity. | Value. |
|---|---|---|
| Battens | | $ 2,784 |
| Deals, pine, standard hundreds | 70,569 | 3,478,843 |
| Deals, spruce and other, standard hundreds | 13,683 | 432,148 |
| Deal ends, standard hundreds | 7,157 | 353,346 |
| Palings, standard hundreds | 30,502 | 590 |
| Planks and boards, million feet | 35,510,726 | 739,031 |
| Scantlings, million feet | 289,190 | 6,676 |
| Staves, etc | | 34,004 |
| All other lumber | | 51,884 |
| Timber, sq. ash, tons | 1,787 | 16,920 |
| " sq. birch, tons | 5,801 | 55,951 |
| " sq. elm, tons | 1,808 | 18,507 |
| " sq. maple, tons | 97 | 1,111 |
| " sq. oak, tons | 395 | 5,781 |
| " sq. white pine, tons | 4,460 | 57,723 |
| All other, tons | 643 | 26,865 |
| Total | | $5,272,164 |

The following statement shows the quantity, in standard hundreds, and value of wood exported from the ports named :

| PORTS. | ARTICLES. | QUANTITY. | VALUE. |
|---|---|---|---|
| Three Rivers and Bastican | Pine Deals | 2,065 Std. H | $123,940 |
| | Spruce Deals | 3,122 " | 105,905 |
| | Deal Ends | 122 " | 4,638 |
| | Planks, Boards, Etc. | 15,837 M. ft. | 149,429 |
| | Pulp Wood Spruce | 51,922 " | 193 482 |
| | Other Headings | | 5,419 |
| | | Total value | $582,813 |
| Sorel | Pine Deals | 154 Std. H | $ 6,327 |
| | Spruce Deals | 3,502 " | 108,532 |
| | Planks, Boards, Etc. | 2,280 " | 20,005 |
| | | Total value | $134,864 |

The timber trade of Quebec is reviewed by J. Bell Forsyth's annual circular, which is now recognized as an authority on the subject :

The business of the port has shown a marked increase in the shipment of timber over recent years, and spruce deals have been heavily exported. The shipment of pine deals from Montreal, which is largely in the hands of Quebec houses, has been unprecedented in extent. Continued dullness in the United States market, with the imposition of a tariff duty by that country on sawn wood goods, has induced increased shipments of boards and sidings, both pine and spruce, to the United Kingdom.

Prices have been well maintained, except in spruce deals, which have fallen heavily in value in the United Kingdom, owing to excessive shipments from the maritime provinces. Producers of Ottawa and other pine deals should give timely consideration to the lesson, and by keeping manufacture within limits, prevent a similar result in their goods.

A comparative statement for three years of the timber measured and culled by the Supervisor of Cullers at Quebec is as follows :

| | 1895. Cubic Ft. | 1896. Cubic Ft. | 1897. Cubic Ft. |
|---|---|---|---|
| Waney white pine | 3,086,469 | 2,870,879 | 4,311,340 |
| Square white pine | 273,771 | 316,093 | 832,589 |
| Red pine | 108,601 | 50,609 | 211,217 |
| Oak | 1,006,139 | 1,139,155 | 1,448,960 |
| Elm | 596,137 | 416,625 | 666,577 |
| Ash | 149,077 | 83,749 | 132,435 |
| Birch | 240,818 | 252,424 | 262,297 |

WHITE PINE.—With a larger supply and heavier shipment, the stock shows some increase over the unprecedently light one of last winter, but is by no means excessive and is largely in merchants' hands. The production of waney pine will be considerably under that of last year, and a marked improvement in the United States would at any time cut off the Michigan supply.

| | | Supply. | Export. | Stock. |
|---|---|---|---|---|
| 1897 | Square | 832,589 | 3,733,040 | 482,849 Square. |
| | Waney | 4,311,340 | | 2,288,249 Waney. |
| 1896 | Square | 316,093 | 4,251,800 | 537,013 Square. |
| | Waney | 2,870,879 | | 1,474,168 Waney. |

RED PINE.—The stock is sufficient for reduced requirements of trade, and little is being made, as the price is too low to induce manufacture, and the demand is only for superior wood, which is scarce.

| | Supply. | Export. | Stock. |
|---|---|---|---|
| 1897 | 211,217 | 168,760 | 183,552 |
| 1896 | 50,609 | 139,160 | 82,069 |

OAK.—Shipments have been very heavy as compared with recent years. The stock is not excessive for business on a similar scale, as production will be diminished.

| | Supply. | Export. | Stock. |
|---|---|---|---|
| 1897 | 1,448,960 | 1,412,200 | 694,111 |
| 1896 | 1,145,564 | 1,382,880 | 637,348 |

ELM has been in good demand all the season, but the difficulty of securing suitable wood will prevent an over-supply, and eventually bring about a scarcity.

| | Supply. | Export. | Stock. |
|---|---|---|---|
| 1897 | 662,577 | 587,080 | 163,835 |
| 1896 | 416,625 | 501,000 | 78,374 |

ASH seems not wanted in the United Kingdom, and stock is probably more than ample for next season's requirements. Even large average wood of first-class quality and good white color is sold with difficulty.

| | Supply. | Export. | Stock. |
|---|---|---|---|
| 1897 | 132,435 | 76,200 | 93,766 |
| 1896 | 83,749 | 113,680 | 42,694 |

BIRCH is not in demand, as cheap African mahogany has to some considerable extent taken its place. Manufacturers should restrict production, especially of short wood under ten feet long.

| | Supply. | Export. | Stock. |
|---|---|---|---|
| 1897 | 262,297 | 214,080 | 24,712 |
| 1896 | 251,430 | 319,200 | 9,470 |

PINE DEALS.—Quebec business is small and quite secondary to the heavy and increasing one carried on in Montreal by Quebec houses. Twelve months back it seemed that the prompt completion of short rail connection through Hawkesbury with the Ottawa district might bring a large portion of the business this way. The delay, in all probability, has been finally fatal to the realization of these hopes.

| | Supply. | Export. | Stock. |
|---|---|---|---|
| 1897 | 601,864 | 49,716 | 168,885 |
| 1896 | 657,264 | 400,343 | 142,410 |

SPRUCE DEALS are in a most unsatisfactory condition, and unless the excessive increase of production, especially in the maritime provinces, is curtailed and brought within previous bounds, there can be no improvement.

The business in pulp-wood continues to increase, but business in sawn spruce lumber with the United States is restricted by the recently imposed duty.

| | Supply. | Export. | Stock. |
|---|---|---|---|
| 1897 | 3,049,322 | 1,738,107 | 1,071,313 |
| 1896 | 3,915,455 | 3,828,258 | 573,413 |

SAWN LUMBER.—There has been very little demand for spruce for River Platte. Towards the end of the season owing to the light shipments a few cargoes were sold at a slight advance on last year's prices, and the stock wintering being very short as compared with former years, an improvement is looked for next season.

FREIGHTS have followed the same course as last year, though the advance towards end of season came earlier, and was more marked, ton-

nage at one time in the Fall being scarcely obtainable even at extreme rates. Sail for Quebec loading at seventeen shillings for Clyde, and nineteen shillings for Liverpool throughout season. Deal freights by steam for Montreal loading to leading ports in the United Kingdom opened at forty shillings, and from early September till close of season were unsettled at advanced and at times at extreme figures.

COMPARATIVE STATEMENT OF SAILING VESSELS CLEARED AT THE PORT OF QUEBEC, FOR SEA (LUMBER LADEN), 1882 TO 1897, FROM THE OPENING TO THE CLOSE OF NAVIGATION.

| | Vessels. | Tons. | | Vessels. | Tons |
|---|---|---|---|---|---|
| 1882 | 426 | 359,025 | 1890 | 250 | 238,162 |
| 1883 | 487 | 416,169 | 1891 | 205 | 182,615 |
| 1884 | 366 | 291,398 | 1892 | 244 | 225,008 |
| 1885 | 369 | 294,789 | 1893 | 177 | 146,970 |
| 1886 | 325 | 250,635 | 1894 | 136 | 115,639 |
| 1887 | 271 | 206,172 | 1895 | 86 | 70,960 |
| 1888 | 227 | 195,928 | 1896 | 103 | 82,622 |
| 1889 | 275 | 240,892 | 1897 | 99 | 84,233 |

For the year ending 1st November, 1897, there were brought to Quebec by the Quebec and Lake St. John Railway, 3,406 cars of deals and lumber, 299 cars pulp, 389 cars ties, 2,235 cars cordwood, 158 cars square timber and 576 cars pulp-wood.

## THE MARITIME PROVINCES.

Manufacturers in New Brunswick and Nova Scotia entered upon the year's business with promising prospects. The winter of 1896-97 was one of the most favorable on record for getting logs out of the woods, and the large cut which had been induced by the improved outlook for foreign trade reached the mills with little difficulty at a slightly earlier date than usual. The result was a very heavy production of lumber. Spruce, the chief lumber manufactured in these provinces, was exported extensively to the British market, owing to the depression that existed in the United States. The result was that later in the season the markets of the United Kingdom became overstocked, and prices suddenly collapsed. Early shipments of New Brunswick spruce deals sold in the British markets at £7 per standard c.i.f. During the summer prices dropped to £6 10s. to £6 15s., and late fall shipments only realized £5 15s. to £6 per standard. Nova Scotia deals brought prices slightly below those manufactured in New Brunswick. Local prices, of course, were governed by the foreign demand, and weakened accordingly, until late in the fall quotations at St. John and other leading ports were nominal, and shipments were confined to contract requirements. The result of this was that large stocks of lumber which were intended to be marketed in 1897 were held over for spring shipment.

The import duty on lumber practically closed the United States market, and the shipments to that country after August 1st were of little account. A few cargoes of laths were sold at very low prices. Dullness prevailed in the shingle trade, and some of the mills ceased manufacturing before the close of the season.

Manufacturers report that, taken as a whole, the year's business was more profitable than that of 1896. The demand from South America and the West Indies assisted in placing the balance on the right side of the ledger. Large quantities were exported to these countries from Nova Scotia, while increased shipments were also made to France and Spain. In point of volume the lumber trade of the maritime provinces exceeds all previous records. The exports of spruce from all ports, excepting Miramichi, Richibucto and Sackville, show a marked increase. Interesting statistics will be found below. The total shipments from New Brunswick were enormously large. These figures represent the exports for four years :

| | Feet. |
|---|---|
| 1894 | 322,170,039 |
| 1895 | 302,126,536 |
| 1896 | 367,438,149 |
| 1897 | 531,628,162 |

From the consular district of St. John, which includes the port of Fredericton, the exports of lumber and shingles to the United States were valued at $304,163.61, showing a decrease as compared with the previous year of, approximately, $108,000. The following are the totals, by quarters, for the two years :

| | 1897. | 1896. |
|---|---|---|
| 1st quarter | $132,742.85 | $ 73,199.01 |
| 2nd " | 507,459.33 | 555,999.29 |
| 3rd " | 308,603.58 | 440,101.74 |
| 4th " | 304,163.61 | 287,071.86 |
| | $1,252,969.37 | $1,356,371.90 |

It may be noted that the lumber exports (exclusive of firewood and bark) for the last half of 1895 were valued at $956,078.29, compared with $727,173.60 in the last half of 1896 and $612,767.19 in the last half of 1897. That is, the exports for the last half of 1897 to the United States were $343,000 less than in the like period of 1895.

Coming to trans-Atlantic shipments, we find, according to Hon. J. B. Snowball's wood circular, a total of 494,204,195 feet, an increase in 1897 of over 100,000,000 feet as compared with the previous year. Much larger quantities were shipped to Ireland, Belfast showing a gain of 18,000,000 feet, and Dublin of 5,000,000 feet. The Manchester canal was the destination of 27,000,000 feet, while in 1896 only 5,000,000 feet found a market there. Particulars of shipments follow :

SHIPMENTS FROM MIRAMICHI FOR 12 YEARS, FROM 1886 TO 1897, INCLUSIVE.

| Sup. Feet. | Sup. Feet. | Sup. Feet. |
|---|---|---|
| 1886— 72,000,000. | 1890—88,000,000. | 1894— 96,000,000. |
| 1887— 68,000,000. | 1891—72,000,000. | 1895— 82,000,000. |
| 1888— 73,000,000. | 1892—95,000,000. | 1896—106,000,000. |
| 1889—110,000,000. | 1893—83,000,000. | 1897—102,000,000. |

SHIPPERS FROM THE PORT OF MIRAMICHI, SEASON 1897.

| Shippers. | No. Vessels. | Tons. | Sup. ft. Deals, Scantling, Ends and Boards. | Palings Pcs. |
|---|---|---|---|---|
| J. B. Snowball | 31 | 30,572 | 27,240,447 | 1,209,000 |
| W. M. Mackay | 30 | 28,482 | 33,523,310 | |
| D. & J. Ritchie & Co. | 19 | 12,619 | 12,570,000 | 149,700 |
| E. Hutchison | 10 | 10,769 | 10,553,562 | 20,000 |
| G. J. Vaughan | 4 | 4,988 | 7,071,004 | |
| Wm. Richards | 2 | 3,386 | 4,140,101 | |
| G. Burchill & Sons | 2 | 3,767 | 3,737,000 | |
| F. E. Neale | 2 | 2,761 | 2,883,653 | |
| Clark, Skillings & Co. | 2 | 3,161 | | |
| | 102 | 100,505 | 101,719,077 | 1,378,700 |

Spool Wood—J. B. Snowball, 227,023 sup. ft.; Clark, Skillings & Co., 2,574,169 sup. ft. Timber—J. B. Snowball, 3,521 cubic ft.

DISTRIBUTION OF MIRAMICHI SHIPMENTS.

| Country. | No. Vessels. | Tons. | Sup. ft. Deals, Scantling, Ends and Boards. | Palings Pcs. |
|---|---|---|---|---|
| Great Britain | 49 | 56,931 | 59,680,988 | 1,229,775 |
| Ireland | 40 | 34,416 | 33,605,287 | 148,925 |
| France | 6 | 4,862 | 4,564,312 | |
| Spain | 5 | 3,172 | 2,839,363 | |
| Africa | 2 | 1,124 | 1,029,127 | |
| Totals | 102 | 100,505 | 101,719,077 | 1,378,700 |

Great Britain, spool wood, 2,801,192 ft.; timber, 3,521 cubic ft.

ST. JOHN, N.B., SHIPMENTS OF DEALS, &C., TO TRANS-ATLANTIC PORTS, DEC. 1ST, 1896, TO DEC. 1ST, 1897.

| Shippers. | Sup ft. Deals, &c. | Timber. Pine. | Timber. Birch. |
|---|---|---|---|
| Alex. Gibson & Sons, Limited | 114,113,178 | | 2,613 |
| W. Malcolm Mackay | 106,678,912 | 92 | 6,744 |
| Geo. McKean | 16,070,521 | | 97 |
| Watson & Todd | 7,536,455 | | |
| Total | 244,399,066 | 92 | 9,454 |

DISTRIBUTION OF ST. JOHN, N.B., SHIPMENTS, DEC. 1ST, 1896, TO DEC. 1ST, 1897.

| Ports. | Sup. ft. Deals, &c. | Timber. Pine | Timber. Birch. |
|---|---|---|---|
| Avonmouth Dock | 3,002,118 | | |
| Ayr | 598,783 | | |
| Bristol | 9,361,836 | | |
| Barrow | 2,346,300 | | |
| Clyde | 1,195,920 | | |
| Fleetwood | 16,712,852 | | |
| Glasgow | 13,721,614 | | 684 |
| Garston | 1,799,189 | | |
| Liverpool | 59,650,519 | 92 | 8,670 |
| London | 4,311,963 | | |
| Manchester | 26,984,593 | | |
| Preston | 397,132 | | |
| River Mersey | 732,155 | | |
| Sharpness | 15,051,211 | | |
| Ireland | 54,013,083 | | 100 |
| Wales | 25,804,998 | | |
| France | 7,824,204 | | |
| Spain | 406,572 | | |
| Holland | 484,024 | | |
| Total | 224,399,066 | 92 | 9,454 |

SHIPMENT FROM ST. JOHN TO TRANS-ATLANTIC PORTS FOR THE PAST 12 YEARS.

| | Total Sup. ft. Deals, &c. | Timber (tons) Birch. | Timber (tons) Pine. |
|---|---|---|---|
| 1886 | 138,934,392 | 7,354 | 4,313 |
| 1887 | 118,450,590 | 5,197 | 1,587 |
| 1888 | 153,184,187 | 4,721 | 457 |
| 1889 | 180,167,488 | 7,221 | 487 |
| 1890 | 132,608,516 | 1,311 | 4,317 |
| 1891 | 122,242,682 | 5,004 | —— |
| 1892 | 146,529,309 | 10,200 | —— |
| 1893 | 156,653,334 | 5,294 | —— |
| 1894 | 153,473,076 | 5,015 | —— |
| 1895 | 126,449,707 | 8,374 | 324 |
| 1896 | 167,246,442 | 9,892 | 128 |
| 1897 | 244,399,066 | 9,454 | 92 |

TOTAL TRANS-ATLANTIC SHIPMENTS OF NEW BRUNSWICK, 1897 COMPARED WITH 1896.

—1897—

| Ports. | No. Vessels. | Tons. | Sup ft. Deals, &c. | Timber. |
|---|---|---|---|---|
| Miramichi | 102 | 100,505 | 101,719,077 | 880 |
| St. John | 188 | 284,603 | 244,399,066 | 9,546 |
| Outports of Moncton (Harvey, Alma, Hillsboro, Hopewell) | 38 | 53,574 | 58,187,304 | 962 |
| Sackville (Bay Verte) | 27 | 14,147 | 14,419,134 | |
| Dalhousie | 44 | 27,722 | 24,185,011 | 323 |
| Campbellton | 16 | 14,375 | 14,960,267 | |
| Bathurst | 13 | 13,058 | 13,864,133 | 29 |
| Richibucto | 21 | 8,800 | 7,489,438 | |
| Shediac | 31 | 15,711 | 14,980,765 | |
| Total | 480 | 532,495 | 494,204,195 | 11,740 |

—1896—

| Ports. | No Vessels. | Tons. | Sup. ft. Deals, &c. | T mber. |
|---|---|---|---|---|
| Miramichi | 133 | 108,118 | 106,147,420 | |
| St. John | " | " | 167,246,442 | 10,020 |
| Outports of Moncton (Harvey, Alma, Hillsboro, Hopewell) | 22 | 20,246 | 25,614,039 | |
| Sackville (Bay Verte) | 36 | 19,843 | 19,996,978 | |
| Dalhousie Campbellton | 60 | 41,631 | 36,600,980 | 195 |
| Bathurst | 8 | 7,518 | 8,188,078 | |
| Richibucto | 26 | 11,374 | 11,191,062 | |
| Shediac | 23 | 11,545 | 11,054,978 | |
| Total | 308 | 220,275 | 386,039,977 | 10,215 |

The trans-Atlantic shipments from the Province of New Brunswick for the past ten years were :

| | Sup. ft. | | Sup. ft. |
|---|---|---|---|
| 1888 | 277,000,000 | 1893 | 312,000,000 |
| 1889 | 369,000,000 | 1894 | 326,000,000 |
| 1890 | 293,000,000 | 1895 | 291,000,000 |
| 1891 | 253,000,000 | 1896 | 386,000,000 |
| 1892 | 325,000,000 | 1897 | 494,000,000 |

SHIPMENTS FROM NOVA SCOTIA, 1897.

| Ports. | No. Vessels. | Tons. | Sup. ft. Deals, &c. | Timber. |
|---|---|---|---|---|
| Halifax | 71 | 50,111 | 84,060,000 | 500 |
| Parrsboro | 33 | 40,598 | 44,397,133 | |
| Outports of Amherst | 35 | 31,322 | 24,485,560 | |
| Bridgewater | 23 | 10,873 | 10,749,000 | |
| Pictou | 13 | 12,937 | 10,872,360 | 3,184 |
| Hubbard's Cove | 6 | 5,887 | 5,659,000 | |
| Yarmouth | 3 | 2,927 | 2,684,061 | |
| Liverpool | 1 | 528 | 495,260 | |
| Mahone Bay | 3 | 1,522 | 1,478,000 | |
| Jordan River | 1 | 528 | 482,188 | |
| Total | 189 | 157,233 | 185,362,562 | 3,684 |

The shipments of deals from Nova Scotia to trans-Atlantic ports for the past eleven years were :

| | Sup. ft. | | Sup. ft. |
|---|---|---|---|
| 1887 | 82,959,589 | 1892 | 87,861,398 |
| 1888 | 85,070,005 | 1893 | 109,252,930 |
| 1889 | 92,605,488 | 1894 | 106,327,250 |
| 1890 | 99,512,924 | 1895 | 109,324,393 |
| 1891 | 78,603,742 | 1896 | 123,116,389 |
| | | 1897 | 185,362,562 |

The disappearance of sailing vessels is marked by the larger average tonnage of vessels visiting St John. In 1895 the traders averaged 774 tons, in 1896 813 tons, and in 1897 985 tons. Sailing vessels are said to be favored by both shippers and receivers of lumber cargoes.

In view of the fact that the lumber business was overdone last year, the cut of logs this winter is being greatly curtailed, and the output will be little more than half the quantity produced last year. The wintering stocks, however, are heavy, so that there is certain to be an average supply available for shipment next season. The strength of the market will depend upon the course pur-

sued by shippers. A similar overstock to that of last year should be carefully guarded against.

### BRITISH COLUMBIA.

For many years the lumber trade of British Columbia has been depressed. The year 1896 showed a slight improvement, and indications pointed to greater prosperity in the year covered by this review. These hopes were to a certain extent realized. Although foreign shipments do not represent as large an export as the previous year, the local and eastern trade was much more active, and the mills were kept busy throughout the year. Competition was felt from the Washington manufacturers, who unloaded much low grade stock on the local market. Cedar lumber and shingles were shipped extensively to the Northwest and Ontario, while the construction of the Crows' Nest Pass railway accounted for several large orders. The consumption of lumber by new cannery buildings and box making also created a good local demand. The following table shows the distribution of the foreign trade :

BRITISH COLUMBIA LUMBER SHIPMENTS, 1897.

| Vessel. | From | Destination | Feet. | Value. |
|---|---|---|---|---|
| Clairmont | Vancouver | Delagoa Bay | 511,327 | $ 7,648 |
| Port Adelaide | Vancouver | Delagoa Bay | 982,762 | 9 687 |
| Crown Prince | Vancouver | Volgaster, Ger | 776,772 | 13,181 |
| City of Delhi | Vancouver | Valparaiso | 1,059,446 | 8,730 |
| Trowbridge | Moodyville | Greenock | 972,600 | 13,917 |
| Rosalia | Chemainus | Geraldton | 505,820 | 4,063 |
| Ariadne | Vancouver | Valparaiso | 1,369,000 | 11,985 |
| Khorasan | Vancouver | London | 801,165 | 10,449 |
| Wythop | Vancouver | Algoa Bay | 1,096,468 | 9,246 |
| Addenda | Chemainus | Tientsin | 810,472 | 8,477 |
| Speke | Moodyville | Sydney | 2,118,421 | 18,933 |
| Province | Moodyville | Freemantle | 1,503,922 | 11,467 |
| Katie Flickinger | Vancouver | Yokahama | 580,000 | 6,836 |
| E. K Wood | Chemainus | Tientsin | 668 451 | 5,367 |
| Lyderhorn | Chemainus | Sydney | 2,270,931 | 19,453 |
| Melrose | Chemainus | Santa Rosalia | 750,000 | 4,0.0 |
| Blairlogie | Vancouver | Delagoa Bay | 1,289,168 | 11,564 |
| Arnold | Vancouver | Cork | 649,025 | 7,465 |
| Oread | Vancouver | Port Natal | 629,568 | 5,015 |
| Verbena | Vancouver | Adelaide | 1,394,297 | 12,025 |
| Alexandra | Vancouver | Geraldton | 1,007,700 | 8,082 |
| Dudhope | Chemainus | Liverpool | 1,570,378 | 15,378 |
| Pass of Melfort | Vancouver | Delagoa Bay | 1,945,479 | 15,618 |
| Ardgowan | Vancouver | Valparaiso | 1,202,192 | 10,361 |
| Kingora | Vancouver | United Kingdom | 1,598,761 | 22,375 |
| Crown of India | Chemainus | Cork | 1,539,594 | 14,886 |
| Eva | Burrard Inlet | Yokahama | 1,938 964 | 14,314 |
| Eivion | Vancouver | Cape Town | 933,000 | 10,580 |
| Robert Sudden | Chemainus | Shanghai | 705,335 | 9,089 |
| King Cyrus | Vancouver | Shanghai | 869.531 | 7,221 |
| Wachusett | Chemainus | Sydney | 1,135,000 | 11,350 |
| John Smith | Vancouver | Algoa Bay | 611,658 | 4,500 |
| Dunboyne | Vancouver | Cork | 1,072,568 | 10,725 |
| Hawaiian Isles | Vancouver | Shanghai | 1,835,543 | 16,981 |
| Comet | New Westminster | Shanghai | 443,000 | 3,544 |
| Wrestler | New Westminster | Valparaiso | 575,000 | 4,600 |
| Waterloo | Moodyville | United Kingdom | 1 579,801 | 11,453 |
| Honolulu | Br Columbia | Santa Rosalia | 245,000 | 5,145 |
| Annie Thomas | Moodyville | Port Pirie | 1'520,979 | 17,640 |
| Fantasi | Vancouver | Cork | 945,649 | 12,575 |
| Allette | Vancouver | Yokahama | 1,044,259 | 15,730 |
| St. Katharine | Chemainus | Shanghai | 1,065,850 | 8,881 |
| Pomona | Chemainus | Freemantle | 966,696 | 7,845 |
| British Yeoman | Chemainus | Liverpool | 1,546,849 | 12,136 |
| Inca | Chemainus | Port Pirie | 1,299,940 | 8,610 |
| Echo | Chemainus | Tientsin | 895,337 | 10,086 |
| Florence Stella | Vancouver | Freemantle | 952 311 | 7,838 |
| Eliza | Chemainus | Antofagasta | 1,270,170 | 10,507 |
| Golden Shore | Vancouver | Shanghai | 875,000 | 10,790 |
| Astracana | Burrard Inlet | Cork | 1,196,386 | 15,177 |
| Louisiana | Chemainus | Melbourne | 1,092,523 | 8,030 |
| Carrier Dove | Moodyville | Adelaide | 810 930 | 7,539 |
| Patterdale | Vancouver | Freemantle | 756,007 | 6,315 |
| Robert Sudden | Moodyville | Sydney | 671,298 | 6,192 |
| King Cyrus | Chemainus | Sydney | 889,454 | 7,508 |
| Gen. Fairchild | Moodyville | Adelaide | 1,150,756 | 9,940 |
| Amarapoora | Moodyville | Tientsin, China | 1,252,642 | 9,735 |
| Erin's Isle | Vancouver | U. K | 1,278,299 | 18,755 |
| North Riding | Moodyville | Sydney | 1,062,604 | 9,473 |
| Melrose | Salt Spring, Ild. | Santa Rosalia | 750,000 | 4,000 |
| Ensenada | Moodyville | Buenos Ayres | 853,500 | 6,424 |
| J. M. Griffith | Salt Spring, Ild. | Santa Rosalia | 700,000 | 3,500 |
| Guardian | Salt Spring, Ild. | Santa Rosalia | 850 000 | 6,102 |
| Calusa | Chemainus | Melbourne | 935,971 | 6,551 |

The above returns show that there sailed during the year 65 vessels, carrying, approximately, sixty-eight million feet of lumber, valued at $600,000. The bulk of the lumber was shipped to Australia, the United Kingdom, China and South Africa, as the following figures of the value of the shipments will show :

SHIPMENTS BY COUNTRIES.

| | |
|---|---|
| Australia | $188,955 |
| United Kingdom | 154,684 |
| China | 87,934 |
| South Africa | 71,246 |
| South America | 49,227 |
| Japan | 30,084 |
| United States | 25,602 |
| Total | $607,732 |

The demand for British Columbia shingles last year was about equal to the output. The erection of any more mills, however, would at once glut the limited market and cause an overproduction. In this connection it is stated that the immense output of red cedar shingles of Washington and Oregon stands as a menace to the British Columbia shingle manufacturers, and will continue so until the Dominion Government restores the tariff against United States shingles coming into Canada.

The price of shingles remained very low during the year, notwithstanding the fact that the demand was fairly good, and the price of timber has advanced 10 to 15 per cent. since the spring of 1897. There is every indication at the present time of a further advance in the price of timber. It is also expected that labor is going to be scarce and high priced next spring. Cedar timber available at anywhere near the present prices is certainly becoming scarce, and if eastern lumber merchants want British Columbia shingles they will have to pay at least 25 per cent. in advance of present prices.

### MANITOBA.

The year 1897 was, it is believed, the beginning of a new era of prosperity for Manitoba and the Northwest Territories. The farmers sold their grain at good prices, which placed them in a position to erect new buildings and make necessary improvements. Throughout the summer and fall seasons there was experienced a brisk demand for lumber, and stocks at the mills were well sold out before the close of the year. Retail dealers and manufacturers alike are hopeful of 1898 trade. To such an extent is this the case that the log production this winter is being greatly increased, and it is probable that the cut of lumber next year will exceed the past season's output by fifty per cent.

## CORRESPONDENCE

Letters are invited from our readers on matters of practical and timely interest to the lumber trades. To secure insertion all communications must be accompanied with name and address of writer, not necessarily for publication. The publisher will not hold himself responsible for opinions of correspondents.

### IMPORT DUTY ON LUMBER.

PORT ARTHUR, ONT., Jan. 11th, 1898.

To the Editor of the CANADA LUMBERMAN:

DEAR SIR,—Permit me to say a few words regarding a subject of much importance to Canadian lumbermen. Under the existing duty of $2.00 per thousand feet on lumber entering the United States, the whole of the lumber trade of Canada is handicapped. The Georgian Bay section are unable to ship the lower grades to the United States, and when they attempt to sell at home they are met by the Michigan man, who sells his better grades at home and dumps the common grades into Canada at a price that Canadians cannot compete with, for the reason that the American gets a fair price at home for the better class of stuff, and must find a market for his lower grades, which forms quite a large percentage of the whole.

During the year 1897 the Americans sent into our market of Manitoba about 15,000,000 feet, with all the freedom and facilities that we have and at prices which we were scarcely able to compete with. If the American manufacturer had to pay a $2.00 duty, then the Manitoba market would be open to the Georgian Bay trade, as the difference would carry lumber from the latter point to Thunder Bay, and at that point he would be on an equal footing with the manufacturer at Thunder Bay.

We would much prefer to see Georgian Bay lumber in Manitoba than the product of American mills ; and in that case the grades would be maintained, whereas now the American grade is below ours. The farmer, who is the chief consumer in the west, gets the American lumber somewhat cheaper, and fails to realize that he does not get the grade. He figures that, if by driving twenty or thirty miles for a load of lumber he can save $3.50, he gets his 2,000 feet of lumber for that much less, but in reality he has more than earned the difference by driving to some distant point that is touched by the Northern Pacific system ; besides he gets an inferior grade.

In British Columbia we find the same handicap. Living, and consequently wages, are cheaper in the district of Washington than in British Columbia; therefore the Washington mill man is able to manufacture cheaper than the British Columbia man, and send his product into British Columbia at prices that cannot be competed with, while he himself stands behind the shield of a $2.00 duty. To finally sum up the whole situation, we find the Michigan lumberman captures the trade of Ontario; the Minnesota lumberman captures the trade of Manitoba ; the lumberman of the district of Washington captures the trade of British Columbia, and we simply become hewers of wood without any protection. As lumbermen, we have the same right to protection from Ottawa as the American manufacturer has from Washington. We are not afraid of open and fair competition, and would only say "Canada for Canadians" as far as our neigbors say "America for Americans."

Yours truly,

RICHARD VIGARS.

### PRODUCTION OF PULP WOOD IN QUEBEC.

DEPARTMENT OF CROWN LANDS,

QUEBEC, Jan. 11th, 1898.

To the Editor of the CANADA LUMBERMAN:

DEAR SIR,—Duly authorized by my Minister, permit me to offer explanations regarding the output of pulpwood in this province, as the comment and comparison drawn in your last issue on the Commissioner's report for 1897 may have an erroneous construction put upon same. The greater part of the pulpwood produced in Quebec province has of late years been got out in log lengths and has been returned as spruce logs, consequently it appears under the heading of "Spruce Logs." Only the small quantity cut in four foot lengths and returned as in cords appears under the heading of "Pulpwood."

In view of the increase in volume of the pulpwood trade, it is probable that my Minister will cause such alterations to be made as will enable the department to show the total output of pulpwood (in cords and logs) combined in one and the same column, and quite distinct from the spruce log column.

Thanking you for inserting the above in your paper, I am, dear sir,

Yours faithfully,

W. C. J. HALL.

A case which has been in the courts for over three years was finally decided last month in the Court of Appeal at Huntsville. It was entitled Dunlop vs. Whaley Lumber Co. Three years ago Judge Mahaffy gave judgment against this company for $578.32. The case was appealed to Judge Ferguson, who reversed the former decision. The plaintiff then appealed to the Court of Appeal, where four judges confirmed the decision in favor of the Whaley Lumber Company. A local paper states that the case should never have been before the courts, and had it not been for the blundering of a government official, the suit would never have been entered.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

C. H. MORTIMER
PUBLISHER
CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:
One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

## THE OUTLOOK FOR LUMBERMEN IN ONTARIO.

Now that the Ontario Government has passed the restrictive legislation asked for by the lumbermen, in almost the exact terms of their request, and placed the saw mill owners of the Georgian Bay on a footing of equality with Michigan owners of Canadian stumpage, it remains to be seen what the immediate future of the lumber trade will be. The action taken of preventing the export of logs cut from Crown lands, whether the license was held by an American or a Canadian, was one which could not well have been avoided; it would have been an acknowledgement of utter helplessnes to have permitted Americans to come here, cut down our forests, raft the logs to their mills in the United States free of export duty, while our own mills were closed down, our workmen idle, and the demand lost for all the subsidiary work and supplies required in running a saw mill.

We have never yet heard Canadian lumbermen say that they were afraid of any fair competition; but to quote the words of the lumbermen when before the government on the 10th of December last, "under present conditions of free logs for export and a duty of $2.00 per thousand feet, sawing in the Georgian Bay for the American market could not be continued; the business of sawing lumber would, of necessity, be transferred to Michigan." This state of things would have been established by the action of the Dingley bill. That famous measure, which became the law of the United States on the 24th of July, 1897, has been a great disappointment to many of its promoters. When President McKinley was elected in November, 1896, a determined effort was made to boom the lumber business, and for two or three weeks great activity prevailed, especially at Michigan mills on the lake shore, shipping out lumber to wholesale centres; but the extraneous demand soon collapsed, and the same dreary listless condition of trade came back again.

A large trade like that of selling forest products has so many ramifications and is subject to so many different forces, near and remote, that the mere passing of a tariff bill is often a small factor in determining the price. Take, for example, the Wilson bill, which was passed in 1894 and gave Canadian lumber free entry into the United States; it was naturally supposed that it would be a great boon to Canadian producers; whereas in the years immediately following, lumber, even with the benefit of free entry into that country, was sold lower than it had been at any time for nearly twenty years. The international problem of the lumber and log trade is not so difficult a matter after all. It will be remembered that an agreement was reached between Sir John Macdonald and Mr. Blaine in 1890, that in consideration of the American government reducing their duty on lumber to $1 per thousand feet, Canada would abolish her export duty on logs. This was done by the McKinley bill in the United States and by order-in-council for Canada, and the state of things continued until 1894, when the American government placed lumber and most forest products on their free list.

When Mr. McKinley was elected President, with his high tariff policy, the lumbermen of the United States lost no time in demanding that the old duty on lumber should be restored; this was accomplished by the Dingley bill last summer, and no Canadian has offered an objection, considering it entirely a matter to be dealt with by the United States. But meantime affairs in Michigan had changed; a number of mill owners had cut out their holdings of pine, had purchased standing timber in Canada, and were floating over large quantities of logs to supply their mills. They were naturally afraid that now a duty had been again imposed on lumber, the Dominion government would revert to their old policy of placing an export duty on logs to even up matters; so with that astuteness for which they are famous, they sought to outwit their slow-going Canadian neighbors, and make it impossible for them to again place an export duty on logs, by adding to the duty on lumber the amount of whatever export duty might be imposed by the Dominion government. This was intended to work beautifully, and place the remaining white pine in the Georgian Bay district entirely at their disposal. Like a great many more people, however, who are too clever, they have been caught in their own trap, and after this season's logs are disposed of, they will either have to stop cutting or move their mills over to the Canadian side.

The policy of the Ontario government by which the export of logs will be stopped has the approval of a large majority of the manufacturers, both of pine and hardwood. What the effect may be on future prices it is, of course, difficult to foretell; meantime common lumber and mill culls of white pine have already advanced sufficient to pay the duty and give Canadian sellers nearly as high a price as could be obtained last spring. Good lumber can always find a market either abroad or in the United States, where the duty on high grades is of little consequence. Hardwood is to-day a better price and in better demand than it has been for years.

It may be said further, that anything that will help to curtail the undue haste with which our forests were being cut down of late years, and give the younger growth a chance to mature, will be of permanent benefit to the province. We have still a large area of untouched white pine, mixed with hardwoods, which we need be in no hurry to cut; it will all be wanted and at a good price.

In conversation with lumbermen generally, we find them quite satisfied with the recent legislation, and not at all disposed to make any overtures to their confreres in the United States, but rather to meet hostile legislation by what is necessary to protect their own interests. We may therefore look forward with some complaisance to what the future has in store for us, feeling certain that the ownership of forests on this continent is a position of advantage which we occupy and should seek carefully to retain.

## DEVELOPMENT OF OUR EXPORT TRADE.

Lumbermen in all parts of the Dominion are encouraged by the prospects for foreign trade. Greater attention is now directed to the wood products of Canada than ever before. This is in a measure due to the action of the Dominion government in sending special trade commissioners to foreign countries to report upon the possibilities of finding a market for our goods. These commissioners, almost without an exception, have reported that they found a general disposition in favor of dealing with Canada, and that it would require only persistent effort on the part of our manufacturers to capture a fair share of the trade. The Government and its agents, the commissioners, having fulfilled their duty, it remains for the manufacturers to profit by the advice which has been given.

Are the lumber manufacturers of this country exerting their utmost efforts to develop the foreign trade? When we say "foreign trade," we do not include the United States, which though our nearest market, is yet one of the most unsatisfactory, owing to frequently recurring tariff disturbances.

Some might point to the fact that our foreign trade is increasing annually as an evidence that no opportunities are being neglected. But it must also be said that foreign buyers have met the manufacturers more than half way. Were it not for the desire on the part of foreign houses to secure Canadian lumber, we believe we are within the limit of truth in saying that the volume of our trade in this direction would be of smaller proportions. No united effort on the part of lumbermen has been made to secure accurate information regarding the requirements of many of the markets, and to place this information in the hands of the trade generally. The particulars furnished by commercial agents are necessarily lacking in details, and steps should be taken by the manufacturers themselves to supplement them.

The sending of a representative to foreign countries to study the markets and negotiate for shipments would probably entail an expenditure greater than many of our manufacturers would feel disposed to risk. More especially would this apply to our hardwood manufacturers. A proposition looking towards some united effort ought, therefore, to be considered.

Such a step was discussed at a recent meeting of the Furniture Manufacturers' Association of Ontario. Some of the members pointed out that they had already more orders for furniture from Great Britain than could be turned out in their factories, and a committee was appointed to deal with the matter. It is probable that a large company will be formed to control the export furniture trade, and that a representative will be sent to England to promote its interests. Could not the lumbermen, with advantage, copy the example of the furniture men in this matter?

## EDITORIAL NOTES.

THE report of the Ontario Forestry Commission, published elsewhere in this number, should be carefully studied by every lumberman in the Dominion. It contains valuable suggestions as to the methods of lumbering, as well as the course which should be adopted to perpetuate our timber supply. The work already accomplished has demonstrated the wisdom of appointing the Commission. In our next issue we hope to refer at greater length to this important subject of forestry.

THE lumber manufacturers of British Columbia have taken steps to secure the imposition of an import duty on lumber. At a meeting held at Vancouver on December 24th, and reported in our weekly edition, resolutions were passed favoring such a measure, and setting forth the unfair conditions now existing, as a result of which one manufacturer has already removed to the United States, and others promise to take similar action unless given some redress by the Dominion government. Elsewhere in this issue Mr. Vigars, of Port Arthur, also refers to the question. He points out that Western Ontario, Manitoba and British Columbia are flooded with low grade lumber from the United States, which is very inferior in quality and sold at a price which will not permit of fair competition. Having a wide market for their good lumber, the United States manufacturers can afford to sell their low grade stock at cost of manufacture. Canadian manufacturers are debarred from the American market by a two-dollar duty, while American manufacturers are allowed free entry to the Canadian market. Until conditions are equalized it becomes the duty of the Dominion government to protect the Canadian lumbermen, and at the next session of Parliament we look for some legislation along this line.

## THE LATE T. W. WALKER.

THOMAS W. Walker, a gentleman widely known in lumber circles, died at his home in Toronto on Friday, January 14th. For about a year he had not enjoyed good health, having suffered from heart trouble, which finally resulted fatally.

Deceased was born in Toronto on June 12th, 1852. He was the second eldest son of Sar-

THE LATE T. W. WALKER.

geant James Walker, who came to Canada from England with the 27th Royal Artillery, and had charge of the Magnetic Observatory established in Toronto for 27 years.

At the age of 15 years the subject of this sketch entered the employ of Joseph Davidson, who at that time had a large retail lumber yard. There he received his first experience in the business which he followed during the remainder of his life. After a few years, in 1872, he accepted a position as inspector with the late S. R. Briggs, wholesale lumber dealer, and while thus engaged was associated with Mr. Joseph Oliver, now manager of the Oliver Lumber Company. His next position was with the late Wm. Latch, wholesale and retail dealer, with whom he remained only a short time, resigning to accept a more responsible position with the Rathbun Company, as their Toronto agent. In this capacity he purchased all the lumber for this company on the Northern and Midland divisions of the Grand Trunk Railway, handling as much as 30,000,000 feet of lumber and 5,000,000 shingles in one year. He remained with the Rathbun Company until 1894, when he formed a partnership with Mr. J. Watson, as wholesale dealers, under the name of Walker & Watson. Owing to the retirement of Mr. Watson, the partnership was subsequently dissolved, and since that time he had been engaged in buying and selling on his own account and for other parties. At the time of his death he had about concluded arrangements to accept a position with Messrs. Kingsford & Sons, starch manufacturers, of Oswego, N.Y.

The late Mr. Walker was a thorough lumberman, an excellent judge of lumber and a shrewd buyer. He enjoyed a reputation for fair dealing, and had many intimate friends. He was a great reader, well educated, and possessed a thorough business knowledge. In military circles he was also well known, having fought with the Queen's Own Rifles at Ridgeway in 1866. His funeral was attended by members of the Veterans' Association.

## REPORT OF THE ONTARIO FORESTRY COMMISSION.

THE first report of the Ontario Forestry Commission was presented to the Legislature early in January. It treats of many subjects of interest to lumbermen and readers of this journal, and is therefore printed below in full :

TORONTO, Dec. 20th, 1897.

TO HIS HONOR THE LIEUTENANT-GOVERNOR :

The Royal Commission appointed in June last for the purpose of investigating and reporting on the subject of restoring and preserving the growth of white pine upon lands in the province which have been cleared or partially cleared by lumbering operations or by fire, and which are not adapted for agricultural purposes or for settlement, held its first meeting in the Parliament Buildings on July 7th. All the members of the Commission were present, viz., Messrs. E. W. Rathbun, Chairman, President of the Rathbun Company, Deseronto, lumberman ; John Bertram, President of the Collins Inlet Lumber Company, Toronto, lumberman ; J. B. McWilliams, Peterboro', superintendent of Forest Rangers ; Alex. Kirkwood, chief clerk land branch, Crown Lands Department ; and Thomas Southworth, clerk of forestry, Parliament Buildings. Mr. Rathbun was elected chairman of the Commission, and Mr. Kirkwood vice-chairman, Mr. Southworth having previously been appointed secretary by order-in-council. The organization meeting of the Commission was attended by the Attorney General and the Acting Commissioner of Crown Lands. The Attorney General gave his views as to the scope of the enquiry to be undertaken, and defined the object of the government in appointing the Commission to be the submission of a scheme for the reclamation of large areas of non-agricultural land now unproductive, and such suggestions for the carrying on of future lumbering operations as the information obtained by them would indicate to be desirable as a means of preventing similar land now wooded from becoming waste. It was thought advisable that members of the Commission should personally visit and investigate as large an extent of the forest area of the province as possible. During the summer and fall the members of the Commission visited the townships of Smith, Harvey, Galway and Burleigh, in the county of Peterborough ; the territory along the north shore of Lake Nipissing and down the Vermillion River, in the township of Louise ; the country round Thessalon, Algoma Mills and Killarney ; the townships of Carlyle and Humboldt, and other points on the north shore of the Georgian Bay and in the neighborhood of Sault Ste. Marie. Your Commissioners also inspected some of the territory on the north shore of Lake Superior and the country along the line of the Port Arthur & Duluth Railway west of Port Arthur, in addition to taking a somewhat extensive trip through the Rainy River country, visiting also portions of the northern parts of Minnesota and Michigan in the United States.

### FUTURE TIMBER SUPPLY.

As your Commissioners are anxious, as speedily as possible, to acquire some general knowledge of the conditions existing in different parts of the province, they did not make that minute examination into the sylvicultural conditions and habits and rate of growth in the particular localities that will be necessary before submitting detailed plans for the care and management of the respective areas visited, and which may hereafter be put under systematic treatment. Their investigations, however, were of a sufficiently technical character to warrant them in coming to the conclusion that with sufficient areas set aside for the purpose, and with reasonable care and protection of the young and growing timber now upon them, the supply of merchantable timber in the province of Ontario will be vastly augmented. In most of the places visited, a forest growth was found in all stages of development, with the exception of some territory in the neighborhood of Port Arthur, where conditions seemed to be somewhat different from those observed in other localities. Wherever the original growth was pine, or pine mixed with other trees, the natural tendency is towards the reproduction of the same species. Unfortunately, however, this reproductive faculty in many instances has not been allowed free play. The former apparently limitless forest wealth of Ontario has led to careless and somewhat extravagant methods on the part of our lumbermen ; a belief that so far as the timber supply of the future was concerned it made no practical difference how our forests were exploited owing to their immense extent, has resulted in wasteful and incautious practices. Large quantities of waste material and litter, consisting of the tops and branches of trees, were left lying on the ground to feed the destructive fires that almost invariably followed, and which, until a comparatively recent period, no effort was made to check. The action of these fires in sweeping away the trees left by the lumbermen had the effect of retarding the reproduction of the original forest growth, and sometimes resulted in a crop of other varieties, that for various reasons were more readily propogated. It is found, however, to be the case that where any of the original trees survived the fire and produced seeds, the forest has eventually, though perhaps slowly, assumed the characteristics of the growth indigenous to the locality.

### QUICK REPRODUCTION.

The widely entertained theory that the white pine on being cut away is invariably and permanently succeeded by a crop of inferior varieties was completely disproved by the frequent instances observed in which tracts of flourishing young pine trees are growing up on cut-over land, and the prevalence of the idea can only be accounted for on the ground that fire has in so many cases completely exterminated the pine in all stages of growth. In most of the burned over territory examined, pine was found intermixed with other trees, and gradually, as was no doubt the case with the original forest, is asserting the supremacy and dominating the surrounding trees of the young generation. There is every reason to believe that with the exclusion of fire, and the adoption of more intelligent aud provident methods of lumbering, having regard to the abundance of seed at the time of cutting, there would be no difficulty in securing a quick and sure reproduction of the varities of trees desired. As previously stated, these conditions have not hitherto prevailed. In most of the territory inspected forest fires, sweeping over the country after the lumbermen had removed the more valuable pine trees, have destroyed what was left. Sometimes the fire was not so severe as to destroy all the dormant seeds that may have been on the ground, protected by the leaves and forest debris awaiting favorable conditions to germinate, but in many cases these were destroyed, and few, if any, of the parent trees left to provide seeds for a future crop. In the case of such trees as the pines, this latter circumstance was an effectual bar to the speedy reproduction of the trees. Although the seeds of the pine are winged they will not, in falling from the cones, scatter very great distances from the trees, and where only a very few parent trees remain more time is required to seed a given area than if the seed trees stood more thickly and shed a more profuse and better distributed yield of seed. The question of how far the seeds of the white pine may be conveyed from the parent tree in falling is a point still being investigated by the Commission. In the meantime the seeds of the aspen poplar, the birches and cottonwoods, which from their downy appendages are capable of being carried great distances by the wind, soon cover the burned-over area, and a vigorous crop of these varieties springs up and speedily occupies the ground. In most cases, however, a few pines have managed to survive the fire, and where this is the case, their seeds are scattered among the young poplars and take root and grow in their shade. If a forest fire has completely bared the ground the presence of the young broad-leaved trees is essential for the successful growth of a pine forest. The young pine plants, particularly pinus strobus, or white pine, are extremely sensitive to strong sunlight, and if exposed to the sun are almost certain to be killed in the first ten days of their growth. Hence the cover afforded by the poplar affords the shade conditions needed for the young. If there were no fire, however, the cover afforded by the trees left by the lumberman would doubtless provide the shade required for the successful propagation of the pines, but after the forest fire the quick growth of the poplar is a favorable condition for restocking the burned area with the original and most valuable trees.

### GROWTH OF THE PINE.

In looking casually at a young forest on one of these devastated tracts, the first impression conveyed is that poplar and other desiduous trees form the sole vegeta-

tion, but a closer inspection will reveal the presence of a large stock of young conifers growing in the shade of the poplars. The young pines shoot up straight and slim, reaching for the source of the light that filters through the leaves of the poplar. In the course of time the pines, which develop slowly at first, overtake and outgrow their competitors. The growth of the pine during the first two or three years is slow, but after that time the rate of growth increases in a very marked degree. In such a forest of about 20 or 25 years' standing the pines will be observed here and there protruding their crowns above the leaf canopy. The poplars, being gradually crowded out by the sturdier evergreens, die and decay, adding to the soil nutriment for the now dominant pines. The dense shade furnished by the poplars has in the meantime killed the lower branches of the pines, which consequently rise straight and free of limbs to the height of the crowns of the desiduous trees. The next and final stage reveals the forest as it originally stood, displaying a mixed growth, with the tops of the giant pines visible from a distance, reaching above the general level of the leafy canopy of the forest.

The township of Burleigh, in the county of Peterborough, comprising an area of 124 square miles, may be considered a typical sub-division of what was at one time an extensive lumbering district. The cutting of square timber and saw logs in the township began about fifty years ago. The original forest was principally pine of excellent quality mixed with hardwoods. A colonization road opened the way for settlement about 33 years ago, but owing to the outcrop of rock, settlers are confined to small districts. Lumbering operations continued active for forty years, and even yet there is a small quantity of merchantable pine standing. The usual result followed, where mixed operations of settlement and lumbering were carried on together; nearly the whole country was ravaged from time to time by forest fires.

As showing what the actual conditions may be in a cut-over and burned-over area, a portion of the township around Burleigh post office, on the west side of Eels Creek, where the creek runs alongside of the colonization road, was selected for investigation. There are but few settlers in this part of the township; the soil is rocky and unfit for settlement, except in patches, and is not far from the contact between the granite and the limestone. On the west side of the creek the country is a veritable wilderness; it has been burned over repeatedly, the last fire occurring in 1896, and, judging from the size of the charred remains of the young growth, another fire had swept over it three years before that time. The frequent fires have burned a large part of the soil and killed any pines that may have been left by the lumbermen, so that any natural reforestation would here be a very slow process.

The east side of the creek presents altogether a different aspect. Viewed from the Burleigh road, it has the appearance of a thrifty young poplar forest, with a few young pine trees appearing on a level with the poplar. On closer examination it was found that the young forest was largely composed of white and red pine, poplar, white birch, balsam and spruce, with cedar, black ash and spruce in the lowlands, as well as an odd pine tree standing here and there that had been left by the lumbermen—relics of the original forest that had survived the fires. From information, given by the postmaster, who was formerly a lumber foreman and is an old resident of the district, your Commissioners were able to fix the exact date of the last fire that swept over this territory. It occurred twenty-three years ago.

The trees were of various ages and showed different degrees of growth according to situation. A fair average of the older poplars would be 5¾ inches in diameter at two feet from the ground, with 20 annual rings of growth at this point, making the tree, say, twenty-two years old. As a rule, the poplar was taller and with smaller diameter than the pine. The white and red pine stood thick on the ground, of various ages, vigorous and healthy, and will, in a short time, if protected from fire, overtop the poplars and assert the supremacy of the species as some few of the trees have already done.

Tho older white pine average 6 inches in diameter, two feet from the ground, with 19 annual rings of growth, showing them to be about the same age as the poplars. Red pine was the same age, but the average diameter of the trees examined was half an inch less than the white pine. The average height of the pines was about 26 feet, and showed by the branches a varying height growth of one to two feet yearly. Black ash in the swamps average 5 inches in diameter in twenty-two years, cedar 3¾ inches in twenty-six years, and spruce in these swamps which had not been burned at the last fire, standing amidst a very thick growth, averaged only four inches.

### PROSPECTIVE VALUE.

The conclusion arrived at was, that within thirty-five years lumbering operations in this locality could be profitably resumed, the larger pine trees taken out, producing timber of merchantable quality and giving the younger trees a better chance to grow. Reasonably good forest conditions could, under proper regulations for cutting, be induced, and a continuous supply kept up. The one great requisite for preserving this valuable asset to the province is the absolute prevention of fire. The foregoing statement as to the condition in the Township of Burleigh may be taken as fairly typical of the course of natural forest regeneration in nearly all the fire-swept lands which came under examination—the only exception being where forest fires have been too frequent to allow the young vegetation to make headway. Throughout many of these tracts, popularly supposed to be of no value, the second growth is springing up in profusion, and though the trees may be of little present value, their prospective value is very great, though difficult to estimate, as the time when these forests will be available depends very much on the question of adequate fire protection. Any estimate of their existing value must necessarily be on the basis of what they will be worth at such time as the timber becomes marketable to good advantage. On this point, Dr. Rothrock, Commissioner of Forestry for Pennsylvania, says in a report on Forest Fires in 1896:

"For example it is fairly within bounds to assert, that if all the unproductive lands now vacant and uncared for, which exist within the limits of the state, were protected from forest fires, for say 40 years, the timber then growing would be worth not less than one billion, two hundred million of dollars ($1,200,000,000). It is quite certain that if this growth were destroyed by fire when but a year old, the loss to the Commonwealth directly would be absolutely unimportant. The same might be said if we were to see it destroyed at two, three, four or even five years of age. But when we remember that in burning these seedlings, which are but a year old, we destroy a crop which in point of time is one-fortieth of its way to a money value of $1,200,000,000, the damages are consequential or indirect in character and if expressed in figures must equal not less than thirty millions of dollars as the loss to the Commonwealth."

If these figures be correct for Pennsylvania, and they are not disputed, how much greater would be the loss to Ontario by the destruction of our much larger area of second growth forest? As in the case of the Burleigh township woodlands, many of these young forests will be sufficiently far advanced to be cut long before 40 years. These considerations inevitably lead to the conclusion that the main factor in reclothing the burned-over lands is the question of fire protection. While there have been even within recent years extensive and devastating fires destroying large amounts of timber, the saving to the province effected by the system of fire-ranging adopted in 1886 has nevertheless been very great. During the course of their investigations your Commissioners had brought to their notice a great many instances in which incipient fires that, unchecked, would have been disastrous in their consequences, were successfully fought and suppressed by the rangers. Wherever the system has been employed by the various limit-holders the results have been very marked. It is to be noted, however, that as the employment of fire rangers is optional with limit-holders, some of them have failed to take advantage of the system, at the risk not only of their own limits, but of those of their neighbors in addition. During the summer your Commissioners made a short trip north of the Height of Land, on the headwaters of the Missinavi river, flowing into the Hudson Bay. It was found that the Indians in this territory are to some extent careless in regard to fires, with the result that considerable territory along the borders of the streams has been from time to time burned over. This is due largely to want of knowledge on their part that the immense forests of that country have any particular value. The Commission was advised by a gentleman of the Hudson Bay Company that if the matter were brought to the attention of the Indians, most all of whom are able to read their own language, a great improvement in this respect might be effected. The Hudson Bay officials expressed a willingness to co-operate with the government in any effort that might be made to educate the Indians as to the importance of looking after their camp-fires and extinguishing any incipient fires that might be started.

It was found that in most cases burned-over areas growing up to small timber are on lands not suited for agricultural settlement, and in order that the Government should reap the full benefit of the annual increment by the protection of these lands, they should be exempt from the possibility of settlers squatting on them, ostensibly to cultivate them, but really to secure and dispose of the growing timber.

### METHOD OF LUMBERING.

Though, possibly, it may be regarded as somewhat beyond the scope of the enquiry specifically assigned to them, your Commissioners desire to draw the attention of the Government to the great loss of revenue and the detriment to the standing forests occasioned by the practice pursued by some lumbermen of taking out trees in the beginning of the most profitable period of their growth. Whereas, at an earlier stage of the lumbering industry, few trees of smaller diameter at the butt than 14 inches were taken out, it is now not unusual to see some drives largely made up of mere poles—sticks as low in diameter as six inches. No doubt this improvident method of lumbering is to some extent to the belief that these young trees, if left standing, would probably be burned, and to the expectation that the land might be needed for settlement.

It must be admitted that under former conditions the fear of fire was to some extent justified, but since the danger has been so greatly minimized, the conditions are altogether different. The small revenue derived by the Province from these half grown trees renders it desirable that the practice should not be followed unless under very exceptional circumstances indeed.

### RATE OF GROWTH.

Your Commissioners, after close investigation, conducted under varying circumstances and covering a wide area, with different conditions of soil and density of growth, endeavored to arrive at an average rate of growth and consequent commercial value of young white pine, from a period at which a tree would make an eight (8) inch butt log 16 inches long, and produce a butt log 14 inches in diameter and 16 feet long, and submit the following conclusions, which are very conservative:

A young tree which would cut only one log 8 inches in diameter and 16 feet board measure, would, if allowed to stand for thirty years, grow in diameter at the rate of one inch in five years, (in some cases the growth is as rapid as an inch in two years) and hence would give a butt log of 14 inches diameter, 16 feet long, or 100 feet of lumber, board measure. In addition to this, however, this tree would have grown in height sufficient to give two more logs, one say of 11 inches and one of 8 inches diameter, both 16 feet long, measuring respectively 49 feet and 16 feet B.M., or a total for the tree of 164 feet B.M. Thus a tree that required 40 years to make its first 16 feet of merchantable timber, would in 30 years more have increased to 164 feet. This may be considered the period of greatest relative growth. After attaining a diameter sufficient to make a 14 inch butt log, your Commissioners estimate that the tree would continue to gain at the rate of 3½ per cent. per annum. This bare statement of the case shows the necessity of protecting the young growth of the pine in the interests of the Province. The advantage to the lumberman in holding his trees till they have reached the larger diameter is still more marked because of the greater price per 1,000 feet commanded by lumber cut from the larger logs.

But this is not all—pine trees do not begin to bear fertile seed in profusion until they reach nearly the age required to produce a diameter of six inches, and the process of forest reproduction is likely to be retarded by the removal of the seeding trees.

### MARKET FOR WASTE MATERIAL.

As previously intimated, your Commissioners, in consequence of a comparatively limited amount of attention they have been able to devote to the matter, do not feel themselves justified in making a final report, especially as the important lumbering region of the Ottawa Valley has not been inspected by them. They are desirous, moreover, before concluding their labors, of making a full investigation into one phase of the question which has hitherto been but slightly considered, viz., the possibility of securing a remunerative market for the waste and refuse of lumbering operations, as well as for those of our forest trees not now commercially valuable. In economic forestry practice it frequently happens that the development of a young forest can be greatly enhanced by the thinning out of the trees where they stand too thick, and the cutting down of less valuable varieties. At present the difficulty of disposing of these thinnings to any advantage makes this practice impracticable in Canada. Could such a market be found it would be a decided advance towards the adoption of more economical and less dangerous methods of lumbering, and would of itself do much to decrease the extent and frequency of forest fires.

From inquiries thus far made, your Commission are inclined to believe that much of this apparently useless forest material, particularly in the old lumbered-over districts, can be utilized in the manufacture of pulp and small wood goods, or for the production of charcoal for smelting ores, etc. Further investigation will no doubt assist in coming to a more definite conclusion on this most important part of the subject. A prolific source of forest fires in some parts of the Province is the carelessness of many mining prospectors in the matter of their camp fires. Some plan of lessening this danger by regulations that will make the prospector more responsible to the authorities would seem advisable, and is under consideration.

Thus, while it is obvious that the work of the Commission is far from complete, yet deeming that some phases of the situation require present action, your Commissioners make this brief but preliminary report, and beg to recommend:

1. That the present system of fire-ranging inaugurated by the Government in 1886 be extended so as to be compulsory on all the holders of timber berths, and that all unlicensed timber lands contiguous thereto be also protected by rangers employed by the Government. That all fire-rangers be subjected to the inspection and control of the Department of Crown Lands.

2. That the officials of the Hudson Bay Company be asked to co-operate with the Government in preparing and printing fire proclamations in the language of the Indians of the northern districts, to be posted along the canoe routes throughout the territory.

3. That for all unworked limits on which the ground rent shall be two years in default on the termination of the present license year, the licence shall not be renewed, but that the berths be held by the Crown as forest reserves.

4. That license-holders be not allowed to cut any trees for logs smaller than will measure twelve inches across the stump two feet from the ground, unless under special forest conditions, with the sanction and under the supervision of the district forest ranger.

5. That the Government take power by order in Council to withdraw from sale or location and set aside, to be kept in permanent Crown forest reserves, such areas of territory as are generally unsuitable for settlement and yet valuable for growing timber.

All of which is respectfully submitted.

E. W. Rathbun.
A. Kirkwood.
John Bertram.
J. B. McWilliams.
Thomas Southworth.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.*

VOL. IV. TORONTO, ONT., JANUARY 26, 1898 No. 2.



## CANADA LUMBERMAN

PUBLISHED BY

C. H. MORTIMER

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING,
MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.



LUMBERMAN'S

VEST-POCKET

INSPECTION BOOK

Containing Rules for the Inspection and Measuring of Pine and Hardwood Lumber in the leading markets of Canada and the United States. Embracing also many useful tables and calculations of everyday service to lumbermen.

*Prepared by the Editor of the Canada Lumberman."*

Toronto, Canada
C H. MORTIMER, Publisher
1895

THE above is a fac simile of the title page of the latest and most complete Lumber and Inspection Book published.

We shall be pleased to send you a copy on receipt of four 3 cent Canadian postage stamps

THE CANADA LUMBERMAN,
*Toronto, Canada*


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

FOR SALE—SAW MILL—ENGINE, 60 H.P.—boilers, carriages, circular saws, double edger, shingle and lath mill, trucks, etc. Box 86, Mitchell, Ont.

FOR SALE.

SAW, PLANING AND CHOPPING MILL. For particulars address JOHN MERRICK, Newton Robinson P.O., Ont.

TO MILL MEN.

HAVE YOU ANY STOCK WHICH YOU WISH to sell? If so, make the fact known to probable buyers by placing an advertisement in this department. Address, CANADA LUMBERMAN, Toronto.

WANTED.

FIFTY CAR-LOADS OAK AND SOFTWOOD Strips, four feet long, worked to pattern; all White Basswo d boards planed and glued together if narrow. Full particulars from "X.Y.Z.," care CANADA LUMBERMAN

WANTED.

IN CAR LOAD LOTS, FOR PRESENT, SPRING and summer shipment, 80 M ft. 3 inch soft elm 1sts, and 2nds, 8 or 12 in. wide; 10 or 14 ft. long; also large quantity birch, white maple (end dried), soft and rock elm, ash and oak, various sizes. Write for particulars. JOHN I. HALL, 92 O'Hara Ave., Toronto.

WANTED.

BASSWOOD LUMBER, 1", 1½" AND 2" FIRSTS and seconds, for delivery during the winter and coming season of navigation We are open to purchase narrow basswood and shorts 1 1/16" thick when straight-grained and white. Address, THE RATHBUN COMPANY, Deseronto, Ont.

FOR SALE

TIMBER LIMITS

FOR SALE—VALUABLE TIMber Limits, 235 miles in extent, on the river Manowan, tributary to the St. Maurice, in the province of Quebec. It contains good Pine and Spruce, and immense quantities of small Spruce, suitable

FOR PULPWOOD

Apply to
THE MOLSON'S BANK,
Montreal.

### TIMBER LIMITS FOR SALE.

In this column appears an advertisement offering for sale very valuable timber limits in the province of Quebec. These limits are 235 miles in extent, and are situated on the river Manowan, tributary to the St. Maurice. The timber is chiefly pine and spruce, and owing to the immense quantities of the latter adapted for pulp-wood, and the increasing demand for Canadian pulp in the British market, these limits are especially valuable, and will no doubt be eagerly sought for.

### CURRENT TRADE CONDITIONS.

#### ONTARIO.

Another week has brought no material change in the lumber market. The spring movement has not yet commenced, although there are indications that at an early date some stock will have to be purchased for requirements. One favorable feature of the market is the demand for box lumber. The consumption by box makers in the Eastern States, and especially in New York, has been very heavy, and stocks are now so far reduced that dealers have been compelled to enter the market for a new supply. The price has advanced accordingly, and $7 is now willingly paid in New York for mill culls of white pine. Canadian manufacturers have sold some quantities of box lumber at a price which gave them a better margin of profit than was realized before the duty on lumber was imposed. It is expected that during the coming spring the local demand will improve, as building prospects are brighter than for many years. A greater quantity of lumber will also be marketed in European countries. The hardwood trade is quite satisfactory for this season of the year. A number of enquiries have been received for maple, basswood and soft elm for early shipment. Shingles are scarce and will likely advance as soon as the spring trade commences to move. A greater production is expected during 1898. The prospects for getting logs out of the woods were until recently quite gloomy, but the late snowstorm and cold weather will probably permit of all the logs being banked.

#### QUEBEC AND NEW BRUNSWICK.

In the absence of any important transactions for foreign shipment, there is little to report in Quebec business. Local trade is at a standstill, and the United States trade is but little better. An encouraging feature of New Brunswick trade is the promising market in France and Spain. Some orders have already been placed, and more are likely to follow. Some cargoes will also go forward shortly to South America and Australia. The former market, which was overstocked in 1896, is expected to revive during the present year. It is estimated that in New Brunswick there is held over, of last year's production, about 160,000,000 feet. This will be available for spring shipment.

#### MANITOBA AND BRITISH COLUMBIA.

In Manitoba and British Columbia there is a general belief that the country is on the eve of prosperity such as has not been experienced for many years. Large sales of outfits for the Klondike have been made at Vancouver, and this has induced a better feeling in all lines of business, including the lumber trade. The mild weather permitted building operations to proceed late in the year, thus reducing the lumber stocks. Money is reported as easy and collections good. With protection from the unfair competition of United States manufacturers, the lumbermen look forward to a prosperous year. The foreign shipments during 1897 exceeded sixty-eight million feet.

#### UNITED STATES.

That the wholesale trade will shortly commence to move is evidenced by the substantial increase in the number of enquiries for stock coming from the Eastern States. A couple of weeks ago dealers were somewhat despondent, and could see little that was promising in the future. Now the outlook has brightened, and while business cannot be reported as active, there is sufficient trade doing to prove that the east is short of lumber, and that consumers and retailers must shortly enter the market as buyers. The situation in the west is also likely to improve the eastern market. There farmers are preparing to erect many new buildings, and architects are reported as unusually busy. The consumption of lumber by this source will utilize much of the Michigan production which would otherwise come in competition with Canadian lumber. North Carolina pine has advanced in the New York market 50 cents, and there is a scarcity of box lumber. This is also the case at other eastern points, where there has been a vast improvement in the industrial world. Spruce is slow to improve, and prices, although firm, have not as yet advanced beyond the present unsatisfactory figure. The experience of the last week has demonstrated more than ever that dry stocks are scarce, and before the new cut is available the visible supply will be consumed. Some dealers who have carefully sized up the situation are turning down some orders and holding out for advanced prices. There is a large requirement for car building, and most of the implement factories are quite busy. Many of the furniture factories are also in the market for stock.

#### FOREIGN.

British importers of wood goods have not as yet been able to place many contracts. There appears to be a disposition

to wait until later in the year, in the hope that lower prices will prevail. On the other hand, it is believed that if the strength of the market can be maintained for a few weeks, buying will then commence, and an improvement will immediately follow. The Swedish shippers have been fairly successful, and have disposed of 50 per cent. of their export. It is also said that Canadian houses have placed their spruce in quarters where Baltic woods have been purchased heretofore, this showing a growing appreciation of the timber of this country. The buying, however, has been chiefly small lots. The engineering difficulty has undoubtedly had a disastrous effect upon business, and, unfortunately, we cannot yet report a final settlement, although that seems probable at a very early date. Glasgow trade is reported to be quite promising, and the rapid consumption promises to greatly reduce stocks before the arrival of spring goods. Some light shipments have arrived per regular steamers from Montreal. The Australian market is fairly steady, and importers have maintained the slight advance recently made. A shipmet of spruce from Quebec is being disposed of moderately at prices which give a slight margin of profit.

## STOCKS AND PRICES.

CANADA.

The exports of forest products from Canada during the year 1897 were valued at $19,767,000, against $18,762,000 in 1896.

The Snider Lumber Co., of Gravenhurst, Ont., expect to cut next season between four and five million feet of pine and hemlock, largely for local trade.

The German bark Pamelia recently sailed from the Hastings mill, Vancouver, B. C., with a cargo of 1,127,212 feet of rough lumber, valued at $19,500.

The Sadler, Dundas & Flavelle Milling Co., of Lindsay, Ont., are not taking out any logs this winter. Their saw mill will not be operated during the coming season.

Messrs. Wm. Russell & Co., who have the contract for the construction of the Pembroke Southern Railway, expect to take out this winter about 55,000 ties and about half a million feet of trestle timber.

Mill men having stock for sale should watch carefully each week the announcements in our advertising pages. In this issue Messrs. Thomas Meaney & Co. state that they are in the market for coffin boards.

Messrs. J. B. Klock and George Perley, the well-known lumbermen of Ottawa, are taking out square timber exclusively on their Georgian Bay limits this winter. Some four camps of men are engaged on the work.

Messrs. Miller & Woodman, of St. John, N.B., shipped last week to Grenada, per schooner Viola, 139,800 feet pine boards, 5,014 ft. plank, 10,027 ft. boards, 110,000 clear cedar shingles, 30,000 spruce shingles and 5,000 spruce clapboards.

The following timber berths were sold at Fredericton, N.B., last week: Head of N. W. Oromocto Lake, three miles, to Geo. Wood, at $52 per mile; between Salmon and Richibucto rivers, at the Portage, 2½ miles, to W. J. Cameron, at upset price.

FOREIGN.

Saginaw manufacturers report a good demand for common grades, at firm prices. The box material requirement is quite large.

Pine shingles are regarded as good property at Manistee, Mich., the selling price on car being $2. Cedars have sold at $1.90.

Huges & Atley, of Chicago, lately shipped from their stock at Sagola, northern Michigan, three car loads of deals to Germany.

The Ashland Lumber Co., of Ashland, Wis., will cut a large amount of Norway lumber next season, making a specialty of car material.

A Tonawanda firm last week sold 14 cars for shipment to the West Indies, the sale being negotiated through Jimenis & Co., of New York.

Elm continues scarce at Boston, and there is a steady call for oak. There is a good demand for maple flooring, but the price is unsatisfactory.

Spruce frames at Boston continue easy at $13.50 to $14. Even at these prices the call for stock is light. Boards are called for to some extent by the manufacturers.

At Buffalo the late advance of 50 cents on hemlock has been maintained. There is a small boom in the box trade, although no change in prices has as yet taken place.

The recent advance in Washington in red cedar shingles has placed the price of them in the eastern market above that of white pine, which has tended to strengthen the market for the latter.

Of the hardwood demand the Northwestern Lumberman says: In the hardwood line the demand at all western and southern points during the month has been a pronounced improvement on trade in January of last year. Stocks of dry oak are short all over the south, so that dealers in the northwest who need lumber to fill current orders are having some difficulty in picking up enough for their purpose. There is a good movement of Michigan and Wisconsin lumber, the revival of furniture, moulding and kindred manufacture having caused an enlargement of demand. At Minneapolis a gain in recent trade is reported, and prospects for the season are bright. The unfavorable winter for getting logs to the mills is likely to strengthen the market and stiffen prices.

## LUMBER STATISTICS.

The Northwestern Lumberman publishes some interesting statistics of the cut of the mills of the Northwest during 1897. The total output exceeded that of the previous year by 507,690,965 feet, the respective totals being 6,233,454,000 and 5,725,763,035 feet.

The mills at Minneapolis and in the country to the north of that city, those on the river below Minneapolis, those in the St. Croix, Chippewa river and Black river valleys, in the Duluth and Ashland districts, and on the St. Paul, Minneapolis & Omaha and Wisconsin Central railways, all made gains last year over the cut of 1896. The cut was also increased in the Wisconsin river valley, but the output on the St. Paul, Minneapolis & Sault Ste. Marie road shows a remarkable falling off. There was also a decline on the Ashland branch of the Chicago & Northwestern. The total output west of the Chicago district last year was 528,000,000 feet more than in 1896.

Norwithstanding the increased production as shown above, the stocks at hand at the close of the sawing season show a decrease of 50,393,000. The consumption during the year must, therefore, have increased to the extent of 558,083,965 feet. All but the Wisconsin valley, the Soo Railway, the Ashland branch and the east Wisconsin mills have more lumber on hand than they had at the close of last year.

The Saginaw valley mills increased their cut last year a few millions of feet, while the product of the Huron shore declined 56,000,000 feet. Stocks on hand in the Saginaw valley are less by 56,000,000 feet. The comparison of stocks on hand at the Huron shore mills is 38,600,000 at the close of 1897 and 45,977,000 at the end of 1896.

The comparative increase in the output of shingles was 414,708,000. Stocks on hand are 46,173,000, against 635,500,000 at the close of 1896.

## BUSINESS NOTES.

The business of the Canton Lumber Company, Canton, N.Y., is reported in possession of the sheriff.

Berthiaume & Steep, saw mill, Sebastapool township, have assigned to John Devine, of Renfrew. The creditors will meet on January 29th.

Fletcher, Pack & Co., of Alpena, one of the most successful lumber concerns in Michigan, dissolved last week. The firm was composed of Geo. N. Fletcher, of Detroit, F. W. Fletcher and Albert Pack, of Alpena.

## LOGS FOR EXPORT.

From figures furnished by the Crown timber agents, the Commissioner of Crown Lands submitted to the Ontario Government the following statement of the quantity of logs to be exported by the respective firms:

| | Feet. |
|---|---|
| Edmund Hall | 7,000,000 |
| Eddy Bros. | 10,000,000 |
| Charlton | 3,500,000 |
| Turner & Fisher | 15,000,000 |
| Central Lumber Company | 8,000,000 |
| Alger Smith | 8,250,000 |
| Wm. Peters | 6,000,000 |
| Saginaw Lumber Company | 5,000,000 |
| R. C Lippincott | 3,000,000 |
| Hardy Lumber Company | 12,000,000 |
| S. G. M. Gates | 18,000,000 |
| Delta Lumber Company | 5,000,000 |
| Hale & Booth | 12,000,000 |
| Collins' Inlet Lumber Company | 2,000,000 |
| Spanish River Company | 13,000,000 |
| S. O. Fisher | 12,000,000 |
| Loveland, Roys & Company | 5,000,000 |
| McArthur Bros | 12,000,000 |

The above returns give a total of 156,750,000 feet. This will no doubt be considerably increased, as no estimate of the cut of Pitts & Co., Albert Pack, Booth & Shannon, Munro & Gordon, and others likely to export, is given. It is probable that the total quantity of logs cut for export this winter will slightly exceed that of last year, the figures for which were 219,026,000 feet.

## THE OTTAWA VALLEY.

[Correspondence of the CANADA LUMBERMAN.]

The year 1898 has opened with fairly bright prospects for the lumber trade of the Ottawa valley, and when all the gloomy prognostications that were indulged in some months ago are taken into consideration, the prospects may be said to be good. While the sales are not large at present, which is usually the case at this season of the year, the exporters of lumber, and they are largely the mill owners, are getting prices which are a slight advance on those of last year. This may be translated in these words, the producer and consumer are dividing the two dollar duty between them, for whilst it is true that the duty was not in force last year, yet it is a fact that in making contracts it was anticipated.

The output of square and waney pine in the Ottawa and Georgian Bay districts this winter will amount to some 3,250,000 cubic ft., which is a slight increase over the output of last year. On the other hand, the estimated quantity of logs being taken out this winter shows a considerable decrease in the Ottawa valley district, though there will be a probable increase in the Georgian Bay district. As near as can be gathered there will be a shortage in the Ottawa valley equal to about thirty per cent.

Despite the doleful forebodings that, owing to the engineers' strike, the British market would show a decided falling off, the contracts that have been entered into prove that trade to be very steady. All the deals for the British market have been disposed of, at practically last year's prices. Messrs. J. R. Booth, the Hull Lumber Company, Gilmour & Co., Gilmour & Hughson, Edwards & Co., Limited, and the Hawkesbury Lumber Company have sold from 50 to 60 per cent. of their entire output. This virtually means a renewal of last year's contracts, showing that the British market is keeping up.

No large contracts, as far as I can ascertain, have yet been made for the United States market, though firms like J. R. Booth, who have yards on the American side, are still shipping in order to keep up their stock and meet existing obligations. At the present time 12 inch stock is strong, and it looks as though 10 inch boards would be scarce. There is considerable enquiry from the Argentine Republic for some of these stocks, and from present indications it looks probable that a brisk trade may spring up. Some intimations that a trade may be opened with South Africa have been given, but so far these have not assumed any practical shape. It is a little early to give any forecast of the spring trade, but the probabilities are that this can be safely done within a very few weeks,

OTTAWA, Jan. 22nd, 1898.

The schooner Georgia has been chartered to take lumber from St. John, N. B., to New York, at $2.50.

Lumber tonnage for South America continues in fair request, with charters reported at $8 and $9 from the provinces to Buenos Ayres and Rosario.

There are many causes for the failure of advertising to produce satisfactory and anticipated results. The advertising of articles which have solid and even unique merits frequently fails to produce a satisfactory volume of business, and the reasons for this are an interesting study. One of the most common causes is that the strong point is not properly and adequately insisted on; in other words, the advertiser does not realize the strength of his own case. Another reason is that generalities are used where specific statements might be made. A yet further reason is that frequently the advertisement insists on a purely subsidiary circumstance, and, to a great extent, omits, or delegates to a subordinate position, the really main argument to which everything ought to be directed.—Printers' Ink.

**Sieveking, Podmore & Co.**

**WOOD AGENTS**

7 CROSBY SQUARE, LONDON

Cable Address: "Sieveking," London. Branch at LIVERPOOL.

*JAS. G. CANE & CO.*

WHOLESALE **HARDWOOD** LUMBER

35 Adelaide E., Toronto, Ont.

Send us full description and lowest price for any lumber you have for sale.

Telephone 5332 Established 1853

**JOHN B. SMITH & SONS,**

MANUFACTURERS OF

**LUMBER** Lath, Shingles, Doors, Sash, Blinds, Mouldings, Boxes, &c.

BILL LUMBER a Specialty

Cor. Strachan and Wellington Avenues, TORONTO.

**MILLS**

Having Brown Ash 12, 14 and 16 ft. firsts and seconds, inch Bass firsts and seconds 12 feet, or any other Hardwood Lumber, can sell same for cash by addressing

*H. D. WIGGIN*

No 89 State St., BOSTON, MASS.

Inspection at mill.

We pay promptly, and what we say we do we do do.
Reference to any Bank, R. G. Dunn & Co. or Bradstreet.

*1,500,000 feet of White Basswood Wanted*

*For Delivery during June to September, 1898.*

Cut in the frost, plump thickness, 12 ft. long, one inch straight grain, absolutely white, not stained or soured. To be inspected at point of shipment. Quotations f.o.b. at Listowel. Correspondence Solicited.

**Morris, Field, Rogers Co., Limited,**

Piano Manufacturers,

R. B. Andrew, Mgr. LISTOWEL, ONT.

**MILL MEN**

Who have desirable lots of 1 to 3″ firsts and seconds Soft Elm and 1 to 3″ firsts and seconds Brown Ash ready for immediate shipment, will please send full description of stock, stating dryness, lengths andwidths, with best cash price f.o.b. cars and freight rate to Boston, to

**LAWRENCE & WIGGIN**

Wholesale Lumber Dealers - 55 Kilby Street, BOSTON, MASS.

## LUMBER FREIGHT RATES.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse, $2.20 per M ft, (3,000 lbs. and under per M ft.); Ottawa to Montreal, 5 cents per 100 lbs.; Arnprior to Montreal, 7 cents; Parry Sound to Montreal, 12 cents per 100 lbs.; Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. Arnprior to New York, track delivery 17 cts. per 100 lbs., lightered 19 cts. p r 100 lbs. Parry Sound, track, 20 cents, lightered, 22 cents per 100 lbs.; Ottawa to Boston, Portland and common points, local 15 cents; exports 13c. per 100 lbs.; Arnprior to Boston, Portland and common points, local 17 cents; export 15 cents per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cents per 100 lbs.; Ottawa to Burlington, 6 cents per 100 bs.; Ottawa to Albany, 10 cents per 100 lbs.; Arnprior to Albany, 12 cents per 100 lbs.; Parry Sound to Albany, 17 cents per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N. Y., 13 cents per 100 lbs., from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22½ cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

Lumber freight rates for pine on the Grand Trunk Railway, according to the tariff issued 15th February, 1897, will be found below. General instructions in shipping by Grand Trunk are embodied in these words in the schedule: Minimum we ght 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination. For instance, the rates from Orillia to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Gravenhurst to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, and the rates from Hanover or Hepworth would not be higher than from Wiarton to the same destination, but in no case are higher rates to be charged than as per mileage table published on page 15 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale Sundridge and South River, to Toronto, 8c.; Trout Creek, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 10c. The rates on hardwoods average about from 1c. per 100 lbs. higher than on pine and softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On spruce and balsam (partly seasoned) for pulp manufacture, the rate from Longford, Wiarton, Penetang, Coldwater, Waubaushene, Victoria Harbor, Haliburton, Kinmount, etc., to Toronto, is $2 20 per cord; and to Merriton and Thorold, $2.60; Katrine, Callendar, North Bay, etc., to same points, $2.45 and $2.60 respectively: Beeton, Allandale, Orillia, etc., $2.20 and $2.60. On green spruce and balsam the rate is 25 per cent. higher.

On the Canadian Pacific the rates on pine and soft woods may be illustrated as follows: Cache Bay, North Bay, Sturgeon Falls and Warren, to Toronto, 9c.; Algoma, Spragge, Massey, Spanish River and Whitefish to Toronto, 12c.; Ottawa to Toronto, 10c From Ottawa, Hull, Aylmer and Duchesne Mills to station on the Lake Erie and Detroit River, Erie and Huron, and Michigan Cenrtal Railways, the rate is 14c. per 100 lbs. Regulations apply as to minimum size of carload of 30,000 lbs., and no advanced rate is charged for hardwoods.

Mr. Geo. A. Fowler, lumber agent for the C.P.R., at Ottawa, writes as follows under date of Nov. 17, 1897: The winter rates went into effect on the 15th inst., and in so far as lumber is concerned the only rates which are materially affected by the change are the rates to Montreal, Quebec and points taking same rate. During the summer season we have on seasoned soft wood lumber weighing not more than 3,000 lbs to the M ft. rates as follows to Montreal: From Ottawa $1.00 per M., excess over 3.0 0 lbs. to the M ft. to be charged for at 4 cents per 100 lbs.; from Arnprior, $1.50 per M, excess 6 cents per 100 lbs. The rates to Quebec during summer season are $2.00 per M ft., excess 8 cents per 100 lbs.; from Arnprior $2.50 per M, excess 10 cents per 100 lbs. The rates during the winter season, in effect from 15th inst., on all kinds of lumber to Montreal are, from Ottawa 5 cents per 100 lbs., from Arnprior 7 cents, and to Quebec from Ottawa 10 cents per 100 lbs., Arnprior, 12 cents; minimum carload, 30,000 lbs.

The rates to Boston and New England points, also all rail rates to New York and New York points, remain unchanged.


## CANADIAN EXPORTERS AND WHOLESALERS

**THOS. MEANEY & CO.**
103 Bay Street - TORONTO

**WANT** SOFT ELM COFFIN BOARDS,
For which they will pay $20 per M . . Send Particulars and Prices.

**Huntsville Lumber Co., Limited**
MANUFACTURERS OF LUMBER LATH AND SHINGLES
HUNTSVILLE, ONT.
WE are open to cut White Pine and Hemlock Bill Stuff. Have for Sale a Quantity of Dry Mill Stocks and Sidings, also 16 in. Pine Shingles and 4 ft. Lath 1½ in. wide.
CORRESPONDENCE SOLICITED

**THE PEMBROKE LUMBER CO. LIMITED**
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT.

**Wm. Mason & Sons**
Dimension Timber, Lath and Shingles, Dressed Lumber, Mouldings, Sash and Doors.
LUMBER
Correspondence Solicited. - OTTAWA, CANADA - P.O. Box 1020. 'Phone 135.

**ROBERT WATT • WIARTON**
Pine and Hardwood } WHOLESALE LUMBER { PINE LATH, CEDAR AND PINE SHINGLES
HEMLOCK BILLS A SPECIALTY -:- CORRESPONDENCE SOLICITED

**JAS. PLAYFAIR & CO.**
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . . MIDLAND, ONT.

**A. & P. WHITE** Manufacturers of and Dealers in.....
*Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.*
*A Large Quantity of Dry Lumber in Stock* - PEMBROKE, ONT.

FOR Round or Sawn Cedar Timber or Lumber, Telephone Poles or Ties for Electric Roads, Hemlock Dimensions or Cedar Shingles, write—
J. E. MURPHY, Hepworth Station, Ont.

**ONE DOLLAR**
will pay your subscription to the weekly and monthly CANADA LUMBERMAN for
**ONE YEAR**

**KILN-DRIED BIRCH FLOORING** SHEETING .. and .. CEILING
Flooring from $12.00
Ceiling " 10.00
SAMPLES BY MAIL
KNIGHT BROTHERS CO.
Burk's Falls, Ont.

## FOREIGN EXPORTERS AND IMPORTERS

WE have a large bill of
**RED OAK, ROCK ELM AND SOFT MAPLE**
that we want sawed at once for delivery next Fall. Please write us if you have such logs and can take care of such a bill, and we will send particulars.
**SCATCHERD & SON - 1053 Seneca Street, BUFFALO, N. Y.**

**JAMES SMITH & BRO. - 14 Canada Dock, LIVERPOOL**
**. . Wood Agents . .**
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax, N.S.

**SWAN-DONOGH LUMBER CO.**
NORTH TONAWANDA, N. Y.
Buyers of..... { SOFT ELM, ASH, BIRCH, MAPLE AND BASSWOOD LUMBER & PINE AND CEDAR SHINGLES
Office: Lumber Exchange Building (first floor) Yard: Dodge's Dock

**WRIGHT, GRAHAM & CO.** & **WOOD BROKERS**
7 Royal Bank Place,
GLASGOW, SCOTLAND
Cable Address: "Brakridge," Glasgow.
Codes Used: Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of CANADIAN WHITE PINE AND SPRUCE, cut to all sizes—and all kinds of Hardwoods in Log Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

**CANADA ATLANTIC RAILWAY**
Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
R. A. CARTER, Contracting Agent, 115 Board Trade Montreal.
M. A. Overend, Ontario Agent, Union Station, Toronto.
Shortest and Quickest Route from
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PARRY SOUND and all points on Grand Trunk Ry. TO ... BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c
C. J SMITH, General Freight Agent, Ottawa, Ont.

**Ottawa & New York Lumber Line**
- - - BONDED LINE BETWEEN - - -
CANADIAN POINTS, NEW YORK CITY AND ALL POINTS REACHED BY WATER FROM ALBANY
CANADA ATLANTIC RAILWAY. DELAWARE & HUDSON CANAL CO. WILLIAMS' LINE. } J. H. Williams Agent { 15 Lumber District, ALBANY, N. Y. NEW YORK OFFICE, 93 Wall Street Telephone 531 Broad.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

**BELTING**
Bowmanville Rubber Co., Bowmanville, Ont.
Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
The Waterous Co., Brantford.

**BRASS CASTINGS**
Magnolia Metal Co., New York.

**ELECTRICAL APPARATUS**
Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

**LUMBERMEN'S SUPPLIES**
Eckardt, H. P. & Co., Toronto.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

**MACHINERY**
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston Ont.
Darling Bros., Montreal.
Mershon, W. B. & Co., Saginaw, Mich.
Northey Mfg. Co., Toronto, Ont.
Payette, P. & Co., Penetanguishene, Ont.
Sawyer & Massey Co., Ltd., Hamilton, Ont.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Phelps Machine Co., Eastman, Que.
The Waterous Co., Brantford.
The Oxford Foundry & Machine Co., Oxford, N. S.
Wickes Bros., Saginaw, Mich.

**MAGNOLIA ANTI-FRICTION METAL**
Magnolia Metal Co., New York.

**PULP MACHINERY**
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.

**RAILROAD BRASSES**
Magnolia Metal Co., New York.

**RELAYING RAILS**
Gartshore, John, Toronto.

**SAW MANUFACTURERS**
Burns, E. R., Saw Co., Toronto, Ont.
Mershon, W. B. & Co., Saginaw, Mich.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.
The McMillan & Haynes Co., St. Catharines, Ont.
The James Robertson Co., Montreal, Que.

**SAW FITTING MACHINERY**
Baldwin, Tuthill & Bolton, Grand Rapids, Mich.

**PULLEYS**
Dodge Wood Split Pulley Co., Toronto, Ont.
The Dominion Leather Board Co., Montreal, Que.

**WHOLESALE LUMBER DEALERS**
Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

**MISCELLANEOUS**
Axes, Campbell Bros., St. John, N. B.
Ball Nozzle Co., The, Toronto, Ont.
Canadian Photo Engraving Bureau, Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Dry Kilns, Standard Dry Kiln Co., Indianapolis, Md.
Felts for Pulp Mills, Hamelin & Ayers, Lachute Mills, P.Q.
Illinois Central R.R.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Lumberman's Ready Reckoner, Brennan & Co., Sault St. Marie, Ont.
Machine Knives, Peter Hay, Galt, Ont.
The Timber Trades Journal, London, Eng.
Typewriters, The Williams Mfg. Co., Montreal, Que.
Turbines, Madison Williams, Port Ferry, Ont.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, January 26, 1898.

CAR OR CARGO LOTS.

| | | |
|---|---|---|
| 1¼, 1½ and 2 inch cut up and better | 32 00 | 34 00 |
| 2 inch picks and uppers | 34 00 | 36 00 |
| 1x12 dressing and better, 60% 16 ft | 22 00 | 24 00 |
| 1x10 fine dressing and better | 21 00 | 23 00 |
| 1x10 and 12 Canadian dressing and better | 20 00 | 22 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 |
| 1x10 and 12 common | 12 00 | 14 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 |
| 1 inch clear and picks | 28 00 | 30 00 |
| 1 inch dressing and better | 20 00 | 22 00 |
| 1 inch siding mill run | 14 00 | 15 00 |
| 1 inch siding common | 11 00 | 12 00 |
| 1 inch siding ship culls | 10 50 | 11 50 |
| 1 inch siding mill culls | 8 50 | 9 00 |
| Cull scantling | 8 00 | 9 00 |
| 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1 inch strips, common | 11 00 | 12 00 |
| 1 1-4 inch flooring | | 16 00 |
| 1 1-2 inch flooring | | 16 00 |
| XXX pine shingles, 16 inch | | 2 25 |
| XX pine shingles 16 inch | | 1 40 |
| Lath, No. 1 | | 1 60 |
| Lath No. 2 | | 1 30 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | |
|---|---|---|---|---|---|
| Ash, white, 1 to 2 in. | $26 00 | $28 00 | Cherry | 1 to 1½ | $50 00 $60 00 |
| " " 2½ to 4 | 30 00 | 32 00 | " | 2 " 4 | 60 00 65 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in. | 17 00 | 19 00 | Elm, soft | 1 " 1½ | 14 00 15 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in. | 19 00 | 21 00 | " " | 2 " 3 | 15 00 16 00 |
| Ash, M. R., 1 " 2 | 15 00 | 18 00 | " rock | 1 " 1¼ | 16 00 18 00 |
| Birch, 1 " | 18 00 | 20 00 | " " | 1½ " 3 | 20 00 22 00 |
| " 1½ " 2 | 20 00 | 23 00 | Hickory | 1½ " 2 | 28 00 30 00 |
| " sqrs. 4x4 " 8 x8 | 24 00 | 26 00 | Maple | 1 " 1½ | 16 00 17 00 |
| Basswood, 1sts and 2nds, 1 to 1¼ in. | 16 00 | 18 00 | " | 2 " 4 | 17 00 18 00 |
| 1½ " 2 | 19 00 | 20 00 | Oak, red, p'n | 1 " 1½ | 26 00 30 00 |
| " m. r. 1 " 1¼ | 14 00 | 16 00 | " " | " 4 | 29 00 32 00 |
| Butternut 1 " 1½ | 23 00 | 25 00 | " white | 1½ " 2 | 28 00 30 00 |
| " 2 " 3 | 25 00 | 28 00 | " " | " 4 | 30 00 35 00 |
| Chestnut 1 " 2 | 24 00 | 2 00 | " quart'd | 2 " 4 | 46 00 50 00 |
| | | | Walnut | 1 " 3 | 85 00 100 00 |
| | | | Whitewood | 1 " 2 | 32 00 36 00 |

## OTTAWA, ONT.

OTTAWA, January 26, 1898.

| | | |
|---|---|---|
| Pine, good sidings, per M feet, b.m. | $29 00 | 37 00 |
| Pine, good strips, " " " | 23 00 | 30 00 |
| Pine, good shorts, " " " | 16 00 | 25 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m. | 15 00 | 20 00 |
| Pine, " " strips, " " " | 13 00 | 18 00 |
| Pine, " " shorts, " " " | 12 00 | 14 00 |
| Pine, 10 s.c. and better stock, " " " | 12 00 | 13 00 |
| Pine, 8 s.c. " " " " " | 11 00 | 12 50 |
| Pine, " sidings " " " | 10 00 | 13 00 |
| Pine, " strips " " " | 8 00 | 10 00 |
| Pine, " shorts " " " | 6 50 | 8 00 |
| Pine, box culls " " " | 9 00 | 10 00 |
| Pine mill culls " " " | 6 00 | 9 00 |
| Lath per M No. 1 | 90 | 1 20 |
| Lath per M No. 2 | 60 | 90 |
| 1x10 No. 1 barn | | 18 00 |
| 1x10 No. 2 " | 14 00 | 16 00 |
| 1x8 & 9 No. 1 " | 15 00 | 17 00 |
| 1x8 & 9 No. 2 " | 14 00 | 16 00 |

## QUEBEC, QUE.

QUEBEC, January 26, 1898.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Common and railroad, for interior and ordinary according to average, quality, etc., measured off | 21 @ | 24 |
| For 40 to 45 feet average, measured off | 26 | 29 |
| For good and good fair average, measured off | 29 | 33 |
| First class " " | 36 | 39 |
| In shipping order " " | 35 | 38 |
| First class Ottawa waney, 18 inch average | 35 | 37 |
| " " " 19 to 21 inch average | 38 | 40 |
| First class Michigan waney board, 18 inch average | 41 | 43 |
| " " " " 19 to 21 inch average | 44 | 46 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 28 |
| In shipping order, 35 to 45 feet " " | 38 | 40 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 28 | 34 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average an quality | 21 | 25 |
| To average 16 inch | 25 | 27 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 14 | 17 |
| 16 " " | 15 | 19 |
| 18 " " | 21 | 23 |

DEALS.

Bright spruce, according to mill specification, $40 to $43 for 1st, $26 to $28 for 2nd, $23 to $26 for 3rd, and $19 to $22 for 4th quality. F.O.B. batteau

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., January 26, 1898.

UPPERS AND SELECTS.

| | | | |
|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $44 00 | Selects, 1 in., 8 in. and up wide | $40 00 |
| 1¼, 1½ and 2 in. | 44 00 | 1¼, 1½ and 2 in. | 41 00 |
| 2½ and 3 in. | 53 00 | 2½ and 3 in. | 47 00 |
| 4 in. | 56 00 | 4 in. | 50 00 |

FINE COMMON.

| | | | |
|---|---|---|---|
| 1 in., 8 in. and up wide | 33 50 | 2½ and 3 in., 8 in. and up wide | 42 00 |
| 1¼, 1½ and 2 in. | 35 00 | 4 in. | 45 00 |

B FINE COMMON OR NO. 1 CUTTING.

| | | | |
|---|---|---|---|
| 1 in., 7 in. and up wide | 23 50 | 2½ and 3 in., 7 in. and up wide | 37 00 |
| 1¼, 1½ and 2 in. | 30 00 | 4 in. | 40 00 |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 34 00 | 1 in., 4, 5 and 7 in. wide | 32 00 |
| 6 in. wide | 36 00 | 6 in. wide | 36 00 |

FINE COMMON OR C.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 30 00 | 1 in., 6 in. wide | 30 00 |
| 1 in., 4, 5 in. wide | 29 00 | | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 24 00 | 1 in., 4, 5, 6 in. wide | 22 00 |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 in | 16 00 | 1¼ in., 4, 5 and 7 in. | 15 00 |
| 1 in., 6 in. | 17 00 | 1¼ in., 6 in. | 17 00 |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 | 1¼ in., 4 to 7 inch | 14 00 |
| 1 in., 6 inch | 14 00 | No. 3 Fencing, 1 in., 6 inch | 12 00 |

SHELVING.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 | No. 2, 1 in., 7 and 8 in. stocks | 19 00 |
| 1 in., 10 in. and up wide | 26 00 | 1 in., 10 in. stocks | 21 00 |
| 1 in., 12 in. stocks | 29 00 | 1 in., 12 in. stocks | 24 00 |
| 1 in., 12 in. and up wide | 30 00 | 1 in., 10 in. and up wide | 22 00 |
| 1¼ in. 1½ and 2 in., 8 in. and up wide | 29 00 | 1 in., 13 in. and up wide | 25 00 |

BARN BOARDS OR STOCKS.

| | | | |
|---|---|---|---|
| No. 1, 12 in. | 21 00 | No. 2, 9 in. | 13 50 |
| 10 in. | 16 50 | 8 and 7 in. | 13 50 |
| 9 in. | 16 00 | No. 3, 12 in. | 12 50 |
| 8 and 7 in. | 16 00 | 10 in. | 11 00 |
| No. 2, 12 in. | 16 00 | 9 in. | 11 00 |
| 10 in. | 14 00 | 8 in. | 11 00 |

SHIPPING CULLS OR BOX.

| | | | |
|---|---|---|---|
| 1 in., 4 and 5 in. wide | $8 50 | 1 in., 13 in. and up wide | $1 00 |
| 1 in., 6 in. wide | 9 50 | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 |
| 1 in., 7 in. wide and up | 9 50 | | |

SHAKY CLEAR.

| | | | |
|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9 in. wide | 18 00 | 1 in., 10 in. and up wide | 19 00 |
| 1 in., 6 in. wide | 20 00 | 1¼, 1½ and 2 in., 8 in. and up wide | 20 00 |

COFFIN BOARDS.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 13 in. and up | 20 00 | No. 1, mill culls | 8 00 |
| No. 2 | 17 00 | No. 2, or red horse | 6 50 |

BEVELED SIDING—DRESSED.

| | | | |
|---|---|---|---|
| Extra clear (perfect) | 23 00 | No. 2 | 17 00 |
| No. 1 (nearly clear) | 21 50 | No. 3 | 14 00 |

TIMBER, JOIST AND SCANTLING.

| | | | |
|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $8 50 | Hemlock, 2x4 to 10, 12 to 16 feet | 7 50 |
| 18 ft. | 10 50 | 2x12 | 8 50 |
| 20 ft. | 11 50 | Add $1 to each additional 2ft. in length. | |
| 22 and 24 ft. | 12 50 | | |

SHINGLES, 18-IN.

| | | | |
|---|---|---|---|
| Country brands, XXXX | 2 75 | Standard brands, river made, XXXX | 3 00 |
| Clear Butts | 1 75 | Clear Butts | 2 00 |

WHITE PINE LATH.

| | | | |
|---|---|---|---|
| No. 1 | 1 50 | No. 2 | 1 00 |
| | | Hemlock | 1 00 |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., January 26, 1898.

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in. | $46 00 | 48 00 | No. 3, 1¼ & 1½ in | 15 00 | 17 00 |
| 2½ and 3 in. | 55 00 | 56 00 | Shelving No. 1, 2 in | 17 00 | 18 00 |
| 4 in. | 58 00 | 60 00 | 13 in. and up, 1 in | 32 00@ | 34 00 |
| Selects, 1 in. | 41 00 | 42 00 | Dressing 1¼ in. | 27 00 | 30 00 |
| 1¼ to 2 in. | 42 00 | 43 00 | 1¼x10 and 12 | 28 00 | 30 00 |
| 2½ and 3 in. | | 50 00 | 1½ in. | 28 00 | 30 00 |
| 4 in. | | 52 00 | 2 in. | 29 00 | 34 00 |
| Fine common, 1 in. | 35 00 | 36 00 | Mold st'ps, 1 to 2 in. | 33 00 | 30 00 |
| 1¼ and 1½ in. | 35 00 | 37 00 | Barn, No. 1, 10 and 12 in. | 22 00 | 23 00 |
| 2 in. | 36 00 | 38 00 | 6 and 8 in. | 18 00 | 19 00 |
| 3 in. | | 45 00 | No. 2, 10 and 12 in. | 16 00 | 15 00 |
| 4 in. | | 47 00 | No. 3, 10 and 12 in. | 13 00 | 12 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | 6 and 8 in. | 11 00 | 12 00 |
| 1¼ to 2 in. | 32 00 | 33 00 | Common, 1 in. | 15 00 | 16 00 |
| No. 2, 1 in. | | 16 00 | 1¼ and 1½ in. | 17 00 | 18 00 |
| No. 2, 1¼, & 1½ in | 22 00 | 25 00 | 2 in. | 18 00 | 20 00 |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 28 00 | 30 00 | 2½ to 4 in. | 34 00 | 38 00 |
| 1¼ to 2 in. | 30 00 | 32 00 | Strips | 17 00 | 18 00 |
| | | | Culls | 11 00 | 14 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 20 00 | 21 00 | Com. & good culls | 8 00 | 9 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 25 00 | 27 00 | 1st & 2nd, white, 6" & up, | 16 00 | 17 00 |
| | | | Com & good culls | 8 00 | 9 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 16 00 | 18 00 | 1st & 2d, soft, 8 in. & up, | 14 00 | 16 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 14 00 | 16 00 | 1st & 2d, soft, 6in. & up, | 14 00 | 16 00 |

WHITE OAK.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, plain, 8 in. & up | 26 00 | 28 00 | Clear squares, 5x5 to 8x8 | | 33 00 |
| Good common | 16 00 | 17 00 | 1st & 2nd quartered, 6 in. up | 38 00 | 40 00 |
| Good culls | 10 00 | 11 00 | Common quartered | 24 00 | 26 00 |

RED OAK.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd | 26 00 | 28 00 | Quartered 1st & 2nd | 34 00 | 36 00 |
| Common | 16 00 | 17 00 | Common | 23 00 | 25 00 |
| Cull | 9 00 | 10 00 | | | |

## NEW YORK CITY.

NEW YORK, N. Y., January 6, 1898.

WHITE PINE LUMBER

Prices for white pine lumber are governed entirely by source of supply rendering it useless to give prices for local market.

WHITE PINE TIMBER.

| | | | | | |
|---|---|---|---|---|---|
| Bridge timber | $28 00 @ | 40 00 | Building orders | $27 00 @ | 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in. | 14 00 | 14 50 | 10 to 12 in. | 16 25 | 17 00 |
| 6 to 12 in. | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 to 12 in. | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | | | |
|---|---|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, | | 10 to 16 | | 25 00 |
| 1¼ to 2 in. | " " " | " | | | 26 00 |
| 1 inch, | " Soft Elm, | " | | | 19 00 |
| 1¼ in and thicker, | " | " | | | 21 00 |
| 4/4 " " | Hard Maple, | " | | | 21 00 |
| " " " | Basswood, | " | | | 20 00 |
| " " " | Birch, | " | | | 23 00 |
| " " | Black Ash, Com. and Shipping Cull, M.C.O. | | | | 14 00 |
| " " | Soft Elm, | " " | " | | 12 00 |
| " " | Hard Maple, | " " | " | | 14 00 |
| " " | Basswood, | " " | " | | 12 00 |
| " " | Birch, | " " | " | | 14 00 |

## ALBANY, N.Y.

ALBANY, N. Y., January 26, 1898.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $52 | $55 | Dressing boards, narrow | $19 | $20 |
| 2½ in. | 52 | 55 | West India shipping boards | 15 | 16 |
| 1 to 2 in. | 45 | 48 | Box boards | 11 | 12 |
| 4 inch uppers | | 55 | 10-in. dressing and better | 26 | 35 |
| Selects, 2½ in. up | | 45 | 10-in. common | 13 | 15 |
| 1 to 2 in. | | 40 | 12-in. dressing and better | 26 | 35 |
| Fine common, 2½ in. and up | 40 | 42 | Common, 1x12 | 13 | 15 |
| 1 to 2 in. | 36 | 40 | No. 1 barn, 1x12 | 21 | 23 |
| No. 1 cut, 1 to 2 inch | 25 | 30 | 1x10 | 18 | 20 |
| No. 2 | 20 | 25 | 1x8 | 16 | 18 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 16 | 17 |
| No. 1 molding, 1 to 2 in. | 30 | 35 | 1x10 | 15 | 17 |
| No. 2 molding, 1 to 2 in. | 23 | 25 | 1x8 | 13 | 15 |
| Stained saps | | 20 | Shaky or star clear, 1 to 2 in. | 19 | 21 |
| Bracket plank | 30 | 35 | Dressing | 16 | 18 |
| Shelving boards, 12-in. up | 30 | 32 | Common | 11 | 15 |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Pine | $1 75 | | Spruce | $1 75 | |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $3 90 | $4 10 | Bound butts, 6 x 18 | $5 00 | $5 25 |
| Clear butts | 2 75 | 3 00 | Hemlock | | 2 00 |
| Smooth, 6 x 18 | 4 50 | 4 75 | Spruce | | 2 00 |

## BOSTON, MASS.

BOSTON, January 26, 1898.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $11 50 | 12 00 | ¾ inch | $ 9 25 | 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 11-16 inch | 8 50 | 8 75 |
| Refuse | 13 00 | 13 25 | ⅝ inch | 8 00 | 8 25 |
| Outs | | 9 00 | Clapboards, sap ext. | 45 00 | 48 00 |
| Boxboards, 1 inch | 10 00 | 10 50 | Sap clear | 41 00 | 43 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, 2nd clear | 32 00 | 35 00 |
| | | | No. 1 | 23 00 | 25 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in. | $50 00@ | 52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in. | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in. | 58 00 | 62 00 | 1¼, 1½ and 2 in. | 30 00 | 32 00 |
| Selects, 1 in. | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in. | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in. | 52 00 | 55 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in. | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in. | 24 00 | 38 00 |
| Fine common, 1 in. | 40 00 | 41 00 | Coffin boards | 19 00 | 22 00 |
| 1¼, 1½ and 2 in. | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in. | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 50 | 1 60 |
| Cedar, extra | 2 50 | 2 65 | Extra No. 1 | 1 25 | 1 35 |
| Clear | 2 10 | 2 25 | | | |

HEMLOCK

| | | | | | |
|---|---|---|---|---|---|
| Rough | | | | $10 00@ | 10 50 |
| Northern and Eastern, planed one side. | | | No. 1 | | 11 00 |
| " " " " " | | | No. 2 | 9 50 | 10 00 |
| Pennsylvania, " " " | | | No. 1 | 12 00 | 12 25 |
| " " " " | | | No. 2 | | 10 00 |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | | | By cargo | 1 80@ | 1 90 |
| By car | 1 80@ | 2 00 | | | |

# THE NEWS.

—A. S. Young has opened a lumber yard at Nelson, B. C.

—Chappell Bros. are erecting a wood-working factory at Windsor, N.S.

—Malcolm McDonald has started a shingle factory at Head River, Ont.

—A. Stewart, of Foxmead, Ont., has recently added a saw carriage, boiler and engine.

—John Wilson, lumber dealer, Rathwell, Man., has disposed of his business to C. Caswell.

—During the season of 1897 Baillie's and Ritchie's mills at Aylmer, Que., cut 14,000,000 feet of lumber.

—The Rathbun Company's factory at Deseronto, Ont., turned out last year 26,000 doors more than in 1896.

—G. Niebergall & Son have purchased the saw mill and property at Camp Palmer, Ont., formerly owned by H. M. Misener.

—A factory for the manufacture of sash and doors is being erected at Eastman, Que., by Thos. Armstrong and E. Schilson.

—The executors of the estate of the late Thos. Willing, of Martintown, Ont., are offering for sale the grist and saw mill at that place.

—J. Cousineau, chief government bush ranger, of Gatineau, Que., returned early in January from a three month's tour of inspection.

—Edson Fitch is having one of his mills at Etchemin, Que., reconstructed for the manufacture of match wood to be exported to England.

—Hon. J. B. Snowball, of Chatham, N. B., is having extensive repairs made to his mill, including four new boilers and a furnace.

—An act was recently passed by the Ontario Legislature to amend the Woodman's Lien Act, making it include pulp wood, cord wood and all forest produce.

—Alex. Watson and R. Davis, stave and heading manufacturers, Kinmount, Ont., have dissolved partnership, the former continuing the business.

—S. Parkin, who has a contract to cut 20,000 ties for McCormack & McLeod, of Orillia, is building a small saw mill adjoining his shingle mill at Lindsay, Ont.

—Mr. F. T. Papscott, missionary at Rat Portage, Ont., states that there is a scarcity of reading matter for the men engaged in the lumber camps in that vicinity.

—Information has reached the Department of Trade and Commerce at Ottawa that there is an excellent market for Canadian inch planed boards in Cape Colony.

—Extensive improvements are being made to the plant of the Royal City Mills, New Westminster, B. C., which will involve an expenditure of $20,000. The Brunette Mills are also being repaired.

—The Canadian Pacific Railway Company is said to have decided to build a steam saw mill, 307 feet long, at the Crow's Nest Pass. The mill will be fitted up by Isaac Kendall, of Ottawa, and will cost over $50,000.

—Hugh Silver, of Lindsay, Ont., who is managing the grained lumber department of the Pacific Coast Lumber Co., of New Westminster, B. C., recently received an order for 13 car loads to be shipped to Rat Portage.

—A large raft containing 5,000,000 feet of lumber is being constructed by the firm of Inman & Poulson, of Portland, Oregon. It will be 396 feet long and 53 feet wide, and will be towed from Portland to San Francisco.

—James Smith & Co., of Liverpool, Eng., report that, notwithstanding the opposition directed against the import of American and Canadian doors, they last year imported into Liverpool and sold considerably over 100,000 doors.

—Owing to increased business, J. Pigget & Sons, of Chatham, Ont., have been compelled to erect an addition to their planing mill. They have also purchased an adjoining lot, which will double the capacity of their piling yards.

—J. C. Graham, manager of the Winnipeg branch of the Rat Portage Lumber Co., reports an active demand for sash and doors. Twelve car loads of British Columbia cedar were recently purchased for working up in the factory.

—Twenty-three Canadian lumbermen were thrown out of employment by the assignment of the Canton Lumber Company, an American concern. They were compelled to walk over one hundred miles to their homes in the vicinity of Ottawa.

—James McNair, of the Hastings Shingle Mfg. Co., Vancouver, B. C., has removed to Whatcom, Wash., having obtained possession of the Cooper shingle mill in that city. Mr. McNair hopes to thus retain his extensive American trade.

—The ownership of 3,000 saw logs recently engaged the attention of the judge of the County Court at Ottawa. Cyprien Charron entered an action to recover 3,000 logs lying in the Nation river from W. H. Barry, but the court decided that Mr. Barry was the proper owner.

—Richard Lockhart, of Riversdale, Ont., has sold his saw mill and timber limits at that place to Zimmer & Kempel, of Formosa. Mr. Lockhart has removed to Emo, in the Rainy River district, where he has joined his father, Mr. John Lockhart, in the saw and flour mill business.

—It is said that doors can be shipped to England and then re-shipped to South Africa for less money than they can be shipped direct from this country. The reason given is that there is no regularly established trade between this company and South Africa, hence the difference in the expense.

—The estate of the late Martin L. Russell, the well-known Ottawa Valley lumberman, of Renfrew, Ont., reference to whose death was made in the January number of the LUMBERMAN, is valued at $100,000, and includes three timber limits on Sturgeon river and valuable water powers at Renfrew and Sturgeon Falls.

—The employees of the Morris, Field Rogers Co., piano manufacturers, of Listowel, Ont., and large consumers of lumber, recently presented their manager, Mr. R. B. Andrews, with a complimentary address, accompanied by a gold-headed cane, in appreciation of the pleasant relations existing between the company and employees.

—The Fredericton Boom Company, which handles all the logs from the upper waters of the St. John river, in New Brunswick, has declared an annual dividend of 12 per cent. Directors of the company have been elected as follows: A. F. Randolph, president and treasurer; H. J. Olive, secretary; C. F. Woodman, W. H. Murray, Chas. W. King, E. L. Jewett and E. G. Dunn.

—The Columbia River Lumber Co. have, after two months of negotiations, purchased the plant, limits and proprietary interests of the Golden Lumber Co., of Golden, B. C. Mr. Carlin, formerly manager of the Golden Lumber Co., will be manager of the combined concern, and W. C. Neilson secretary-treasurer. The company have half a dozen camps in the woods this winter.

—Prof. Wilson, of St. Catharines, has submitted to the Ottawa lumbermen a scheme for utilizing sawdust and other refuse for the manufacture of calcium carbide. The process converts the refuse into carbon, which is then powdered and mixed in equal quantities with limestone, the whole being subjected to the heat of an intense electrical current. When cooled the mass is broken into small lumps and shipped to consumers in tin cans, for conversion into acetylene gas.

—The Nova Scotia Lumber Company, of Sherbrooke, N.S., whose saw mill was destroyed by fire last summer, have erected a new mill situated about one and a half miles below the village. The machinery therein consists of gang, rotary, lath, planing and shingle machines, requiring about 140 horse power to operate them. The company expect to manufacture about 10,000,000 feet of lumber this year. The bulk of the lumber manufactured at this mill is towed in rafts a distance of about 20 miles, to the harbor of Liscombe, for shipment.

## TRADE NOTES.

The plant of the Phelps Machine Co., of Eastman, Que., has been bought out by the Jenckes Machine Co., of Sherbrooke, who will continue the manufacture of the Dake engine in their Sherbrooke works.

The renowned LeRoi mines, of Rossland, B.C., are extending their pumping system, and have placed an order through the Rossland branch of the Jenckes Machine Co., Sherbrooke, Que., for a large size special Knowles sinking pump.

The Pembroke Lumber Company, manufacturers of red and white pine lumber, dimension timber, joisting, etc., have issued their new stock list, which shows a wide variety of stock. The company are prepared to dispose of much of this stock at reduced prices, and intending purchasers might find it advantageous to write for quotations before placing orders.

The Virginia mines at Rossland have passed the preliminary stage, and will now enter the list of shippers. An order for a large hoisting plant, with boilers, has been placed with the Rossland branch of the Jenckes Machine Co., of Sherbrooke, and is now on the way from the east.

The Three Rivers Iron Works Co., of Three Rivers, Que., are building a new iron foundry, brass foundry and machine shop. The company is branching out into a new department, namely, the manufacture of paper and pulp machinery, in which line they hope to build up a profitable business. The establishment is now lighted by a private electric light plant.

A circular from Glasgow, Scotland, announces the formation of a new firm of timber brokers, Messrs. Calder, Henderson and Livingstone. For the past 20 years the members of the above firm have been actively connected with Messrs. Allison, Cousland & Co., timber brokers, of that city, during which time they have obtained such experience as should ensure for them a fair share of patronage. They will handle Canadian timber.

Messrs. Wickes Bros., of Saginaw, Mich., have issued a new stock list of second-hand machinery, which is larger than any heretofore issued. Their stock is shown to consist of all classes of boilers and engines, saw mill, shingle mill, cooperage, filing room and woodworking machinery, fans, blowers, etc., as well as the equipment of complete mills which have not been dismantled. The company state that they have engines from 2 to 660 h.p., and saw mill outfits from the plantation style that can be loaded on a lumber wagon to a mammoth plant with six band saws and three gangs, capable of cutting over twenty million feet of lumber in a season.

The Dodge Wood Split Pulley Company, of Toronto, have issued a most complete catalogue of their patent wood split pulleys and power transmission appliances. It contains nearly 300 pages, in which are to be found many valuable tables and numerous illustrations. The preface says: "Our aims and efforts are constantly directed towards the perfecting of power transmitting machinery and the advancement of the practice governing the usages of this very important branch of mechanics. The present age is one of practice and economy; it therefore behoves every owner, or prospective owner, of a power plant to familiarize himself with the best practice in transmission engineering. Money saved at the coal pile means larger dividends for the stockholders."


# Two Canadian Saw Mills for Sale Cheap

One, a Lumber Mill with Gang, Band and two Circulars, driven by Water Wheels, with two Edgers, two Trimmers, one Slasher, Lath Mill, Bolter, three Log Jackers, Shafting, Pulleys, Belting, Saws, etc. Also an Electric Light Plant.

One, a Timber Mill with Stearns' Circular, one Edger, one Trimmer, one Slasher, one Log Jacker, all Shafting, Pulleys, Belting, Saws, etc.; also Water Wheels. Georgian Bay Delivery.

FULL PARTICULARS ON INQUIRY

WICKES BROS., Saginaw, Mich.

## TRADE NOTES.

A good lumber dryer is an important and necessary adjunct to modern saw and planing mills. See what the Standard Dry Kiln Co., of Indianapolis, Ind., have to offer in this line, as set forth in their advertisement on upper right corner of 3rd cover page of this issue. By writing them, making mention of the CANADA LUMBERMAN, you will receive further particulars.

The attention of our readers is directed to the announcements in our advertisement pages of the following American firms, who are desirous of extending their business relations with Canadian lumber manufacturers :— Messrs. W. B. Mershon & Co., manufacturers of band re-saws, Saginaw, Mich.; Messrs. Baldwin, Tuthill & Bolton, makers of saw-fitting machines and tools, Grand Rapids, Mich., (who offer to send free a 200-page catalogue to persons who write them mentioning the CANADA LUMBERMAN) ; Messrs. Wickes Bros., makers of new and dealers in second-hand saw and wood-working machinery, Saginaw, Mich.

The Waterous Company, of Brantford, Ont., are very busy with orders, which keep their staff of 300 employees working full time. The following shipments were made during the month of January : 9 cars to Tracadie Lumber Co., Tracadie, N. B.; complete band mill, with steam acting machinery throughout, pulp-wood cutting-off plant, with 8 barkers, to the Maritime Sulphite Fibre Co., Chatham, N. B.; band mill carriage, heavy edger and band saw tools to Hull Lumber Co., Ottawa ; 10 and 20 x 14 tandem compound marine engine, with 84 x 108 Clyde boiler, shell all in one sheet, for 156 lbs., to Capt. A. Campbell, Nelson, B.C.; Clyde marine boiler to Capt. Sanderson, Nelson, B. C.; portable engine and wood-working machinery to Courtney & Raworth, Sackville, N.B.; 30 h.p. engine and boiler to James F. Templeman, Burk's Falls, Ont. The Rathbun Company, of Deseronto, have just closed with the company for an Allis band mill, steel girder carriage and steam acting machinery. The Allis band mill appears to be growing in favor, over 50 being in operation in Canada.

## PERSONAL.

Mr. W. H. Winnett, lumber and coal merchant, of London, Ont., was re-elected to the City Council at the late elections, this being his fourth term. He has been elected chairman of the Finance Committee. Ald. Winnett was one of those on the platform in the City Hall disaster, but fortunately came out without serious injury.

It is with pleasure that we observe that Dr. Robt. Bell, L.L.D., B.A.Sc., F.R.S.C., of the Geological Survey, Ottawa, has been elected a Fellow of the Royal Society of London. This is considered the greatest honor of the scientific world, yet one which is well deserved by Dr. Bell. He has made a careful study of zoology and botany, and more especially of the forestry question, having issued such valuable publications as the following : "The Forests of Canada ;" Forest Fires in Northern Canada," and "The Geographical Distribution of Forest Trees in Canada." The last named report will be reviewed at greater length in a future issue.

## CREDIT OMITTED.

In connection with the story published in our January number, entitled "Dour Davie's Drive," it should have been stated that the author thereof is Mr. E. W. Thomson, and that it first appeared in the Youth's Companion, of Boston. Our apologies are due Mr. Thomson for the omission.

# WOOD PULP DEPARTMENT

## EXPORT OF PULP AND PAPER.

THAT the manufacture of pulp and paper in Canada will, in the near future, become one of the most important industries of the country, will scarcely be disputed. This is daily exemplified by the reports which come to hand of new mills being erected or contemplated throughout the Dominion, but more especially in Quebec and the maritime provinces, where excellent shipping facilities to the European market, and an abundance of the best spruce wood, offer advantages not elsewhere obtainable. Two propositions for the erection of pulp mills are now before the City Council of St. John, N.B., one from Messrs. A. Cushing & Co., and the other from Mr. Julius Spiro, of New York. In the interests of the country it is very desirable that these proposed mills should be erected, and the city council will act wisely by giving such concessions, provided they are within reason, as will insure the location of the mills in the vicinity.

The paper making industry is also growing, but less rapidly. The energetic efforts of Lord Strathcone, the Canadian High Commissioner in London, promise to greatly assist in extending this industry. The United Kingdom offers a large market for Canadian paper, the consumption there being valued at over a million dollars per month. In a letter to Sir Richard Cartwright, the High Commissioner says : "England imports more than £200,000 worth of paper every month, and during this year there has been a decline in the imports from all countries except America. This is very suggestive, for Canada makes paper of similar characteristics to the American make. One is therefore naturally confronted with the question, 'Why should not Canada use her pulp in making paper for the Mother Country, instead of supplying her neighbor with the material to do so?'" The High Commissioner adds that he intends to come to Canada soon to interview the pulp and paper manufacturers regarding the opportunities afforded by the British market.

Mr. George Mawson, a London paper dealer, arrived in Ottawa recently bearing letters of introduction from Lord Strathcone to Sir Richard Cartwright and other members of the Dominion government. His object is to work up an export trade in paper between Canada and England. He points out that Canada is a large seller of pulp wood and pulp to the United States, from which country England buys a considerable quantity of paper, the product of Canadian material. He thinks that there is no reason, therefore, why Canada should not do a large paper trade with Britain.

## PULP AND PAPER MAKERS' FELTS.

Hamelin & Ayres, Lachute Mills, Que., manufacturers of pulp and paper makers' felts, are rushed with orders, and to keep up with the demand they have ordered two more 260 inch looms. The following are some of the orders filled by this firm during the six weeks ending 30th December, 1897 : The Acadia Pulp & Paper Co., Halifax, 35 felts ; Chicoutimi Pulp Co., Chicoutimi, Que., 16 felts ; Dominion Pulp Co., Chatham, N.B., 8 sulphite felts ; the Maritime Sulphite Fibre Co., Chatham, N. B., four ; the Nova Scotia Wood Pulp & Paper Co., Mill Village, N. S., six ; the Sissiboo Falls Pulp Co., Weymouth Bridge, N.S., nine ; National Paper Co., Indian Lorette, four ; Messrs. Jos. Ford & Co., Portneuf, Que., eight ; the Maple Card & Paper Co., Portneuf, four ; the Portneuf Paper Co., six ; the Montreal Paper Co., Portneuf and Basile, twelve ; Laurentide Pulp Co., Grand Mere, twelve ; Canada Paper Co., six ; the Royal Paper Mills, East Angus, Que., four ; Alex. McArthur & Co., Joliette, Que., two ; W. B. Gifford, Sault au Recollet, four ; Messrs. J. C. Wilson & Co., St. Jerome, Que., eight ; J. C. Wilson & Co, Lachute, four ; Toronto Paper Co., Cornwall, two ; Jas. Stutt & Sons, West Flambora, four ; Taylor Bros., Toronto, eight ; Riordan Paper Mills, Merritton, Ont., 24 ; Jas. Davy, Thorold, Ont., six. Orders for January are said to have exceeded those of November and December. Hamelin & Ayers started into the felt business about twelve years ago, and the quality of their goods, together with fair dealing, has brought them a very large trade in that line. The different lines that are manufactured by the firm are quite numerous, and give employment to upwards of 100 employees, and what was a wilderness 15 years ago is now a progressive town and a regular bee hive of industry ; but, as Mr. Ayers says, a bee hive without drones, all workers, hence the prosperity.

## PULP NOTES.

The Royal Paper Mills Company, of Montreal, will erect a paper making plant adjacent to its pulp mill at East Angus, Que.

The St. Croix Paper Mills are erecting a building at Hartville, N.B., in which to manufacture tar paper. In the spring a large stock house will be erected.

Two carloads of screens from the Jenckes Machine Co., Sherbrooke, Que., were recently received at the mills of the Chicoutimi Pulp Co., Chicoutimi, Que.

The total quantity of wood pulp imported into England last year was 327,080 tons, more than three-fourths of which was from Norway and Sweden, Canada only supplying 2,714 tons.

The new pulp mills of the Royal Paper Mills Co., at East Angus, Que., are rapidly nearing completion. The contract for the entire tank work has been awarded to the Jenckes Machine Co., Sherbrooke, Que.

The Lake Bouchette Pulp Company is applying for incorporation, to manufacture pulp, paper, lumber, etc. The head office will be in the city of Quebec, and the capital stock is placed at $200,000. Among those interested are J. I. Lavery, of Quebec, and Damase Galbert, of Lake Bouchette.

Work on the new pulp mills of Hamelin & Ayers at Erlesville, near Lachute, Que., is being pushed to completion, and from present appearances will be in full operation before spring, with 8 two-pocket pulp grinders. This mill will have an output of 20 tons dry weight per day of 24 hours, all of which has been contracted for in the European markets.

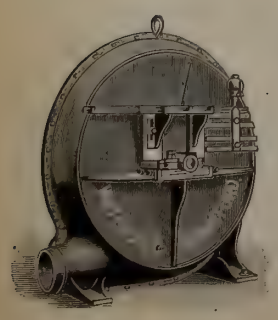
Water was let into the penstock at the pulp mills of the Chicoutimi Pulp Company, Chicoutimi, Que., on the 15th December last. The development of the water power in connection with the mill was undertaken by the Jenckes Machine Co., of Sherbrooke, Que., who used four of their special Crocker wheels for the purpose. The wheels give excellent satisfaction under a head of 70 feet.

**FELTS FOR PULP MILLS** 20 years in the business — the first to make Felts in Canada; capacity 1,000 lbs. per day. All our Felts are woven endless, without a splice. Our Felts will last longer and make dryer Pulp. All up-to-date mills use our Felts. New mills, when in need, write for samples and prices.

**HAMELIN & AYERS, Lachute Mills, P.Q.**

**WATEROUS....**

# IMPROVED PULP WOOD BARKER



Frame of large size and circular shape. No clogging with shavings---built in two pieces, with planed and fitted joint. Knife Disc 52 in. diameter, very heavy, held by steel band shrunk on edge ; turned and perfectly balanced ; takes four knives 11½ in. long.

Capacity 7 to 10 cords per day. Speed 600. Shipping weight 3,600. F. & L. Pulley 16 in. x 5½ in.

Adjustable Tightener---adjusted by screws and one crank---enables 16 x 12 Pulley to be used on Barker. Considered better for fast heavy work than tight and loose pulleys.

**BUTTERFIELD'S AUTOMATIC BARKING ATTACHMENT** can be applied to the Waterous or any Barker. It increases capacity 80 to 100 per cent., and saves 5 to 8 per cent. of the wood---that is, when this attachment is used you get 5 to 8 per cent. more Pulp Wood from the same unbarked logs.

A large number of Barkers and Barker Attachments sold during 1897. References on application.

**WATEROUS, Brantford, Canada**

## IMPORTANT INJUNCTION SUIT.

THE Magnolia Metal Co., whose trade extends to every part of the United States and Canada, and to every civilized country in the world, has had, during the last two or three years, numerous suits with parties infringing their trade marks and patents. An injunction was granted on December 15th, 1897, by Lord Chief Justice Russell, in the Queen's Bench Division of the High Court of Justice, London, England, enjoining the Tandem Smelting Syndicate, Ltd., and restraining them from passing off their metal for Magnolia Metal, it being made up so as to counterfeit Magnolia Metal.

Another case is as follows: A few months ago the Globe Engineering Co., Ltd., of Manchester (now in liquidation), shipped a quantity of metal to a firm in South Africa that had ordered Magnolia Metal. The metal sent to fill this order was made up into ingots as near as possible to represent the well-known ingots of Magnolia anti-friction metal. They bore the words, "Magnolia Anti-Friction Metal," but the trade mark, the Magnolia flower, which is shown herewith, and the words, "Patented June 3rd, 1890," were not imprinted upon them. The purchaser brought an action in the High Court of Justice, at the Manchester assizes, against the sellers, and judgment was given in his favor by the arbitrator to whom the matter was referred.

The Magnolia Metal Co. desires to warn the public against fraudulent imitations. Genuine Magnolia Anti-Friction Metal is made up into bars, of which the cut below is a fac-simile, and the trade mark and name are

always stamped on bars and boxes; and besides this the words, "Patented June 3rd, 1890," and "Manufactured in U. S." are stamped on the under side of each bar. The Magnolia flower trade mark is registered in every civilized country in the world.

The Magnolia Metal Company, of 266 West street, New York, advise us that similar frauds are being committed in this country at this time, and they offer one thousand dollars reward to any party causing the arrest and conviction of any individual or firm infringing their trade marks or patents.

## UTILIZING PINE STUMPS.

IN a recent issue of THE LUMBERMAN a short article was reprinted from the Manufacturers' Gazette, referring to a method of utilizing pine stumps for the manufacture of pyroligneous acid. It was stated that a plant for this purpose could be built in the shape of retorts, each retort of sufficient size for one-half cord of wood, at an outside expense of $300, and that a good profit could be made with a small outlay. We have since received numerous inquiries regarding the method referred to, but have been unable to obtain any further information. Should any of our readers be in a position to furnish particulars, or state where such a retort may be obtained, they are asked to communicate with the publisher of this journal.

William Carson, a millionaire lumberman, died at Eau Claire, Wis., on January 5th, at the age of 80 years.

SHANTY BLANKETS
Best Value in Canada
Write for Prices and a Free Sample Blanket.
HAMELIN & AYERS
Lachute Mills, P.Q.

Equal to the Best
HALF THE PRICE of other standard machines.
THE EMPIRE
Price $55.00.
Send for testimonials
The
WILLIAMS MFG. CO.
Montreal, P.Q.

Lumberman's.... Ready Reckoner.
SAVES TIME
In Use Everywhere.
Handiest Thing Known for figuring up Lumber Measurements.
PRICE 25 CTS., POST PAID.
BRENNAN & CO. - Sault Ste. Marie, Ont.
MANUNACTURER'S AGENTS.

BEST MAIN DRIVE. RECISTERED CANDY'S PATENT TRADE MARK GUARANTEED.
CANDY'S AMERICAN COTTON BELTING
Sole Canadian Agents :-: Prices Reduced.
WATEROUS, BRANTFORD, CANADA.

PAYETTE'S PATENT LATH MILL

P. PAYETTE & CO.
Penetanguishene, Ont.
SAW MILL MACHINERY

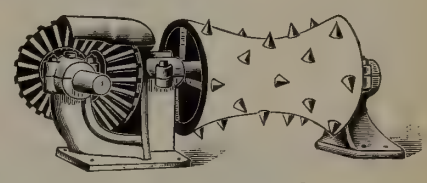
CANADIAN OFFICE & SCHOOL FURNITURE CO. LIMITED
PRESTON ONT.
FINE BANK, OFFICE, COURT HOUSE & DRUG STORE FITTINGS.
OFFICE, SCHOOL, CHURCH & LODGE FURNITURE
SEND FOR CATALOGUE

..WATEROUS..
Automatic Cutting Off Machinery
FOR PULP WOOD

SPIKED LOG JACK ROLL.

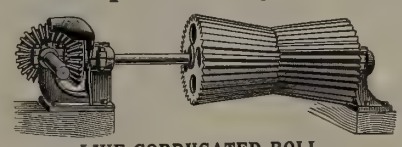
THIS Machinery enables two men to take from the pond and cut into 16 to 24 inch lengths 50 to 90 cords of Pulp Wood per day, delivering it to Barkers, or when shipped unbarked delivering to car.

One Double Plant is handling 200 cords of 4 foot wood per 10 hours, delivering to 4 cars at once, and two men to each car load it.



LIVE SPIKED ROLL.

We placed many Complete Plants in 1897, nearly all bought to replace other methods on account of great economy in handling, giving everywhere such satisfaction as to lead to further orders.

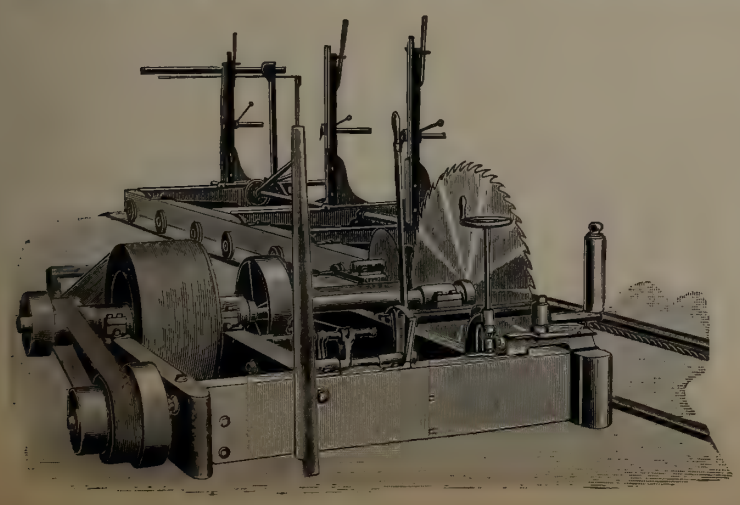


LIVE CORRUGATED ROLL.

Waterous, Brantford, Canada

Please mention the CANADA LUMBERMAN when corresponding with advertisers.

Saw Mill Machinery
ROBT. BELL, JR.
HENSALL, ONT.



Stationary and Portable Saw-Mill Machinery; Engines and Boilers; Shingle Machines; Bolters; Lath Machinery, &c.

Several 2nd hand Stationary and Portable Engines at Very Low Prices....Send for Catalogue.

ROBT. BELL, JR.
HENSALL, ONT.

## PUBLICATIONS.

The Wood, Barker Company, wholesale lumber dealers, Boston, have sent us an artistic calendar. The illustration is a view of the Common, showing entrance to subway, with state house in the distance.

The nineteenth annual special issue of the Tradesman, of Chattanooga, Tenn., does credit to the publishers. It contains 240 pages, in which the various industries of the south are reviewed in an able manner. There is also abundant evidence that the journal is appreciated by its advertisers.

A copy of the proceedings of the American Forestry Association at special meetings held at Asheville, N. C., and Nashville, Tenn., September 17-22, 1897, has reached our desk. Among the many valuable papers printed therein are the following: "Effect of Forest Denudation on Water Courses and Water Supply," by Mr. D. W. Baird.; "Forest Finance," by Dr. C. A. Schenck; "Forest and Rainfall," by Mr. H. A. Hazen; "Stream Flow in Relation to Forests," by George S. Rafter.

**The LUMBERMAN is issued fifty-two times a year for $1.00. Can you afford to do without it?**


J. D. SHIER
MANUFACTURER OF
Lumber, Lath & Shingles
BRACEBRIDGE, ONT.

RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.

JOHN J. GARTSHORE,
49 Front St. West, Toronto.

OUR EXTRA HAND-MADE
AXE

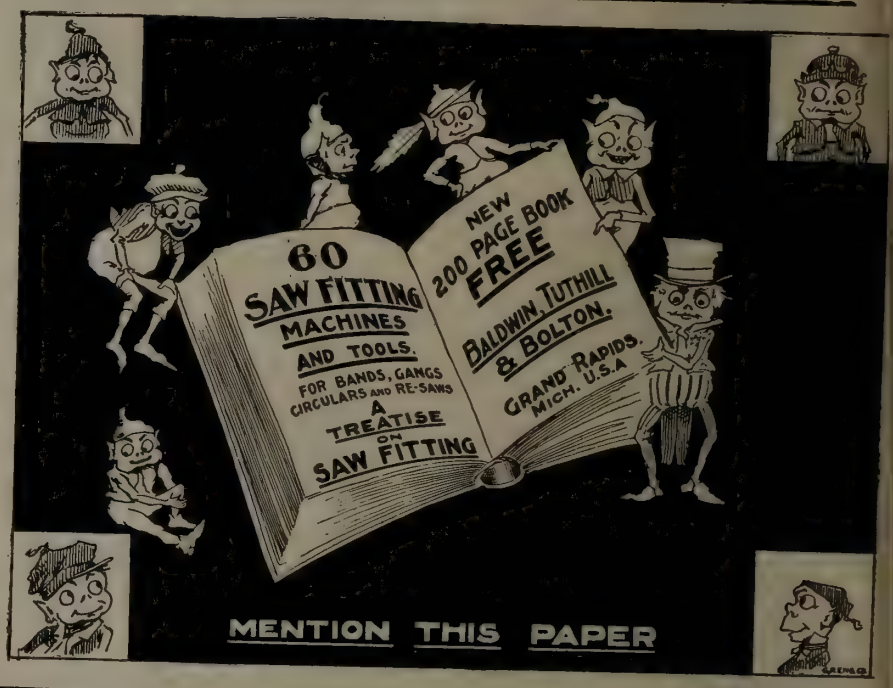
This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N. B.

FRICTION PULLEY BOARD
The BEST Article Known for the Purpose
MANUFACTURED BY..... THE DOMINION LEATHER BOARD CO'Y. - MONTREAL, QUE.

Galt Machine Knife Works

MACHINE KNIVES OF EVERY DESCRIPTION
FOR Woodworking Machines
...Send for Price List...
PETER HAY - - - - - Galt, Ont.




Lumbermen's Supplies

DRIED FRUITS
Canned Goods
Heinz's Famous Pickles and Sauces
Ludella Ceylon Tea

Letter Orders Promptly Shipped

Write Us or See Our Travellers.

H. P. ECKARDT & CO., Wholesale Grocers, TORONTO

WATEROUS' RE-BUILT MACHINERY LIST

R.H. Oak Saw Frame, 4 in. Mandrel, Adj. Boxes, 30 x 18 in. Pulley, Guide and Splitter.
R.H. heavy Hamilton Iron Frame and Log Saw Pulley, Guide and Splitter, takes 66 in. and 50 in. Saw.
Three Block heavy Hamilton Carriage, Log Seats and Fractional Knees faced with Steel Opening, 40 in., Boss Dog, double action Set, Receder, 2 axles and 4 wheels under each block, Heavy Steel "V" and Flat Track.
One Wooden Saw Frame, light, Friction Set Works and Two Block Carriage, spaced 10 ft. apart, opening 36 in.
R.H. No. 1 Waterous iron Frame, 6 in. frictions, takes 60 in. Saw, 3 Block Double Steel Girder Saw Carriage opening 40 in., spaced 9 and 6 ft., overhead friction Set Receder, 50 ft. "V" and Flat Track. (Practically as good as new).
One heavy Carriage, 3 Double Steel Blocks, opening 50 in., spaced 9 and 6 ft., 4 wheel and 2 axles under each block, Boss Dogs, cut steel Rack and Pinion, double action Set Works Receder, 50 in. "V" and Flat Track. (Used short time).
One Reliance two block Carriage, opening 40 in., Cast Blocks and Knees faced with Steel, Reliance Dogs centre of Knees, Reliance Set Works, Receder, 4 axles and 8 steel wheels, 40 ft. of "V" and Flat Track, Planed. (New, very cheap).
3 Block Carriage, similar to above, faced 9 and 6 ft. apart, 50 ft. "V" and Flat Track. (Also new, very cheap).
One Waterous Twin Engine, Steam Feed with Rope Drum, End Sheaves.
One Prescott Direct Acting Steam Feed, Allis make, and Allis double Valves, Cylinder 8 x 36 in. (New).

**Band Mills**

One No. 2 Waterous Steel Post Band Mill with 8 ft. wheels, suitable for any size Saw to 12 in. Similar Mill can be seen running at R. Thompson's, Gravenhurst, Davidson & Hay's, Cache Bay, Messrs. Conroy Bros., Aylmer, Que., and Rat Portage Lumber Co., Rat Portage.
One Egan Band Resaw, 60 in. wheels, takes 7 in. Saw. (Suitable for Saw Mill or large factory).
Circular Resaw, 36 in. Saw.

**Brick Machinery**

4 Mould Dry Press Machine.
Centennial Tile and Brick Machine with 12 brick Automatic Cutting-Off Table and Patent Lubricating Die.
One Potts Disintegrator.
One Williams "
One Pennsylvania Power Repress Brick Machine.
One Screw Repress.

**Engines**

One pair of Engines on one Shaft, 22 x 36, Box Bed Slide Valves.
One pair of Tangyebed 18x24 Engines on one Shaft, with two Fly Wheel Pulleys—our own make.
One 12½ x 18 Left Hand Tangyebed Slide Valve, 5 in. Shaft, 8 ft. long, with Fly Wheel and 60 x 16 in. Pulley.
One 12 x 14 Box Bed Slide Valve, with 4⅜ Fly Wheel Pulley.
One 10 x 12 Left Hand Slide Valve Box Bed.
One 11 x 10 Double Crank Leonard Engine.
One 10 x 10 " " Waterous "
One 8 x 10 " " " "
One 7 x 10 " " " "
One 6 x 6 " " " "
One 2¾ x 6 " " Engine.

**Boilers**

One 60 x 12. One 60 x 14.
Two 54x12, 60-3x12 Tubes. One 48x12, 50-3x12 Tubes.
One 44 x 10, 6-43-3 x 9 ft. 6 in. Tubes.
30 h.p. Open Bottom Fire Box, Ring Connection Locomotive Boiler.
50 h.p. Open Bottom Fire Box, Ring Connection, Locomotive Boiler.
50 h.p. Return Tubular Fire Box Boiler.
10 h.p. Upright Boiler, 38 x 7, 42 x 6 ft. Tubes.
20 H.P. Return Tubular Locomotive Boiler.
20 H.P. Upright Section Boiler.
One Quick Steaming Fire Engine Boiler, suitable for running Stationary Fire Pump.
3 Hand Fire Engines.
2 Steam Fire Engines, suitable for Mills or Factories.
A Lot of Shafting, Boxes and Pulleys at a low lb. price.

Correspondence Solicited. WATEROUS, BRANTFORD, CANADA

TO BELT USERS: Try Our GENUINE
ENGLISH OAK-TANNED BELTING
and Our Lancashire Hair Belting D. K. McLAREN
Victoria Square MONTREAL

## A LIVE PAPER.

MR. John Stanford, Chester, Ont., in remitting his subscription to THE LUMBERMAN, writes: "It is a live paper; am much pleased with it, and think every woodworker in the Dominion should take it."

W. W. Carter, of Fesserton, has purchased the mill and limits of A. McPherson at that place.

The Jenckes Machine Co., Sherbrooke, Que., are furnishing the Canadian Rand Drill Co., Halifax branch, with one of their 20" Crocker special turbines, to be used in connection with the extensive hoisting plant being installed by the Drill Company at the Torquoy mines.


# ARE YOU LOOKING

**FOR A CHANCE IN LOCATION?**

If you are not satisfied with your present site, or if you are not doing quite as well as you would like to, why not consider the advantages of a location on the Illinois Central R. R. or the Yazoo & Mississippi Valley R. R.? These roads run through South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Indiana, Kentucky, Tennessee, Mississippi and Louisiana, and possess

**FINE SITES FOR NEW MILLS**
**BEST OF FREIGHT FACILITIES**

CLOSE PROXIMITY TO

**COAL FIELDS AND DISTRIBUTING CENTERS**

AND

**INTELLIGENT HELP OF ALL KINDS**
**MANY KINDS OF RAW MATERIAL**

For full information write to the undersigned for a copy of the pamphlet entitled

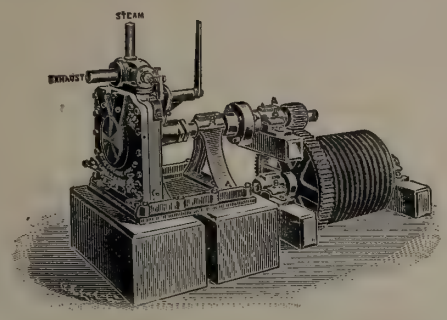
**100 Cities and Towns WANTING INDUSTRIES**

This will give you the population, city and county debt, death rate, assessed valuation of property, tax rate, annual shipments raw materials, industries desired, etc.

To sound industries, which will bear investigation, substantial inducements will be given by many of the places on the lines of the Illinois Central R. R., which is the only road under one management running through from the North-Western States to the Gulf of Mexico. GEO. C. POWER, Industrial Commissioner I.C.R.R. Co., 506 Central Station, Chicago.

THE

# DAKE STEAM FEED




Embodies the following Advantages:

SIMPLICITY OF CONSTRUCTION,
POSITIVE AND EASY MANAGEMENT,
ECONOMICAL USE OF STEAM,
SMALL SPACE OCCUPIED,
CHEAPNESS,
EASY ADAPTATION TO EITHER NEW MILLS OR THOSE NOW IN USE.

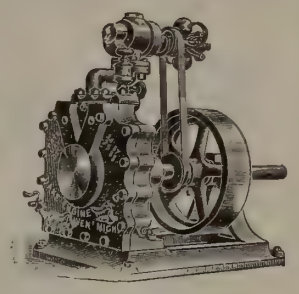
The movement of the engine in either direction is under the absolute control of the sawyer, thus accommodating the speed of the feed to the size of the logs.

Mill men who have used other makes of Steam Feeds comment favorably on the economical use of steam of our feed over others.

Write for Catalogue and full particulars.

# The Dake Engine

For Running Dynamos in



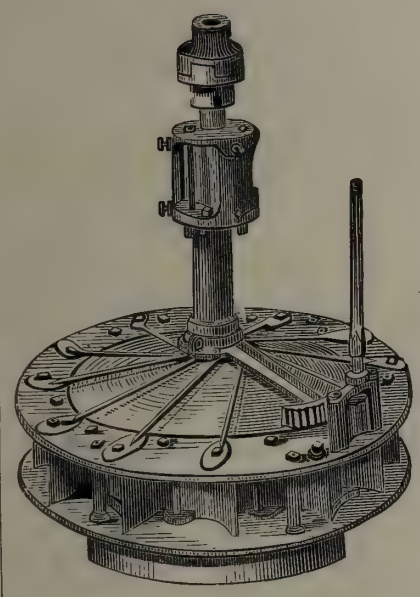
Small Isolated Plants.

STEADY AND EVEN MOTION

Also for Attachment Direct to Fans, Blowers, Centrifugal Pumps, Filing Room Machinery.

Correspondence Solicited.

# The Phelps Machine Co. - Eastman, Que.



ASSURE yourself a Happy and Prosperous Year by discarding your Antiquated, Worn-Out Water Wheels, and substituting a Modern, Up-to-Date, Superlative Type of TURBINE. These conditions are fullly and only met by....

## "LEFFEL," "VULCAN" and "PERFECTION." Of Any Required Power.

A Variety of Sizes ready for Shipment.

For Catalogue "A," describing these and special lines of Saw Mill and Shingle Mill Machinery, &c., address.....

MADISON WILLIAMS, Successor to PAXTON, TATE & CO.
PORT PERRY, ONT.

H. E. PLANT, Agent, Common and Nazareth Sts., Montreal, Que.

# Pumps & HYDRAULIC MACHINERY

DUPLEX
AND SINGLE
STEAM
AND POWER

The Northey Mfg. Co. Ltd.
TORONTO

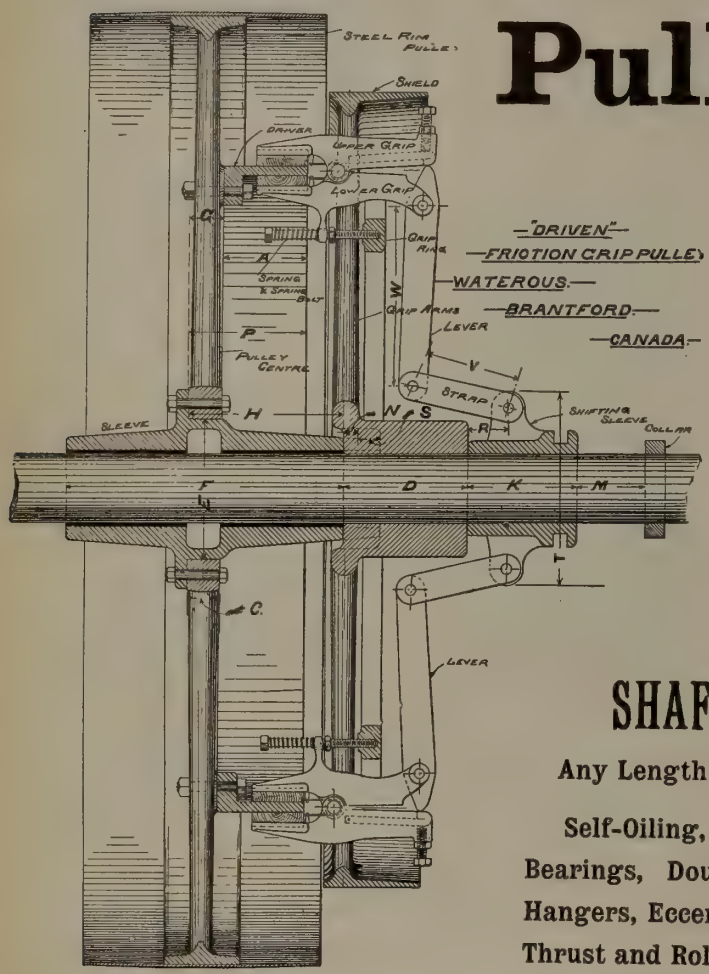
THE LAURIE ENGINE CO. - MONTREAL
SOLE AGENTS FOR PROVINCE OF QUEBEC.

# OAK TANNED BELTING

TORONTO
20 FRONT ST EAST
TELEPHONE 475

THE J.C.McLAREN BELTING Co MONTREAL

# Waterous Patent Grip Pulley




## Steel Rim Pulleys

In All Large Sizes

Lighter than Cast Iron

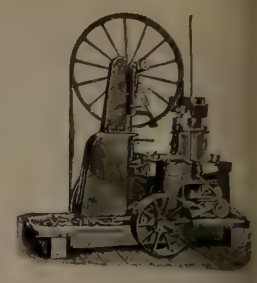
Unbreakable

## SHAFTING

Any Length to 26 feet.

Self-Oiling, Adjustable Bearings, Double-Braced Hangers, Eccentric, End Thrust and Roller Bearings.

# WRITE TO US

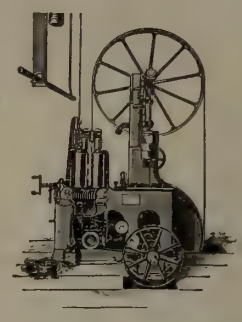


For a List of the Canadian Saw-Mills using our Band Re-Saws.

A number of them are also in use in Canadian Planing Mills and Box Factories.

## THIRTY-TWO MERSHON BAND RE-SAWS

are Running in the Mills in the Saginaw Valley.



## W. B. MERSHON & CO.

SAGINAW - MICH.

# HERCULES BELTING

The BEST in the World....

WEARS LONGER and WORKS BETTER than any other Belting on the Market.

HERCULES BELTING is constructed on a scientific plan. The Duck used is Extra Fine, costing nearly twice as much as that used in any other Rubber Belting. Every inch of it is frictioned with good rubber (not shoddy). Drop a postal card for list and discounts to.....

**THE BOWMANVILLE RUBBER CO., LIMITED - BOWMANVILLE, ONT.**

Please mention the LUMBERMAN when corresponding with advertisers.

# LUMBERMEN!

Save your Lumber and the Cost of Insurance by equipping your Mills and Yards with the....

## BALL NOZZLE SYSTEM.

By the proper arrangement of the pipe system and the use of stand pipes with the Ball Nozzle at the top, a lumber yard may be made substantially fire-proof.

Lumber yards can be equipped thus cheaply and effectively, practically obviating the danger of conflagrations of the most destructive character, and effecting *a Large Saving in Cost of Insurance.*

Write us for Full Particulars.

## The Ball Nozzle Co. of TORONTO, Limited.

Offices: Room 1, Confederation Life Building, **TORONTO**

# NEW PORTABLE SAW MILLS

*Traction and Plain Engines of different sizes*

*Threshers, Clover Hullers, Horse Powers and Road-Making Machinery.*

SEND FOR CATALOGUE

MANUFACTURED ... BY ... SAWYER & MASSEY CO. LIMITED - HAMILTON ONTARIO, CANADA

**1844** **1898**

IF YOU BELONG TO THE MINORITY WHO DO NOT KNOW US,
WE SHOULD LIKE TO BECOME ACQUAINTED WITH YOU.

**Saw Mills—**
Band, Circular and Portable Mills.

**Re-Saws—**
Circular and Band.

**Steam Acting Machinery—**
Kickers, Log Rollers, Niggers, Jump Saws, Steam Feed and Drag Saws.

**Shingle Machinery—**
Hand and Power Feed.

**Wood-Working Machinery—**
Full Assortment.

**Pulp Machinery—**
Cutting-Off Barkers, Grinders, Screens, Wet Machines, Chippers, &c.

**Brick Machinery—**
Plastic, Stiff Mud and Dry Press.

**Engines—**
Plain, Automatic and Marine.

**Boilers—**
Plain and Water Tube, Clyde, Economic, Marine, Burners, &c.

For over 50 years we have been building a reputation for High Class Machinery. Our Mills and Machinery extend, in Canada, from the Pacific to the Atlantic—Newfoundland, Central and South America, New Zealand, Australia, Austria, Roumania, and the far East. Our aim is ever to produce the Best, not the Cheapest, with the invariable result that where we receive one order others follow quickly. Our new works, occupied in 1896, give us the much-needed room for expansion, coupled with the most modern facilities for economic production and prompt shipments. If you belong to the minority who do not know us, let us become acquainted.

**WATEROUS ENGINE WORKS CO., LIMITED**
BRANTFORD, CANADA

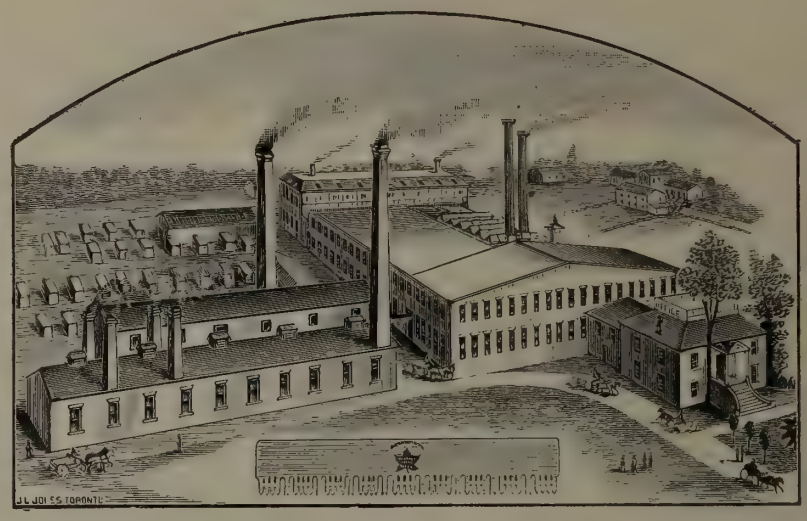
# THE MAPLE LEAF SAW WORKS

# Shurly & Dietrich

GALT, ONT.

Manufacturers of

**CIRCULAR SAWS**
**GANG SAWS**
**MILL SAWS**
**BAND SAWS**
**CROSS-CUT SAWS**



Manufacturers of

**HAND SAWS**
**BUCK SAWS**
**PLASTERING TROWELS**
**BUTCHER SAWS**
**STRAW KNIVES, &c.**

**GROUND THIN ON BACK**

Save Labor — Save Gumming
Save Time — Save Files

## This Saw Stands Without a Rival

AND IS THE

**FASTEST CUTTING SAW IN THE WORLD!**

Its Superiority consists in its Excellent Temper. It is made of "Razor Steel," which is the finest ever used in the manufacture of Saws. We have the sole control of this steel. It is tempered by our secret process, which process gives a keener cutting edge and a toughness to the steel which no other process can approach.

## Maple Leaf Saw Set

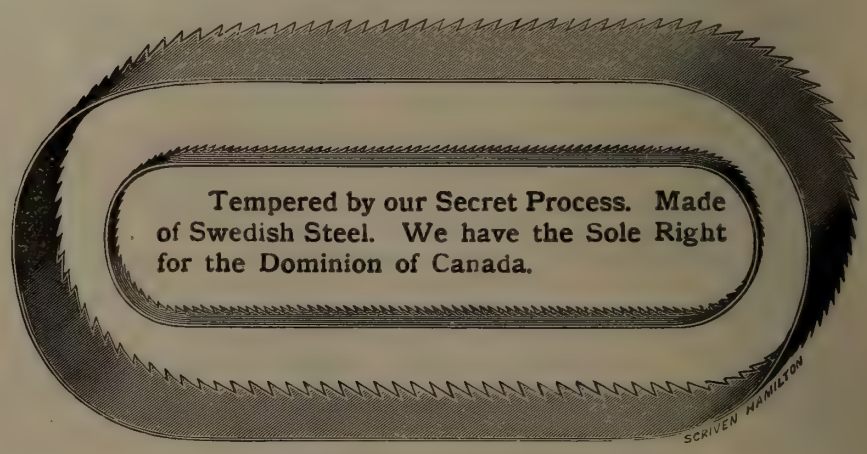
MANUFACTURED BY

**SHURLY & DIETRICH, Galt, Ont.**

**Directions.**—Place the set on the point of tooth, as shown in the accompanying cut, and strike a very light blow with a tack hammer. If you require more set, file the tooth with more bevel.

If you follow directions you cannot make a mistake. Be sure and not strike too hard a blow, and it will set the hardest saw. **On receipt of 40 cents we will send one by mail.**

We are the only manufacturers in the world who export Saws in large quantities to the United States.




We Manufacture

# HIGH GRADE BAND SAWS

of All Widths and Lengths.

These Saws are made of Refined Swedish Steel imported direct, and tempered by our Secret Process; for Fine Finish and Temper are not excelled.

# THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office: TORONTO, ONT.

Cable and Telegraph Address, "Royelectric."

MANUFACTURERS OF

## Electrical Machinery and Apparatus

... FOR ...

**LIGHT and POWER**

SPECIAL ATTENTION GIVEN TO——

**LONG DISTANCE TRANSMISSION OF ELECTRICITY**

FOR LIGHT AND POWER

ALSO FOR

**ELECTRIC PLANTS FOR MILLS**

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

# DODGE

## Wood Split Pulleys

AND

Split Friction Clutch Pulleys

AND

Cut-Off Couplings—In use in all the Big Mills.

Saw Mill Men, get our Prices.

**DODGE WOOD SPLIT PULLEY CO.**

Works: TORONTO JUNCTION. Office: 74 York St., TORONTO

*There is always one Right Way to do a thing, and a hundred Wrong Ways.*

*There is only one Right Way to dry Lumber.*

*That way is to dry it from the Centre to the Surface — begin on the Inside and work out. That's the method employed in*

## THE STANDARD DRY KILN

*and known as the "MOIST AIR" PROCESS—It's not an Experiment, but a Successful Success. The "STANDARD" Kiln is used more extensively and is giving more general satisfaction than any other. It is simple—the elements of Drying are under perfect control. It is easily regulated to get just the combination of Drying Influences needed to dry any particular kind of Stock—whether Hard or Soft Wood. It dries rapidly and does its work well. And the Price—well, considering the high grade of equipment furnished, and the Drying accomplished—IT'S CHEAP.*

*LET US FIGURE WITH YOU.*

*Our New Illustrated Catalog you can have for the asking.*

**THE STANDARD DRY KILN CO.**

*195 SOUTH MERIDIAN ST. INDIANAPOLIS, IND.*

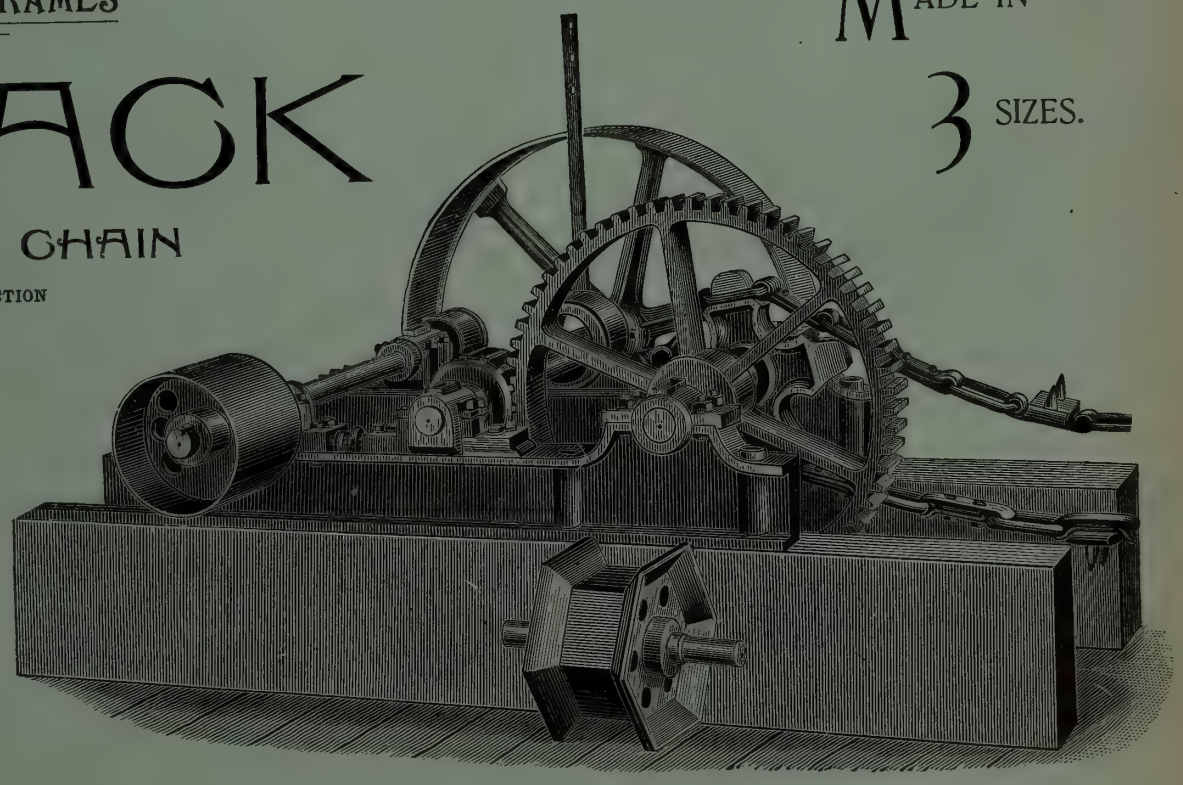
IMPROVED IRON FRAMES

# LOG JACK

WITH ENDLESS CHAIN

DRIVEN BY INTERNAL FRICTION

MADE IN 3 SIZES.



THE most powerful and smoothest-running Jack Works made.

Easy to place in mill.

Can be placed on mill floor or on timbers underneath the floor.

No crossed belt is required.

Can be stopped or started instantly, without a jar.

Correspondence Solicited -:- Send for Photo of Medium Size Circular Saw Rig

# Canadian Locomotive & Engine Co., Ltd.

KINGSTON · ONTARIO

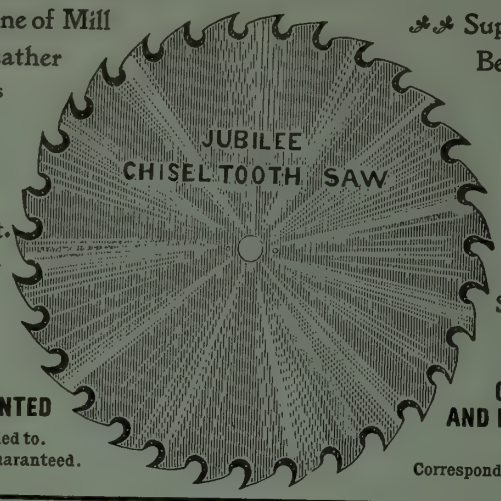
# THE JAMES ROBERTSON CO., Limited.

Manufacturers of.....

Saws of All Description

A Full Line of Mill Rubber and Leather Metal, &c., always

Supplies, including Belting, Babbit carried in stock.




Head Office: 144 William St. MONTREAL

Factories at MONTREAL, TORONTO, and ST. JOHN, N.B.

ALL OUR SAWS FULLY WARRANTED

Orders promptly attended to. Satisfaction Guaranteed.

CIRCULAR, GANG AND MILL SAWS A SPECIALTY

Correspondence Solicited.

# SUPPLIES

OF ALL KINDS

Chains, Ropes, Axes, Files, Bar Iron, Horse Shoes, Peavy Cant Dogs.

# RICE LEWIS & SON

(LIMITED)

Cor. King and Victoria Sts. - TORONTO

*The Leading European Lumber Paper*

## The Timber Trades Journal

Published Weekly by WILLIAM RIDER & SON, Ltd., 14 Bartholomew Close, LONDON, E. C.

SUBSCRIPTION: $5.00 PER ANNUM, POST FREE

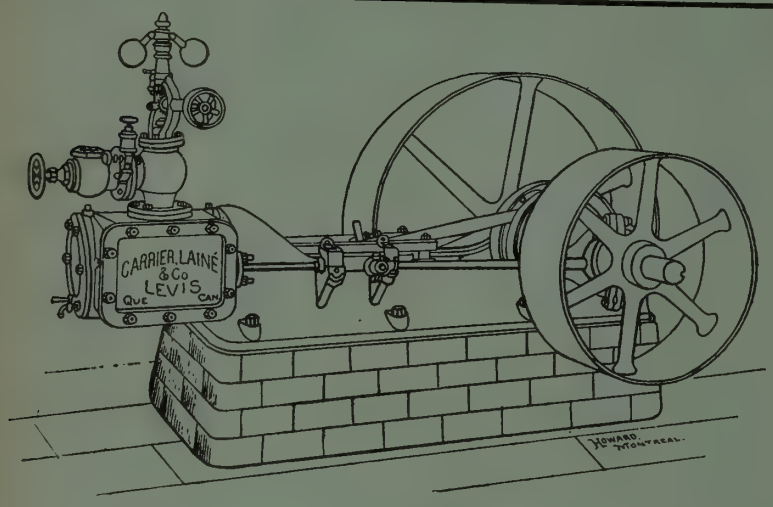
The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .

# Notice to Millmen

THE OXFORD FOUNDRY & MACHINE CO., Oxford, N. S., have rebuilt, and are better prepared to give satisfaction, and would solicit a share of the public's patronage.

We manufacture all kinds MILL MACHINERY; also TRAMWAY OUTFITS.

It Pays to Advertise in the Canada Lumberman




# EXCHANGE

your out-of-date Saw Mill Machinery for a Modern Plant from the works of—

**Carrier, Laine & Co., Levis, Que.**

**Portable Engine and Boiler** of the most approved type (either separate or combination.)

**Stationary Engine and Boiler** to suit any requirements.

**Circular and Gang Saw Plants, Shingle and Lath Mills, Re-Sawing Machines, Special Double Edger, Butting Saws, &c., &c.**

Any ideas or plans you may have for fitting up a mill of any description can be put into practical working shape at our works.

We build, equip and guarantee output of Mill Plants. . . .

# CARRIER, LAINE & CO., LEVIS, QUE.

Full value allowed for old machinery in exchange for new. . .

## The McMillan & Haynes Co., Limited

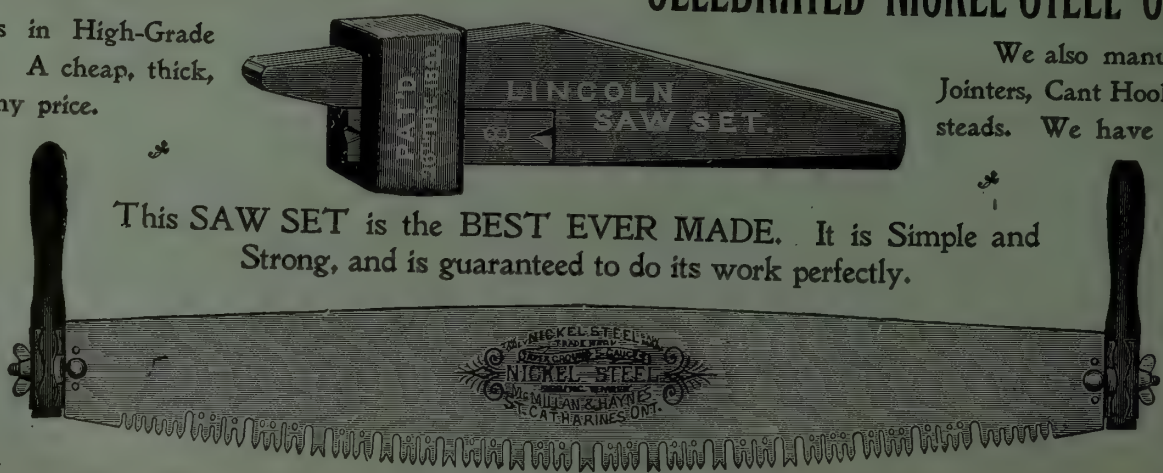
ST. CATHARINES, ONT.

# CELEBRATED NICKEL-STEEL CROSSCUT SAWS

We lead all others in High-Grade Crosscuts and Saw Tools. A cheap, thick, clumsy saw is dear at any price.

The price of a good saw is soon saved in the extra work it will do.

Be sure you use McMILLAN & HAYNES SAWS. They are all warranted to give entire satisfaction.




This SAW SET is the BEST EVER MADE. It is Simple and Strong, and is guaranteed to do its work perfectly.

We also manufacture Axes, Files, Saw Jointers, Cant Hooks, Steel and Brass Bedsteads. We have a cheap bed with wire mattrass attached suitable for shanties.

We handle the Famous KELLY AMERICAN AXES Their Flint Edge is guaranteed to stand in cold, frosty weather, better than any other axe made.

USE THE FAMOUS .. PINK LUMBERING TOOLS

Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks

Cant Hook Handles, Peavy Handles } By Car Load or Dozen

Pike Poles, Skidding Tongs, Boom Chains

Lowest Prices ◎ THOMAS PINK ◎ PEMBROKE, ONT.

# THE CANADA LUMBERMAN
## WOOD-WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

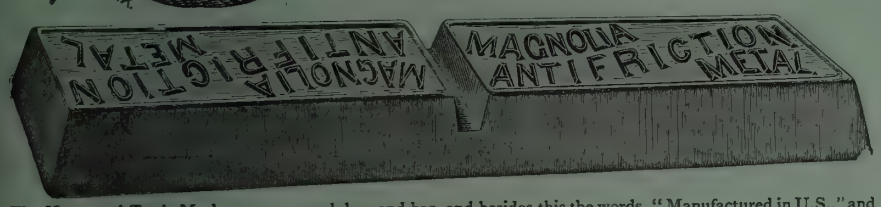
VOLUME XIX. NUMBER 3. | TORONTO, ONT., MARCH, 1898 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

## MAGNOLIA METAL

In Use by Ten Leading Governments. **Best Anti-Friction Metal** For all Machinery Bearings.

**BEWARE OF FRAUDULENT IMITATIONS**

Genuine Magnolia Metal is made up in bars, of which this is a fac-simile :




The Name and Trade Mark appear on each box and bar, and besides this the words, "Manufactured in U.S.," and "Patented June 3rd, 1890," are stamped on the under side of the bar.

**MAGNOLIA METAL CO.**

Owners and Sole Manufacturers — 266 and 267 West Street, NEW YORK

Chicago Office: Traders Building. Montreal Agents: MESSRS. CAVERHILL, LEARMONT & CO.
London Office: No. 49 Queen Victoria Street, London, E. C.

FOR SALE BY ALL DEALERS

## Ottawa Saw Works Co.

Manufacturers of All Descriptions of..... **SAWS** { Circular, Mill and Gang, Shingle, Butting, Concave, Band, Cross-cut-Billet Webs.

Correspondence Solicited. Middle Street, OTTAWA, ONT.

## MOORE STEAM PUMP

For Stationary, Traction and Marine Boilers.

High and Low or Special Duty.

Send for Illustrated Catalogue.

**DARLING BROTHERS**

Reliance Works - MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.

Frank Darling, Agent, Nelson, B. C.

## TELEPHONES

Send for our Illustrated Catalogue and Price List of

**"Unique" Telephones**

FOR MAIN LINE AND WAREHOUSE USE.

Only Telephone made that does not get out of adjustment.
Satisfaction guaranteed.
Sold outright at low prices. No exorbitant royalties.

SOLE MANUFACTURERS

**JOHN STARR, SON & CO., Limited**

P. O. Box 448, HALIFAX, N. S.

## KLONDYKE OUTFIT

1 Eider Down Sleeping Bag, 14 lbs.; 1 pair Fawn Wool Blankets, 10 lbs.; 1 pair Rubber Hip Boots (Corrugated Soles); 1 pair Moccasin Hip Boots (Hob-Nailed Soles); 1 pair Prospector's Waterproof Raw Hide Knee Boots (laced); 1 only Waterproof Kit Bag (leather bound); 1 suit Duck Clothing (wool lined); 1 suit Mackinaw Clothing (Storm Cuffs); 1 suit Unlined Duck; 1 suit Leather Vest (corduroy lined); 1 suit Leather or Duck Pea Coat (fur lined); 1 suit Underwear (hand knit); 1 suit Underwear, lighter weight; 1 only All Wool Tweed Top Shirt; 1 each Navy and Army Flannel Top Shirt; 1 only Mackinaw Sweater (Knit Collar and Cuffs); 1 pair each Elk and Hand Knit Wool Mitts; 1 pair Hand Knit Wool Sox; 1 pair Elk Moccasins (laced); 1 pair Fur Lined Leather Sleeping Sox; 1 Eider Down Cape Hood; 1 Knit Woolen Tuque; 1 suit Oil Clothing and Hat; Towels, Yarn, Mending Wool, Needles, Shoe Hemp, Wax, Linen Thread, Handkerchiefs, Patent Buttons, Scissors—
**All Complete for $130.00, f.o.b. Ottawa.**

All above Goods of Approved Quality and Make, suitable for Klondyke wear, and most of which we supplied the Mounted Police, and Hon. Mr. Sifton and Major Walsh's parties. Manufactured by.....

**JAMES W. WOODS. Ottawa, Ont.**

Montreal Office, 290 Guy St. Vancouver, B.C., Office, 536 Hastings St.
WHOLESALE

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED.*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING AND LACE LEATHER

Danville, Que.

# SOME UNSOLICITED PRAISE

**A FEW EXTRACTS FROM LETTERS:**

"I have been sawing for the last twelve years, and have used a great many different makes of saws, but for the past two years I have used one of your make in Davidson & Hay's mill at Cache Bay, and have found it to be the best saw I ever cut shingles with."

RICHARD McGRATH.

"I am running one of your large solid tooth saws, and a better saw never went into timber." J. R. GETTLER, Fullerton, Ont.

"I can recommend your work. The lumber saw you fixed for me is the best running saw I have had in twenty-five years."

D. THORPE, Egerton, Ont.

*We have Hundreds like these. Our Work is the BEST and Prices are Right.*

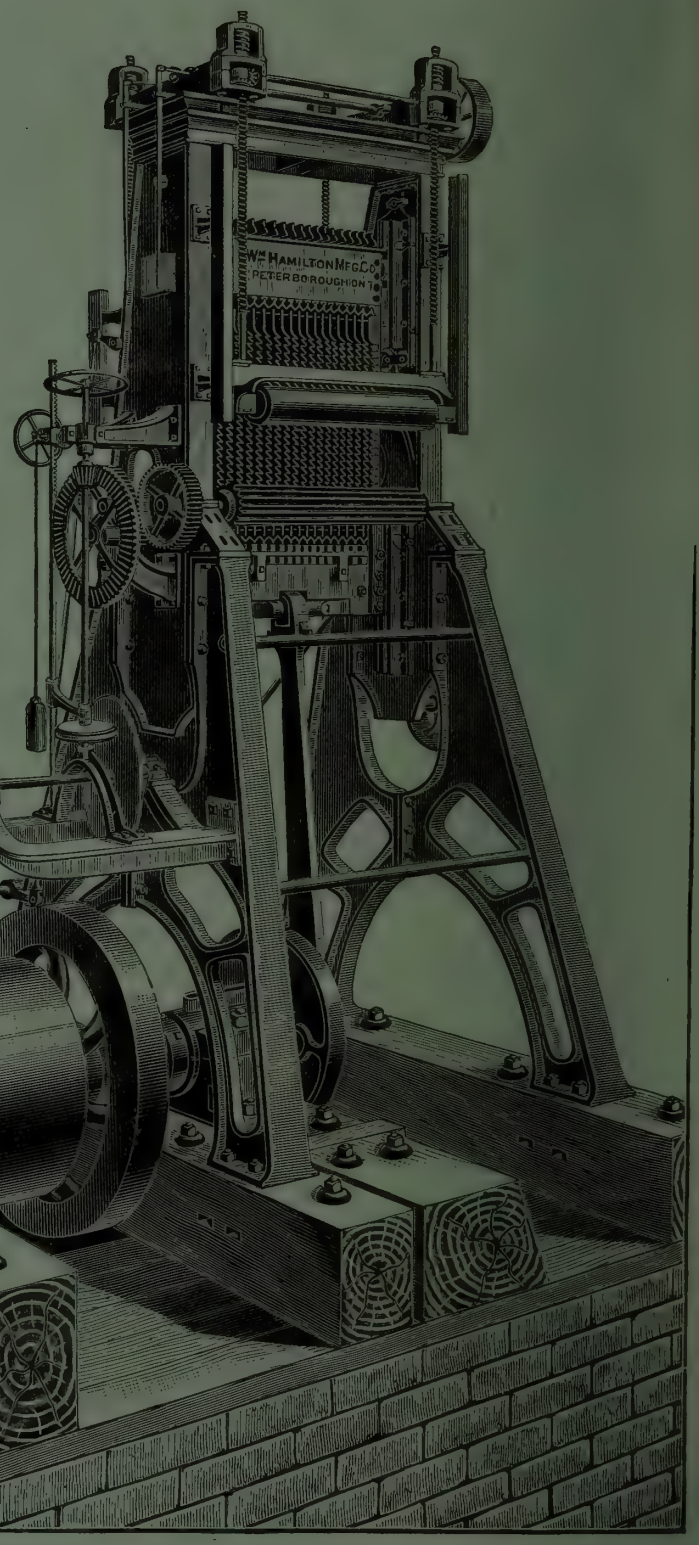
# E. R. BURNS SAW CO. - TORONTO

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a
Complete Line of

HIGH GRADE
SAW-MILL
MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

We are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Limited

**Branch Office: VANCOUVER, B.C.**

**PETERBOROUGH, ONT.**

# THE CANADA LUMBERMAN

VOLUME XIX. NUMBER 3. | TORONTO, ONT., MARCH, 1898 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

## MR. J. WILLIAM WILLISON.

THE Dominion Government have appointed Mr. J. William Willison, of Toronto, as Crown Timber Agent for the Yukon district. On Monday, February 14th, he left for Vancouver, where he expected to join his assistant, Mr. T. D. McFarlane, of Brandon. Before this time they have, perhaps, sailed for Dyea, and will enter the interior by either the Chilcoot or White Pass route.

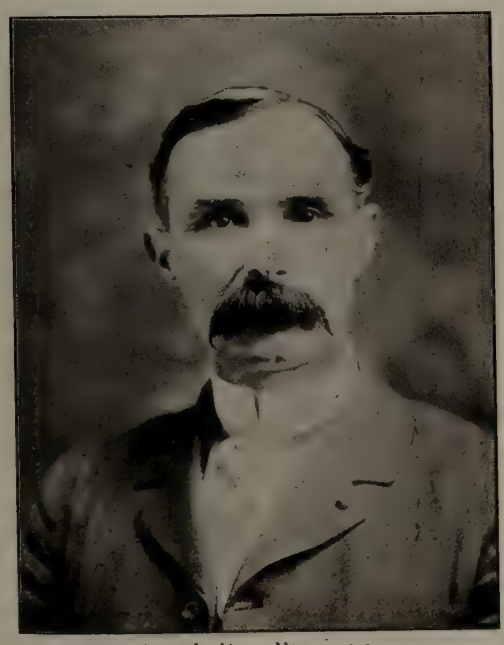
The development of the gold resources of the Yukon country has created a large demand for lumber, and it is the intention of the Department of Interior, through its agents, to ascertain the extent of the lumber supply. Mr. Willison will proceed first to Lake Bennett, where the government has already sold a few timber berths, whence he will journey to Lake Lebarge, near the junction of the Teslin and Lewes rivers. Fort Selkirk, at the junction of the Lewes and Pelly rivers (only 170 miles from Dawson City), will next be visited. Here he will turn south and go down the Teslin river and lake to the terminus of the proposed new railway.

On the banks of the many rivers which are tributary to the Yukon, there are known to exist considerable timber areas. Mr. Willison will look hurriedly over the ground, ascertain the character and value of the timber, find if any poaching is going on, set the law in operation, and report to the government. As all the rivers referred to empty towards Dawson City, the logs will in the natural order of things be rafted to convenient points near that metropolis, where large saw milling plants may be erected.

The appointment of Mr. Willison is one which gives general satisfaction, his while past experience is certain to secure for the government good results. He is not only one of the best timber experts in Canada, but a man eminently qualified for the complicated duties of administering the law and investigating the timber resources of the country.

About twenty years ago Mr. Willison came to Canada, a young, ambitious Englishman, and went to work in the lumber shanties of Mr. John Stewart, north of Orillia. There he determined to learn the business thoroughly, and devoted his energy to study in that best possible school. When Mr. Stewart went as explorer for the Rainy River Lumber Company he chose Mr. Willison from among his old employees as his assistant. The experience of those pioneer lumbering operations will prove invaluable in the Yukon, for Mr. Willison has travelled back and forth through the Rainy Lake and Rainy River district by dog team, has slept out with the thermometer away below zero, has made many long journeys on snowshoes, and has become accustomed to "roughing it" under most onerous conditions.

The new appointee has had the full round of experience, shanty building, felling timber, hauling, boom building and river driving. In summer he went into the lumber mills, where he passed through all the technical graduations of work, from tail sawyer to double edger, filer, sawyer, and eventually manager. He left the employ of the Rainy River Lumber Company to take a position with Macdonald & Shields, a lumber firm operating on Vermillion Bay, east of Rat Portage. With a jobber under that firm he had the direction of many important contracts, among them the getting out of 3,000,000 ties for the Canadian Pacific Railway. Mr. Willison also went into contracting on his own account, getting out supplies for several firms, among them Mather & Co., of the Keewatin Mills. His experience included extensive prospecting



MR. J. WM. WILLISON,
Crown Timber Agent for the Yukon District.

for timber for many jobbers and mill owners, and a season in the mills of Bulmer & Co., of Keewatin. When the Northwest rebellion broke out he was completing a contract to take out piles for the Canadian Pacific Railway. He went to the Northwest with the Rat Portage contingent of the 91st Winnipeg Battalion, under Col. Scott, and as senior color-sergeant and acting sergeant-major was distinguished as an excellent disciplinarian.

After the rebellion Mr. Willison came back to North Orillia and accepted a position with Drinkwater Bros., who had extensive limits on the North river. With that firm he had charge of the work of getting out logs and of scaling or measuring the logs taken out by contractors and jobbers. He had direction of much of their engineering work, including the construction of the big dam on North river, and his business management extended from the purchase of standing timber to the sale of sawn lumber. As manager and foreman of the saw mill he had an experience of exceptional value in estimating the capacity of logs and standing timber. Measuring logs in the bush and estimating their contents in sawn lumber according to established rules is a familiar operation, but few cullers or scalers have the advantage of afterwards verifying all kinds of measurements and all kinds of timber by the practical test of the sawmill.

During the boom in Orillia Mr. Willison had a remunerative position as salesman with Drinkwater Bros., in which capacity he supplied a large part of the lumber used in those active building operations. All the leading men of the town speak highly of his knowledge as a lumber expert, as well as his business ability. The firm of Thompson & Dunn, with whom he had his first experience as a scaler of logs, express the highest appreciation of the value of his services.

Being thrown largely upon his own resources early in life, Mr. Willison was deprived of the opportunity of securing a good education, which he found in later years to be a great detriment. This prompted him to seek a position in Toronto, where the advantages of night schools could be obtained. The position of superintendent of the Massey Manufacturing Company's lumber yard was then vacant, and it is sufficient to say that out of some eighty applications that of Mr. Willison was accepted. Besides having charge of the lumber yard, carrying from four to five million feet of hardwood in stock, he also had the superintendence of all the raw material. While in that position he had business relations with many of the leading lumber dealers of Canada. To fit himself to enter a field which he then had in view he attended school five nights a week, and was given first prize for shorthand at the west end Y.M.C.A. After four years' connection with the Massey Manufacturing Company he decided to enter the open profession, and has been for two years a member of the reportorial staff of the Toronto Globe.

Mr. Willison has always enjoyed the esteem and confidence of his employers and the respect of those with whom he has had business relations. The many testimonials which led the Interior Department to secure his services are from the leading lumbermen and lumber dealers of the province, from the Massey Company, and from others aware of his special qualifications as an expert.

In his new field of labor we wish him that success which his energy and ability merit.

## HE APPRECIATES ITS VALUE.

Mr. Cornelieus Degraw, of Strathroy, writes: "I am a subscriber to the CANADA LUMBERMAN, and cannot compliment you too highly on the value of the paper to all lumbermen."

It is stated that in the Forestry building at the Centennial Exposition at Nashville, Tenn., 45 different kinds of hardwoods were exhibited in one collection, all from one Tennessee farm.

## TENSION—WHAT IS IT AND HOW TO OBTAIN IT.

TENSION in a saw is a preparation of the saw to do a specific work by compensating in advance for certain conditions known to arise during the operation of sawing. During the hardening and tempering processes, according to the thinness of the blade, it runs in various forms of bends and twists; in band saws it often deviates from a true line flatwise, edges still remaining parallel, but having run in a serpentine form. It is the work of the expert saw-maker to correct these inequalities arising during the process of manufacture. The saw is also susceptible to modifications in form arising from its use in the mill, and it is the work of the expert saw filer to correct such inequalities thus arising during use.

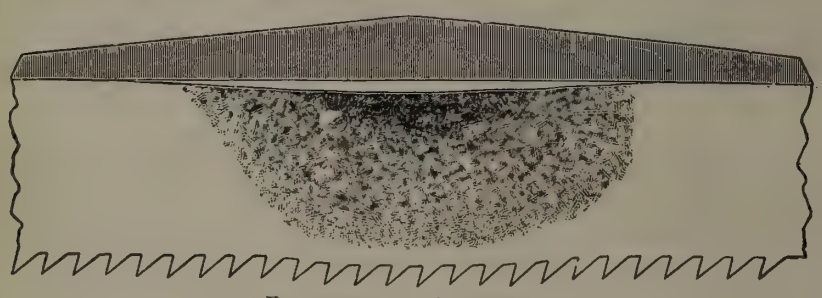
The tensioning of a band saw ought to be more easily understood and reduced to a system than the tensioning of a circular, for the reason that band saws are, for the most part, run of an even width, with the same relative tension, whatever the width, while the circular saw varies with different diameters, speeds and conditions of use. In a band saw, by a constant and proper use of the straight edge and tension gauge, the drop may be regulated to a nicety. An able filer, as a result of study and investigation, should arrive at a condition for the fitting of his saws, to suit the particular band mill and the work in hand, that should continue practically uniform. A filer that is able to keep his saws in condition to accomplish uniform and satisfactory results is entitled to and may expect good remuneration for his effort, while his employer may likewise expect a proper daily average output.

To secure the proper action of the saw teeth, the toothed edge of the saw should be the shortest or firmest. The tendency of the saw while in operation, and as a result of the processes of sharpening and swaging, is toward a "fast" condition, that is, an expansion of the edges longer than the central portions. This tendency must be constantly counteracted by the processes of hammering or rolling for tension, whereby the central portions of the saw are expanded and made longer than the edges, and the back edge made longer than the toothed edge, in various degrees. The weight or strain used on the mill is calculated to create a frictional contact between the saw blade, which is simply a belt of steel, and the band wheels, sufficient to overcome the resistance of the lumber to the action of the saw in the cut, and this forcing apart of the wheels by the strain on the mill exerts a strain on the saw which is greatest on the toothed edge, because the remainder of the saw has been given more tension or expansion. In the process of sawing there is added to the above longitudinal strain on the saw, a lateral strain, due to the feed of the timber to the saw, and this feed must be directly proportioned to the excess of strain in the toothed edge over the remainder of saw, or the saw will not cut to a line. The sawyer must so direct the feed that this lateral strain of the saw in the cut shall not exceed the longitudinal strain of the cutting edge, or in other words, must vary the feed according to the size and clearness of the stock being sawed. It will also be apparent that the prevention of cracks, or the preservation of the life of the saw, must depend very largely upon the avoidance of all unnecessary strains upon the saw, whether longitudinal or lateral.

A band saw running on a mechanically straight line is much more efficient than one running on an irresponsible wave line. When the saw is properly tensioned, if you apply a straight edge to the back of saw, longitudinally, the saw shows convex, and if applied to side of saw it will show flat all along the blade. Place the saw upon the mill under the strain and it becomes a straight belt of steel, with the toothed edge so tight that it is supposed to cut a line. It doesn't always do it, however, as many a lumber pile testifies.

The exercise of care each day and the close examination of the saw as it comes off the mill marks the successful filer. The special work each time may be little, but it is the "stitch in time." It means an ultimate saving of time and of saws. Look for the tight spots. Make sure the tooth side is not convex. So doing, the work of fitting is reduced to a minimum, unless you strike iron or stone, or have a saw pulled off the wheels.

Band saws are bound to stretch on the toothed edge, and when so stretched are likely to crack. In testing the edges lay the saw flat on leveling bench, test the back with straight edge, and if a hollow spot is found, use the round face hammer, or the rolls, along the section thus requiring expansion, having regard to not taking out the tension, which you will do if you work along the edge without going into the body of the saw. If you use a hammer, use it so as to avoid any marks or indentations. Have the back of the saw touch the straight edge throughout, or better still, have the back full or convex. Thus the tooth edge, being the shortest edge, when subjected to strain is drawn tight or straight and passes through the cut on a line, whereas, if longer than the back edge, it would tend to wave or kink, thus causing a constant vibration of the blade.



EXPANDING THE BACK EDGE.

In applying the straight edge, mark only the highest spots, being careful to mark directly on these lumps. A straight edge, in testing tension, should not be rocked or leaned, but applied as nearly square as possible. A north or east light is best, and light should strike saw from but one direction.

The tension in a circular saw is like the tire on a wagon, it holds and steadies the inner portions. It is somewhat similar in the case of a band saw. The reason why the back edge may be slightly longer than the front is that the strain of the weights on mill, and the friction arising from the saw in cut, which is 50% or more greater on the front edge than on the back, causes heat which expands the blade to a certain degree, and more on front than back. If this difference in length of the two edges is made equal to the expansion of the saw in operation, then the saw will cut to a line and with no tendency to crack. But if you get the back too long, so that the expansion of the toothed edge cannot compensate for this, then the front will crack, as it cannot stretch enough. If you could examine the saw in operation at full speed, you would find little or no tension apparent, because the heat draws the tension and makes an even strain on the full blade. Both filer and sawyer have to do with the preservation of tension. The sawyer should see that the guide is neither too tight nor too loose after each changing. The guide must be in perfect line with the carriage or feed roller. Sometimes a chip falls between the guide and the saw and wedges in so tightly that it cannot be removed until saw is brought to a standstill. Before this can be done the saw will be in bad condition. The tension is out and it may be cracked or spoiled entirely. — From catalogue of Baldwin, Tuthill & Bolton, Grand Rapids, Mich.

## FORESTRY IN NORTH AMERICA.

A RECENT issue of the Journal of the Canadian Bankers' Association contains a carefully compiled article by Mr. John Bertram entitled "The Forestry Question in North America." At the outset reference is made to the evil consequences of deforesting, and to the growing appreciation in late years of the necessity of perpetuating our forest wealth. The steps taken by the United States in this direction are outlined. As showing the rapidity with which the State of Michigan was denuded of its forests of white pine, it is stated that the cut of timber increased from 788,318,000 feet in 1878 to 1,413,631,089 feet in 1890, and decreased to 513,585,289 feet in 1896, of which 265,234,314 was from Canadian logs. In the Dominion of Canada the forestry movement is said to be steadily growing, and the Ontario government is commended for its system of fire ranging. Figures are given showing the rate of growth of young pine. Germany has a system of forestry, and the net revenue from the crown forests, after paying all expenses (which were over 50 per cent. of the net product) was, in 1893, $1.33 per acre. The concluding paragraph reads as follows:

"Canadians are still unable to grasp the significance of their heritage. They have, north of the height of land in Ontario and Quebec, a still unbroken wilderness covered mainly with spruce fit for the saw and pulp mill. As the world's supply of sawn lumber and pulp wood decreases, the shores of the Hudson Bay and Labrador will resound with the hum of machinery, and the world's supply of spruce timber will be sent forth from that northern country; and as spruce reproduces itself quickly, it will, with good judgment and the institution of a proper forestry policy, forever remain a mine of wealth to the country."

One of the busiest mills along the river last season was that of Smalleys & Woodworth, of Bay City, Mich. The band saw was started on day work February 24, and ran uninterruptedly until December 1, while night work was begun March 20 and kept up until the close of the season. Steady employment was furnished to 75 men. The total cut was 22,500,000 feet.

## IMPORTS AND EXPORTS OF FOREST PRODUCTS.

ACCORDING to the trade and navigation returns of the Dominion for the year ended 30th June, 1897, there were imported into Canada during that period forest products to the value of $2,032,554. This was made up as follows: Pitch pine lumber, $162,906; timber, squared or sided, $357,132; timber, hewn or sawed, and used for spars and in building wharves, $11,548; sawed boards, planks, deals, etc., undressed or dressed on one side only, $331,937; cherry, chestnut, gunwood, hickory and whitewood, $156,833; oak, $329,540; mahogany, $15,566; ship timber and ship planking, $1,139; walnut, $44,550; Spanish cedar, $15,596; white ash, $2,914; African teak, black heart ebony, red cedar, etc., $4,614; redwood, $1,229; rosewood, $895; amaranth, $69; box wood, $3; spruce clapboards, $923; pine clapboards, $252; lath, $7,461; pickets and palings, $252; logs and round unmanufactured timber, not elsewhere provided for, $189,577; fence posts and railroad ties, $91,409; ivory nuts, $9,458; hubs for wheels, posts, wagon blocks, rough or hewn, $4,309; hickory spokes, $60,366; hickory sawn to shape for spokes of wheels, $7,814; felloes of hickory wood, rough sawn to shape only and not planed, $29,600; hickory billets, $10; handle, heading, stave and shingle bolts, $1,721; oak and hemlock bark, etc., $67,390; corkwood, $12,106; shingles, $39,910; staves, $25,245; sawdust, $1,619; wood for fuel, $28,406; wood of the persimmon and dog wood trees, $495; wood manufactured, $5,971.

For the same period the exports of forest products from Canada reached in value $31,432,294, of which lumber represented a value of $23,871,010, square timber $2,394,113, shooks $80,636, poles $61,232, and logs $2,126,102, the balance being made up of miscellaneous articles. The value of the different classes was as follows: Pine deals, $3,313,357; spruce and other deals, $7,094,485; deal ends, $637,103; planks and boards, $10,832,185; battens, $24,594; laths, $471,341; palings, $8,403; pickets, $35,532; joists, $23,531; scantling, $414,443; standard staves, $94,906; other staves and headings, $604,525; other lumber not elsewhere specified, $317,415; square timber, white pine, $1,352,669; red pine, $52,439; oak, $540,288; elm, $170,689; birch, $194,080; ash, $41,991; maple, $3,280; all other square timber, $38,677; pine logs, $1,832,352; spruce, $107,073; elm, $77,978; hemlock, $13,790; oak, $4,066; cedar logs for shingle bolts, $4,280; all other logs, $90,843; shingles, $1,201,562; posts, $54,537; shingle bolts, $623; sleepers and railroad ties, $229,780; stave bolts, $38,634; box shooks, $56,435; other shooks, $24,201; telegraph poles, $40,038; hop and hoop poles, $4,568; other poles, $16,626; match blocks, $37,584; piling, $72,850; masts and spars, $2,926; basswood lumber, $41,656; hickory lumber, $1,718; firewood, $173,921; bark for tanning, $112,154; knees and futtocks, $8,972; pulpwood, $711,152; ashes, $101,757; other articles of the forest, $104,105.

The following figures show the distribution of some of the chief articles of export: Pine deals—Great Britain, value $3,309,450; Belgium, $1,944; United States, $881; France, $597; Brazil, $485. Spruce and other deals—Great Britain, $6,513,224; United States, $315,746; France, $117,482; Spain, $45,810; Newfoundland, $3,735; Argentine Republic, $32,479; Brazil, $30,142; Australia, $11,050; British Africa, $7,457; Sweden and Norway, $6,190; Holland, $5,750; Portugal, $4,180; Germany, $726; Belgium, $429; British Guiana, $85. Planks and boards—United States, $8,612,283; Great Britain, $961,357; Argentine Republic, $399,709; Australia, $164,163; British West Indies, $107,801; Danish West Indies, $7,054; South West Indies, $92,982; China, $96,628; Chili, $56,054; British Africa, $42,054; Peru, $31,458; Japan, $41,551; Spanish possessions in Africa, $30,291; Uruguay, $23,857; Portuguese possessions in Africa, $28,594; France, $27,758; Belgium, $96,628; St. Piere, $17,670; Gibraltar, $17,468; Madeira, $13,691; Brazil, $12,105; British Guina, $11,265; Newfoundland, $10,382; United States of Colombia, $1,839; Spain, $526; Hong Kong, $1,441; Hayti, $575; Germany, $334; Holland, $90; Mexico, $62. Deal ends were exported to Great Britain to the value of $628,110; laths to the United States to the value of $465,658; shingles to the United States, $1,184,279; box shooks to Great Britain, $35,715, and to the United States, $16,412; pulp wood to the United States, $677,221, and to Great Britain, $33,931.

SHIPPING TIMBER AT BURRARD INLET, B. C.

## BOX SHOOKS FOR ITALY.

UNITED States consuls in the fruit districts of the Mediterranean have called attention to the market there for American box shooks for making lemon and orange boxes. There is no opening there for the boxes themselves for obvious reasons, but for the shooks, properly made and packed, there should be a large field, says the Lumber Trades Journal.

The fruit packers and exporters make their own boxes at a cost, it is said, of about 12 cents for whole and 7 cents for half boxes. The shooks are now brought mostly from Austria and Calabria. It seems that the requirements are for a stiff, strong end and sides, and a flexible, somewhat pliable top and bottom. This could be secured probably by furnishing a sawn piece for the former and a knife-cut veneer for the latter. Such shooks as have been brought from this country heretofore have not been altogether satisfactory, owing to their not filling the above requirements, besides not being of tough enough material. As they have mostly come from New England they were probably of soft pine or spruce. Our Southern box woods ought to be an ideal material.

They should be packed in packages of ten boxes each. The standard dimensions are as follows: 160 oranges—26.77 inches long, 14.37 inches wide and 11.02 deep; 200 oranges—27.16 inches long, 13.78 wide, and 10.24 deep; 300 small oranges—26.77 inches long, 14.17 wide and 11.02 deep.

Any concern wishing to cultivate this trade would do well to prepare a few sample packages made up according to the preceding sizes and requirements and forward them for inspection and examination. Our consul at Catania names two dealers there as among the most prominent, Guiseppe Fazio and G. Scalia Chines. These men would without doubt be glad to receive correspondence and samples and would be able to furnish other information.

## EXCELSIOR.

EXCELSIOR was first made in the United States thirty-five or forty years ago, according to Wood and Iron. The present output amounts to thousands of tons annually, and its use is constantly increasing. The usual commercial package of excelsior is a bale weighing 250 pounds. At wholesale it sells at $16 to $40 a ton. Excelsior is extensively used for packing purposes, in the manufacture of bedding, and in various other upholstery uses. It is also largely used for filtering purposes, and has various other uses. Excelsior is now extensively manufactured in Germany and France, where it is called wood wool. The wood used in the manufacture in those countries is brought from Norway and Sweden.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

C. H. MORTIMER
PUBLISHER

CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

### *TO VISITING LUMBERMEN.*

*Lumbermen visiting Toronto are invited to use the office of the CANADA LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way they may desire.*

## RETAIN THE HOME MARKET.

WHAT can be accomplished by united effort was shown by the success achieved by the lumbermen of Ontario in securing the prohibition of the export of saw-logs. This was a question affecting only the western portion of Ontario, and the interest therein was confined to a small percentage of the lumbermen of the Dominion, except in so far as the legislation might incur retaliation the same as an export duty, and thus increase the import duty on lumber. A matter having a wider interest is that of an import duty on lumber coming into Canada. This directly affects the whole Dominion, but British Columbia, Manitoba and Ontario in particular, as these provinces are made the dumping ground for low grade American stock, which is sold below the actual cost of manufacture.

The lumbermen of the Dominion should unite to secure the passage by the Dominion government at the present session of an act imposing an import duty on United States lumber. While the present tariff arrangements are in vogue, it would seem impossible to advance one sound argument against such a duty. Indeed, there is every reason to believe that such a measure will shortly be introduced in parliament, and that it will receive the support of both political parties.

In replying to the speech from the throne, Mr. George Bertram, M.P., of Toronto, alluded to the matter in such a way as to raise a strong hope in the breasts of lumbermen. Dwelling on the necessity of making some changes in the tariff to meet new conditions that had arisen, he said:

"Take, for instance, the duty on lumber. We know that the tariff was revised last session, but American lumber is admitted to this country still as it was before, free of duty, while Canadian lumber which was formerly admitted into the United States free of duty, is now dutiable. In the discussion that went on it was impossible to regard the log and the lumber duties otherwise than as interdependent and affecting one another, and it is most reasonable that the legislation of the United States on this subject of the lumber duties should be regarded in deciding upon the legislation upon that subject for Canada. This question has been before the public for a considerable number of years. At present, while American lumber comes free into Canada, there is a duty of $2 per thousand on lumber going into the United States. Thus a new condition has arisen, and, while I do not say that a duty should be imposed upon American lumber coming into this country, I do say that, new conditions having arisen, the government will be bound seriously to consider the question in the light of those new conditions and decide the problems that are thus raised so as to promote the best interests of the country at large."

From this expression of sentiment the belief might fairly be extracted that the government are alive to the necessity of taking action. It behooves those interested, however, to bring all possible pressure to bear upon the members of parliament to secure the desired end; no opportunity should be lost of making the situation thoroughly understood.

At a meeting of Ontario lumbermen held in Toronto last fall, a resolution was passed favoring an import duty. The British Columbia manufacturers have also fallen into line, and are working vigorously to secure the co-operation of lumbermen throughout the Dominion. At the annual meeting of the Western Retail Lumbermen's Association held at Winnipeg last month, reference was made to the quantity of cull lumber imported from the United States, much of which was said to be simply rubbish, but which found sale with the farmers owing to its cheapness. In each of these provinces the local industries are suffering from the unfair competition; they are shut out of the United States market, and must compete with foreign manufacturers for the local trade of their own vicinity.

There can be but one result of the present conditions, namely, the removal of Canadian mills to the United States, where they will be in a position to supply both the United States and Canadian trade. Already one British Columbia manufacturer has taken this step, and others will be compelled to take similar action unless given some protection. This is certainly not in the interests of the commerce of the couutry, and should not be permitted by the government. It can only result in depopulation and the enriching of the republic to the south by some of our best and most desirable residents—business men whose establishments afford employment for a large number of workmen, and which, in many instances, were the nucleus of towns and villages in which they are located. With the prospect of a revival of commercial prosperity, by all means let this injustice to our lumber manufacturers be removed.

## ONTARIO LUMBERMEN'S ASSOCIATION.

AT the session of the Ontario legislature which recently adjourned, by far the most important question discussed was the timber policy of the province. The measure finally introduced in the House was in accord with the views of the opposition, and the accusation was made that the government had stolen the policy of their opponents. The Premier, in response, pointed out that the credit of formulating the policy was due to the lumbermen themselves, who had met together and framed a line of action, which was submitted to the government. Here is a practical illustration of the benefits to be derived by organization. It shows the actual necessity of having a live association of lumbermen to battle with questions affecting in a general way the lumber trade, similar to the one for which legislation has just been passed. That there exists a strong feeling in favor of reviving the existing association in Ontario into greater activity or forming a new one is quite evident. A Georgian Bay manufacturer, in a letter to THE LUMBERMAN, says: "We think the formation of an active lumber association would promote the interests of both pine and hardwood lumber manufacturers, and also improve prices." This is the view held by many others, but there appears to be a disinclination to take the initiatory steps. Those in favor of the formation of an association are asked to state their views through the columns of this journal, and make suggestions for the successful working of the same. Let there be a hearty response to this invitation.

Since the above was written we learn that the annual meeting of the Lumbermen's Association of Ontario is announced to take place in Toronto, in accordance with the constitution, on February 28th. Circumstances being unfavorable to the holding of the meeting on that date, it is proposed to meet pro forma and adjourn until Tuesday, the 22nd of March, at the same time and place. At this meeting it is hoped to infuse new life into the Association, and to endeavor to make it of greater benefit to its members, and to the lumber trade in general. Further announcements will probably be made after the formal meeting on the 28th of February. It is probable that the question of forming a hardwood section will be considered. The pine and hardwood manufacturers represent two distinct industries, and it would seem almost necessary that two separate branches be organized, one to represent the pine manufacturers and the other the hardwood trade. All lumbermen who are desirous of seeing such an association organized, and willing to identify themselves with it, should be present on the 22nd of March.

## WEST INDIA TRADE.

MESSRS. J. A. Chipman & Co., commission merchants, of Halifax, N. S., have done much towards the extension of Canadian trade with the West Indies. To them is due the credit of a large portion of the business which our manufacturers have secured, and while the United States still holds the bulk of the trade, it is believed that

the efforts which are now being made will soon result in a preference being given to Canadian manufacturers. Messrs. Chipman & Company announce that they are now establishing in every part of the West Indies touched by our Canadian steamers, brokerage or commission agencies, to work up an exchange trade in merchandise between Canada and those countries. These agencies will impart information regarding the products of Canada, give cost at point of manufacture, rail and ocean rates of freight, address of manufacturers, etc. Wherever possible samples will also be exhibited, and arrangements made with the persons in charge to handle goods on commission. We have received a copy of the agreement which Messrs. Chipman & Company are entering into with the representatives of these agencies, one clause of which provides that they shall promote the trade as far as possible by seeking orders from importers, such orders to be collated and forwarded, by cable or otherwise, either direct to manufacturers or to Messrs. Chipman & Company. The promoters of this trade are desirous of securing the co-operation of Canadian manufacturers. Those who are catering for foreign trade are asked to communicate with the above mentioned firm, who will gladly furnish such information as is required.

Already Canada is doing a considerable trade in lumber with the West Indies, but this is capable of expansion, while furniture, woodenware, machinery, etc., may find a market there. Nevertheless, the business can only be secured by persistent effort on the part of our manufacturers, as the business with United States houses has become established, and the regular steamship line from New York affords reliable transit.

## EDITORIAL NOTES.

It is the evident intention of the Dominion government that Canada shall be properly represented at the Paris Exposition. According to reports from Ottawa, the sum of $50,000 will be placed in the estimates for the purpose of making a display of Canadian products, and out of a total of 800,000 square feet allotted to Great Britain and the colonies, Canada has applied for 60,000 square feet. It is the duty of our manufacturers to assist the government as far as possible in preparing a creditable exhibit. In the matter of a forestry exhibit, it is none too early to commence preparations. The results obtained will certainly be more satisfactory if ample time is allowed for preparation.

Should the present agitation result in securing the building of railways in various parts of the Dominion, it will prove of great benefit in developing the lumber industry. It is rumored that the construction of a railway from Winnipeg to a Canadian port on Lake Superior is about to be undertaken. This, for instance, will provide a competing line with the C.P.R., which has heretofore held a monopoly of the trade of this territory, and in all probability secure such a reduction in rates as would permit our Georgian Bay manufacturers to supply the lumber demand of the Northwest, which under present circumstances goes largely into the hands of the Minnesota manufacturers. In developing the timber resources of Ontario the proposed James Bay railway will be of inestimable value. There are thousands of miles of pine and spruce timber which would be made easily accessible to Toronto by the building of this road. One estimate places the amount at seventy-five billion feet, which is perhaps a little beyond the mark. Toronto, in turn, would be benefitted by the development of these timber resources and the increased demand for supplies which would result. Two of the largest mills in the province are located at Whitney and Cache Bay, the owners of which are said to be strong advocates of direct rail connection with Toronto, where supplies can be purchased on favorable terms, and where another outlet would be afforded for their lumber.

Many lumbermen in Western Ontario will look back upon the year 1897 as one which marked the beginning of a new era of business. Particulars furnished for our annual review contain the information that several mills made their first cut for the British market. The general experience is that the business was much more satisfactory than the United States trade. The stock was sold and inspected at the mill, and the possibility of any misunderstanding as to grading thus removed. Usually the entire production for this market is sold to one dealer, which is a further advantage. The larger the share of the British trade that can be secured by Canadians, the less dependent our lumbermen will be upon our southern neighbors.

## POWER AND TRANSMISSION KINKS.

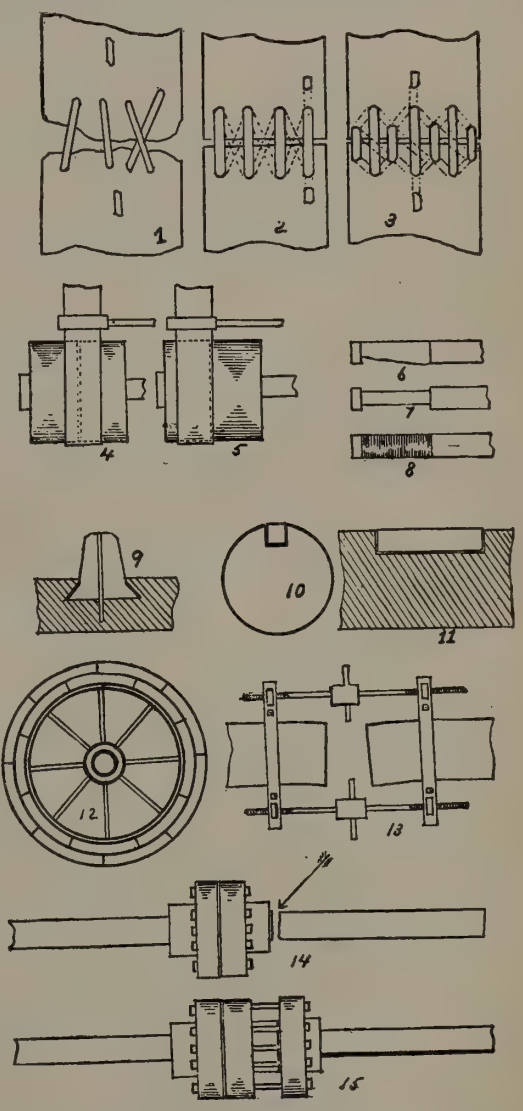
In order to get the most out of any power transmission, the belting and all mechanical parts must be run to best advantage. If belted with a loosely laced belt like that shown in Fig. 1, the system will not run well, as the splice, being open, will slip upon the pulleys. The samples given in Figs. 2 and 3 show the plan of procedure which may be followed by the crosses on the back which are represented by the dotted lines. By thus making good, substantial unions that draw the butts of the belt together evenly and securely, less trouble will be had regarding the driving mechanism.

Do not run the belt too tight, as it will strain the bearings, cause friction, and consequently there will be loss of power. If too loose it will be likely to slip on the pulleys and cause loss of time as well as uneven work. It should be slack enough to be readily transferred from the tight to the loose pulley without excessive strain on the shipper. I have often found a machine doing poor work owing to the belt shipper being set as in Fig. 4, in which the belt runs only partly on the tight pulley. Set it to run clear over on the pulley as in Fig. 5.

When a shaft it worn down as shown in Fig. 6, take it to the shop and turn it down like Fig. 7, then wind with steel wire as represented in Fig. 8, and a fairly good job will result.

When a cog breaks off of a gear, shape a new cog and dovetail it in, in the manner shown in Fig. 9, and insert a steel pin to prevent the cog from working sidewise. When a bearing throws oil in a place where it is desired that no drippings shall fall, cut a key-way in the centre of the bearing, about half the width of the box, and put in a felt pad as shown in Figs. 10 and 11; the pad absorbs the oily matter.

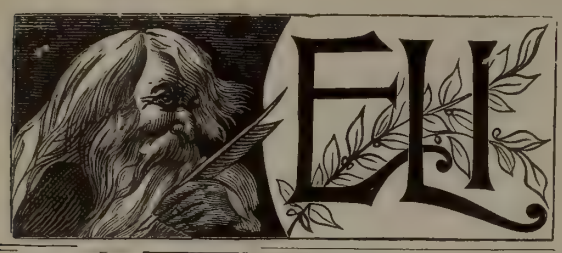
A lag pulley with wood is shown in Fig. 12, by bolting on sections of pieces cut to correct size to form a smooth surfacing. On the surface put a cement composed of two pounds of black pitch, two pounds glue, one pound linseed oil. I have often travelled far to some mill or shop in response to a call from the proprietor, who has written to the makers of his new machines to the effect that the same do not work right, and upon arrival at the factory have discovered the cause, not in the machines themselves, but through some defect of setting up or starting. The pulleys, for instance, are sometimes the whole source of the trouble through being too small. The builders of the machines cannot tell just what size pulley to furnish always, consequently the selection of the driving pulley often falls to someone at the mill. High speed is the aim nowadays, and yet pulleys of but six or seven inches too small in diameter are frequently used to drive machines. This has many bad effects on both machine and belt. If the pulleys were larger in diameter, the results would be




much better. The writer has often proved this to manufacturers by lagging up the driving pulleys on the shaft in the manner shown.

A good belt tightener for large belts is shown in Fig. 13, consisting of the two double end bolts at either side, arranged in the ordinary way, but threaded right and left, so that when turning the centre pivots, both ends of the belt are drawn toward each other simultaneously.

A shaft recently broke short off near a coupling, as shown in sample 14. We desired to run the mill until Saturday night, and as the shaft would not bear shortening, we put another coupling on the broken end, keyed it firmly, and inserted bolts clear through from the former couplings, as shown in Fig. 15, and the mill was kept running.—Power and Transmission.



In earlier days many a snug little fortune was made by speculation in timber limits, but of late years few turn-overs have netted more than a fair interest on the investment. Andrew McCormack, of Ottawa, however, has just closed a deal by which he realizes more than five times the original investment. Here are the particulars: About ten years ago the Rathbun Company purchased the Little Hiboux timber berth, near Desert, for the sum of $4,000. Without cutting any timber from the limit, this company sold it in 1893 to Mr. McCormack, for $11,000. In the winter of 1895-6 Mr. McCormack took therefrom 3,000 pieces of square and waney timber, valued at $25,000, and a few days ago sold the limit to Maclaren & McLaurin, of East Templeman, for $38,000. This sum added to the $25,000 gives a total of $63,000 realized from the property, which, after deducting a fair interest on the original investment, represents a profit of over 500 per cent.—certainly not a bad speculation.

* * *

A visitor to Toronto recently was Mr. Angus B. McInnes, superintendent for Booth & Gordon, of Sudbury, Ont. Mr. McInnes tells me that the firm are removing their mill from Sudbury to Raeside, where it is being fitted up with some improved machinery, the intention being to manufacture almost exclusively for the British market. Their specialty will be red pine, which they believe has a future more promising than the past. Their limits are situated adjacent to Raeside, and contain sufficient timber for from five to ten year's operations. Referring to the work in the woods, Mr. McInnes said there was a superabundance of snow, which made it difficult to get good roads for hauling and also interfered with cutting. Asked if the cutting was not over for the season, he replied that it was being carried on later than usual. One firm in the vicinity that was cutting logs for export to Michigan had put in some extra camps on the first of February, a very unusual occurrence, and one which seemed somewhat strange in view of the unfavorable logging conditions. It is possible that an awakening to the fact that the legislation passed by the Ontario government is certain to be carried into effect is responsible for the decision of this firm to increase the season's production. There are some who still have a faint hope that the Dominion government will disallow the bill.

* * *

Birch lumber was the subject of a short conversation with a lumber dealer the other day. His remarks, in part, I give to lumbermen, who may find therein something of profit. "Throughout the country," he said, "I find a scarcity of inch birch, and cannot obtain the necessary stock to fill orders. I will take 250,000 feet of inch and inch and a quarter for spring shipment, provided the stock is right. Manufacturers make a great mistake in cutting birch; they do not appear to study the requirements of the market. They will find it to their advantage to cut a greater quantity of thin lumber, averaging from one inch to one and one-half inch, and as much of it as possible over ten inches in width. Many manufacturers slab the logs so narrow that the stock is not marketable; they have pursued this method year after year, because by doing so they may get an extra board out of the log. But there is any amount of narrow stock both in the United States and Canada, for which there is little demand. It should be borne in mind that according to New York inspection, firsts call for 66⅔ per cent. of stock to be eight inches and up in width. Another mistake made by mill men is in cutting too many thicknesses. Manufacturers getting out only a small quantity of stock should cut it all to the same thickness." The lesson to be learned from the above is that mill men should give greater attention to studying the requirements of the market. Lumber that was in demand five years ago may to-day be little asked for. The demand for specialties is as true of lumber as of any other commodity.

* * *

The following story is vouched for by Mr. C. H. May, until recently connected with the Chemainus Lumber and Manufacturing Company, of Chemainus, B. C.: Up at a little place on Queen Charlotte sound called Takush Harbor, an English syndicate decided to build a saw mill to get out yellow cedar, of which there is quite a large body in that vicinity. You know British Columbia is full of sons of English lords, sent out to make their way in the world, or "pensioned," as the case may be. The "pensioners" are in many cases wild boys in need of reformation, but there are also quite a number of able and industrious men among them, who honestly are endeavoring to carve out their own way. Of course they bring their customs and habits with them, and are amusing enough to Americans and native Canadians. Well, the syndicate decided to send out a young Englishman to assume the position of mill superintendent. The young man, of course, hadn't the remotest idea of the hardships he had to undergo, nor did he know a thing about the saw mill business. I happened to be on the steamer that took the mill crew and the superintendent up to the mill. The superintendent had a large quantity of baggage and a valet. The idea of a mill man having a valet naturally struck the mill crew as something exceedingly rich, and all sorts of remarks were made. In the afternoon of the first day the superintendent decided to take a nap on deck, and calling on his valet said, "Hi, there, me man; bring me a rug, aye say!" The valet brought the rug and the superintendent proceeded to enjoy his nap. Being near the smokestack, it was not long before soot began to fall, and in half an hour the sleeper's face was black. In the meanwhile the valet had secured a rug, and, seeking another portion of the deck, was soon wrapped in slumber. One particularly large speck of soot settled on the superintendent's nose, and awaking he sought to brush the same away. Of course this served only to spread the soot and his face was as black as a negro's. Noticing that his hands were black, he reached for a hand-bag, and taking therefrom a mirror saw what the trouble was. He then set up a yell for the valet, who came rushing to the spot in haste. The superintendent requested him to get some water, and while laying on his back the valet carefully bathed his face, amid the laughter of the mill hands, who had congregated near the spot. Well, when Takush Harbor was reached it was found that no quarters had been prepared for man and valet, and they were forced to take up their quarters in a hastily made hut. Of course the mill hands told the mill wrights about the superintendent, and when next morning the valet came down to the office to warm his master's shoes and stockings he was unmercifully guyed. The superintendent stood all sorts of jokes for one month (there was only one steamer a month), when he returned to England.

## CORRESPONDENCE

Letters are invited from our readers on matters of practical and timely interest to the lumber trades. To secure insertion all communications must be accompanied with name and address of writer, not necessarily for publication. The publisher will not hold himself responsible for opinions of correspondents.

### CANADIAN TRADE AND THE DINGLEY BILL.

VANCOUVER, B. C., Feb. 11th, 1898.

To the Editor of the CANADA LUMBERMAN:

DEAR SIR: I notice that in the "News" column of your February number you say: "James McNair, of the Hastings Shingle Mfg. Co'y, Vancouver, B.C., has removed to Whatcom, Wash., having obtained possession of the Cooper mill in that city. Mr. McNair hopes to thus retain his extensive American trade." Now, this is putting it pretty nearly correct so far as it goes, but in case we may be misunderstood as to our Canadian trade with our present and would-be customers, you might add that, by having a shingle plant, we will be enabled to take care of our Canadian as well as our American trade; for, as there is NO duty on lumber or shingles coming into Canada, and we have a fine wall on the American side, where timber is cheaper, we can handle the Canadian trade splendidly for some time yet, no doubt, as our Parliamentary representatives in Canada are too slow for our American neighbors.

By being in Washington and manufacturing for both sides there, we can be right "in it." We must say, however, that Canada is doing a very wrong thing not to encourage those infant industries in British Columbia.

I enclose a clipping of what the Americans think of the Dingley Bill. It may be of some use to you if you are in favor of getting Canadian rights.

Yours very truly,

JAMES A. MCNAIR.

The clipping referred to by Mr. McNair is taken from the Whatcom, Wash., Reveille, and reads as follows:

THE DINGLEY BILL.

James McNair, a member of the Hastings Mill Shingle Co., of Vancouver, B. C., has an operating claim on the Cooper shingle mill at Goshen and has secured much valuable timber in that vicinity, and will run the mill at high pressure when he commences, which will be soon. Mr. McNair is a member of one of the best shingle firms on the Canadian side, a firm that had a trade in shingles established in the Eastern States. The Dingley bill duty of 30 cents per thousand shut them out from competition with American mills, and the result is that they come over on the American side and pay American workmen wages to be spent in supporting American homes and American tradesmen, and in paying American taxes to support American schools and courts and institutions. The Dingley bill is all right in that direction.

In a series of articles dealing with the immediate problems which concern the great powers of the world now appearing in the American Monthly Review of Reviews, Mr. W. T. Stead writes for the February number a paper on "British Problems and Politics for 1898." This is a candid piece of criticism, all the more interesting to the non-English reader because of its strictly British point of view.

"Eight Routes to the Klondyke" is the title of an up-to-date hand-book issued by the Colonist Printing and Publishing Company, of Winnipeg, giving the latest information about the various routes by which the famous Yukon gold fields may be reached. It contains full descriptions of the different routes, together with tables of distances, cost of outfits, a map of the routes, etc. Copies may be had from the publishers for 25 cents each.

## LUMBER DRYING BY THE "MOIST AIR" PROCESS.

The artificial drying of lumber is a subject which is attracting more attention now than ever from the woodworker. It is well, too, that it should, for it is the foundation really of successful work in cabinet making, house furnishing, etc.

Until within a comparatively short period it was considered necessary to allow all forest products to become seasoned by exposure to the atmosphere. This is an age, however, in which the workings of nature are altogether too slow for progressive manufacturers, and the woodworker has been forced to resort to artificial means to get his material in working condition within a reasonable time.

The art of drying lumber, shingles, staves and other forest products artificially has also undergone many changes in the past few years, as the result of experience gained by the dry-kiln manufacturer and the user as well, and, in consequence, lots of beautifully constructed theories have been ruthlessly demolished, as improvements in one system were superseded by greater ones in another. The direct heat, the hot blast, the dry air, the cold air process, and others, have all had their advocates and upholders.

The system of drying in a moist heat, as now perfected and employed only in the Standard kiln, is claimed by the manufacturers to have been found by practice under all possible conditions to meet every requirement in the broad field of drying.

This principle of drying is a progressive one; the first stage being preparatory, which consists of subjecting the material to the action of a body of evenly heated damp air, the exact temperature and degree of humidity being dependent upon the kind of material to be dried. The purpose of this treatment is to soften the surface and prevent case-hardening; to open the pores and start the drying from the center, outward. As the material is moved through the kiln the

Fig. 1.

temperature and comparative dryness of the air increases, and the drying is completed in the highest temperature, which is found at the discharging end of kiln.

While it is now claimed to be an established fact that all kinds of forest products are most successfully seasoned in a moist heat, it is equally true that the degree of heat and percentage of humidity must be varied to suit the particular kind to be dried, hence the importance of a system that is susceptible of perfect regulation.

The construction of the Standard kiln is such that the heated air may be charged to any degree of humidity desired before it is discharged from the kiln; in fact, it is within the province of the operator by simply manipulating the steam valve, cold air and moisture dampers, to get any combination of drying influences necessary to suit the product to be dried, and after once adjusted no further attention is required than to properly load kiln and keep up the steam supply.

The elements of drying are under perfect control. This makes it possible to get just the combination of drying influences best suited to dry the particular kind of stock to be dried, in the least time possible, consistent with thorough, uniform and perfect drying. This kiln is used with the

Fig. 2.

best of success in drying all varieties of hard and soft wood lumber, including cypress and oak; also shingles and tight and slack barrel cooperage stock—in fact, everything that comes under the category of forest products.

Another advantage claimed for the Standard kiln is, that it is not subjected in any way to fire from its own heat. The bottom of the kiln below the heating surface is always cool, and the kiln proper, as well as the material, being dried, is constantly kept damp by the automatic regulation and detention of the moisture, so it can be truthfuly said that the kiln is of itself absolutely fireproof.

The equipment furnished for this kiln is, too, of the highest possible grade. A special grade of pipe is used conclusively in the construction of the heating apparatus, and an indestructible, easy moving channel steel roller bearing car is furnished in place of the old-fashioned wood frame affairs. The kiln is built in all sizes, to suit requirements, either progressive or apartment types, and for endwise, crosswise or edge piling.

Attention is called to the engravings shown herewith. Fig. 1 shows an interior view of a four track endwise piling kiln from the discharging end, and gives a good idea of the arrangement of the heating apparatus.

Fig. 2 shows view of same kiln from receiving end, and illustrates the novel arrangement and

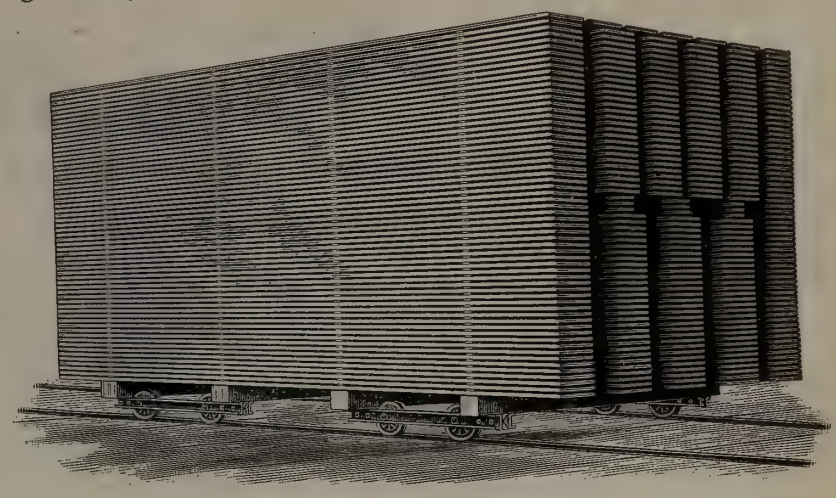


Fig. 3.

construction of the moist air flues, through which the moisture ladened air is carried off.

Fig. 3 illustrates a channel steel roller bearing car loaded with lumber, endwise.

In conclusion it might be stated that the Standard kiln has been before the public for eleven years; it is used in the United States, Dominion of Canada, and other countries, by many of the largest and most representative concerns.

A 125 page catalogue, which illustrates and describes very fully the Standard kiln, equipment and moist air system of drying, and which also contains many photographic views of plants erected and testimonial letters from users, will be sent to anyone interested on application to the Standard Dry Kiln Co., Indianapolis, Ind.

## NOVEL LOGGING RAILWAY.

Messrs. R. Richardson & Son, of Bedford, Nova Scotia, have recently constructed a somewhat novel railway for hauling logs to their mill, which they describe as follows:

The railroad is constructed of hardwood and spruce poles, about 6 inches diameter on an average and 20 to 25 feet long, and a few cross ties about 5 feet apart. The ends of the poles lap on a level, the butt end of pole lapping on top and towards the terminus. As the trolley is loaded when coming to the landing, the poles must be made to suit the way the load goes. The trolley is made of two pairs of wheels, cast hollow, or with a double flange; they are about 24 inches diameter and 9 inches face. There is a heavy bunk made on each axle, and these are connected by a tongue made in two pieces and lapped in the centre with a bolt through, and a piece of rope tied loosely around to prevent the tongue having too much play. There is also a swinging bunk on top of the heavy bunks on the axles, so as to allow the trolley to play easily on the curves under the load. We can bring, with two horses, over a rough piece of land on this track, about 1½ cords of hardwood, which means a good double team load on a good road. The track can be made on rough land. While to make a waggon road it would cost several hundred dollars per mile, we can build this road for less than one hundred dollars a mile.

# THE RETAILER AND Wood-Worker

## ANNUAL MEETING OF THE WESTERN RETAIL LUMBERMEN'S ASSOCIATION.

THE Western Retail Lumbermen's Association, of Manitoba and the Northwest Territories, held its seventh annual convention in the city of Winnipeg on Wednesday, February 9th. The chair was occupied by the president, Mr. T. A. Cuddy, of Minnedosa. On account of a slight railway accident the vice-president, Mr. J. B. Mather, of Glenboro, was unable to reach the city in time to attend the meeting. There were present about 70 members, including the following honorary members of the Association: G. A. Graham, of Graham, Horne & Co., Fort William; D. C. Cameron, of the Rat Portage Lumber Co.; R. A. Mather, of the Keewatin Lumber Co.; D. Ross, of Whitemouth, Man.

In his opening address the president congratulated the members on the improvement in business during the past year, and the bright outlook for 1898. Reference was also made to some of the difficulties which they had been obliged to contend with during the year. The statement of the secretary showed that an increase of four in the membership had been made during the year, the total now being 164.

Mr. Black opened an informal discussion as to the value of the Association to its members. The opinion was almost unanimous that the Association had accomplished much good. It was pointed out, however, that the rules had in many instances been violated, to the detriment of the the Association. It was agreed that if the rules and by-laws were more rigidly carried out, the value of the Association would be greatly increased.

MR. J. B. MATHER,
President-elect Western Retail Lumbermen's Association.

The manufacturers were then called upon to address the meeting, each one declaring himself to be in entire sympathy with the Association. Reference was made to the quantity of lumber imported from the United States, nearly all of which was of very poor quality, and sold to farmers at a low price. The feeling appeared to be that the home industries should be given the preference, which was stated to be the only way to build up the country and advance the general prosperity of the community. It was shown that lumber was being sold throughout the province on a very small margin of profit, much smaller than is usually secured in other lines of business.

The election of officer was next proceeded with. Mr. J. B. Mather, of Glenboro, who last year served as vice-president, was elected president by acclamation. Mr. H. Byrnes, of Winnipeg, was chosen vice-president, also without a contest. Directors were elected as follows: D. E. Sprague, Winnipeg; R. H. O'Hara, Brandon; E. C. Jackson, Rapid City; D. McMillan, Morden; A. L. Campbell, Melita; G. Miller, Virden.

An interesting discussion followed on the existing lien law of Manitoba. It was decided that the new directors should interview the government upon the subject, and endeavor to secure the passage at the forthcoming session of parliament of a law which would be more satisfactory.

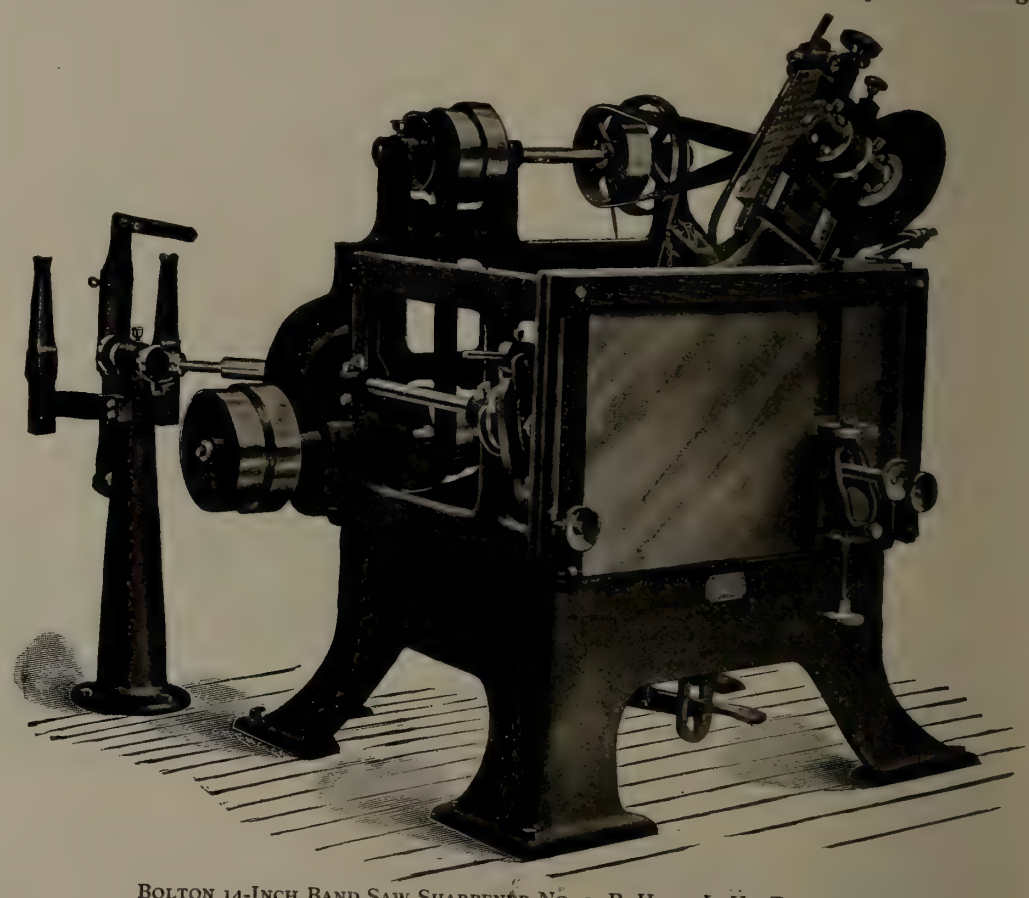
The question of fire insurance for retail lumbermen was discussed at some length. It was stated that the Northwestern Retail Lumbermen's Association, of Minneapolis, covering the states to the south of Manitoba, had established an insurance feature, by which they secured insurance at half the price formerly paid. A suggestion to unite with the Northwestern Association for insurance purposes was not received with favor. The feeling, however, seemed to be in favor of some system of insurance for lumbermen in connection with the Association. A resolution was passed instructing the Executive Committee to take immediate action to investigate the matter and to formulate some plan of fire insurance, the members to be notified of the decision arrived at by the Executive at as early a date as possible. The meeting then adjourned.

The Executive Committee held a brief session on the following day. Mr. John Dick, of Winnipeg, was re-elected secretary, and his salary increased to $1,000 per year, in order that he might devote his entire time to the affairs of the Association.

## BOLTON 14 INCH BAND SHARPENER.

THE attention of band saw operators is called to the Bolton sharpener, illustrated, for which the manufacturers claim many features of excellence in contruction and operation found in no other machines. The following are essential features:

1. Exceptional weight and strength, freedom from vibration, machine tool construction.
2. Boxes long and heavy, slides with large wearing surfaces hand scraped to bearings.



BOLTON 14-INCH BAND SAW SHARPENER NO. 1, R. H. OR L. H., FRONT VIEW.

3. Micrometer feed finger, with quick return and positive stop.
4. Inclination of emery wheel, anything from 0 to 45 degrees, 3 speeds for wheel, exhauster for dust.
5. Universal back pawl device, connected to machine with universal shaft.
6. Universal form for producing any desired shape of tooth.
7. Rotating form to prevent burning or case-hardening at point or in gullet.
8. Clamping wheel to prevent lifting of saws having teeth with extreme hook.
9. Two slides in the head, one to carry the emery wheel up and down, the other to take up the wear of the wheel.
10. Capacity for saws 4 to 14 inches wide.

For front and back views of the machine, together with detailed descriptions of the above features and numerous others, address the makers, Baldwin, Tuthill & Bolton, Grand Rapids, Mich., for a copy of their 200 page book on saw fitting machinery and the care of saws.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.*

VOL. IV. TORONTO, ONT., FEBRUARY 23, 1898 No. 6.



## CANADA LUMBERMAN

PUBLISHED BY

C. H. MORTIMER

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING,
MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.



LUMBERMAN'S

VEST-POCKET

INSPECTION BOOK

Containing Rules for the Inspection and Measuring of Pine and Hardwood Lumber in the leading markets of Canada and the United States. Embracing also many useful tables and calculations of everyday service to lumbermen.

*Prepared by the Editor of the "Canada Lumberman."*

Toronto, Canada
C H. MORTIMER, Publisher
1895

THE above is a fac simile of the title page of the latest and most complete Lumber and Inspection Book published.

We shall be pleased to send you a copy on receipt of four 3 cent Canadian postage stamps

THE CANADA LUMBERMAN,
*Toronto, Canada*


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type; 12 lines make one inch. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

FOR SALE.

SAW MILL AND STAVE MACHINERY, WITH stock of logs, principally elm. THOS. ROBINSON, Newbury, Ont.

WANTED.

BUYERS FOR ELECTRIC AND STEAM cedar railway ties, poles, squares, posts and shingles. N. D. SEAMAN, Owen Sound.

DRY LUMBER WANTED.

HARD MAPLE AND BIRCH, 3½" OR 4". State quantity, quality, place and shipping station. MASSEY-HARRIS CO., Limited, Toronto, Ont.

TO MILL MEN.

HAVE YOU ANY STOCK WHICH YOU WISH to sell? If so, make the fact known to probable buyers by placing an advertisement in this department. Address, CANADA LUMBERMAN, Toronto.

WANTED.

BASSWOOD LUMBER, 1", 1½" AND 2" FIRSTS and seconds, for delivery during the winter and coming season of navigation. We are open to purchase narrow basswood and shorts 1 1/16" thick when straight-grained and white. Address, THE RATHBUN COMPANY, Deseronto, Ont.

FOR SALE.

AT MONKLAND STATION, C.P.R., 35 M FT. 4/4 and 4 M ft 12/4 dry hard maple. At Lancaster, on G.T.R., or boat, 4 M ft. 8/4 and 100 M ft. 4/4 dry brown ash; all log run, mill culls strictly out. Will sell cheap for cash. MCARTHUR & SON, South Lancaster, Ont.

## CURRENT TRADE CONDITIONS.

### ONTARIO.

The trade returns of the Dominion for the seven months ended January 31st last show a large increase both in imports and exports, than which no better proof of the improved commercial conditions of the country can be found. While lumber has been a small factor in recent exports, owing to navigation being closed, the early spring will no doubt witness a revival of shipping to European countries and a moderate trade with the United States. The eastern market is now short of grades of white pine suitable for box making, which is resulting in spruce being substituted in some instances. Throughout Ontario there is a large amount of prospective building. Retail dealers are already experiencing a demand for building material, and in turn are placing orders for such stock as is in light supply. Present indications justify the prediction that the year will be characterized by a large local consumption of timber for railway work, bridges, harbor improvements, etc. In another column is recorded a sale of over 1,000,000 feet for the new interprovincial bridge at Ottawa. The season is certainly opening favorably for local trade, while the outlook for the export business is not particularly gloomy. As the winter advances the scarcity of dry hardwoods becomes more pronounced. Soft elm leads in point of demand, but as no stocks of any account are available, trade is necessarily restricted. This lumber seems to be growing in favor, and must command a still higher price in the near future. Ash is also firm and frequently asked for.

### QUEBEC AND NEW BRUNSWICK.

Representatives of Quebec houses now in Great Britain are said to have succeeded in placing some contracts at figures which compare favorably with those obtained last year. While spruce generally is weaker, it has not affected the St. Lawrence production in the same measure as that of New Brunswick, and to some extent the stock is finding sale in the usual channels. Last week two vessels sailed from St. John with lumber, one for Barbadoes and the other for Buenos Ayres. About one million feet was also shipped to Great Britain per regular liners. At the present time there is no buying, and quotations cannot be given.

### UNITED STATES.

An advance in the price of corn, produced in immense quantities in the middle and western states, has further increased the prosperity of that section of country. Farmers are disposing of their holdings, and this is putting in circulation much money which will prove of great benefit to the lumber trade. The movement of lumber is gradually swelling, and dry stocks are being bought up quite freely. Slightly higher prices are ruling, although no substantial advance has as yet been made. The eastern market does not exhibit the same activity as the west. This, however, might be expected, as the improvement invariably commences with the farming community and extends to the manufacturing districts. The feeling throughout the east is very hopeful. Dealers report a number of inquiries for stock, particularly from the box factories and for railway construction. A noticeable feature is the increasing demand for spruce for box making, which has probably resulted from the higher prices asked for white pine and the scarcity of the same. Holders of stock are also firm in their demands, and show no anxiety to sell unless at the prices asked. Eastern dealers have been purchasing lightly for spring shipment, and the next few weeks is likely to develop some large contracts. New York, Albany and Philadelphia reports announce a strong demand for hardwoods. There is a vast amount of car building being done, and every prospect of a large requirement for the spring trade. A marking up of prices is therefore talked of.

### FOREIGN.

The consumption of wood goods continues steady in the British markets, and so far as this branch of the trade is concerned, no complaints are heard. The weather is conducive to outside work, and more than the average volume of building is in progress. The demand thus created is gradually reducing the heavy stocks which were held at some of the ports, particularly at London, and is also brightening the outlook for spring goods to arrive. Importers are buying a little more freely, but agents are still experiencing difficulty in placing any large contracts for ordinary lines of goods. On the east coast the most active buying is reported. There red pine and spruce are being sold where Baltic goods were formerly used, owing to the high price of the latter. It is understood that nearly 20,000 standards, principally of 2 and 2½ × 6 and 6½, have been placed at 6£ 15s c.i.f. to the east coast of England, and also in Holland, Belgium and Germany. While values are not weakening, no effort has been made to secure an advance, in the face of heavy stocks of spruce available for spring shipment. There is a firmer tone of the market reported from Australia.

## STOCKS AND PRICES.

### CANADA.

The R. Laidlaw Co., Toronto, are in the market for one and one-half inch hard maple.

The city of Winnipeg has accepted the tender of T. E. Robinson for the annual supply of lumber.

The city of Brockville, Ont., will shortly invite tenders for the annual supply of lumber required by the corporation.

The Gilmour Co. expect to start their Canoe Lake mill about May 1st. The cut of next season will probably reach 60,000,000 feet. They now have twelve camps at work on their limits.

A dispatch from St. Martins, N. B., dated February 14th, says: The past week an immense quantity of deals and piling has been hauled to the wharves here, ready for shipment early in the spring. It is estimated that the cut this winter will amount to about eight million feet.

Mr. A. F. Bury Austin, of Montreal, has secured the contract to supply all the dimension timber, of white pine and hemlock, for both the understructure and bridge flooring of the new interprovincial

bridge that is now being built at Ottawa, to cross the Ottawa river at Nepean's Point. The material must be delivered by the 15th of March next. The contract will require over 1,000,000 feet.

The city of Hamilton, Ont., have awarded the contract for the annual supply of lumber to W. J. McAllister, at $12.63 per thousand.

FOREIGN.

A noticeable feature of the New York market is the shortage in both white and North Carolina pine box lumber.

The Erie railway has let contracts for the building of new docks at Buffalo, for which 1,700,000 feet of timber will be required.

At Buffalo there is a fair enquiry for box lumber, culls and shingles, but the higher grades of pine find very little sale. Although prices have not advanced, there is said to be a firmer tendency.

An advance of 50 cents has been made in the Minneapolis market on dimension and No. 2 and No. 3 boards. On March 1st it is expected that a further advance will be announced. The demand for shingles is better than at the same time last year.

At Tonawanda a little more activity is reported in cutting up stock and mouldings and better. Barn boards are moving readily. Box lumber is in fair demand, and promiscuous widths are growing scarce, so that before navigation opens there is likely to be a still further stiffening in values.

Concerning the Buffalo hardwood market, the Northwestern Lumberman says: There is considerable effort on the part of hardwood dealers to get in a good stock before the season opens, especially as so many of the best selling woods are not plenty, and there is a general expectation of higher prices before long. Some dealers report that they are selling very little outside of oak, especially since cypress became so dull and elm ran short.

Fine common and the better grades of shelving are in short supply at Albany. The list of stock on hand in that market gives 350,000 feet of dressing, of which only a small proportion is No. 1 grade. There is about the same quantity of box strips, which are in fair demand, particularly narrow box. Spruce is scarce, especially 1¼ x 9 in., the price of which has advanced nearly three dollars per thousand since October last. In shingles, pickets and lath there is little doing.

The following figures show the value of wood and manufactures thereof exported from Canada to the United States for the last four months of the years 1896 and 1897:

| | 1896. | 1897. |
|---|---|---|
| September | $1,961,899 | $1,010,208 |
| October | 1,639,707 | 1,053,525 |
| November | 1,600,504 | 969,434 |
| December | 952,893 | 770,438 |
| Total | $6,155,003 | $3,803,605 |

It must be remembered, however, that very large stocks were shipped to the United States during the spring of 1897, in order to escape the duty imposed by the Dingley Bill. This accounts in a large measure for the variation in the figures given above.

Churchill & Sims, London, Eng., say of the London market: Pine deals have been sold freely in London during January without much further weakening of the market, but at prices which ought to have been better from the shipper's point of view. There is no great reason why they should be even one point down here, as they never fully shared in the enhanced value of foreign deals during 1897. Spruce deals have been in capital demand throughout the month, but have been kept at almost the lowest level of the previous month by the weight of the stock to be disposed of. Oak, birch, elm, ash and white pine timber have been uniformly neglected, and the month ends with even lower current rates for them than in December.

Referring to the results of a public sale held by Churchill & Sims, London, Eng., the Timber Trades Journal says: The Oregon pine planks went from 11d to 1s 2d per cubic foot, at which price we should imagine shippers would not be anxious to repeat consignments unless they can get some assistance in reduced freights. This was, however, only a balance of a cargo, the remainder of it being sold on contract, and it is to be hoped shippers made their money out of that portion. The St. Thomas spruce of Price Brothers' shipment brought £8 10s and £9 for the 3 x 9 in., which, although reading low, is as good as could be expected considering the large quantity brought on the market last fall. The "Hazelmoor" Quebec pine 3rds went at £9, which again seems cheap, but the bulk of them were bought by one shrewd buyer who had probably had a look at them before, and knew exactly what he was buying.

## THE AUSTRALIAN MARKET.

Fraser & Co., of Melbourne, Aus., in their monthly report of 13th January, say:

But little alteration has been experienced in the general conditions of the market since the issue of our last report on the 16th ultimo. The holidays customary at the season of the year having meanwhile intervened, operations have, therefore, been protracted; but since business has been resumed in the new year, there have been indications shown to enter into dealings of more importance, though buyers have been desirous to secure some concessions upon existing rates, which importers in most instances have been unwilling to entertain, owing to the advanced costs of shipments lately to hand and shortly arriving, and to the fact of still further increased figures being named at export centers, both in the f.o b. and freight quotations for nearly every description of timber which is shipped to this market. In the course of the next few weeks, when business fixtures will likely be of a more general character in the whole colony, the necessity of purchasing, at least at current rates, will be more fully recognized, as there is but little prospect of present values declining, while, for reasons just stated, there is more probability of higher prices being manifested in the near future. The difficulty of obtaining tonnage for this port is now most pronounced, owing to the impossibility of procuring back loading from here for some time to come, and this factor alone must have the effect of enhancing timber values at no distant date, and so enable importers to obtain something over covering costs for their ventures, which, in many importations during the past year they were scarcely able to secure.

## WINNIPEG LUMBER PRICES.

Winnipeg dealers have as yet made no changes in lumber quotations, although it is expected that an advance will shortly be decided upon. The following are the retail prices:

Dimension and Timber—No. 1 2x4 to 2x12, 12, 14 and 16 ft., $18.50; 18 ft., $19.50; 20 ft., $20.50; 22 ft., $21.50; 24 feet, $22.50; 3 x 6 to 3 x 12, 4 x 4 to 4 x 12, 6 x 6 to 6 x 12 and 8 x 8, 12, 14 and 16 ft., $20; 18 ft., $21; 20 ft., $22; 22 ft., $23; 24 ft., $24; 8 x 10 to 12 x 12, 12, 14 and 16 ft., $22; 18ft., $23; 20 ft., $24; 22 ft., $25; 24 ft., $26; 2 x 4, 10 ft., $20.50; 2 x 6 to 2 x 12, 10 ft., $18. No. 2 dimension, $2 less than No. 1. Dimension, 26, 28 and 30 ft., $26. Timber, 26, 28 and 30 ft., $28. $1 per M. advance on each inch over 12 inches in depth and width. Tamarac dimension same price as pine. Spruce dimension at $2 per M. less than pine. Cull plank, all widths at $12 per M. B. C. fir dimension up to 32 feet at $30 per M., 32 to 40 feet, $33. 40 to 60 feet $36. $1 per M. extra for each 2 in. over 12 in. in width or depth.

Boards—1st common red pine, $25, 2nd common, $18, 3rd common, $16. No. 1 cull, $12, No. 2 cull, $8; spruce, $16.00. $1.00 per M. extra for stock boards. $2 per M. less for 10 ft. and under. No. 1 box boards, 14 in. and up, $30, No. 2 box boards, 14 in. and up, $26. Extra dressing $1.50 per M.

Siding, Flooring and Ceiling—2nd, 4, 5 and 6 inch, white pine $36; 3rd, 4, 5 and 6 inch white pine, $28; 1st and 2nd, 4, 5 and 6 inch red pine, $30; 3rd, 4, 5 and 6 inch red pine, $25; 4th, 4, 5 and 6 inch, red and white, $20; B. C. No. 1 fir, $32; B. C. No 2 fir, $29; B. C. No 3 fir, $26; B. C. spruce, $32; 4, 5 and 6 inch spruce, native, $20; 8 and 10 inch pine, $23; No. 1 cedar siding and ceiling, $36; No. 2 cedar siding and ceiling, $30; ½ inch cedar or fir siding and ceiling, $26. $1 per M. advance for dressing both sides.

Bevel Siding—No. 1 white pine, $26; No. 2 red and white, $23.

Shiplap—Pine, 6 inch, $18, 8 and 10 inch, $20; spruce, 8 and 10 inch, $19, 6 inch, $18; cull shiplap, $16.

Shingles—B. C. cedar, per M., No. 1, $2.50, No. 2 $2; B. C. cedar dimension shingles, $4; B. C. cedar dimension band sawed, $5; No. 1 pine, per M., $2.50, No. 2, $2, No. 3. $1.75.

Lath—Pine lath per M., $3.

Finishings—1¼, 1½ and 2 inch—White pine, 1st and 2nd clear, $65; 3rd clear, $55; selects, $45; shops, $36; red pine, clear, $40; selects, $32; B. C. cedar clear, $55; B. C. fir, clear and stepping, $45; $5 per M. advance on 2½ inch and thicker. One inch—White pine, 1st and 2nd clear, $60; 3rd clear, $48; selects, No. 1, $38; selects, No. 2 (extra 1st com.) $30; red pine, clear, $40; selects, $30; B. C. cedar, clear, $55.

Oak—Red and White—¼ sawed, $85; 1st and 2nd, $55 to $65; common, $40.

Mouldings and Base—Parting strips, 100 feet lineal, 60c.; lattice, ½ x 1½, 100 feet lineal, 75c., ½ x 1¾, 100 feet lineal, 85c.; window and door stop, 1⅛ inch lineal, $1.25; ditto, 2 inch lineal, $1.50; ¼ round and ⅞ cove, 75c.; 1½ round mould, $1.50; 2 round mould, $1.75; 2½ round mould, $2; 3 round mould, $2.25; 3½ round mould, $2.50; 4 round mould, $2.75; 4½ round mould, $3; 5 round mould, $3.25; 6 round mould, $4; 5 round window stool, 1¼, $4.50; 6 round window stool, 1½, $5.25; 4 round casings, $2.50; 5 round casings, $2.75; 6 round casings, $3.25; 8 round base, $4.50; 10 round base, $5.50; 12 round base, $7; hand rail, 2 x 4, $5; wainscot. cap, 2¼ inch, $2.35; 3 inch, $2.75; paper mould, 75c. Moulding made from 1¼ stock add 25 per cent.; 1½ add 50 per cent. Hardwood mouldings or mouldings to detail at special prices. All shop work at special net prices.

## SHIPPING MATTERS.

The steamer Simonside has been chartered to load deals at St. John, N.B., for Hull, Eng., at 42s 6d.

The ship Asia has been chartered to carry lumber from Boston to Buenos Ayres at $8 per thousand feet.

The steamer Barcelona is loading a cargo of pulp wood, spars and deals at Halifax, N.S., for Liverpool.

The following charters are reported: Ship Asia, Boston to Buenos Ayres, lumber, $8; Keewaydin, Jacksonville to Barbados, lumber, $5.50; bark Madeline, Yarmouth, N. S., to Buenos Ayres.

## FIRES.

Heffler & Webber's shingle and saw mill at Sackville, N.B., was burned recently. Loss $2,000; no insurance.

The saw mill of T. M. Reid at Cascades, Ont., was destroyed by fire last week, at a loss of $1,500. There was no insurance.

## BUSINESS NOTES.

Magruder & Noone have commenced in the lumber business at New York.

Poole & Hotchkiss, lumber dealers, Buffalo, N. Y., have dissolved partnership.

J. P. Williams & Co., of New York City, have been incorporated, with a capital stock of $25,000.

The Rome Planing Mill Co., at Rome, N. Y., has been incorporated, with a capital stock of $20,000.

The planing mill and lumber yards of Blythe & Co., at Monongahela, Pa., are reported to have been seized by the sheriff. The assets are placed at $50,000.

The Eastman Lumber Co., of Eastman, Que., has been dissolved L. D. Phelps retiring. The business will be conducted by the remaining partners under the old style.

The Moore Lumber Company, of Detroit, has filed notice that its property has been sold at private sale, the proceeds distributed among the stockholders, all claims paid, and the business wound up.—Lumberman's Review.

## THE DEMAND FOR FURNITURE WOODS.

From the standpoint of demand, the hardwood business is in a strong position. The Timberman says that the most activity of demand is found in the furniture, agricultural implement, wagon and car factories. Moulding shops are having very fair business, considering that this is an off season with them. Particularly is this the case with picture frame moulding manufacturers. As far as house mouldings are concerned, the demand is increasing, and promises soon to be large.

The furniture business is a particularly interesting one just at this time. Reports are uniformly to the effect that the factories are well supplied with orders, and that practically all of them are running at full capacity. The principal furniture points in the west, like Grand Rapids, Chicago and Rockford, are blessed with numerous buyers, who are placing orders in a liberal way, which is in marked contrast to the condition of things for several years past. They are from all parts of the country—east, south and west. Running at their normal capacity, as they are, the furniture factories demand a large amount of material. Unfortunately for them and fortunately for hardwood manufacturers and dealers, their stocks are, for the most part, low.

A gentleman familiar with this branch of the trade, when asked in regard to the class of lumber that was going in furniture, said that in his opinion the consumption and consequently the purchase of furniture lumber was, as far as quantity is concerned, in relative importance as follows: Birch, oak, soft maple, soft elm, mahogany and ash.


Sieveking, Podmore & Co.
WOOD AGENTS
7 CROSBY SQUARE, LONDON
Cable Address: "Sieveking," London. Branch at LIVERPOOL.

JAS. G. CANE & CO.
WHOLESALE HARDWOOD LUMBER
35 Adelaide E., Toronto, Ont.
Send us full description and lowest price for any lumber you have for sale.

Telephone 5332 Established 1851
JOHN B. SMITH & SONS,
MANUFACTURERS OF
LUMBER Lath, Shingles, Doors, Sash, Blinds, Mouldings, Boxes, &c.
BILL LUMBER a Specialty
Cor. Strachan and Wellington Avenues, TORONTO.

MILLS
Having Brown Ash 12, 14 and 16 ft. firsts and seconds, inch Bass firsts and seconds 12 feet, or any othre Hardwood Lumber, can sell same for cash by addressing
H. D. WIGGIN
No 89 State St., BOSTON, MASS.
Inspection at mill.

JOHN MCKERGOW, President. W. K. GRAFFTEY, Managing Director.
THE MONTREAL LUMBER CO.
(Limited.)
WHOLESALE LUMBER
OTTAWA PINE A SPECIALTY
Office and Yard: 208 Guy Street,
Bell Telephone 8576. MONTREAL

FOR SALE
Coiled Elm Hoops For Sale. Standard sizes kept in stock ready to ship. Special sizes made to order on short notice. Write
FERGUSON BROS.,
Lumber and Hoop Manufacturers,
Lobo P.O., Ont.

Do You Use Mahogany?
If so don't buy until you have seen or inquired about our now famous . .
TABASCO MAHOGANY
Finest figured wood on the market; is hard and takes elegant finish. Brings highest prices in Europe, but we sell here about same prices as ordinary mahogany. Specially adapted for fine cabinet and interior finish . . . . . .
LAWRENCE & WIGGIN
Importers and Manufacturers BOSTON, MASS.

## LUMBER FREIGHT RATES.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse, $2.20 per M ft, (3,000 lbs. and under per M ft.); Ottawa to Montreal, 5 cents per 100 lbs.; Arnprior to Montreal, 7 cents; Parry Sound to Montreal, 12 cents per 100 lbs.; Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. Arnprior to New York, track delivery 17 cts. per 100 lbs., lightered 19 cts. per 100 lbs. Parry Sound, track, 20 cents, lightered, 22 cents per 100 lbs.; Ottawa to Boston, Portland and common points, local 15 cents; exports 13c. per 100 lbs.; Arnprior to Boston, Portland and common points, local 17 cents; export 15 cents per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cents per 100 lbs.; Ottawa to Burlington, 6 cents per 100 bs.; Ottawa to Albany, 10 cents per 100 lbs.; Arnprior to Albany, 12 cents per 100 lbs.; Parry Sound to Albany, 17 cents per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N. Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22½ cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

Lumber freight rates for pine on the Grand Trunk Railway, according to the tariff issued 15th February, 1897, will be found below. General instructions in shipping by Grand Trunk are embodied in these words in the schedule: Minimum we ght 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination. For instance, the rates from Orillia to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Gravenhurst to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, and the rates from Hanover or Hepworth would not be higher than from Wiarton to the same destination, but in no case are higher rates to be charged than as per mileage table published on page 15 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale Sundridge and South River, to Toronto, 8c.; Trout Creek, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 10c. The rates on hardwoods average about from 1c. per 100 lbs. higher than on pine and softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On spruce and balsam (partly seasoned) for pulp manufacture, the rate from Longford, Wiarton, Penetang, Coldwater, Waubaushene, Victoria Harbor, Haliburton, Kinmount, etc., to Toronto, is $2 20 per cord; and to Merriton and Thorold, $2.60; Katrine, Callendar, North Bay, etc., to same points, $2.45 and $2.60 respectively; Beeton, Allandale, Orillia, etc., $2.20 and $2.60. On green spruce and balsam the rate is 25 per cent. higher.

On the Canadian Pacific the rates on pine and soft woods may be illustrated as follows: Cache Bay, North Bay, Sturgeon Falls and Warren, to Toronto, 9c.; Algoma, Spragge, Massey, Spanish River and Whitefish to Toronto, 12c.; Ottawa to Toronto, 10c. From Ottawa, Hull, Aylmer and Duchesne Mills to station on the Lake Erie and Detroit River, Erie and Huron, and Michigan Cenrtal Railways, the rate is 14c. per 100 lbs. Regulations apply as to minimum size of car load of 30,000 lbs., and no advanced rate is charged for hardwoods.

Mr. Geo. A. Fowler, lumber agent for the C.P.R., at Ottawa, writes as follows under date of Nov. 17, 1897: The winter rates went into effect on the 15th inst., and in so far as lumber is concerned the only rates which are materially affected by the change are the rates to Montreal, Quebec and points taking same rate. During the summer season we have on seasoned soft wood lumber weighing not more than 3,000 lbs to the M ft. rates as follows to Montreal: From Ottawa $1.00 per M., excess over 3,000 lbs. to the M ft. to be charged for at 4 cents per 100 lbs.; from Arnprior, $1.50 per M, excess 6 cents per 100 lbs. The rates to Quebec during summer season are $2.00 per M ft., excess 8 cents per 100 lbs.; from Arnprior $2.50 per M, excess 10 cents per 100 lbs. The rates during the winter season, in effect from 15th inst., on all kinds of lumber to Montreal are, from Ottawa 5 cents per 100 lbs., from Arnprior 7 cents, and to Quebec from Ottawa 10 cents per 100 lbs., Arnprior, 12 cents; minimum carload, 30,000 lbs.

The rates to Boston and New England points, also all rail rates to New York and New York points, remain unchanged.


## CANADIAN EXPORTERS AND WHOLESALERS

THOS. MEANEY & CO.
103 Bay Street - TORONTO

WANT SOFT ELM COFFIN BOARDS,
For which they will pay $20 per M . . . . . Send for Particulars.

Huntsville Lumber Co., Limited
—: HUNTSVILLE, ONT. :—
MANUFACTURERS OF LUMBER LATH AND SHINGLES
WE are open to cut White Pine and Hemlock Bill Stuff. Have for Sale a Quantity of Dry Mill Stocks and Sidings, also 16 in. Pine Shingles and 4 ft. Lath 1½ in. wide.
CORRESPONDENCE SOLICITED

THE PEMBROKE LUMBER CO. LIMITED
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT.

Wm. Mason & Sons
Dimension Timber, Lath and Shingles, Dressed Lumber, Mouldings, Sash and Doors.
LUMBER
Correspondence Solicited. - OTTAWA, CANADA - P.O. Box 1020. 'Phone 135.

ROBERT WATT • WIARTON
MANUFACTURER AND WHOLESALE LUMBER
Pine Lath, Cedar, and Pine Shingles.
CORRESPONDENCE SOLICITED. HEMLOCK BILLS A SPECIALTY. Mills at Wiarton.

JAS. PLAYFAIR & CO.
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . .
MIDLAND, ONT.

A. & P. WHITE
Manufacturers of and Dealers in.....
Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.
A Large Quantity of Dry Lumber in Stock - PEMBROKE, ONT.

FOR Round or Sawn Cedar Timber or Lumber, Telephone Poles or Ties for Electric Roads, Hemlock Dimensions or Cedar Shingles, write—
J. E. MURPHY, Hepworth Station, Ont.

ONE DOLLAR
will pay your subscription to the weekly and monthly CANADA LUMBERMAN for
ONE YEAR

KILN-DRIED BIRCH FLOORING SHEETING .. and .. CEILING
Flooring from $12.00
Ceiling " 10.00
SAMPLES BY MAIL
KNIGHT BROTHERS CO.
Burk's Falls, Ont.

## FOREIGN EXPORTERS AND IMPORTERS

WE have a large bill of
RED OAK, ROCK ELM AND SOFT MAPLE
that we want sawed at once for delivery next Fall. Please write us if you have such logs and can take care of such a bill, and we will send particulars.
SCATCHERD & SON - 1053 Seneca Street, BUFFALO, N. Y.

JAMES SMITH & BRO. - 14 Canada Dock, LIVERPOOL
. . Wood Agents . .
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax, N.S.

SWAN-DONOGH LUMBER CO.
NORTH TONAWANDA, N. Y.
Buyers of..... SOFT ELM, ASH, BIRCH, MAPLE AND BASSWOOD LUMBER AND PINE AND CEDAR SHINGLES
Office: Lumber Exchange Building (first floor) Yard: Dodge's Dock

WRIGHT, GRAHAM & CO.
7 Royal Bank Place,
GLASGOW, SCOTLAND
WOOD BROKERS
Cable Address: "Brakridge," Glasgow.
Codes Used: Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of CANADIAN WHITE PINE AND SPRUCE, cut to all sizes—and all kinds of Hardwoods in Log Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

CANADA ATLANTIC RAILWAY
Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
R. A. CARTER, Contracting Agent, 115 Board Trade Montreal.
M. A. Overend, Ontario Agent, Union Station, Toronto.
Shortest and Quickest Route from
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PARRY SOUND and all points on Grand Trunk Ry. TO ... BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c
C. J SMITH, General Freight Agent, Ottawa, Ont.

Ottawa & New York Lumber Line
- - - BONDED LINE BETWEEN - - -
CANADIAN POINTS, NEW YORK CITY AND ALL POINTS REACHED BY WATER FROM ALBANY
CANADA ATLANTIC RAILWAY. DELAWARE & HUDSON CANAL CO. WILLIAMS' LINE.
J. H. Williams Agent
15 Lumber District, ALBANY, N. Y.
NEW YORK OFFICE, 93 Wall Street
Telephone 531 Broad.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

**BELTING**
Bowmanville Rubber Co., Bowmanville, Ont.
Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
McLaren, D. K., Montreal.
The Waterous Co., Brantford.

**BRASS CASTINGS**
Magnolia Metal Co., New York.

**DRY KILNS**
Standard Dry Kiln Co., Indianapolis, Ind.

**ELECTRICAL APPARATUS**
Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

**LUMBERMEN'S SUPPLIES**
Eckardt, H. P. & Co., Toronto.
Hamelin & Ayers, Lachute Mills, Que.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

**MACHINERY**
Baldwin, Tuthill & Bolton, Grand Rapids, Mich.
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston Ont.
Darling Bros., Montreal.
Mershon, W. B. & Co., Saginaw, Mich.
Northey Mfg. Co., Toronto, Ont.
Payette, P. & Co., Penetanguishene, Ont.
Sawyer & Massey Co., Ltd., Hamilton, Ont.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.
The Oxford Foundry & Machine Co., Oxford, N. S.
Wickes Bros., Saginaw, Mich.

**MAGNOLIA ANTI-FRICTION METAL**
Magnolia Metal Co., New York.

**PULP MACHINERY**
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.

**RAILROAD BRASSES**
Magnolia Metal Co., New York.

**RELAYING RAILS**
Gartshore, John, Toronto.

**SAW MANUFACTURERS**
Burns, E. R., Saw Co., Toronto, Ont.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.
The McMillan & Haynes Co., St. Catharines, Ont.
The James Robertson Co., Montreal, Que.

**PULLEYS**
Dodge Wood Split Pulley Co., Toronto, Ont.
The Dominion Leather Board Co., Montreal, Que.

**WHOLESALE LUMBER DEALERS**
Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

**MISCELLANEOUS**
Axes, Campbell Bros., St. John, N. B.
Bali Nozzle Co., The, Toronto, Ont.
Canadian Photo Engraving Bureau, Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Felts for Pulp Mills, Hamelin & Ayers, Lachute Mills, P.Q.
Illinois Central R.R.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Lumberman's Ready Reckoner, Brennan & Co., Sault St. Marie, Ont.
Machine Knives, Peter Hay, Galt, Ont.
Typewriters, The Williams Mfg. Co., Montreal, Que.
Turbines, Madison Williams, Port Ferry, Ont.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, February 23, 1898.

CAR OR CARGO LOTS.

| | | | |
|---|---|---|---|
| 1¼, 1½ and 2 inch cut up and better | $32 00 | $34 00 | |
| 2 inch picks and uppers | 34 00 | 36 00 | |
| 1x12 dressing and better, 60% 16 ft | 22 00 | 24 00 | |
| 1x10 fine dressing and better | 21 00 | 23 00 | |
| 1x10 and 12 Canadian dressing and better | 20 00 | 22 00 | |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 | |
| 1 1-4 in. cut up and better | 33 00 | 35 00 | |
| 1x10 and 12 mill run | 16 00 | 18 00 | |
| 1x10 and 12 common | 12 00 | 14 00 | |
| 1x10 and 12 mill culls | 9 00 | 10 00 | |
| 1 inch clear and picks | 28 00 | 30 00 | |
| 1 inch dressing and better | $20 00 | $22 00 | |
| 1 inch siding mill run | 14 00 | 15 00 | |
| 1 inch siding common | 11 00 | 12 00 | |
| 1 inch siding ship culls | 10 50 | 11 50 | |
| 1 inch siding mill culls | 8 50 | 9 00 | |
| Cull scantling | 8 00 | 9 00 | |
| 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 | |
| 1 inch strips, common | 11 00 | 12 00 | |
| 1 1-4 inch flooring | | 16 00 | |
| 1 1-2 inch flooring | | 16 00 | |
| XXX pine shingles, 16 inch | | 2 25 | |
| XX pine shingles 16inch | | 1 40 | |
| Lath, No. 1 | | 1 60 | |
| Lath No. 2 | | 1 30 | |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | |
|---|---|---|---|---|---|
| Ash, white, 1 to 2 in | $26 00 | $28 00 | Cherry 1 to 1½ | $50 00 | $60 00 |
| " " 2½ to 4 | 30 00 | 32 00 | " 2 " 4 | 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in | 17 00 | 19 00 | Elm, soft 1 " 1½ | 14 00 | 15 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in | 19 00 | 21 00 | " " 2 " 3 | 15 00 | 16 00 |
| Ash, M. R., 1 " | 15 00 | 18 00 | " rock 1 " 1¼ | 16 00 | 18 00 |
| Birch, 1 " | 18 00 | 20 00 | " " 1½ " 3 | 20 00 | 22 00 |
| " 1½ " | 20 00 | 23 00 | Hickory 1½ " 2 | 28 00 | 30 00 |
| " sqrs. 4x4 " 8 x 8 | 24 00 | 26 00 | Maple 1 " 1½ | 16 00 | 17 00 |
| Basswood, 1sts and 2nds, 1 to 1¼ in | 16 00 | 18 00 | " 2 " 4 | 17 00 | 18 00 |
| " 1½ " 2 | 19 00 | 20 00 | Oak, red, p'n 1 " 1½ | 26 00 | 30 00 |
| " m. r. 1 " 1¼ | 14 00 | 16 00 | " " " 4 | 29 00 | 32 00 |
| Butternut 1 " 1½ | 23 00 | 25 00 | " white " 1½ | 28 00 | 30 00 |
| " 2 " 3 | 25 00 | 28 00 | " " " 4 | 30 00 | 35 00 |
| Chestnut 1 " 2 | 24 00 | 2 00 | " quart'd " 2 | 46 00 | 50 00 |
| | | | Walnut 1 " 3 | 85 00 | 100 00 |
| | | | Whitewood 1 " 2 | 32 00 | 36 00 |

## OTTAWA, ONT.

OTTAWA, February 23, 1898.

| | | | | | |
|---|---|---|---|---|---|
| Pine, good sidings, per M feet, b.m | $29 00 | 37 00 | Pine, 8 s.c. and better stock | 11 00 | 12 50 |
| Pine, good strips | 23 00 | 30 00 | Pine, 8 s.c. sidings | 10 00 | 13 00 |
| Pine, good shorts | 16 00 | 25 00 | Pine, " strips | 8 00 | 10 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m | 15 00 | 20 00 | Pine, " shorts | 6 50 | 8 00 |
| | | | Pine, box culls | 9 00 | 10 00 |
| Pine, No. 1 dressing strips | 13 00 | 18 00 | Pine mill culls | 6 00 | 9 00 |
| Pine, No. 1 dressing shorts | 12 00 | 14 00 | Lath per M No. 1 | 90 | 1 20 |
| Pine, 10 s.c. and better stock | 12 00 | 13 00 | Lath per M No. 2 | 60 | 90 |
| | | | 1x10 No. 1 barn | | 18 00 |
| | | | 1x10 No. 2 " | 14 00 | 16 00 |
| | | | 1x8 & 9 No. 1 " | 15 00 | 17 00 |
| | | | 1x8 & 9 No. 2 " | 14 00 | 16 00 |

## QUEBEC, QUE.

QUEBEC, February 23, 1898.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Common and railroad, for interior and ordinary according to average, quality, etc., measured off | 21 @ | 24 |
| For 40 to 45 feet average, measured off | 26 | 29 |
| For good and good fair average, measured off | 29 | 33 |
| First class " " | 36 | 39 |
| In shipping order " " | 35 | 38 |
| First class Ottawa waney, 18 inch average | 35 | 37 |
| " " " 19 to 21 inch average | 38 | 40 |
| First class Michigan waney board, 18 inch average | 41 | 43 |
| " " " " 19 to 21 inch average | 44 | 46 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 28 |
| In shipping order, 35 to 45 feet " " | 38 | 40 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 28 | 34 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average an quality | 21 | 25 |
| To average 16 inch | 25 | 27 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 14 | 17 |
| 16 " " | 15 | 19 |
| 18 " " | 21 | 23 |

DEALS.

Bright spruce, according to mill specification, $40 to $43 for 1st, $26 to $28 for 2nd, $23 to $26 for 3rd, and $19 to $22 for 4th quality. F.O.B. batteau

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., February 23, 1898.

UPPERS AND SELECTS.

| | | | |
|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $44 00 | Selects, 1 in., 8 in. and up wide | $40 00 |
| 1¼, 1½ and 2 in. | 44 00 | 1¼, 1½ and 2 in. | 41 00 |
| 2½ and 3 in. | 53 00 | 2½ and 3 in. | 47 00 |
| 4 in. | 56 00 | 4 in. | 50 00 |

FINE COMMON.

| | | | |
|---|---|---|---|
| 1 in., 8 in. and up wide | 33 50 | 2½ and 3 in., 8 in. and up wide | 42 00 |
| 1¼, 1½ and 2 in. | 35 00 | 4 in. | 45 00 |

B FINE COMMON OR NO. 1 CUTTING.

| | | | |
|---|---|---|---|
| 1 in., 7 in. and up wide | 23 50 | 2½ and 3 in., 7 in. and up wide | 37 00 |
| 1¼, 1½ and 2 in. | 30 00 | 4 in. | 40 00 |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 34 00 | 1 in., 4, 5 and 7 in. wide | 32 00 |
| 6 in. wide | 36 00 | 6 in. wide | 36 00 |

FINE COMMON OR C.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 30 00 | 1 in., 6 in. wide | 33 00 |
| 1 in., 4, 5 in. wide | 29 00 | | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 24 00 | 1 in., 4, 5, 6 in. wide | 22 00 |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 in | 16 00 | 1¼ in., 4, 5 and 7 in. | 15 00 |
| 1 in., 6 in. | 17 00 | 1¼ in., 6 in. | 17 00 |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 | 1¼ in., 4 to 7 inch | 14 00 |
| 1 in., 6 inch | 14 00 | No. 3 Fencing, 1 in., 6 inch | 12 00 |

SHELVING.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 | No. 2, 1 in., 7 and 8 in. stocks | 19 00 |
| 1 in., 10 in. and up wide | 26 00 | 1 in., 10 in. stocks | 21 00 |
| 1 in., 12 in. stocks | 29 00 | 1 in., 12 in. stocks | 24 00 |
| 1 in., 12 in. and up wide | 30 00 | 1 in., 10 in. and up wide | 22 00 |
| 1¼ in. 1½ and 2 in., 8 in. and up wide | 29 00 | 1 in., 13 in. and up wide | 25 00 |

BARN BOARDS OR STOCKS.

| | | | |
|---|---|---|---|
| No. 1, 12 in. | 21 00 | No. 2, 9 in. | 13 50 |
| 10 in. | 16 50 | 8 and 7 in. | 13 50 |
| 9 in. | 16 00 | No. 3, 12 in. | 12 50 |
| 8 and 7 in. | 16 00 | 10 in. | 11 00 |
| No. 2, 12 in. | 16 00 | 9 in. | 11 00 |
| 10 in. | 14 00 | 8 in. | 11 00 |

SHIPPING CULLS OR BOX.

| | | | |
|---|---|---|---|
| 1 in., 4 and 5 in. wide | $9 00 | 1 in., 13 in. and up wide | $1 00 |
| 1 in., 6 in. wide | 9 50 | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 |
| 1 in., 7 in. wide and up | 9 50 | | |

SHAKY CLEAR.

| | | | |
|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9 in. wide | 18 00 | 1 in., 10 in. and up wide | 19 00 |
| 1 in., 6 in. wide | 20 00 | 1¼, 1½ and 2 in., 8 in. and up wide | 20 00 |

COFFIN BOARDS.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 13 in. and up | 22 00 | No. 1, mill culls | 8 00 |
| No. 2 | 17 00 | No. 2, or red horse | 6 50 |

TIMBER, JOIST AND SCANTLING.

| | | | |
|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16 ft. | $9 50 | Hemlock, 2x4 to 10, 12 to 16 feet | 7 50 |
| 18 ft. | 10 50 | 2x12 | 8 50 |
| 20 ft. | 11 50 | Add $1 to each additional 2ft. in length. | |
| 22 and 24 ft. | 12 50 | | |

SHINGLES, 18-IN.

| | | | |
|---|---|---|---|
| Country brands, XXXX | 2 75 | Standard brands, river made, XXXX | 3 00 |
| Clear Butts | 1 75 | Clear Butts | 2 00 |

WHITE PINE LATH.

| | | | |
|---|---|---|---|
| No. 1 | 1 60 | No. 2 | 1 10 |
| | | Hemlock | 1 00 |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., February 23, 1898.

WHITE PINE.

| | | | |
|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in. | $46 00 | 48 00 | No. 3, 1¼ & 1½ in | 15 00 | 17 00 |
| 2½ and 3 in. | 55 00 | 56 00 | Shelving No. 1, 2 in | 17 00 | 18 00 |
| 4 in. | 58 00 | 60 00 | 13 in. and up, 1 in | 32 00@34 | 00 |
| Selects, 1 in. | 41 00 | 42 00 | Dressing 1¼ in. | 27 00 | 30 00 |
| 1¼ to 2 in. | 42 00 | 43 00 | 1¼ x10 and 12 | 28 00 | 30 00 |
| 2½ and 3 in. | | 50 00 | 1½ in. | 28 00 | 30 00 |
| 4 in. | | 52 00 | 2 in. | 29 00 | 34 00 |
| Fine common, 1 in. | 35 00 | 36 00 | Mold st'ps, 1 to 2 in. | 33 00 | 30 00 |
| 1¼ and 1½ in. | 35 00 | 37 00 | Barn, No. 1, 10 and 12 in. | 22 00 | 23 00 |
| 2 in. | 36 00 | 38 00 | 6 and 8 in. | 18 00 | 19 00 |
| 3 in. | | 45 00 | No. 2, 10 and 12 in. | 16 00 | 15 00 |
| 4 in. | | 47 00 | No. 3, 10 and 12 in. | 13 00 | 12 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | 6 and 8 in. | 11 00 | 12 00 |
| 1¼ to 2 in. | 32 00 | 33 00 | Common, 1 in. | 15 00 | 16 00 |
| No. 2, 1 in. | | 16 00 | 1¼ and 1½ in. | 17 00 | 18 00 |
| No. 2, 1¼, & 1½ in | 22 00 | 25 00 | 2 in. | 18 00 | 20 00 |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 28 00 | 30 00 | 2½ to 4 in. | 34 00 | 38 00 |
| 1¼ to 2 in. | 30 00 | 32 00 | Strips | 17 00 | 18 00 |
| | | | Culls | 11 00 | 14 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 20 00 | 21 00 | Com. & good culls | 8 00 | 9 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 25 00 | 27 00 | 1st & 2nd, white, 6" & up | 16 00 | 17 00 |
| | | | Com & good culls | 8 00 | 9 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 16 00 | 18 00 | 1st & 2d, soft, 8 in. & up, | 14 00 | 16 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 14 00 | 16 00 | 1st & 2d, soft, 6in. & up, | 14 00 | 16 00 |

WHITE OAK.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, plain, 8 in. & up | 26 00 | 28 00 | Clear squares, 5x5 to 8x8 | | 38 00 |
| Good common | 16 00 | 17 00 | 1st & 2nd quartered, 6 in. up | 38 00 | 40 00 |
| Good culls | 10 00 | 11 00 | Common quartered | 24 00 | 26 00 |

RED OAK.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd | 26 00 | 28 00 | Quartered 1st & 2nd | 34 00 | 36 00 |
| Common | 16 00 | 17 00 | Common | 23 00 | 25 00 |
| Cull | 9 00 | 10 00 | | | |

## NEW YORK CITY.

NEW YORK, N. Y., February 23, 1898.

WHITE PINE TIMBER.

| | | | |
|---|---|---|---|
| Bridge timber | $28 00 @ | 40 00 | Building orders $27 00 @ 37 00 |
| Decking | 44 00 | 50 00 | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in. | 14 00 | 14 50 | 10 to 12 in. | 16 25 | 17 00 |
| 6 to 12 in. | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 to 12 in. | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | |
|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, 10 to 16 | | 25 00 |
| 1¼ to 2 in. | " " " " | | 26 00 |
| 1 inch, | " Soft Elm, " | | 19 00 |
| 1¼ in and thicker, | " " " | | 21 00 |
| 4/4 " " | Hard Maple, " | | 21 00 |
| " " " | Basswood, " | | 20 00 |
| " " " | Birch, " | | 23 00 |
| " " | Black Ash, Com. and Shipping Cull, M.C.O. | | 14 00 |
| " " | Soft Elm, " " " " | | 12 00 |
| " " | Hard Maple, " " " " | | 14 00 |
| " " | Basswood, " " " " | | 12 00 |
| " " | Birch, " " " " | | 14 00 |

## ALBANY, N.Y.

ALBANY, N. Y., February 23, 1898.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $52 | $55 | Dressing boards, narrow | $19 | $20 |
| 2½ in. | 52 | 55 | West India shipping boards | 15 | 16 |
| 1 to 2 in. | 45 | 48 | Box boards | 11 | 12 |
| 4 inch uppers | | 55 | 10-in. dressing and better | 26 | 35 |
| Selects, 2½ in. up | | 45 | 10-in. common | 13 | 15 |
| 1 to 2 in. | | 40 | 12-in. dressing and better | 26 | 35 |
| Fine common, 2½ in. and up | 40 | 42 | Common, 1x12 | 13 | 15 |
| 1 to 2 in. | 36 | 40 | No. 1 barn, 1x12 | 21 | 23 |
| No. 1 cut, 1 to 2 inch | 25 | 30 | 1x10 | 18 | 20 |
| No. 2 | 20 | 25 | 1x8 | 16 | 18 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 16 | 17 |
| No. 1 molding, 1 to 2 in. | 30 | 35 | 1x10 | 15 | 17 |
| No. 2 molding, 1 to 2 in. | 23 | 25 | 1x8 | 13 | 15 |
| Stained saps | | 20 | Shaky or star clear, 1 to 2 in. | 19 | 21 |
| Bracket plank | 30 | 35 | Dressing | 16 | 18 |
| Shelving boards, 12-in. up | 30 | 32 | Common | 11 | 15 |

LATH.

| | | | |
|---|---|---|---|
| Pine | $1 75 | Spruce | $1 75 |

SHINGLES.

| | | | |
|---|---|---|---|
| Sawed Pine, ex. XXXX | $3 90 | $4 10 | Bound butts, 6 x 18 $5 00 $5 25 |
| Clear butts | 2 75 | 3 00 | Hemlock 2 00 |
| Smooth, 6 x 18 | 4 50 | 4 75 | Spruce 2 00 |

## BOSTON, MASS.

BOSTON, February 23, 1898.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $11 50 | 12 00 | ¾ inch | $ 9 25 | $ 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 11-16 inch | 8 50 | 8 75 |
| Refuse | 13 00 | 13 25 | ⅝ inch | 8 00 | 8 25 |
| Outs | | 9 00 | Clapboards, sap ext. | 45 00 | 48 00 |
| Boxboards, 1 inch | 10 00 | 10 50 | Sap clear | 41 00 | 43 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, 2nd clear | 32 00 | 35 00 |
| | | | No. 1 | 23 00 | 25 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in. | $50 00 | @52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in. | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in. | 58 00 | 62 00 | 1¼, 1½ and 2 in. | 30 00 | 32 00 |
| Selects, 1 in. | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in. | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in. | 52 00 | 55 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in. | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in. | 24 00 | 38 00 |
| Fine common, 1 in. | 40 00 | 41 00 | Coffin boards | 19 00 | 22 00 |
| 1¼, 1½ and 2 in. | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in. | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 50 | 1 60 |
| Cedar, extra | 2 50 | 2 65 | Extra No. 1 | 1 25 | 1 35 |
| Clear | 2 10 | 2 25 | | | |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | | | By cargo | 1 80@ | 1 90 |
| By car | 1 80@ | 2 00 | | | |

## PRICES OF COOPERAGE STOCK.

| | F.o.b. Chatham | F.o.b. Wallaceburg |
|---|---|---|
| No. 1 28½ inch jointed elm staves, per net 1,000 | $5 00 | $5 00 |
| No. 1 30 " " " " " | 5 50 | 5 00 |
| No. 1 32 " " " " " | 5 25 | 5 50 |
| No. 1 24 " " " " " | 4 00 | 4 00 |
| No. 2 28½ " " " " " | 3 25 | 3 25 |
| No. 2 30 " " " " " | 3 25 | 3 25 |
| No. 2 32 " " " " " | 3 50 | 3 50 |
| No. 2 24 " " " " " | 2 25 | 2 00 |
| No. 1 14 in. to 15 in. kiln dried basswood heading, per set | 3 | 3 |
| No. 1 15 " 16 " " " " | 3¼ | 3¼ |
| No. 1 17⅞ " " " " " | 3¾ | 3¾ |
| No. 1 18 " 18¾ " " " | 4½ | 4½ |
| No. 1 19⅞ " " " " " | 4½ | 4¾ |
| No. 1 20½ " " " " " | 4¾ | 5 |
| Mill run heading ½ ct. per set less, No. 2 heading 1 ct. per set less. | | |
| No. 1 5½ ft. patent coiled elm hoops, per net 1,000 | 5 25 | 4 75 |
| No. 1 6 " " " " " | 5 50 | 5 25 |
| No. 1 6½ " " " " " | 6 00 | 5 65 |
| No. 2 hoops from 50cts. to $1.00 per thousand less. | | |
| No. 1 28½ in. jointed white ash staves, per net 1,000 | 6 50 | 7 00 |
| No. 2 28½ " " " " " | 3 00 | 3 50 |
| 34 in. to 35 in. kiln dried elm bbl. staves | 21 00 | 17 00 |
| No. 1 30 inch half barrel syrup staves | 18 00 | 16 00 |

## LEGAL DECISIONS OF INTEREST TO LUMBERMEN.

COCKBURN & SONS V. IMPERIAL LUMBER CO.—Judgment in action to enforce an award, tried at Barrie. The arbitrator assessed damages to plaintiff by reason of the detention of their logs on Deer creek during the driving season of 1896 by the act and neglect of the defendants. He allowed for general detention of logs $1,276, and for illegal detention under the lien asserted by defendants $100. The learned judge finds as a fact that the general detention and detention under the alleged lien were both during the months of April and May, and that what was done on the 1st June under the warrant referred to in the evidence was but a continuation of the assertion of the right of lien which defendants made. And that being so, it was referred to the arbitrator to determine a claim, dispute or difference arising under secs. 3 and 17 of R.S.O., 1887, ch. 121, and such claim was that defendants had not complied with the provision of the Act in not obstructing the floating and navigation unreasonably, and was also for damages under secs. 13 and 17 of the Act for wrongfully asserting a right of lien upon the logs. And what the arbitrator did was clearly within the scope of the reference, as provided for by the statute and as contained in the notices. Judgment for plaintiff for amount mentioned in award, and costs of the arbitration and award to be taxed, with interest and costs of the action.

REINSBOROUGH VS. GILL & SWEENEY.—This case was recently argued at Newcastle, N. B. It was an action brought by Charles Reinsborough, of Hardwicke, to recover from Thomas Gill and William Sweeney, of Barnaby River, the sum of $182 for driving logs on the Bay du Vin river in the spring of 1896, and $17 for balance due on a settlement. Messrs. Tweedie & Mitchell conducted the case for the plaintiff and Thos. W. Butler for the defendants. In the spring of 1896 Messrs. Gill & Sweeney had about two million logs in the small streams at the head of Bay du Vin river, while the plaintiff, Mr. Reinsborough, had about the same quantity in the main river. Both commenced driving about the same time, but never came in sight of each other owing to the fact that Mr. Reinsborough's drive was so much nearer the boom and in the main river. The drive of Gill & Sweeney stuck on the 10th of May about 20 miles above the boom. Reinsborough, about the same time, reached the boom with a portion of his drive, the remainder having stranded mostly within three miles of the tide way. When the logs were rafted it was found that 260,000 of Gill & Sweeney's logs had come in with Reinsborough's drive, and Reinsborough brought this action to recover 70 cts. per thousand for driving them. The defendants pleaded that they did not owe the bill, and also filed a counter claim for work done in 1897 by them for plaintiff in a similar way. The plaintiff's evidence disclosed the fact that the settlement for the $17 was not a claim against Gill & Sweeney, but against Gill and one Dalton, which effectually disposed of that item. It appeared by the evidence of the plaintiff that the logs claimed for did not start with their drive, but having run ahead of the main drive of Gill & Sweeney, began to overtake the plaintiff's drive in small quantities. This was some miles down on the main river, and they continued to drop in from time to time till they were in the pond some three miles above the boom, and a quantity overtook them in the pond. No timber driver was called, no notice sent to Gill & Sweeney that the logs were running in, and no attempt made by plaintiff to stack in any logs but his own, but he left the defendant's logs strewn on the river bank and pond, evading them wherever they could be prevented from coming in. Mr. Butler, at the close of the plaintiff's case, moved for a non-suit on the grounds that the claim for balance due on settlement was not against the defendant Sweeney, and could not be considered in a suit in which he was defendant; that the logs, if driven at all by Reinsborough, were driven without the knowledge or consent of Gill & Sweeney, and consequently they were not liable to pay for the work; that the alleged promise to pay, if ever made, was made upon a past consideration and could not support an action. The judge reserved the points and Mr. Butler proceeded with the defence. He went into evidence to show an absolute want of knowledge on the part of the defendants that the work was being done, denied the subsequent promise, and went on to prove that the logs came in without any assistance from plaintiff and also to prove services done by defendants for plaintiff in 1897. When the evidence was all in Mr. Butler renewed his application for a non-suit. The judge intimated that he considered the application well made, and asked the parties if they would agree on the value of the work so the case need not come down again for trial if the non-suit was set aside on appeal. Mr. Butler declined to agree to any value for the work, claiming that the logs appeared, from the evidence, to have come in without any assistance from the plaintiff. The judge left three questions to the jury, which were in substance: 1st. Was the work done by the plaintiff for the defendant in 1897 done without defendant's knowledge? Jury answered, "Yes." 2nd. Were the actions of Gill & Sweeney meant to treat the work as done to their express order? Answer, "No." 3rd. What was the value of the work done by plaintiff for defendants in 1896, if any? Answer, "Nothing." Verdict for defendants was entered up and Mr. Tweedie moved for and obtained a stay of postia for 20 days.

## BRITISH COLUMBIA LETTER.

[Correspondence of the CANADA LUMBERMAN]

THE lumber mauufacturers of this province are determined to leave no stone unturned to secure some relief from the present unfair position in which they are placed by the Dingley bill. They have started to work in a vigorous manner, and are making their influence felt in every possible direction. They realize that the time to act is at hand, and that united effort is necessary before much can be accomplished. The interest in the question is not confined to lumbermen, as witness the following resolution adopted at a mass meeting held at Vancouver on Febuary 2nd: "Resolved, that so long as Canadian lumber going into the United States is taxed, an equal tax should be levied on lumber coming from the States into Canada." Such a resolution adds strength to the contentions of those directly engaged in the trade. As a resolution was passed by Ontario lumbermen some time ago favoring an import duty on lumber, it has been decided to ask them to co-operate with the lnmbermen of the Pacific coast. When the situation is thoroughly understood, there does not appear to be one just reason why the protection asked should not be granted. The lumbermen feel that, when there are prospects of better trade conditions, the advantages therefrom should not be handed over to United States manufacturers. The price of logs is steadily advancing, and with manufacturers compelled to pay more for their raw material, the margin of profit becomes still further reduced. Many loggers have gone out of the business and left for the gold fields to seek more remunerative employment. With the shutting out of the low grade stock now shipped into British Columbia by Washington mills, lumbermen would get better prices for their lumber and could afford to pay more for their logs.

A large sum of money will be spent this year on improvements to the various mills owned by the British Columbia Mills, Timber and Trading Company. At the Westminster mills $20,000 will be expended in putting in new boilers, erecting a new machine shop and for an additional sash and door factory. At Vancouver a new dry kiln will be built at the False Creek mill, four new boilers put in, and a new engine and a big six ton planer added to the plant, besides other machinery for the sash and door factory. The factory building will also be enlarged, all involving an expenditure of $25,000. At the Hastings mill at Vancouver a shed to hold 1,500,000 feet of dry lumber and a new dry kiln will be erected, and the wharves extended very largely. New planers and other machinery will be put in, involving an outlay of $15,000 to $20,000.

Extensive improvements are also nearing completion at the Royal City Mills, New Westminster. Three new boilers have been added, two of which will be used for driving the machinery in the factory. The yards are being provided with plank alleyways, which will greatly facilitate the handling of lumber to be stored in the yards.

### COAST CHIPS.

J. McRae's saw mill at Dueks has been removed to Salmon Arm.

The Victoria Yukon Trading Co., Limited, of Victoria, has been incorporated. The company purpose engaging in lumbering, mining, etc., and is capitalized at $100,000.

The Cowichan Lumber Co., composed of the Boyds of Bobcaygeon, Ont., purpose building a logging railway on Vancouver Island. Their mill will shortly commence sawing.

The British Columbia Mills, Timber and Trading Co., of Vancouver, is trying the experiment of using very thin fifty-two inch circular resaws. It is said to have proven quite successful, and to have effected a large saving in lumber.

NEW WESTMINSTER, Feb. 16, 1898.

## SUBSTITUTES FOR WHITE PINE.

THE natural substitutes for wood are iron and stone, and undoubtedly we would be better off to use these for permanent structures. But fancy our shoes and groceries, etc., shipped in iron crates; the cost of transportation would prevent their use. There are places where substitutes for wood would, to say the least, decrease our comfort and mobility of modern life. The ease of shaping and handling wood is its essential advantage, and if it combines, as does white pine, softness with strength and light weight, in addition to other qualities that make it acceptable, it will be difficult to find a substitute.

In the Eastern United States we have among woods such substitutes in large quantities only in cypress and spruce. Of these the cypress, the supplies of which are not to last much longer than the white pine, is really too good to substitute for pine, having its special adaptations. Spruce, though larger quantities are to be had, has, nevertheless, a more hopeful future, since the pulp industry is developing to incredible dimensions.

To ship timber from the west, where undoubtedly large quantities of serviceable material exist that could replace white pine, is expensive, and only choice grades will stand the cost of transporting it 2,000 to 3,000 miles over the continent.

The South contains no pine to substitute for white pine in those places where its peculiar qualities are called into requisition. Hard pine will necessarily have to be substituted in many cases at a cost of millions in cash for increased charges in work and transportation, and many more in comfort.

But what is it that has made white pine such a unique material? It could be had in every market in enormous quantities in all ordinary sizes and forms! A carload of dry white pine or a white pine shoe box weighs only half what the same quantity of lumber or box of longleaf pine would weigh. Half the effort will saw, plane, shape or nail it; a lath, a piece of flooring shrinks but half as much, and does not "work" afterwards. The foundryman's model of white pine is shaped with ease, and when shaped retains form and size as does the wood of no other pine. For "blind" wood in costly doors and for similar parts in cabinet work, for ordinary doors, for sash and blinds, for house finishing, for the box trade, for shingles and lath, in straight-stave cooperage, for ship's deck and spar, it has no peer; in short, it is in demand for everything where a wood is wanted that is light, soft, easy to work and to season, that shrinks and checks little, does not work, is not eaten by insects, gives no odor or taste, glues well and takes paint, oil and stain. Substitution of other material, it is safe to conclude, will be but a temporary matter, and before the twentieth century closes the white pine of new and permanent forests will be found its only desirable substitute.—The Forester.

## A REMARKABLE SHOWING.

THE Magnolia Metal Company during the last three or four months has received through the mails nearly 3,000 testimonials of Magnolia Metal, or, to be exact, they received 2,827 distinct testimonials.

These testimonials were received from every part of the United States and Canada, and were sent in by railway companies, steamship companies, rolling mills, iron and steel manufacturers of every kind and description, machinists paper mills, cotton mills, woolen mills, wood-working establishments of all kinds, and practically every class of mechanical industry that can be mentioned.

These testimonials came to them in response to a circular letter sent out to all the mills and manufacturers of the United States and Canada, accompanied by a 15 inch rule sent with their compliments, and simply asking if they were users of Magnolia Metal, and, if so, what was their experience.

A very small percentage of firms so addressed ever make response, and taking the number of replies actually received, giving testimony as to the superiority of Magnolia Metal, it has been estimated that at least 100,000 concerns in the United States and Canada are to-day using Magnolia Metal.

The above statement is a very remarkable one and shows the wonderful success that the Magnolia Metal Company has had during the past 10 or 12 years in introducing their metal among the mills manufacturers, jobbers and dealers of the United States and Canada; and their trade is equally as large in foreign countries. This shows what can be accomplished by having a good article well exploited and thoroughly advertised.

# THE NEWS.

—John Radford has established a saw mill at Ingersoll, Ont.

—Scott Bros. are building a saw mill at Eden Grove Station, Ont.

—L. Ironsides, lumber dealer, Miami, Man., has sold out to Mr. Shaw.

—A. Lindsay contemplates rebuilding his steam saw mill at Aylmer, Que.

—Mr. Godbout, of St. Hyacinthe, is building a sash and door factory at Chicoutimi, Que.

—W. H. Asselstine, of Newburgh, Ont., is arranging to erect a steam saw mill at Harlowe.

—A. Du Tremblay, who has extensive lumber mills at Roberval, Que., is building a furniture factory.

—John Bateson & Sons have purchased the saw mill at Orrville, Ont., lately owned by James Matchet.

—T. Bonhomme is about to commence the erection of a saw mill at Papineauville, Que., to cost $3,000.

—The Lancaster Machine Works, of Lancaster, Ont., will shortly place on the market a new circular saw.

—The Rathbun Company, of Deseronto, have registered a trade mark for their pine doors, mouldings, etc.

—The annual meeting of the Bronson & Weston Lumber Company was held in Ottawa on Wednesday, February 2nd.

—The Niebergall Stave & Lumber Co., of Staples, Ont., have placed a new steam vat in their mill and hoop factory.

—The Hull Lumber Co. contemplate the reconstruction of their mill at Hull, Que., which was destroyed by fire last year.

—The Hawkesbury Lumber Co., of Hawkesbury, Ont., are now rebuilding their saw mills which were destroyed by fire about two years ago.

—The South River Lumber Co., of South River, Ont., has doubled its capital stock. The old water mill has been fitted up for the manufacture of shingles.

—Mr. E. F. Stephenson, Dominion Crown Timber Agent, recently returned from Winnipeg after an extended tour through British Columbia and the Northwest Territories.

—The Quebec government will offer for sale, on the 22nd inst., timber limits in the Lake St. John, St. Charles, Saginaw, St. Maurice, Lower Ottawa and St. Francois districts.

—A report received by the Department of Trade and Commerce at Ottawa states that there is an opening in South Africa for Canadian lumber, particularly inch planed boards.

—The firm of Marlatt & Housser, lumber dealers, Portage La Prairie, Man., will likely be dissolved. It is understood that Mr. Marlatt's interest will be purchased by Mr. H. Byrnes, of Winnipeg.

—J. W. Cruickshank, of Truro, N.S., is doing a large lumbering business this season on the Little Branch of the Stewiacke river, for Alfred Dickie, having about forty men in the woods.

—Isaac N. Kendall, of Ottawa, has gone to the Crow's Nest Pass, where he will superintend the erection of a large saw mill for the C.P.R. It is said the structure will be one of the largest in Canada.

—It is estimated that there is consumed in the New York market in one year over 1,500,000,000 feet of lumber. The total receipts by rail of lumber, box shooks, etc., during the year 1897 was 27,311 cars.

—The owner of Horse Island, situated at the south-east of Manitoulin Island, purposes erecting a large saw mill thereon and building a railway back into the bush for the purpose of taking out cedar and hardwood.

—Mr. J. White, alien labor agent of the Ontario Crown Lands Department, recently visited the lumber camps in the vicinity of Huntsville in search of American workmen. It is said that thus far very few have been found.

—McLaren & McLaurin have just completed the erection of a steam saw mill at East Templeton. The mill has a capacity of 150,000 feet per day, and is fitted with modern machinery. About 80 men will be employed.

—Fifteen men in McNair's lumber camp on the Tobique river, New Brunswick, were recently taken seriously ill from eating diseased pork. The pork was taken in last winter, and the carriers, to lighten the load, threw away most of the pickle.

—The Restigouche & Western Railway Co. is building a line of railway from the Restigouche across the province of New Brunswick to the river St. John. The road will be about 100 miles long, and will open up a large tract of heavily timbered property.

—The Timber News, of London, Eng., says that another proof of the kindliness borne by the Hon. J. K. Ward, lumberman, of Montreal, towards his native Manxland, was afforded last Christmas by a donation of £40 for various charities in the island.

—The Bronson & Weston Lumber Co., of Ottawa, are now placing in their mill a system of carriers for the purpose of transferring the sawdust to a point where it can be conveniently carted away. Up to the present it has not been decided to erect incinerators.

—At a recent meeting of the Black Rock Business Men's Association held at Buffalo, a resolution was adopted requesting representatives Alexander and Mahaney to support any measure providing for the reduction of the present duty on Canadian lumber.

—According to the Insurance and Finance Chronicle, saw and pulp mill property was destroyed by fire in 1897 to the value of $467,600, and the insurance was $224,600. The largest fires were at Lake Megantic, Que., loss $35,000; Three Rivers, Que., loss $34,000; Hull, Que., loss $125,000; and a pulp mill at East Angus, Que., loss $125,000.

—The Ashland Press gives the following average wages of men in northern Wisconsin logging camps this winter: Foremen, $40 to $50 per month; teamsters, $26 to $30; sawyers, $26 to $30; chainers, $24 to $26; swampers, $20 to $26; cooks, $40 to $50; cookees, $20 to $24, and scalers $60 to $125. These wages are not so very bad for an off year.

—The Ontario Forestry Commission recently inspected the method of utilizing coarse lumber in vogue at the factory of the Rathbun Company, at Deseronto. Prof. Goodwin, of Queen's University, Kingston, who was also present, gave a brief address as to the instruction of forest rangers and other government employees in forestry work. In the spring the Commission will likely make a somewhat extended tour of the Lake Temiscamingue region.

—Mr. Thomas Southworth, Clerk of Forestry for Ontario, is taking steps to ascertain the commercial value of jack pine, which is found in large quantities throughout the province, arrangements having been made with the Imperial Institue, London, Eng., whereby the timber will be scientifically tested by the engineers of the London County Council, with a view more particularly of learning its suitability tor street paving material.

—It is claimed that as a result of lumbering operations on the Musquodoboit river, in the vicinity of Halifax, N. S., the low lands are flooded and damaged by water. A petition has consequently been presented to the County Council asking that a by-law be passed preventing lumber companies from driving logs and flooding the lands on said river from the 10th of May to the 1st of October. It is believed that driving operations can be completed between the 1st of October and the 10th of May.

—The annual meeting of the Tracadie Lumber Co., which will conduct extensive lumbering operations in New Brunswick, was held in Bangor, Maine, last month, at which directors were elected as follows: President, F. W. Hill; treasurer, C. D. Stanford; general manager, H. B. Foster; clerk, L. C. Tyler. The old board of directors was elected, consisting of F. W. Hill, C. D. Stanford, H. B. Foster, H. H. Fogg and L. C. Tyler. This company have erected a mill at the mouth of the big Tracadie river, and will manufacture both spruce and pine.

—A movement is on foot to form a company for the export of furniture to Europe, reference to which was made in this journal last month. The new concern will be known as the Canadian Furniture Exporting Co. Among the promoters are J. G. Hay, Owen Sound, J. S. Anthes, Berlin, and John R. Shaw, secretary of the Ontario Furniture Manufacturers' Association. It is proposed to erect a new factory for the manufacture of goods for export, and to establish a warehouse in England. A change in the manner in which the goods are shipped has been made. The former custom was to export the furniture in piece and put the articles together on the other side, the object being to save freight charges by closer packing. It has been found that this saving in freight is more than offset by the greater cost of putting the goods together in Great Britain, hence the change.

## CASUALTIES.

—Jos. Lambert, of St. Adelphe, Que., received injuries by a falling tree while working in the woods, from which he died.

—Napoleon Millette, of Ottawa, while working on Eddy's limits in Temiscamingue, was struck by a falling tree, which killed him instantly.

—James Ellis was killed at Anderson's lumber camp near Gravenhurst. He was felling a tree, and was struck on the head by a limb. His age was 30 years.

—An employee of the Rat Portage Lumber Company, named William Twist, was recently killed by a falling tree in the company's camp near Manitou Lake.

## PERSONAL.

Mr. Alfred Dickie, the well-known lumber dealer of Lower Stewiacke, N.S., sailed a fortnight ago for Liverpool, Eng. He will be absent perhaps two months.

Mr. T. G. McFarlane, of Brandon, Man., has recently been appointed assistant crown timber agent for the Yukon district, and has left for the scene of his duties.

Mr. E. H. Bronson, M.P.P., of Ottawa, and a member of the Bronson & Weston Lumber Company, has decided to retire from political life, owing to ill health. General regret is expressed that Mr. Bronson should have been compelled to take this step.

The Liberal Conservatives of London, Ont., have chosen Mr. Adam Beck, veneer manufacturer, as their standard bearer for the forthcoming election, his nomination being unanimous. Mr. Beck is very popular, and should make a strong fight.

The death is announced of Mr. Robert Rankin, head of the firm of Rankin, Gilmore & Co., of Liverpool, Eng., which house has been established for over 50 years. A branch of the above firm was established in St. John, N. B., by the late Mr. Rankin. Besides doing a large lumber trade, considerable shipbuilding was carried on. In 1842 Mr. Rankin went to Liverpool and was succeeded at St. John by Mr. John Pollock. The St. John branch was closed in the seventies.

## OBITUARY.

The death is announced of Geo. Morrow, brother of David Morrow, M.P.P. for Sunbury County, N.B. He was a large lumber operator and mill owner.

John Dewar, of St. George, N. B., died at his residence there late in December. Deceased was a successful business man and operated the Dewar Lumber Mills, shipping large quantities of lumber to the United States.

Peter H. Colton, one of the best known timber brokers in Canada, died at Pembroke, Ont., on January 10th. While travelling the Mattawa limits of the Bronson and Weston Co., he contracted a severe illness, which resulted in his death. He was considered by the lumbermen of the Ottawa valley an authority on the value of timber limits, and his services were constantly in demand.

Geo. W. Hanes died at Victoria, B.C., early in January. Deceased was born at Bangor, Maine, in the year 1833, his father being a lumber merchant, with whom he was engaged until 1852. He then removed to California, and continued in the lumber business until 1864, when he removed to British Columbia. During 1863-64 he erected a saw mill at New Westminster for Webster & Milliard, and then removed to Moodyville, remaining in charge of the mill there until 1876. His late years were devoted to the real estate business.

## TRADE NOTES.

The Northey Manufacturing Co., of Toronto, have secured the contract for the pumps to be used on the Canadian Pacific Yukon steamers.

The Jenckes Machine Co., of Sherbrooke, Que., have recently purchased the plant of the Phelps Machine Co., at Eastman, Que, and will continue the manufacture of the Dake engine and steam feed and other specialties.

The McEachren Heating & Ventilating Co., of Galt, Ont., have just put in a double dry kiln and a blast heating system for the Eckardt Casket Co., of Toronto. They also put in two planing mill fans.

The Globe File Mfg. Co., of Port Hope, Ont., have recently added to their extensive plant what is known as the steel rope drive system for operating their machinery, in place of the old cog wheel system. The work was carried out by the Dodge Wood Split Pulley Co., of Toronto.

The annual meeting of the Montreal Lumber Company, Limited, was held on January 20th, at the office of Mr. John McKergow, President. The usual statements were presented, which showed that the results thus far had been satisfactory. There was no change made in the directorate or the management. Though this company has only been in existence about six months, it is stated that it has handled nearly five million feet of Ottawa pine. Purchases have also been made which should secure for the future an increased trade.

Messrs. Baldwin, Tuthill & Bolton, of Grand Rapids, Mich., have sent us a copy of their 1898 catalogue, in which are illustrated over 60 different saw-fitting machines adapted to every requirement in the care of bands, gangs, circulars, rift gangs and band re-saws. This book also includes a lengthy treatise on the fitting of saws, which matter is calculated to render it of direct advantage to saw filers, and, in fact, to all practical millmen and factory operators. The many valuable hints on the care of saws, construction and use of emery wheels, etc., make the work of more than ordinary value. The company state that they desire to mail copies to operators of sawmills and wood-working plants, and in particular to saw filers. They have endeavored to produce the best book of its kind published up to date, and believe that the majority of those receiving it will deem it worthy of careful examination and preservation.

A valuable addition to the literature of British Columbia is the Year Book which has just been published by Mr. R. E. Gosnell, Legislative Librarian, with a copy of which we have been favored. Of the many works which reach our table, most of them of considerable merit, the credit for the most complete and carefully prepared work yet received must be given to the author of the British Columbia Year Book. Besides the facts and figures relating to the natural resources of the province, there is sufficient of an historical, political and sociological character to render the book interesting and instructive to all. There are over 500 pages of letter-press and illustrations, so arranged as to present a most pleasing appearance. To even mention the interesting features would involve more space than can here be given; suffice it to say that among them are the following: An historical review, including portraits of early navigators and explorers, a group of pioneers and early legislators, portraits of members of parliament, illustrations of government buildings, a treatise of 100 pages on mines and mining, with illustrations, a description of the fisheries, and maps of different districts in British Columbia. The forestry wealth is also referred to at some length, and statistics given showing the lumber cut for the past nine years.

# WOOD PULP DEPARTMENT

## WOOD PULP IN GERMANY.

The future of the wood supply in Germany is the subject of an interesting article in the Wochenblatt. Fears have often been expressed whether, with the increased demand for pulp, the German forests will keep pace with the increased consumption.

As by law a rational forest culture is maintained, by which the cutting down must be in a certain proportion to the whole forest area, an absolute break-down need never be expected, the fear only is whether the quantities available will suffice.

On this question, after careful inquiry, the writer of the article comes to the conclusion that such a fear is groundless, because the national forestry will be able to increase from year to year the total of the available quantity. Reforms in this respect have been introduced for some time, and will perhaps slowly but steadily give very satisfactory results.

The fear for the German pulp industry comes from another side. The prices of German raw wood are going up, and if no check takes place there is the chance to be considered that foreign pulp will be produced cheaper, and will in time replace the German pulp, if the latter must follow the higher prices of the raw material.

This is all the more likely, as foreign wood would not pay so well to be imported in the raw state, but rather as the manufactured article. The carriage on the latter would in proportion be cheaper than on the former. The forest owners would ultimately suffer from this, because it is to their interest to keep the pulp industry in a healthy condition.

From this consideration it would appear that the indiscriminate raising of the price of raw wood is likely to injure the forest industry. The forest owners are urged to keep prices steady by increasing the quantities put upon the market without running into the opposite extreme.

## HEMLOCK PULP WOOD.

The hemlock of Michigan and Wisconsin is to have a value other than that for conversion into lumber. Last year it was stated that a party bought up 5,000,000 feet of hemlock for pulp wood in the upper Wisconsin valley and at points on the Wisconsin Central railway. Now, says the Northwestern Lumberman, it is stated that N. H. Brokaw, of the Kaukauna Fibre Company, of Kaukauna, in the Fox river valley, Wisconsin, has purchased 5,000 to 6,000 cords of hemlock to be cut and delivered this winter, which will be worked up in the Brokaw mills. This shows that hemlock for pulp making in Wisconsin is a growing factor in the supply. It is very possible that hemlock in the northwest will assume as much importance in the paper and pulp industry as has spruce in New England and New York.

With this result it plainly can be seen that hemlock as a merchantable wood will acquire great importance. It has rapidly come to the front in recent years for conversion into lumber, and operations in that line this winter are on a scale more extensive than ever before. Without doubt hemlock lumbering is to greatly increase in future years in the three old northwestern pine states. With a corresponding growth in the demand for hemlock pulp wood there will be such a scramble for that kind of timber properties as was not dreamed of a few years ago.

In the Eastern States 60 per cent. of the spruce annually cut goes to the pulp mills. It is possible that an equal percentage of the hemlock in the northwest will, within a few years, be devoted to a like purpose, leaving only 40 per cent. to be cut into lumber for the supply of the general and local demand. Thus we can see what is promised for hemlock in Michigan, Wisconsin and Minnesota.

## THE BRITISH WOOD PULP MARKET.

In mechanical pulps, says Wood Pulp, of London, Eng., there is really very little to report, but there is likely to be keen competition between Scandinavia and Canada for the European market. The Sault Ste Marie Pulp and Paper Company—the largest mechanical mill in the world—has recently put in drying machinery with the view of shipping the bulk of its pulp to the Europeau markets, and it is reported from the other side that it has already placed in England every ton it can manufacture during the next six months.

The abnormally mild winter in Scandinavia may later on have a tendency to stiffen the market, as owing to the lack of snow the work of getting the logs from the forests to the rivers has been impeded.

Of course, many mills have large stocks of wood on hand, and the market may not be affected by this cause until later on.

Sulphite pulps are slightly easier for the moment, mainly on account of the large shipments of American pulp sent on consignment. These are alleged to be job lots, but however that may be, the dirty condition of the bundles has necessitated them being forced on the market at low prices, and the result is likely to be so unfortunate to the shippers that they will not repeat the experiment. On the whole, however, as the quantities available do not at present exceed the estimated consumption, prices may be maintained a little longer.

Soda pulps are scarce, and prices are likely to be maintained over the year.

The Ontario Forestry Department has been notified that a large firm of American pulp jobbers, with headquarters in Wisconsin, and who use on an average 50,000 cords of pulp wood per year, the larger proportion of which was obtained in Ontario, have decided this year to obtain their supply in Wisconsin. This will considerably curtail the output from the western and newly settled districts of the province, and will cause some hardship among settlers, many of whom rely upon sales of pulp wood for much of their livelihood.

## PULP NOTES.

John Mather, of Rat Portage, Ont., is said to be negotiating for the erection of a large pulp mill at Keewatin.

A correspondent of the Gleaner points out the advantages possessed by Fredericton, N.B., as a site for the manufacture of pulp.

The Victoria & New Brunswick Pulp Co., of Woodstock, N.B., propose building a dam at the Tobique Narrows and erecting a pulp mill.

Mr. McDonald, of Montreal, will probably erect a pulp mill at St. Joseph d'Alma, utilizing the water power owned by Narcisse Gariepy, of Bay St. Paul.

The Grand Falls Power & Boom Co. have asked the New Brunswick government for a renewal of charter. It is proposed to build pulp mills and other works at Grand Falls, N. B.

The Tourville Lumber Mills Co. is said to be considering the establishment of a large pulp and paper mill at Louisville, Que. The government has been asked to dredge three miles of the river to give the necessary water.

On March 5th the new pulp mills of the Chicoutimi Pulp Company, at Chicoutimi, Que., will be formally opened by the Commissioner of Crown Lands for Quebec. The company have issued invitations to the members of the legislature, journalists, and others interested.

Specimens of the wood pulp manufactured at the Chicoutimi pulp mills were laid on the table of the Quebec Legislature during its recent session. The Chicoutimi Pulp Co. have placed contracts for the cutting of 13,000 cords of pulp wood during the present winter.

Incorporation is asked for the Jacques Cartier Pulp and Paper Co., of Montreal, for the purpose of manufacturing pulp and paper, lumber, etc., and developing water powers on the Jacques Cartier river. Robert Law, merchant, Wm. Currie, paper manufacturer, and others, are interested.

The Shawenegan Manufacturing Co., of Shawenegan, Que., has been granted incorporation, to manufacture pulp, paper, acetylene gas, etc., with a capital of $500,000. Peter Lyall, contractor, of Montreal, and Charles Riordon, paper manufacturer, of St. Catharines, are interested.

The material used by the new pulp mill of Harvey & Co., of St. Johns, Newfoundland, is said to be a species of dwarf timber, principally spruce, which produces excellent pulp, but has little value for any other purpose. The mill employs 200 hands, and is driven by the water power of an immense flume.

The trade and navigation returns for the year ending June 30th, 1897, states that the value of pulp wood exported to the United States was $667,221, as against $600,225 for the previous year. Of wood pulp the export to the United States amounted in value to $576,720, showing a gain over 1896 of about $20,000.

Mr. M. F. Mooney, who is interested in the proposed pulp mill at Mispec, near St. John, N.B., to be built by the St. John Pulp Co., is at present in Scotland for the purpose of conferring with the directors of the company. It has not yet been decided whether the output will be 25 or 50 tons per day. Upon Mr. Mooney's return the work of construction will likely be proceeded with.

The Canadian correspondent of the Paper Mill, New York, advocates the lowering of the duty on paper making machinery coming into Canada from the United States. He argues that it would greatly promote the development of this country's natural paper making resources, that owners of mills would take advantage of it to increase the efficiency of their equipment, and that new mills would be built.

The Dufferin Falls Lumber, Pulp and Paper Co., of Montreal, is a new concern seeking incorporation, with a capital of $300,000. Among the promoters are Wm. Currie, paper manufacturer, and James T. Shearer, lumber merchant. This company has purchased the properties on the DuLievre river at Buckingham, Que., belonging to the estate of Ross Bros., and will commence the manufacture of pulp and paper on an extensive scale.

A barker in the Treadwell Mills, Plattsbug, N.Y., recently went to pieces. The barker is a steel disc, three quarters of an inch thick, and about four feet in diameter. On one side are four knives to cut the bark from the wood, on the other side are fans to blow the shavings away from the barker. The machine is heavily enclosed in iron. An accident such as happened is said to be without precedent in the record of pulp making. A large piece of the barker went through the roof and was carried 300 ft. from the mill.

**FELTS FOR PULP MILLS** 20 years in the business — the first to make Felts in Canada; capacity 1,000 lbs. per day. All our Felts are woven endless, without a splice. Our Felts will last longer and make dryer Pulp. All up-to-date mills use our Felts. New mills, when in need, write for samples and prices.

**HAMELIN & AYERS, Lachute Mills, P.Q.**

Mr. J. W. Woodward, of 1003 Park avenue, Omaha, Neb., has issued a book of much value to lumbermen, wood-workers, etc. It is entitled "The Lumberman's Ambidexter," and is so designed as to be a model of convenience. This feature of the book has been patented by the author. The tables are so arranged that by a simple multiple or divisor of two you can find practically the product of any number of pieces of any size of lumber made, barring four foot lengths, which require a division of twelve foot by three; or for inch and a quarter, stock widths, it requires adding one-fourth to one inch totals.

A recent issue ot the Northwestern Lumberman says: "Bill" Murray, of St. John, king of log operators of the province of New Brunswick, together with Charles T. White, of East Apple river, N.B., and George E. Barnhill and John E. Moore, of St. John, N. B., were in town last week, according to the program already announced in this column. They were more than pleased with New York, though not more than New York was with them. It is rarely that any visitors appreciate the metropolis more than they did. It is worth having a metropolis if only to furnish pleasure in the expansive quantities that these gentlemen enjoyed. They report that our lumber tariff is a "corker" and shuts them out of the United States completely, except for lath, and that this commodity can only be supplied to our far east market. To offset this, however, they say their trade with England is in excellent shape.


## LUMBERMAN'S ASSOCIATION
OF ONTARIO

**NOTICE**

The Annual General Meeting of the Lumberman's Association of Ontario will be held in the Rotunda of the Board of Trade of the City of Toronto, on Monday, the 28th February, at Two o'clock p.m.

By order,
J. B. MILLER, Sec.-Treas L. A. O.

NOTE.—The above notice is given in accordance with the terms of the Constitution. It is proposed, however, to meet "pro forma" and adjourn until the 22ND MARCH, at the same hour and place.

Equal to the Best
HALF THE PRICE of other standard machines.
THE EMPIRE
Price $55.00.
Send for testimonials
The WILLIAMS MFG. CO
Montreal, P.Q.

## SHANTY BLANKETS
Best Value in Canada

Write for Prices and a Free Sample Blanket.

HAMELIN & AYERS
Lachute Mills, P.Q.

OUR EXTRA HAND-MADE
## AXE

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N.B.

## J. D. SHIER
MANUFACTURER OF
## Lumber, Lath & Shingles
BRACEBRIDGE, ONT.

## RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.

JOHN J. GARTSHORE,
49 Front St. West, Toronto.

## Lumberman's.... Ready Reckoner.
SAVES TIME
In Use Everywhere.
Handiest Thing Known for figuring up Lumber Measurements.

PRICE 25 CTS., POST PAID.
BRENNAN & CO. - Sault Ste. Marie, Ont.
MANUNACTURER'S AGENTS.

Sole Canadian Agents :-: Prices Reduced.
WATEROUS, BRANTFORD, CANADA.




## Your Best Interest
Will be served by getting our prices on the following

White Beans
Comadia Figs
Raisins and Currants
Prunes in 25 and 50 cent boxes
Sugars, dark yellow
Syrup and Molasses

H. P. ECKARDT & CO.,
Wholesale Grocers TORONTO

## HERCULES BELTING
The BEST in the World....

WEARS LONGER and WORKS BETTER than any other Belting on the Market.

HERCULES BELTING is constructed on a scientific plan. The Duck used is Extra Fine, costing nearly twice as much as that used in any other Rubber Belting. Every inch of it is frictioned with good rubber (not shoddy). Drop a postal card for list and discounts to.....

THE BOWMANVILLE RUBBER CO., LIMITED - BOWMANVILLE, ONT.

Please mention the CANADA LUMBERMAN when corresponding with advertisers.

# Saw Mill Machinery

ROBT. BELL, JR.
HENSALL, ONT.

*Don't you want a new set of Saw-Mill Dogs and a Roller Gauge before you start up this spring? Send for prices.*

## RE-BUILT ENGINES—

One Waterous 12 x 18 Right Hand.
One Inglis & Hunter 11 x 18 " "
One Corbett & Sons 11 x 14 " "
One Morrison 10 x 14 Left Hand.
One Darvill 9 x 12 Centre Crank.
One Abell Portable, 16 horse power.
One Sawyer & Massey, 14 horse power.
One Waterous, 12 horse power.
Two White & Sons, 14 horse power.

## PLANERS AND MATCHERS—

One Cameron & Co., 24 inch.
One McKechnie & Bertram, 24 inch.
Also Several New and 2nd Hand Governors, Inspirators and Boiler Feed Pumps.

*Send for Catalogue of New Saw-Mill Machinery, Engines, Boilers, &c.*

## Robt. Bell, Jr. : Hensall, Ont.

Mr. Alex. Macpherson has resigned his position as secretary-treasurer of the Alpha Rubber Co., Montreal, to become the manager of the Canadian Rubber Company's Toronto branch.

The mill of the Port Blakely Mill Co., at Port Blakely, Wash., is credited with having cut more lumber during 1897 than any other mill in the United States. It cut 97,777,517 feet of lumber and 15,744,500 lath, says the Wood-Worker. Our United States friends should visit Canada if they want to see large saw mills. J. R. Booth's mill at Ottawa cut last year 130,000,000 feet of lumber, to say nothing of lath, etc.


# ARE YOU LOOKING

**FOR A CHANGE IN LOCATION?**

If you are not satisfied with your present site, or if you are not doing quite as well as you would like to why not consider the advantages of a location on the Illinois Central R. R. or the Yazoo & Mississippi Valley R. R.? These roads run through South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Indiana, Kentucky, Tennessee, Mississippi and Louisiana, and possess

**FINE SITES FOR NEW MILLS**
**BEST OF FREIGHT FACILITIES**

CLOSE PROXIMITY TO

**COAL FIELDS AND DISTRIBUTING CENTERS**

AND

**INTELLIGENT HELP OF ALL KINDS**
**MANY KINDS OF RAW MATERIAL**

For full information write to the undersigned for a copy of the pamphlet entitled

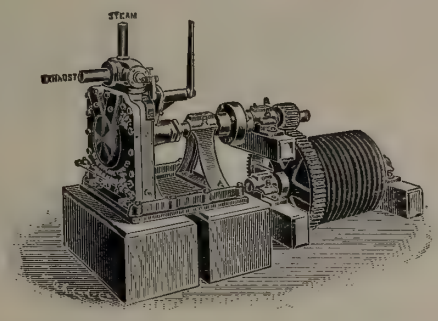
**100 Cities and Towns WANTING INDUSTRIES**

This will give you the population, city and county debt, death rate, assessed valuation of property, tax rate, annual shipments raw materials, industries desired, etc.

To sound industries, which will bear investigation, substantial inducements will be given by many of the places on the lines of the Illinois Central R. R., which is the only road under one management running through from the North-Western States to the Gulf of Mexico. GEO. C. POWER, Industrial Commissioner I.C.R.R. Co., 506 Central Station, Chicago.

THE

# DAKE STEAM FEED




Embodies the following Advantages:

SIMPLICITY OF CONSTRUCTION,
POSITIVE AND EASY MANAGEMENT,
ECONOMICAL USE OF STEAM,
SMALL SPACE OCCUPIED,
CHEAPNESS,
EASY ADAPTATION TO EITHER NEW MILLS OR THOSE NOW IN USE.

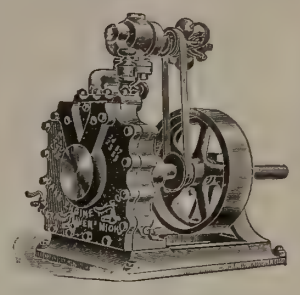
The movement of the engine in either direction is under the absolute control of the sawyer, thus accommodating the speed of the feed to the size of the logs.

Mill men who have used other makes of Steam Feeds comment favorably on the economical use of steam of our feed over others.

Write for Catalogue and full particulars.

# The Dake Engine

For Running Dynamos in



Small Isolated Plants.

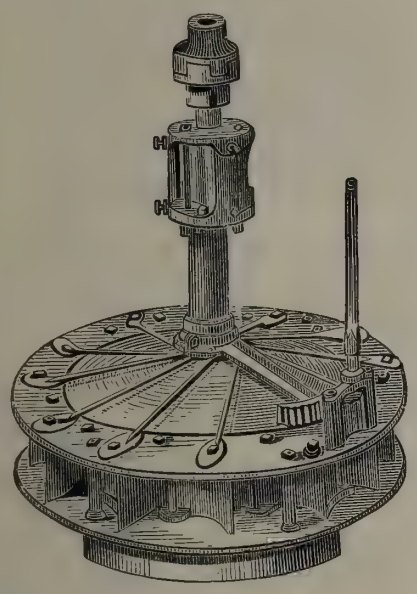
STEADY AND EVEN MOTION

Also for Attachment Direct to Fans, Blowers, Centrifugal Pumps, Filing Room Machinery.

Correspondence Solicited.

## The Jenckes Machine Co. - Sherbrooke, Que.

Succeeding The PHELPS MACHINE CO., Eastman, Que.



ASSURE yourself a Happy and Prosperous Year by discarding your Antiquated, Worn-Out Water Wheels, and substituting a Modern, Up-to-Date, Superlative Type of TURBINE. These conditions are fullly and only met by....

**"LEFFEL," "VULCAN" and "PERFECTION." Of Any Required Power.**

A Variety of Sizes ready for Shipment.

For Catalogue "A," describing these and special lines of Saw Mill and Shingle Mill Machinery, &c., address.....

MADISON WILLIAMS, Sucessor to PAXTON, TATE & CO.

PORT PERRY, ONT.

H. E. PLANT, Agent, Common and Nazareth Sts., Montreal, Que.

# Pumps

& HYDRAULIC MACHINERY

DUPLEX
AND SINGLE
STEAM
AND POWER

The Northey Mfg. Co. Ltd.

TORONTO

THE LAURIE ENGINE CO. - MONTREAL

SOLE AGENTS FOR PROVINCE OF QUEBEC.

# OAK TANNED BELTING

TORONTO
20 FRONT ST EAST
TELEPHONE 475

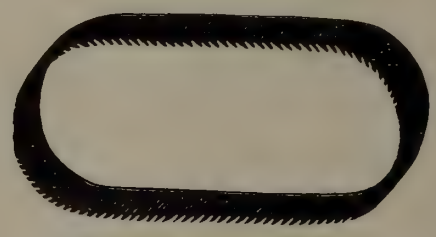
THE J.C.McLAREN BELTING Co MONTREAL

# FRICTION PULLEY BOARD

The BEST Article Known for the Purpose

MANUFACTURED BY..... THE DOMINION LEATHER BOARD CO'Y. - MONTREAL, QUE.

# WHY BAND SAWS BREAK



SIXTEEN REASONS, AND HOW TO AVOID THEM

Being instructions to filers on the care of large band saw blades used in the manufacture of lumber.

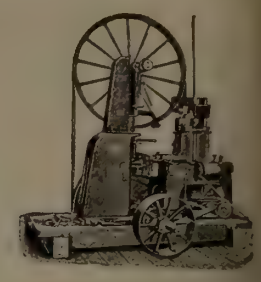
A book filled with valuable information on the care of band saws. Giving the reasons for breaking; analyzing each reason; giving instructions to dispense with the causes as laid down in each reason; and full details on filing and brazing. The proper styles of hammers to use are illustrated and described, and views of blades showing the blows of the different styles of hammers form an important part of the illustrations. Improper and unequal tension are then treated, and the manner of properly setting irregular teeth is described. In connection with the treatise is a his, tory of the invention, manufacture and use of the saw from its origin to the present time. The work in whole makes an accumulation of information such as has never before been published.

The book is printed on fine paper, good clear type, and is handsomely and substantially bound in cloth. It will be sent to any address on receipt of the price, **ONE DOLLAR.**

Address— CANADA LUMBERMAN, Toronto Ont.

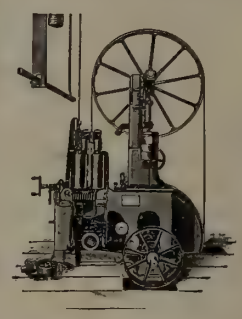
Please mention the LUMBERMAN when corresponding with advertisers.

# Band Re-Saws



## 50 SAGINAWS In SAW MILLS

If you want a Band Re-Saw for **Any Purpose,** write to Headquarters:



W. B. MERSHON & CO.

SAGINAW - MICH.

# Galt Machine Knife Works

**MACHINE KNIVES** OF EVERY DESCRIPTION FOR **Woodworking Machines**

...Send for Price List...

PETER HAY - - - - - Galt, Ont.

# LUMBERMEN!

Save your Lumber and the Cost of Insurance by equipping your Mills and Yards with the....

## BALL NOZZLE SYSTEM.

By the proper arrangement of the pipe system and the use of stand pipes with the Ball Nozzle at the top, a lumber yard may be made substantially fire-proof.

Lumber yards can be equipped thus cheaply and effectively, practically obviating the danger of conflagrations of the most destructive character, and effecting *a Large Saving in Cost of Insurance.*

Write us for Full Particulars.

The Ball Nozzle Co. of TORONTO, Limited.

Offices: Room 1, Confederation Life Building, **TORONTO**

TO BELT USERS: Try Our **GENUINE**

## ENGLISH OAK-TANNED BELTING

and Our **Lancashire Hair Belting**

D. K. McLAREN

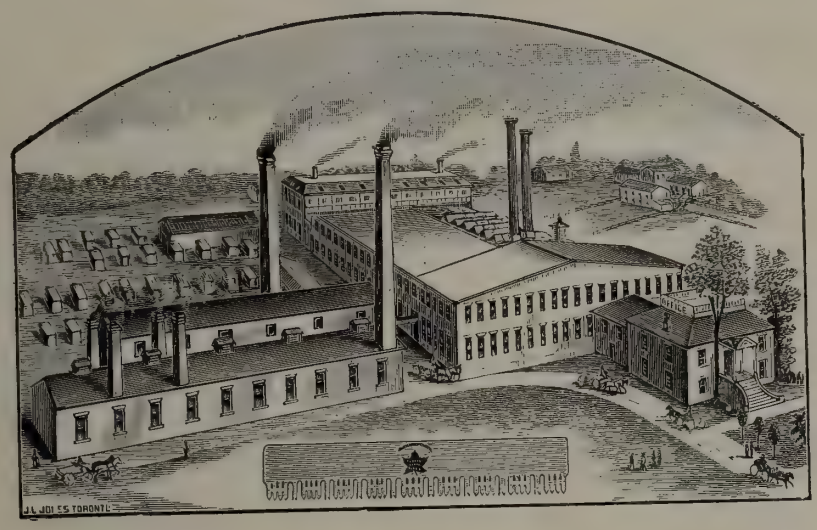
**Victoria Square, MONTREAL**

# THE MAPLE LEAF SAW WORKS

# Shurly & Dietrich GALT, ONT.

Manufacturers of

**CIRCULAR SAWS**
**GANG SAWS**
**MILL SAWS**
**BAND SAWS**
**CROSS-CUT SAWS**



Manufacturers of

**HAND SAWS**
**BUCK SAWS**
**PLASTERING TROWELS**
**BUTCHER SAWS**
**STRAW KNIVES, &c.**

**GROUND THIN ON BACK**

**Save Labor** **Save Gumming**
**Save Time** **Save Files**

## This Saw Stands Without a Rival

AND IS THE

**FASTEST CUTTING SAW IN THE WORLD!**

Its Superiority consists in its Excellent Temper. It is made of "Razor Steel," which is the finest ever used in the manufacture of Saws. We have the sole control of this steel. It is tempered by our secret process, which process gives a keener cutting edge and a toughness to the steel which no other process can approach.

## Maple Leaf Saw Set

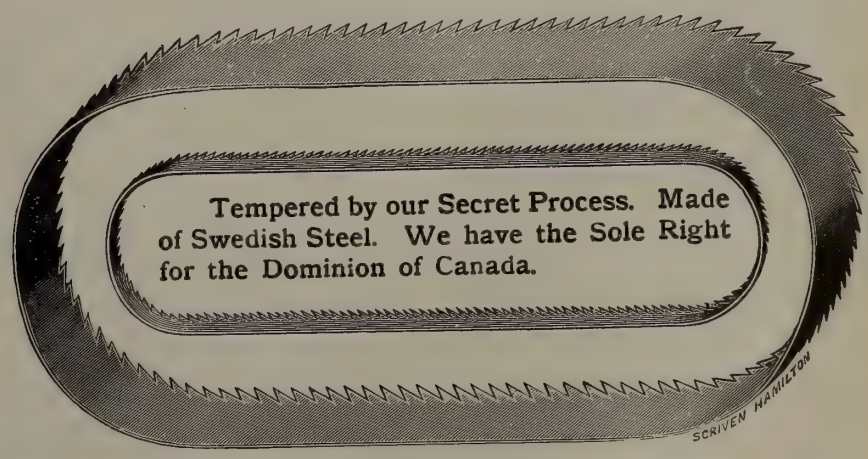
MANUFACTURED BY

**SHURLY & DIETRICH, Galt, Ont.**

**Directions.**—Place the set on the point of tooth, as shown in the accompanying cut, and strike a very light blow with a tack hammer. If you require more set, file the tooth with more bevel.

If you follow directions you cannot make a mistake. Be sure and not strike too hard a blow, and it will set the hardest saw. **On receipt of 40 cents we will send one by mail.**

We are the only manufacturers in the world who export Saws in large quantities to the United States.




We Manufacture

# HIGH GRADE BAND SAWS

of All Widths and Lengths.

These Saws are made of Refined Swedish Steel imported direct, and tempered by our Secret Process; for Fine Finish and Temper are not excelled.

# 1844 1898

IF YOU BELONG TO THE MINORITY WHO DO NOT KNOW US,
WE SHOULD LIKE TO BECOME ACQUAINTED WITH YOU.

**Saw Mills—**
Band, Circular and Portable Mills.

**Re-Saws—**
Circular and Band.

**Steam Acting Machinery—**
Kickers, Log Rollers, Niggers, Jump Saws, Steam Feed and Drag Saws.

**Shingle Machinery—**
Hand and Power Feed.

**Wood-Working Machinery—**
Full Assortment.

**Pulp Machinery—**
Cutting-Off Barkers, Grinders, Screens, Wet Machines, Chippers, &c.

**Brick Machinery—**
Plastic, Stiff Mud and Dry Press.

**Engines—**
Plain, Automatic and Marine.

**Boilers—**
Plain and Water Tube, Clyde, Economic, Marine, Burners, &c.

For over 50 years we have been building a reputation for High Class Machinery. Our Mills and Machinery extend, in Canada, from the Pacific to the Atlantic—Newfoundland, Central and South America, New Zealand, Australia, Austria, Roumania, and the far East. Our aim is ever to produce the Best, not the Cheapest, with the invariable result that where we receive one order others follow quickly. Our new works, occupied in 1896, give us the much-needed room for expansion, coupled with the most modern facilities for economic production and prompt shipments. If you belong to the minority who do not know us, let us become acquainted.

**WATEROUS ENGINE WORKS CO., LIMITED**
BRANTFORD, CANADA

# THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office: TORONTO, ONT.

Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

## Electrical Machinery and Apparatus

... FOR ...

**LIGHT and POWER**

SPECIAL ATTENTION GIVEN TO——

**LONG DISTANCE TRANSMISSION OF ELECTRICITY**

FOR LIGHT AND POWER

ALSO FOR

**ELECTRIC PLANTS FOR MILLS**

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

# DODGE

## Wood Split Pulleys

AND

Split Friction Clutch Pulleys

AND

Cut-Off Couplings—In use in all the Big Mills.

Saw Mill Men, get our Prices.

**DODGE WOOD SPLIT PULLEY CO.**

Works: TORONTO JUNCTION. Office: 74 York St., TORONTO

*There is always one Right Way to do a thing, and a hundred Wrong Ways.*

*There is only one Right Way to dry Lumber.*

*That way is to dry it from the Centre to the Surface — begin on the Inside and work out. That's the method employed in*

## THE STANDARD DRY KILN

*and known as the "MOIST AIR" PROCESS—It's not an Experiment, but a Successful Success. The "STANDARD" Kiln is used more extensively and is giving more general satisfaction than any other. It is simple—the elements of Drying are under perfect control. It is easily regulated to get just the combination of Drying Influences needed to dry any particular kind of Stock—whether Hard or Soft Wood. It dries rapidly and does its work well. And the Price—well, considering the high grade of equipment furnished, and the Drying accomplished—IT'S CHEAP.*

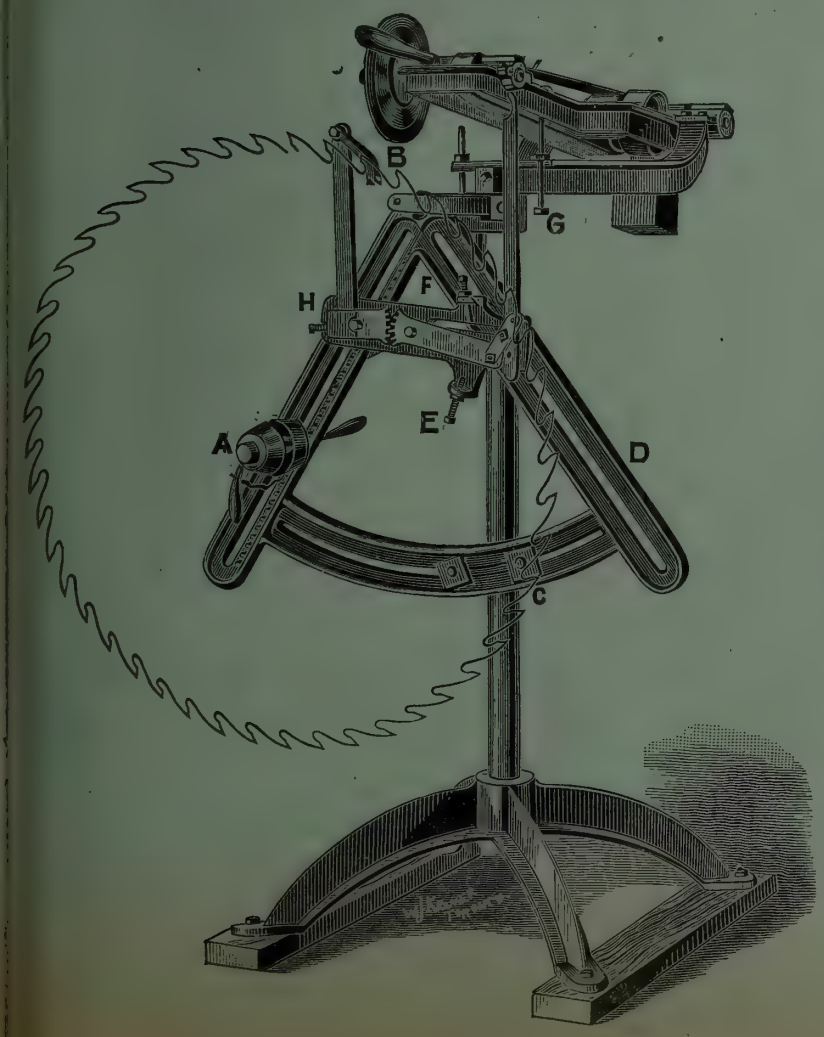
*LET US FIGURE WITH YOU.*

*Our New Illustrated Catalog you can have for the asking.*

**THE STANDARD DRY KILN CO.**

*195 SOUTH MERIDIAN ST. INDIANAPOLIS, IND.*

# The XXX Saw Gummer and Sharpener




*Has No Rival*

## FOR VARIETY, CAPACITY OR QUALITY OF WORK

... OR FOR ...

SIMPLICITY, DURABILITY, CHEAPNESS

Will take saws from 6 inches to 5 feet diameter; sets the saw forward one tooth at a time automatically; sharpens any saw (rip or crosscut) perfectly, giving the teeth any desired pitch or bevel, and making all the teeth exactly alike. Will sharpen 20 teeth in an ordinary saw mill in one minute, or 100 teeth in a shingle saw in four or five minutes. The cut shows outline of mill saw 54-inch diameter.

PEMBROKE, ONT., Jan'y 28th, 1896.

MR. F. J. DRAKE, Kingston:

Dear Sir,—Re the conversation you had with our manager, I am instructed to inform you that the machine we purchased from you early last spring has proved to be a very useful piece of machinery. Our Mr. McCool, who uses it, is greatly pleased with it, and recommends it to any person who may require a Saw Filer. Wishing you much success with your Filer, we remain, Yours truly,

(Signed) THE PEMBROKE LUMBER CO.
Per W. H. Bromley.

**Send for Catalogue**

Manufactured Only by ....

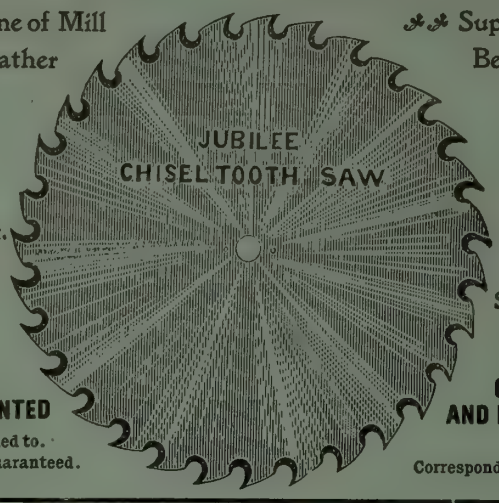
## CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON, ONT.

# THE JAMES ROBERTSON CO., Limited.

Manufacturers of..... Saws of All Description

A Full Line of Mill Supplies, including Rubber and Leather Belting, Babbit Metal, &c., always carried in stock.




Head Office: 144 William St. MONTREAL

Factories at MONTREAL, TORONTO, and ST. JOHN, N.B.

ALL OUR SAWS FULLY WARRANTED

Orders promptly attended to. Satisfaction Guaranteed.

CIRCULAR, GANG AND MILL SAWS A SPECIALTY

Correspondence Solicited.

# SUPPLIES
## OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

# RICE LEWIS & SON
(LIMITED)

Cor. King and Victoria Sts. - TORONTO

*The Leading European Lumber Paper*

## The Timber Trades Journal

Published Weekly by WILLIAM RIDER & SON, Ltd., 14 Bartholomew Close, LONDON, E. C.

SUBSCRIPTION: $5.00 PER ANNUM, POST FREE

The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .

Every Lumberman wants it — 35 cents buys it

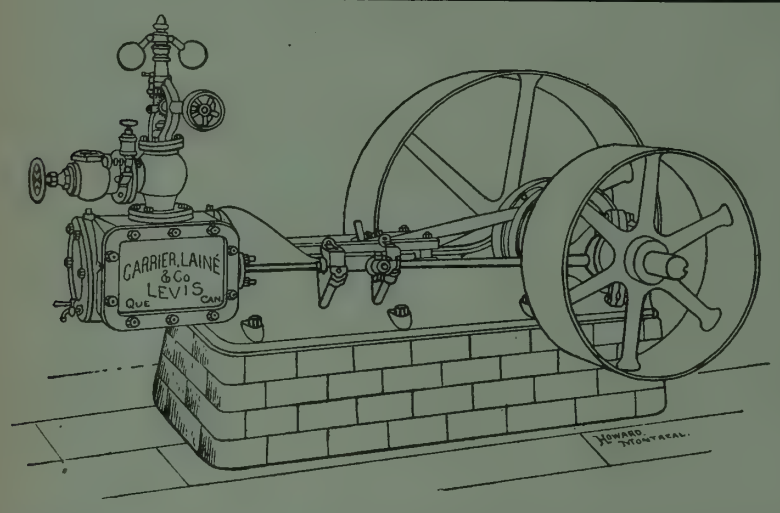
## Scribner's Lumber and Log Book

SAVES TIME SAVES MISTAKES SAVES MONEY

BRIMFUL OF EVERY-DAY, PRACTICAL INFORMATION

Address: THE CANADA LUMBERMAN, Toronto

It Pays to Advertise in the Canada Lumberman




## EXCHANGE your out-of-date Saw Mill Machinery for a Modern Plant from the works of

**Carrier, Laine & Co., Levis, Que.**

**Portable Engine and Boiler** of the most approved type (either separate or combination.)

**Stationary Engine and Boiler** to suit any requirements.

**Circular and Gang Saw Plants, Shingle and Lath Mills, Re-Sawing Machines, Special Double Edger, Butting Saws, &c., &c.**

Any ideas or plans you may have for fitting up a mill of any description can be put into practical working shape at our works.

We build, equip and guarantee output of Mill Plants. . . .

CARRIER, LAINE & CO., LEVIS, QUE.

Full value allowed for old machinery in exchange for new. . .

## The McMillan & Haynes Co., Limited

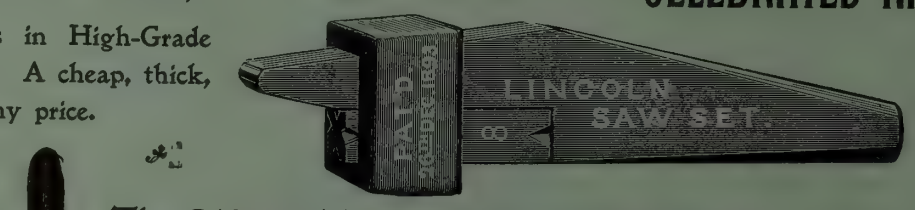
ST. CATHARINES, ONT.

## CELEBRATED NICKEL-STEEL CROSSCUT SAWS

We lead all others in High-Grade Crosscuts and Saw Tools. A cheap, thick, clumsy saw is dear at any price.

The price of a good saw is soon saved in the extra work it will do.

Be sure you use McMILLAN & HAYNES SAWS. They are all warranted to give entire satisfaction.




This SAW SET is the BEST EVER MADE. It is Simple and Strong, and is guaranteed to do its work perfectly.

We also manufacture Axes, Files, Saw Jointers, Cant Hooks, Steel and Brass Bedsteads. We have a cheap bed with wire mattrass attached suitable for shanties.

We handle the Famous KELLY AMERICAN AXES Their Flint Edge is guaranteed to stand in cold, frosty weather, better than any other axe made.

USE THE FAMOUS .. PINK LUMBERING TOOLS

Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks

Cant Hook Handles, Peavy Handles } By Car Load or Dozen

Pike Poles, Skidding Tongs, Boom Chains

Lowest Prices ◎ THOMAS PINK ◎ PEMBROKE, ONT.

# THE CANADA LUMBERMAN

WOOD-WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XIX. NUMBER 4. | TORONTO, ONT., APRIL, 1898 | TERMS, $1.00 PER YEAR. SINGLE COPIES, 10 CENTS.

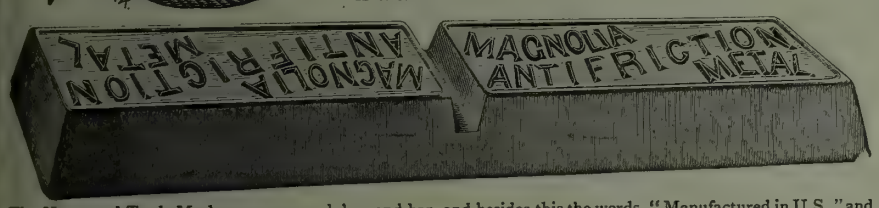


## MAGNOLIA METAL

In Use by Ten Leading Governments. **Best Anti-Friction Metal** For all Machinery Bearings.

**BEWARE OF FRAUDULENT IMITATIONS**

Genuine Magnolia Metal is made up in bars, of which this is a fac-simile :




The Name and Trade Mark appear on each box and bar, and besides this the words, "Manufactured in U.S.," and "Patented June 3rd, 1890." are stamped on the under side of the bar.

**MAGNOLIA METAL CO.**

Owners and Sole Manufacturers 266 and 267 West Street, NEW YORK

Chicago Office: Traders Building. Montreal Agents: MESSRS. CAVERHILL, LEARMONT & CO.
London Office: No. 49 Queen Victoria Street, London, E. C.

FOR SALE BY ALL DEALERS

## Ottawa Saw Works Co.

Manufacturers of All Descriptions of..... **SAWS** { Circular, Mill and Gang, Shingle, Butting, Concave, Band, Cross-cut-Billet Webs.

Correspondence Solicited. Middle Street, OTTAWA, ONT.

## MOORE STEAM PUMP

For Stationary, Traction and Marine Boilers.

High and Low or Special Duty.

Send for Illustrated Catalogue.

DARLING BROTHERS

Reliance Works - MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.

Frank Darling, Agent, Nelson, B. C.

## W. A. FLEMING

Sole agent in Canada for

REDDAWAY'S

"Camel Brand" Hair

**BELTING**

Cheaper, Stronger and More Durable than best double leather.

Not Affected by Exposure to Water, Heat or Steam.

**57 St. Francois Xavier St. - MONTREAL**

Our cheapest quality of Hair Belting is called Camel Hair Belting.

## KLONDYKE OUTFIT

1 Eider Down Sleeping Bag, 14 lbs.; 1 pair Fawn Wool Blankets, 10 lbs.; 1 pair Rubber Hip Boots (Corrugated Soles); 1 pair Moccasin Hip Boots (Hob-Nailed Soles); 1 pair Prospector's Waterproof Raw Hide Knee Boots (laced); 1 only Waterproof Kit Bag (leather bound); 1 suit Duck Clothing (wool lined); 1 suit Mackinaw Clothing (Storm Cuffs); 1 suit Unlined Duck; 1 suit Leather Vest (corduroy lined); 1 suit Leather or Duck Pea Coat (fur lined); 1 suit Underwear (hand knit); 1 suit Underwear, lighter weight; 1 only All Wool Tweed Top Shirt; 1 each Navy and Army Flannel Top Shirt; 1 only Mackinaw Sweater (Knit Collar and Cuffs); 1 pair each Elk and Hand Knit Wool Mitts; 1 pair Hand Knit Wool Sox; 1 pair Elk Moccasins (laced); 1 pair Fur Lined Leather Sleeping Sox; 1 Eider Down Cape Hood; 1 Knit Woolen Tuque; 1 suit Oil Clothing and Hat; Towels, Yarn, Mending Wool, Needles, Shoe Hemp, Wax, Linen Thread, Handkerchie's, Patent Buttons, Scissors—**All Complete for $130.00, f.o.b. Ottawa.**

All above Goods of Approved Quality and Make, suitable for Klondyke wear, and most of which we supplied the Mounted Police, and Hon. Mr. Sifton and Major Walsh's parties. Manufactured by.....

**JAMES W. WOODS, Ottawa, Ont.**

Montreal Office, 290 Guy St. Vancouver, B.C., Office, 536 Hastings St.

WHOLESALE

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED.*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING AND LACE LEATHER

Danville, Que.

## Silver Solder

For Repairing

**BAND SAWS.**

Price $1.00 per ounce, in 10 ounce lots.

**P. W. ELLIS & CO.,**

**31 Wellington St. East, TORONTO, ONT.**

MANUFACTURING JEWELERS.

# SOME UNSOLICITED PRAISE

**A FEW EXTRACTS FROM LETTERS:**

"I have been sawing for the last twelve years, and have used a great many different makes of saws, but for the past two years I have used one of your make in Davidson & Hay's mill at Cache Bay, and have found it to be the best saw I ever cut shingles with."

RICHARD McGRATH.

"I am running one of your large solid tooth saws, and a better saw never went into timber." J. R. GETTLER, Fullerton, Ont.

"I can recommend your work. The lumber saw you fixed for me is the best running saw I have had in twenty-five years."

D. THORPE, Egerton, Ont.

*We have Hundreds like these. Our Work is the BEST and Prices are Right.*

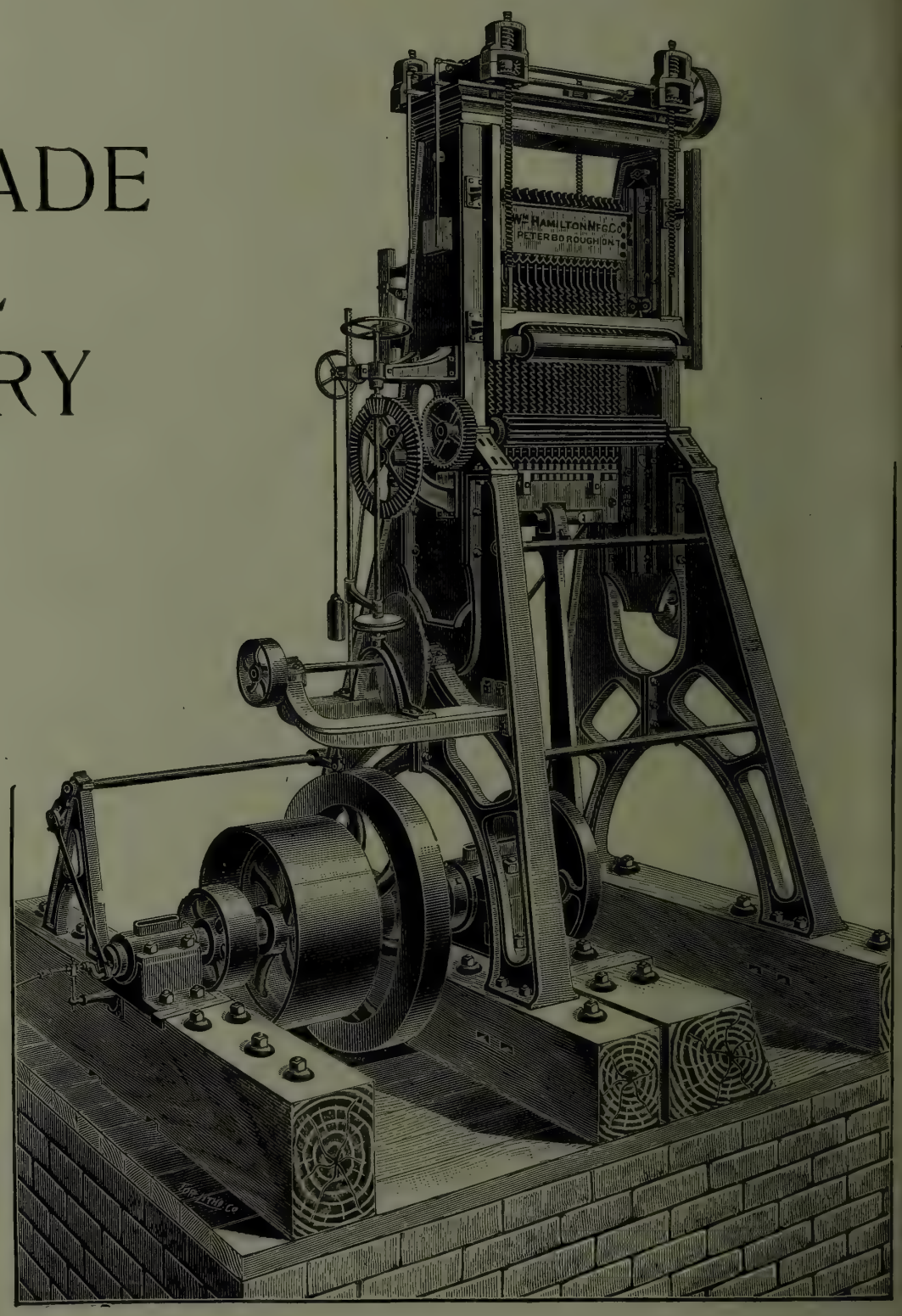
# E. R. BURNS SAW CO. - TORONTO

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a
Complete Line of

HIGH GRADE
SAW-MILL
MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

We are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Limited

**Branch Office: VANCOUVER, B.C.**

**PETERBOROUGH, ONT.**

# THE CANADA LUMBERMAN

VOLUME XIX. NUMBER 4. | TORONTO, ONT., APRIL, 1898 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

## THE NATIONAL WHOLESALE LUMBER DEALERS' ASSOCIATION.

By far the most important organization of its kind in the United States is the National Wholesale Lumber Dealers' Association, which embraces a large number of the prominent wholesale dealers of the Eastern States. This association held its sixth annual meeting at Cleveland, Ohio, on Wednesday, March 3rd, the business which formerly occupied two days being, by judicious arrangement, executed in one day.

There was a fairly good attendance from Buffalo, Philadelphia, Cleveland, Saginaw, Tonawanda and other cities. The following Buffalo houses were represented: Montgomery Bros. & Co., Superior Lumber Co., Buffalo Hardwood Lumber Co., Empire Lumber Co., Noyas & Sawyer, Charles M. Betts & Co., Haines & Co., H. M. Loud & Sons Lumber Co., Hurd & Hauenstein, Hugh McLean & Co., J. C. Anthony & Son, and Underhill & Poole. The Tonawanda contingent included representatives of Smith, Fassett & Co., Rider & Frost, W. H. Sawyer Lumber Co. and H. M. Tyler & Co.

We notice that the membership of this association also includes the names of E. C. Grant, of the Ottawa Lumber Company; E. H. Lemay, of Montreal; and the Gillies Lumber Company, Ottawa.

Space will only permit of brief reference to the most important subjects considered. Following the reading of the address of the president, Col. Betts, and the presentation of the secretary's statement, Mr. Edward F. Henson read the report of the Fire Insurance Committee, which stated that there were five insurance companies in the district devoted solely to the interests of lumbermen. They were all successful, the one most so being the Northwestern Retail Lumber Dealers' Insurance Association, which had been the means of securing very cheap insurance for lumbermen.

A resolution was passed favoring a uniform bankruptcy law. The report of the committee on membership recommended that the secretary visit the lumber districts and solicit new members for the association. Mr. Pendennis White, of Tonawanda, read an interesting paper on "The Scalper and the Illegitimate Trade," which created a lively discussion. Another interesting question discussed was what an article costs the manufacturer to produce and sell, and what it costs the lumberman not manufacturing to put his lumber on the market. The general opinion seemed to be that ample pains was not taken to ascertain what the lumber actually cost the dealer or manufacturer.

The choice of the association was unanimously in favor of Hon. John N. Scatcherd, of Buffalo, as president. Mr. Scatcherd, whose portrait we present, is of the well known lumber firm of Scatcherd & Son, who handle large quantities of Canadian hardwoods. His election should be a source of gratification to the trade at Buffalo, while all agree that he is eminently qualified for the duties which he will be called upon to perform. John S. Eastabrook, Saginaw, and Robert C. Lippincott, Philadelphia, were chosen first and second vice-presidents respectively. The convention closed with a successful banquet.

HON. JOHN N. SCATCHERD,
President-Elect National Wholesale Lumber Dealers' Association.

## TIMBER RESOURCES OF THE KLONDYKE.

MR. Ivan Petroff, special agent of the United States government in Alaska for the tenth census, has furnished some interesting information regarding the forests of Alaska. The trees are mainly evergreen, the spruce family predominating. White birch is also found throughout the region that supports the spruce, chiefly among the watercourses. The alder and willow are found on all the lowlands, reaching beyond the western and northern limits of the spruce. A poplar resembling the cottonwood of the United States, and which, under favorable circumstances, attains a large size, is also found in the timber sections of Alaska south of the Arctic circle. As is well known, there are considerable forests along the south Alaskan coast, being a continuation of the great forests of Washington and British Columbia, the south-eastern Alaskan climate being very similar to that further south, though, of course, somewhat colder.

## POSSIBILITIES OF TRADE WITH FOREIGN COUNTRIES.

MR. Edmund E. Sheppard, Dominion Trade Commissioner to Mexico, Central and South America, has submitted his final report to the Department of Trade and Commerce, in which he refers at some length to the possibilities of increasing our trade with these countries. His observations and conclusions of the lumber trade are of special interest to Canadian manufacturers, and are given below:

### LUMBER.

Returning to our starting point, Mexico does not take the lumber from Canada that should be exported to that country. Her trade is nearly all with the Southern States of North America, which, owing to contiguity on the Gulf side, affords a more available source of supply. Nevertheless, in white pine and spruce on the Gulf side and British Columbia pine on the Pacific side, agents of our lumbermen should do a very profitable business.

BRAZIL.—In Brazil, owing to the fact that an insect attacks white pine and burrows through it until it is almost like a handful of ashes, white pine is little used except for decorative purposes and doors and windows, where it is needed for its lightness, and is protected by varnishes and paint. Yellow pine, owing to the large quantity of pitch it contains and comparative freedom from insect attack, is esteemed preferable. In my extended report on Brazil, I have given the statistics of this trade. It amounted in the year named to only about $52,000. Already one Canadian agent at least has endeavored to increase this export, and in the interior and the southern parts of the country the importation of material suitable for window-frames and doors should be very large; but as I have before remarked, it will have to be pushed under personal supervision, the broken cargoes from United States ports being more acceptable than our large direct cargoes.

URUGUAY.—Uruguay imported in 1896 $517,000 worth of pine, $500,000 of it from the United States. The total imports of timber were $771,000 (gold).

ARGENTINA.—Our direct export of lumber to Argentina in 1896 was $410,000; in 1897 it was $538,000, and can be very largely increased, as the woods of that country suitable for lumber are grown nearly altogether in the south towards Patagonia and are very heavy and not adapted to the purposes for which white pine is used. In the three countries last enumerated spruce is nearly altogether brought from Maine, and handling it is already a very large business. The export of portions of houses already prepared is successful in but few countries, owing to the tariffs, but the export of white pine lumber to Argentina, there to be milled and made into doors and sashes and frames in the yard where it is received, should be a very profitable business, for of all the countries of the South, Argentina is most rapidly increasing in population, the stretches of arable land being enormous, and the erection of small dwellings proceeding at a very rapid rate. The export to Argentina of lumber suitable for the fitting of cattle vessels is also an important feature, and is already to a considerable extent in the hands of a Canadian who is familiar with both the lumber and cattle business, but unfortunately he is not taking all his supplies from this country. Our lumber business to Argentina, instead of being about $420,000 per annum, should be five times that sum. A table I have prepared shows the average movement of lumber, as well as of other import articles, shipped to the River Platte, which includes Uruguay and Paraguay.

While I was in Argentina Congress was in session, and what was considered the unneighborly conduct of the

United States in the, to them, most irritating tone and text of the Dingley Bill, seemed likely to be practically resented by the passage of a law materially increasing the duty on yellow pine from fifteen to twenty-five per cent. As these increases are made not only by raising the tariff, but by raising the rate of assessment on the foreign goods received, it was quite possible for Argentina to make a discrimination even to the extent of forty per cent. without incurring the charge of open discrimination against a nation having the "most favored nation" clause in its treaty. No goods in any of these countries are received at a "per invoice" valuation, an arbitrary value being placed upon them and all goods of any specified class being assessed alike.

No country in South America offers a better opening for the lumbermen of Canada than is afforded by Argentina, its chief city, Buenos Ayres, having a population of nearly 700,000, while other principal cities are being built up very rapidly. Foreign decorations and woodwork of the most elaborate sort are popular in that country. These for a while were discouraged by the hard times, but since the good harvest just gathered, commercial conditions are better and likely to improve. The prospects of peace and of permanent and progressive government are also excellent. A large amount of British capital and the industry and hopefulness and aggressiveness of both the business men and the poorer classes, all point to Argentina as an exceedingly good market, which I am informed is to be looked after by a resident Canadian commercial agent, who will also have to do with the commercial affairs of Uruguay as they affect Canada.

CHILI.—By the kindness of the British Vice-Consul at Valparaiso, I received the following statement as compiled from the most recent returns showing the imports into Chili of timber during 1896:

IMPORTS OF TIMBER INTO CHILI DURING 1896.

| | | | | | |
|---|---|---|---|---|---|
| Building Timber, | Great Britain... | 500 sq. metres ; | value, £ | 28 |
| " | " | United States... | 2,667,758 | " | " | 148,910 |
| Dressed | " | " | " ... | 175,772 | " | " | 11,117 |

This indicates that the whole trade was only in the neighborhood of $800,000, Canadian money. There were no evidences of any direct importations from Canada, though I was informed by Mr. Compton, probably the largest dealer in the republic, that a certain amount of British Columbia lumber was received, though his business was altogether with San Francisco. This being the case, I was justified in my remark at the Vancouver Board of Trade that in Chili our lumber was unknown as such, i.e., as British Columbia lumber. Objection, however, was taken to it by a local dealer, who said he had sold British Columbia lumber on the Pacific coast. Our natural prominence in the lumber trade is only self-utilized in the finding of a market for occasional cargoes if they are not known as being composed of British Columbia lumber.

Chili has large forests of her own in the southern portions of the republic. In many respects they are fortunately situated, being, to a Canadian mind, not remote from rivers and seaports, but the methods of lumbering are so crude and the milling so rough and uneven that hitherto native lumber has not had the sale which it should have enjoyed.

The Chilian lumber is practically all hardwood, some of it being exceedingly fine and much resembling our maple. Other samples, darker in color, resemble walnut and cherry, and a very attractive substitute for oak is also found. The logs are large and mills are being built, and improved facilities for marketing these different varieties will soon change the complexion of the Chilian lumber trade. The protective spirit, which is exceedingly strong through all the South American republics, is demanding in Chili an increased tariff on foreign timber. Congress was in session while I was in Santiago, and a very great increase of the import duty on lumber and codfish was being discussed. The speech indicating proposed changes in the tariff had been delivered, and, as it happened, the duty on both codfish and lumber, two of Canada's principal exports, was likely to be nearly doubled. As before stated, the Minister of Finance assured Mr. Thompson, the Canadian commercial agent, and myself, that on our representations the particular duties would be left as they were.

The prospective change in Chili's lumber business threatens British Columbia lumber more than it does white pine, for while the republic has a substiute for the liarder wood, the lighter material must always be brought from a foreign country. For this reason even a duty of 35 or 60 per cent. will be unable to exclude our product if offered there in proper shape and unencumbered with unnecessary expenses, such as are incurred by passing it through the hands of middlemen. Though the market is not a large one, its present condition is more favorable to Canada than to any other country. Chili, however, is not in an exceedingly prosperous condition, nearly all of her possibilities, except lumber, having been pretty thoroughly exploited. The low price of nitrate has made it very difficult for the nitrate companies in the north to export anything like the old-time quantities. As Chili's revenues are quite largely derived from export duties on nitrate, this has caused a serious embarrassment. Enormous expenditures—for a country of Chili's size, fabulous expenditures—on the navy have made her obligations very great, and the support of her forces on land and sea is very severe, and, some might say, an almost impossible task. The Chilians are a vigorous and aggressive people, seem to live well and to build for comfort and a considerable amount of show; and notwithstanding her financial difficulties created by over-expenditure, the country contains much wealth, is fairly well cultivated, and can be relied upon as a fairly good market.

PERU.—This republic, rising from its long period of depression caused by war with Chili and the much more recent but terribly sanguinary revolution, is showing many elements of prosperity. With singular if not simulated neighborliness, she seems to buy as much as possible from Chili, but her lumber business is a good one, for Canada especiallv. This is also true of Eucador, her northerly neighbor, the chief seaport of which, Guayaquil, was recently destroyed by fire and is being rebuilt nearly altogether with wood, and very largely in the insecure and old time fashion. Ready-built houses on account of pressing necessity are admitted free.

The Pacific coast of Columbia is showing very little enterprise, and but a small amount of building is being done. What lumber is used is taken almost entirely from San Francisco, which acts as shipper for Puget Sound, from which, no doubt, much of the stock comes.

CENTRAL AMERICA.—The Pacific markets of these republics for lumber are nearly altogether in the hands of San Francisco people, and this is true of nearly everything. It also seems to me no difficult task for enterprising Canadians to enter and dispossess the present owners of the market, but this will never be while they rely to so large an extent upon the co-operation of Puget Sound and San Francisco merchants. In my opinion they rely too much on occasional orders received in this way, and on the imperfectly organized enterprise in the direction of shipping now and then a few unbroken cargoes. This may not be true of exports to countries with which I am acquainted, but in regard to Mexico, Central and South America, I think it can be said that they are preferring a small certainty to a much larger business which could be had by unity and concerted action confined to Canadian mill-owners.

BROKEN CARGOES.

One of the most positive indications of the necessity of Canada having a distributing point of her own for commerce such as reaches such ports as I am reviewing, is found in the fact that merchants and forwarders in Mexico, Central and South America, when ordering goods, very often ask that the cargo shall be completed with lumber of stated lengths and thicknesses, or in ordering part of a cargo of lumber, specify other articles that they desire to complete the shipments. These orders, of advantage to Canada, almost invariably go to New York, where everything can be produced on short notice. The orders for lumber sometimes reach Canada, but for other articles the warehouses of Brooklyn and New York are ordinarily sufficient for supply. In this way we are continually passed over and our reports of commerce are apparently such as not to encourage the belief that we can fully provide everything that is desired. Next to personal solicitation for orders to be made on behalf of our merchants and exporters, stands the necessity of forcing buyers to the world's market to understand that we are sellers, producers and forwarders.

After writing the foregoing portion of this report, I mentioned to a gentleman well acquainted with Canada's output of lumber that in the year 1896 we appeared to have sent only about $410 000 worth to Argentina. He stated that these figures must be incorrect, as he was cognizant of that amount, and perhaps nearly twice that amount of lumber, going to Argentina from the Ottawa Valley alone. He stated that this lumber had nearly all been shipped in cargo lots to Boston, where it was embarked for the sonth. He also stated that a special cut of lumber, 12 inches by 14 to 16 feet, made from smallish logs milled in the Ottawa Valley, was a great favorite in Argentina, insomuch as the knots were of a small size, and when the board became dry and the knot fell out a large hole was not left in the board. I had to do with a dispute over what was pretended was a cargo of this Canada lumber at Buenos Ayres, and at once recognized the description. The cargo was rejected because it did not come up to the specifications, and was classed as "Michigan Lumber." Every year a large exportation of the same brand of lumber has been going on, and Canada has appeared to sell at least a portion of this material to the United States. My informant stated that the company interested in this trade were beginning to look about them for a means of direct exportation from Canada, as in many respects the present system was becoming unsatisfactory. The greatest difficulty he apprehended would be in finding return cargoes to Canadian ports.

This question of return cargoes was unexpectedly, though perhaps but partially, answered almost at once, when one of the largest manufacturers of woolen goods in the Dominion complained to me that the immense amount of wool the firm imported, much of it from South America, particularly the variety known as Chilian wool, came filtering into Canada from sources which added unduly to its cost. He was anxious to be placed in communication with shippers who would be likely to bring him his freights direct. A dealer in hides has asked me for the same assistance, and it seems easily within the realm of possibility that if Canadian exporters and importers having to do with South America got together, the situation would be simplified or solved, freights cheapened and our export and import lists straightened so as to show who are the customers of Canadian products, and of whom Canada is a customer. Such a movement would be a patriotic one and increase an hundredfold the opportunities for Canadian trade with South America.

## PERSONAL.

Mr. Eli Claude, for ten years bush foreman for Messrs. Buell & Hurdman, of Hull, died in Ottawa recently.

Mr. J. A. Christie, of the Assiniboine Lumber Co., Brandon, Man., was a recent visitor to Ottawa and other eastern points.

Mr. T. R. Case, an extensive lumber operator of Little Rapids, Minnesota, was recently in Ottawa on government business.

The marriage is announced of Mr. Donald Fraser, jr., of the well-known lumber firm of Donald Fraser & Sons, Fredericton, N.B., and Miss Tenant.

Mr. Andrew McCormick, the veteran lumberman of Ottawa, Ont., returned a fortnight ago from an extended visit to Bermuda, where he went to improve his health.

The death occurred at Ottawa recently of Mr. A. M. Burgess, Commissioner of Crown Lands for the Dominion and ex-Deputy Minister of Interior. He was 48 years of age.

Mr. John Donogh, of the Swan-Donogh Lumber Co., North Tonawanda, N.Y., was recently indisposed through illness at the residence of a friend in Toronto. A fortnight ago he was sufficiently recovered to return home.

From Pembroke, Ont., comes the news of the death of Mr. Hugh Grant, for many years manager for Hamilton Bros., and latterly of the Hawkesbury Lumber Co.'s business at Rowanton, Que. Deceased was in his 69th year, and was well known to the lumbering community.

The wholesale lumber firm of D. L. White & Co., of Albany, N.Y., has secured the services of Mr. Guy Buell, of Ottawa, who for the past two years has been connected with the firm of R. H. Klock & Co. In his new field Mr. Buell will have full charge of the Ottawa and Michigan business of D. L. White & Co.

Mr. Frank Maundrell, of the lumber firm of Leishman, Maundrell & Co., Woodstock, Ont., has returned from a business trip to Great Britain. Mr. Maundrell opened a branch agency of his firm in Glasgow, and expects to secure considerable foreign business. He also succeeded in selling the English rights to manufacture an acetylene generator of which he is the patentee.

We are pleased to learn that Mr. Carl Zeidler, of Toronto, has secured the appointment of European agent for Messrs. Geo. T. Houston & Co., of Chicago, the well-known exporters of hardwood lumber. Mr. Zeidler expects to leave some time this month for the European continent, visiting the markets of France, Germany and England, and will no doubt return with many orders as the fruits of his trip. Messrs. Houston & Co. make a specialty of quarter-cut oak, and also handle many hardwoods which are not found in Canada, such as gumwood, cottonwood, cypress, hickory and satinwood.

Remember the lumbermen's meeting in Toronto, April 7th. The hardwood trade should be well represented.

## IMMENSE LUMBER CONSUMPTION OF A CANADIAN ESTABLISHMENT.

We give herewith a view taken in the lumber yards of the Massey-Harris Company, Limited, Toronto, and also introduce a portrait of their lumber buyer, Mr. Alex. McKee.

The Massey-Harris Company are among the largest buyers, and are, we believe, the largest consumers of hardwood lumber in Canada, their annual consumption being between 7,000,000 and 8,000,000 feet. Notwithstanding the fact that in the manufacture of agricultural implements steel is largely superseding wood, yet the growth of the business of this company is so large that their consumption of hardwood lumber is increasing year by year. The average value of the lumber which they generally carry in stock is nearly $250,000. When one considers the enormous amount of money which is circulated by this one company alone among the mill men of western and northern Canada, and the large number of persons that find employment directly and indirectly in these mills, some idea of the importance of this industry to Canada can be conceived.

It is a great source of satisfaction to know that such enormous quantities of hardwood lumber are used in the Dominion of Canada, giving employment not only to the saw mills of the country, but to a large number of artisans who construct, from this raw material, various kinds of implements, which are exported over the entire world.

The principal object of this article is to draw the attention of saw mill men throughout the country to the fact that they can find in the company we have mentioned a purchaser for very large quantities of hardwood lumber, either dry or green, and we are satisfied that it would be to the advantage of the mill men of Canada to sell their product to local companies whenever possible, rather than to export it to be manufactured abroad.

Corner in Lumber Yard, Massey-Harris Company, Toronto.

The hardwood lumbers mostly used by the company are white ash, white and red oak, rock elm and hickory. They also use considerable quantities of maple, basswood, soft elm and whitewood. White ash pole stock 3½″ × 4¼″ and 8″ or 12″ × 14 feet is very valuable to them, as is also 1½″ × 10″ × 12 feet white or red oak or rock elm, which is used for binder wheel rims. For such lumbers the Massey-Harris Company inform us they will pay more than mill men or dealers can obtain by exporting.

For packing cases, for which they use 1″ soft elm, they consume one to two million feet annually. They buy this mill run (dead culls out), thus taking the entire cut, which is of great advantage to the mill man. For many special sizes they pay an extra price.

Mr. Alex. McKee.

Their buyer, Mr. McKee, is well-known to nearly every mill man in western Ontario. He has been lumber buyer and inspector for the Massey-Harris Company and the old Massey Manufacturing Company for over 20 years, and is perhaps the best posted man in Canada on hardwood lumber. He knows the value of every board in connection with the business, and is able on this account to make an inspection more favorable to the mill man than the ordinary one.

## EVOLUTION OF THE WATER WHEEL.

The essential principles of a well constructed water wheel are not unlike those of a finely balanced and adjusted automatic cut-off steam engine. In either device the first consideration is a point of impact of the power with some vehicle through which the power is conveyed directly to the machines to be driven. In the steam engine this point of impact is the piston head, and the power is the steam admitted to it through the cylinder. In the water wheel the point of impact is the bucket, and the power is the weight of water conducted to it.

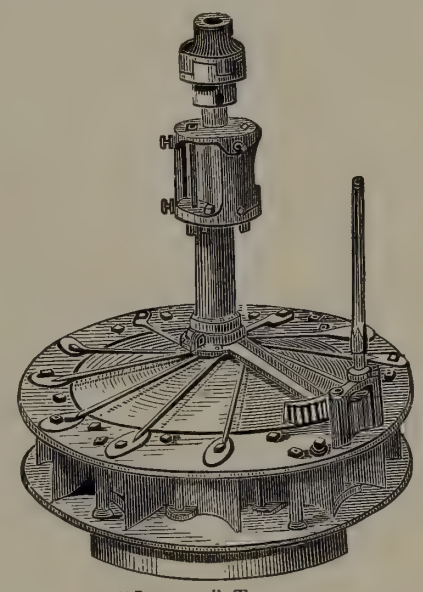
During the early stages of steam engine development the margin of profit in the use of steam over hand power was so enormous that little or no attention was given to economy of fuel; but with the expansion of competition which this large margin naturally invited, the minutest detail of cost of production came to be closely scanned, and to-day the quantity of fuel consumed in any well ordered manufacturing establishment is as accurately noted as any other material that enters into the factory product, and vast sums are cheerfully paid for plants that secure the closest proportion between a certain weight of coal burned and each pound of water evaporated.

Such scaling down in the cost of steam power for a time left vast water powers throughout the land comparatively unused and apparently useless; for manufacturing could be pursued at any point, and in fact was diverted from localities possessing superior natural advantages to those that offered the best facilities for the distribution of finished goods.

Electricity, however, the great annihilation of distance, has, with wondrous strides, taken the front rank of the march of progress, and with the harnessing of Niagara the age of steam may almost be said to have yielded to the electric age, while in its wake, if not at its side, nature's other great elementary force—water—unassumingly stands forth the basic power of the day; the time-honored overshot and breast water wheels which served their generation modestly but well, but for which the world became too small, are venerable relics of the past, along with Watt's steam engine and Stephenson's locomotive; and to the turbine has been assigned its final worthy place in the economy of the world.

Some will say, then, is not one turbine as good as another? Not so, any more than that one engine, of whatever type, using steam, is as good as another. There are few really bad turbines, for they all possess at least one-half the generic virtues of their species—they will let the water into them. But just as the highest type of steam engine is that which exhibits the nicest adjustment between the inlet of steam and the cut-off to the exhaust, so the highest type of turbine water wheel is that which observes the finest balance between the volume of water conveyed to it and its capacity to discharge or exhaust the same water while utilizing, by reason of its correct principles of construction, the greatest possible percentage of the power due the water.

The process up to this happy medium is, or should be, one of elimination or the dispensing with every part and weight that makes for friction, and that tends to the misdirection or mis-use of the power contained in the water. Such results are not a matter of lucky guessing or of random efforts by new men in a new field. In the case of the "Leffel," "Vulcan," and "Perfection" turbines the manufacturer, Mr. Madison Williams, successor to Paxton, Tate & Co., Port Perry, Ont., states that they represent thirty years of patient trial, experiment, modifications, and a steady aim to run parallel with natural laws, so that while many builders have multiplied devices, parts, connections, and cumbered their wheels with useless and hindering appliances, these turbines stand out as models of simple design, devisable workmanship, and high efficiency of power, that make them prototype of the most modern self-contained automatic steam engine, having the advantage over the latter that they use no fuel, require no fireman or engineer, and once properly placed may be relied on to do their work day in and out for years after, so long as the stream flows.



"Leffel" Turbine.

These turbines are built in sizes from 6⅝ inches to 8 feet in diameter, and may be made to yield anything from ¼ horse power to 2,500 horse power or over for a single wheel. Five sizes from 6⅝″ to 11½″ are constructed entirely of brass, and those from 13¼ to 20 inches have brass gates. Sizes larger than 20 inches are all of iron.

In illustration of the almost marvellous ingenuity of these wheels, a recent requirement was for one to develop 60 horse power under a certain fall of water. The requirement was more than met by a wheel 7⅝ inches diameter, which was capable of 90 horse power, and as the same principles apply to all the wheels built at the works of Madison Williams, it would seem that there remains little, if anything, to be attained in the improvement of water wheels that is not embodied in the three types already referred to.

## THE SAW MILL OF THE FUTURE.

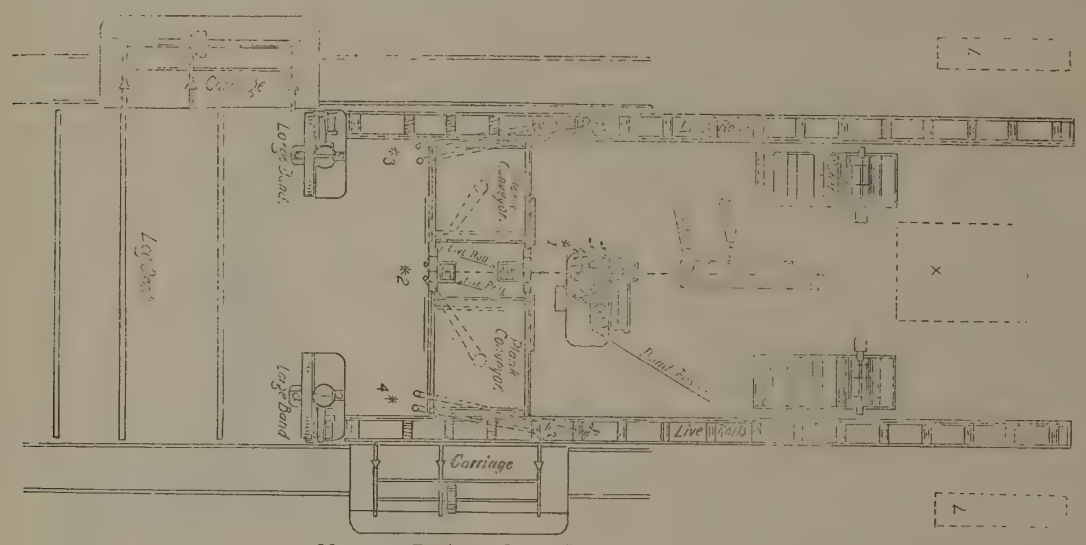
I have recently travelled in different timber districts in the United States, Canada and Europe, and owing to my business, as well as my mechanical tastes, have had my attention called to the different methods of saw milling pursued in these different countries and under different conditions. As was to be expected, where the timber is most valuable, the thinnest saws are found in use. In the old countries of Europe their methods of sawing are very slow, and to the American they seem very far behind the times; in fact, their saw mill machinery would not be tolerated for an instant in a saw mill on this side of the water.

But as our timber is becoming scarcer and the better grades are becoming more valuable all the time, our progressive mill men are looking about for better saw mill equipment, and the American saw mill of the future will have to meet the demand for that economy which is practiced in Europe, without sacrificing to too great an extent the present capacity.

There can be no doubt that the band saw is the tool to which we must look, and thinner saw blades must be employed than those in common use at present. Advance in this, as in every other line of progress, has not taken place steadily, but after an advance there has been a backward step. Thus the first band saw blades used were much thinner than those used at present. They were not entirely satisfactory, mainly for the reason that the operator did not know how to care for them. If a saw blade refuses to perform the work in the best possible manner, there are always two ways to remedy it, one to abandon the thin saw blade and use a thicker one—and this, I regret to say, has been the usual practice and accounts for the thick band saw blades we are now using. The other and the correct method is to fit the saw blade more carefully, to study the reasons which have caused it to do imperfect work, and to correct these defects. We are now commencing to do this, and the writer confidently predicts that within five years, in place of 14-gage band saws being the standard thickness, you will find saws 16-gage and thinner will be the rule.

I believe that the ideal mill of the future will use saw blades 17-gage in thickness. The advantages they will possess are numerous; they will be more flexible. This means a band mill with wheels of comparatively small diameter, and will admit of a much lighter, more compact, and hence more portable mill. Our valuable timber in many states, like Tennessee and Kentucky, is located in a hilly country, and the logs can not be transported to the large river mills. The saw mill of the future must go to the logs, and not the logs to the mill. There will be no disadvantage in the way of capacity in this respect. To begin with, we, none of us, know the maximum capacity of a band saw blade.

I was recently in a saw mill in northern Wisconsin. This mill was sawing logs averaging 18 or 20 inches through. I noted carefully with my watch the length of time elapsing from the time the saw entered a 16-foot log until it emerged from the other end. Often no more than two and one-half seconds were required, and never more than three seconds. Of course this was a 14-gage, 11-inch saw, but thin saws are doing even more than this in proportion. A firm in Illinois recently sawed, on a band resaw, carrying 19-gage saws, 39,960 feet of 1 × 12 cottonwood in nine hours. The saw blades were, most of them, old and narrow, and thus their average width was not over four inches, probably less. This firm takes special pride in the small saw kerf removed, hence this day's work means much more than if they were making this capacity at the expense of the quality of the sawing. This, of course, was a continuous feed, and there was no lost time as would be the case in sawing logs in a saw mill; but allowing two-thirds lost time for reversing the carriage and loading and turning of logs, you still have about 15,000 surface feet, which could be sawed by a log mill with a 19-gage 4-inch saw if it were fitted and cared for as well as these blades were.




Modern Double Band Mill, with Resaw.

The small band mill which will be used in the future will have 60 to 70 per cent. of the capacity of the present large band mill; 1-16 inch in saw kerf will be saved as compared with the present 14-gage saws. In the large plants of the future, where the capacity must be maintained, band resaws will be used for this purpose. They will be placed directly back of the log saw, which converts logs into flitches, and the band resaw will convert this latter into boards or planks of the required thickness. This feature is not experimental. They are being used extensively for this purpose at the present time. One firm alone has sold over thirty to saw mill owners during the past two years.

The accompanying diagram represents a double band mill, which, equipped with 18-gage saws, will produce 75,000 to 80,000 feet of four-quarter pine in a day of ten hours. It will remove a saw kerf of 5-64 inch. This capacity, at first glance, would seem impossible, but when it is remembered that the present band mill carrying 14-gage saws will saw 40,000 feet of inch boards per day of ten hours, unquestionably the same number of logs could be handled with a thinner saw blade if only one-half of the cuts were made. In the proposed mill this will be done, the band resaw making each alternate cut.

The saw mill band resaw has many novel features in the way of set works, devices for sawing slabs, changing thickness, self-centering automatically, becoming rigid for slabbing, etc., as occasion may require. In the mill of the future all of these advantages will be insisted upon, and, moreover, in order to make all the saving which results from using so thin a saw kerf, a better class of set works will have to be used. There are a number of friction set works in existence at present, which are, undoubtedly, the outgrowth of this latest demand. In short, the future of the thin saw blade is brighter at present than ever before. It seems to meet every requirement, and the writer is never surprised at any new record that is made for either accuracy or capacity.—E. C. Mershon, in the Wood-Worker.

## TRADE NOTES.

Senator Poirer, of Shediac, N. B., has purchased from the Robb Engineering Company, of Amherst, N.S., a 60 h.p. engine and boiler for his saw mill.

D. K. McLaren, 24 Victoria Square, Montreal, informs us that their western branch is open in the Imperial Block, Galt, where a full stock of belting, card clothing and mill supplies is on hand.

J. L. Goodhue & Co., of Danville, Que., are completing several large belts for a new saw mill on the Pacific coast, consisting of one 48 feet double, two 20 feet double, two 18 feet double, and the smaller belts required. They also have on hand a large order for an Ottawa concern.

The Canadian Locomotive & Engine Co., Kingston, Ont., advise us that they have shipped a carload of shingle machinery to McLaurin & McLaren, East Templeton, Que., and a carload to Gillies Bros. Co., Braeside, Ont., this month, besides several smaller orders, and business in this line is improving.

R. Bell, jr., of the Hensall machine shop, recently shipped the following orders: One large double saw mill, top saws, log jackers and overhead centre, to Arrowhead, B.C.; heavy saw mills to Arnprior and Hagarsville, Ont.; medium saw mills to Orillia, Tweed and Toronto; engine and boiler to Dashwood, and wood-working machinery to Toronto.

Mr. Madison Williams, successor to Paxton, Tate & Co., Port Perry, Ont., has recently shipped and has under construction the following: 10-inch brass horizontal mining wheel, with Globe case, to British Columbia; 23-inch Vulcan to D. McInnes, Judique, N.S.; 26½-inch Vulcan and case to Thos. Elliot, Hamilton, Ont.; one 40-inch and one 48-inch Leffel to St. Hyacinthe, Que.; one 44-inch Leffel to E. H. Bartlett, Bartlett's Mills, N. B.; set of heavy gearing to Hon. J. B. Snowball, Chatham, N.B.; 20 ft. Lane saw mill and carriage, with special rope feed-works, to S. G. Parkin, Lindsay, Ont.

Messrs. Baldwin, Tuthill & Bolton, of Grand Rapids, Mich., report the following recent sales of band or gang saw filing room outfits: Mitchell & Rowland Lumber Co., Toledo; Union Dry Dock Co., Buffalo; Raine & Raine, Empire, Pa.; W. A. Jones & Co., Caledonia, Pa.; Clark-Rowson Lumber Co., Grand Rapids, Mich.; Kalamazoo Sled Co., Kalamazoo, Mich.; Saginaw Mfg. Co., Saginaw, Mich.; Montgomery Bros. Lumber Co., Buffalo, N.Y.; Woodward Lumber Co., Atlanta, Ga.; Hubbard Bros., Mobile, Ala.; Jos. F. Paul & Co., Boston, Mass.; H. A. Hodges, Buffalo Bluff, Fla., together with single machines or partial outfits to over 60 other concerns throughout the United States and Canada. They are having a remarkable demand for their 1898 book on saw fitting from both millmen and filers.

## EXTENSIVE MARKET FOR SPRUCE.

The fact has been previously referred to in this journal that larger quantities of spruce than heretofore have this year been sold for shipment to the east coast of England, which is practically a new market for this lumber. The price of Baltic lumber, which formerly supplied the enormous ship-building and other industries of the east coast, is now so high that buyers are looking around for a suitable substitute at a lower price, and are turning their attention to the spruce lumber of New Brunswick and Nova Scotia.

For the purpose of investigating the prospects of obtaining a continuous supply of spruce, Mr. James Miller, representing Robson, Miller & Co., timber importers, of Newcastle-on-Tyne, recently paid a visit to Canada. To a representative of the St. John Sun, Mr. Miller gave some interesting particulars of the situation. He said :

"The spruce ports are now on their trial. The consumption of lumber on the east coast of England is enormous. Hitherto the supply of whitewood has come from the Baltic. The mills there are more careful in manufacturing lumber and make it in sizes to suit the trade. The objection to spruce has always been that your mills do not make as good a class of lumber, or make sizes to suit. But the increase in the price of Baltic lumber has turned attention to spruce. What your manufacturers must do is to turn out well sawn lumber in the sizes needed—and nearly all sizes are required. I have talked with some of your mill owners. They say they have been accustomed to cutting 3 x 7, 3 x 9 and 3 x 11 in. deals, and driving their mills. In my opinion, if they would cut more slowly and get more out of the logs it would be better for them and for the lumber interests of your province. It would certainly give them a better chance to secure and hold the east coast market. The gang saws that I have seen in your mills are about or nearly twice as thick as those used in the Baltic mills. When one of your mill owners told me what logs cost, I was very much surprised that so much of the logs should be wasted by the use of thick saws.

"In order to get and hold a market, in these days of quick and world-wide communication, the wants of the market must be studied and suited. The Baltic people have been careful to do that. Your people now have the chance. I believe that four or five thousand standards of spruce have already been booked for the Tyne alone. Remember, spruce is, comparatively speaking, unknown on the east coast. It must make its way, and careful manufacture of all lumber sent there is the only means of cultivating the market. The people here have it in their own hands.

"There is an immense variety of sizes suitable to the market, ranging from 4 x ¾ inch boards to 12 x 4 inch planks. Such sizes as 4 x 2, 5 x 2, 5 x 2½, 6 x 1, 7 x 1, and 2½ and 3 inch thicknesses in various sizes are required. There is a very large demand for 2½ inch stuff.

"This (2½ inch) is the size used by shipbuilders, and the ship-building industry is extremely active. All the companies and firms are filled up with orders for the year for steamers, while in the yards building warships there is three years' work booked. Though built of iron and steel, there is a great deal of lumber used in ceiling and the internal fittings of vessels. In this work 11 x 2½ inch stuff is used, and that is a size seldom asked for on the west coast. You must remember, and manufacturers must remember, that different markets want different sizes. What suits the west coast will not suit the east. What suits the east will not suit the south coast. The sizes used in house-building on the south coast, for example, are not the same as ours on the east coast. A market will not take any size you choose to cut. You must cut the size it needs.

"The activity in ship-building has caused a corresponding activity in house building, and this creates a further demand for lumber. The price of Baltic lumber is likely to remain high, owing to the enhanced value of the forests. Our firm import lumber from the Baltic, white pine from Quebec, pitch pine from the south, and also import from Vancouver. We do not see why New Brunswick and Nova Scotia should not have a share in the trade of the east coast. It rests with the manufacturers.

"There are ports on the Tyne, Wear, Blyth, Tees and Humber, and interior markets like Leeds, Bradford, Huddersfield and others, having an enormous consumption of lumber. Such cities as Newcastle, Shields, the Hartlepools, Sunderland, Stockton, Middlesboro, Hull, Grimsby and others afford a large market."

## NOTES FROM THE MARITIME RROVINCES.

[Correspondence of the Canada Lumberman.]

Logging operations in New Brunswick and Nova Scotia the past winter have been done on a much smaller scale than for a number of years, owing to the drop in prices in all markets where spruce lumber obtains, and the consequence is being severely felt in all lines of trade. The quantity of sawn lumber piled on the wharves and at the mills ready for shipment is much greater than usual at this season of the year. Some few mills have small stocks of logs carried over, which, with the small cut of new logs, will give ample stocks to supply the demand.

At present it is impossible to get a quotation for English deals, and it is reported that there have been no vessels chartered for Bay of Fundy ports for same. There will be a few cargoes for French and Mediterranean ports shipped from mills at Apple River, Point Wolfe and Alma, early in the season, by C. T. White and the Alma Lumber Co. The price delivered is fixed, but vessels are not yet chartered, so it is not known yet what the net price will be.

In new Brunswick the cut is estimated to be about one-half the average quantity; a number of the large operators say they would not have cut a tree but for the fact that they had a lot of families depending on them for work, and even then they were not anxious that the workmen should over-exert themselves, as from the outlook the trees would be more valuable growing than in the pond. A few of the St. John river lumbermen, such as Hale & Murchie, Donald Fraser & Sons and R. A. Estey, Fredericton, who log on Tobique, James Murchie & Sons, Edmundston, and A. Gibson, Marysville and Blackville, will get out about their usual quantities, as also will Hon. J. B. Snowball, of Chatham. The latter is making extensive alterations and improvements in his mill, which I intend giving you a full description of when completed. William Richards, Chatham, is also improving his mill, putting in the patent haul-up and making other changes in the line of economy in handling the product of his mill. E. Hutchinson, Douglastown, is also putting in the patent haul-up, and making some changes deemed necessary for economical working when the margin of profit on lumber is as small as it is at the present time.

Adams, Burns & Co. and Sumner & Co., Bathurst, will operate on a much smaller scale than last year—just enough to keep the machinery bright.

O. F. Stacey & Co., shingle mills, Bathurst, will operate about as usual. Mr. Stacey is in California at present for his health, and while there and in Vancouver will look into the shingle business and compare methods of manufacture there with those of New Brunswick.

Gray & Lawrence Bros., Charlo, N. B., are getting their usual stock of cedar for the season. This property is for sale, and several parties have looked it over with a view of purchasing. The firm have large lumber interests in Gardner, Maine, hence the reason for selling.

Kilgour Shives, Campbellton, one of the largest shingle and lumber manufacturers in New Brunswick, took occasion to visit the English and Continental markets during the winter and make himself acquainted with the wants of the different markets in the classes of goods he manufactures, and I will venture the assertion that if there is an opening for the lines he makes or can make, and in which there is a margin of profit, he will find it and supply the goods.

The shingle market in the United States is very low, which, with the re-imposition of the duty, reflects the want of animation in the business in Campbellton, and in fact all New Brunswick and lower Quebec where this is the staple business. The mill owners are going on with their work in the hope that the near future will open up bright. Hope, like capital, is a grand thing to have, and I think lumbermen possess it to an extraordinary degree.

The early part of the winter was good for logging operations all through New Brunswick and Nova Scotia. Some heavy falls of snow in February in the northern part resulted in about seven feet—while two and a half would be the quantity in Nova Scotia. One who has never seen seven feet of snow on the level in the woods can form but a very poor idea of what the New Brunswick and Quebec lumbermen have to contend with in this respect.

The cut of lumber in Cumberland County, N. S., is very much under the average of the past ten years, in fact some of the mill owners are seriously thinking of holding over their logs unless there is an advance in price; they claim that with the cost of sawing, piling up, insuring, interest, etc., and holding for a price, it would not be as good as to leave the logs in the pond.

Prescott, Gillespie & Co., Shulie, N. S., started in to get one and a half million, but are afraid they will have two and a half.

C. I. White & Son, Sand River, N.S., are large handlers of piling, which they buy anywhere on the shores of the Bay of Fundy, and ship to New York, Baltimore, Philadelphia and other American markets. Timber not suitable for piling is sent to their saw mill to be sawn into deals.

C. T. White, Apple River, N. S., is operating—getting about four million feet for his gang mill. He has a portable mill sawing hardwood and some spruce; he will get about a million feet, six hundred thousand of which is hardwood. Mr. White also owns a good lumber property at Point Wolfe, in New Brunswick, where he will get about five million feet.

A. C. & C. W. Elderkin, Advocate, N.S., purchased the lumber property, mill, and all logs, lumber and supplies from C. F. & F. R. Eaton, Eatonville, in December last. They have about three million feet ready to drive when water comes. They also have a large steam portable mill at Advocate, in which they will saw one and a half million.

Moses Hatfield, Port Greville, has a water power circular mill in which he will saw during the spring eight hundred thousand, and in a steam portable mill at Fraserville will saw about as much more.

Girvin Elderkin has a portable steam mill which he will start in a few days sawing for H. Elderkin & Co., at Port Greville, N. S. The mill is about five miles from shipping point, and the deals are run down in a water sluice at very little expense.

At Parrsboro, where there was a very large export of lumber last year, and charters for thirty million feet made by the 1st of March, 1897, there is said to be now not one vessel chartered. Of course there will be considerable lumber go out from here, but at present lumber is quiet.

Pugsley Bros. mills at Five Islands and River Hebert have five million feet. Huntley & Fpps have one million feet. Newville Lumber Co., Newville, got out three million feet, with one and a half over from last year.

W. J. P.

The construction of the Manitoulin and North Shore Railway will join Manitoulin Island with the mainland. The island is richly timbered, and contains large quantities of pulp-wood, which will no doubt be utilized as soon as railway facilities are secured. There are many good water powers on the island.

"Use and Care of Band Resaws" is the title of a creditable hand-book published by W. B. Mershon & Co., of Saginaw, Mich. This is the third edition, and its preparation was rendered necessary earlier than was expected owing to the great demand for the second edition. The compilers claim that it represents a line of machines excelling anything so far attempted in band resawing machinery. The Standard, Perfect, Saginaw and Ideal resaws, special band edgers, and many other types of machines are nicely illustrated and described. As a treatise on the use and care of band resaw blades it should be of value to filers and mill superintendents.

A Canadian engineer has evolved a theory that forest fires are often started by the friction of trees rubbing against one another. He claims to have discovered an instance of that kind. While with a government surveying party in the far northwest, where forest fires are frequent, he happened to catch a tree in the very act of setting fire to itself and its companion trees. It had been partly uprooted by a windstorm, and leaned against the trees near, some of which were dead. Gusts of wind from the mountains caused the inclined tree to rub those against which it rested. This developed much friction, and after several hours the dead wood on which this friction was exerted began to glow, and at length burst into flame, and a fire which swept through miles of valuable timber was the result.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

C. H. MORTIMER
PUBLISHER

CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

### *TO VISITING LUMBERMEN.*

*Lumbermen visiting Toronto are invited to use the office of the CANADA LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way they may desire.*

## THE FORESTS OF ONTARIO.

IT would be difficult to over-estimate the importance to the province of the preliminary report presented to the Lieutenant-Governor of Ontario by the Royal Commission appointed to investigate and report on the subject of restoring and preserving the growth of white pine and other timber trees upon lands in the province which are not adapted for agricultural purposes or for settlement. This report, published in our February number, is by no means exhaustive, neither does it deal with many of the problems of forestry, but it certainly casts an entirely new light, to many, on what we are to do with our cut-over and burnt-over pine lands.

The common idea held by lumbermen and others has been that a pine forest, once cut down and the ground burnt over, would not again re-clothe itself with pine timber. This has now been shown to be a mistaken idea, and that under certain conditions pine will again become the dominant wood of the district. If a forest fire is so fierce—as sometimes happens—as to kill every tree in the district, then only those trees will appear as second growth whose seed can be carried in quantities and long distances, such as poplar and ash; but if, on the other hand, some of the large pine trees escape and are left standing, if only a tree here and there, then the seed from such pine trees will so disseminate itself as to produce—slowly it may be, if the parent trees are scarce—another crop of young pine trees, who find the necessary conditions of their growth as forest trees by coming up amongst the young poplars. It has not yet been determined how far a pine seed will carry; the wing or tail attached to each seed, measuring about three-quarters of an inch long by one-quarter of an inch wide, will no doubt fly a considerable distance or strike the ground near at hand, according to circumstances. The cone opens late in the fall, and as it gradually opens, the seed will usually become detached during a gale of wind, and so from its altitude be carried a considerable distance away.

Some districts visited by the Commissioners are thus described: "In most of the burnt-over territory examined, pine was found intermixed with other trees, and gradually—as was no doubt the case with the original forest—asserting its supremacy and dominating the surrounding trees of the young generation." A specific case is given of a typical young forest in the county of Peterborough, twenty-three years of age, the exact date being verified by the postmaster of the district. "Viewed from the Burleigh road it has the appearance of a thrifty young poplar forest, with a few pine trees appearing on a level with the poplar; on close examination it was found that the young forest was largely composed of white and red pine, poplar, white birch, balsam, spruce, with some cedar, black ash and spruce on the low lands, as well as odd pine trees here and there that had been left by the lumbermen, relics of the original forest that had survived the fires."

The rate of growth of pine timber has been variously estimated, and is, of course, subject to many conditions. A young tree may begin life in the forest under adverse circumstances, germinating later than its near neighbors, and so grow up under their shade; while still young it may make fair growth, but as the forest space surrounding it is gradually taken up by the older trees, shutting it out from the sunshine, the struggle for existence can only end one way—by the gradual stoppage of growth and final death of the less favored specimen.

Leaving out of account, however, trees of this description, and taking only those living under fair and normal conditions in our northern country, it takes, according to the average made by the Commissioners, about forty years for a young pine to reach any commercial value; at that age it will make an eight inch log sixteen feet long, or say sixteen feet board measure. How important it is to preserve this sapling will be seen by considering its growth during the next thirty years, when, according to the apparently moderate calculations made, and by actual tests taken, it will, at the age of seventy years, produce 164 feet of merchantable lumber, and thereafter increase in growth at the rate of 3½ per cent. per annum.

All the recommendations made by the report can be carried out by order-in-Council except clause 5, which required the sanction of Parliament, and that was given at the last session by the enactment of Bill No. 54, "An Act to Establish Forest Reserves," which, being entirely away from the strife of parties, attracted little notice, but which we consider the most important act which has passed the Legislature for many years. Taken in connection with the recommendations that no pine tree should be cut smaller than 12 inches diameter measured two feet from the ground, that the system of fire-ranging should be compulsory on all lumbermen, and adopted by the government for their unsold berths, the system, if carried out, would introduce a new era in forestry, which would show its effects in after years.

The necessity of adopting a policy of forest reserves has long been admitted by those who have given the conditions prevailing in our north country any consideration. There are many millions of acres quite unfit for settlement that are admirably adapted for growing coniferous trees, and it would seem the height of absurdity to allow settlers to enter an area unfit for permanent cultivation, and where their presence leads to the destruction of valuable timber, as may be seen in many sections of the province.

There is a little over 20,000 square miles of territory now under license in this province, and presumably there is as much more to be sold, although not all pine lands; and of this vast area a considerable proportion may be set apart for forest reserves, as it reverts back to the Crown when the present crop of timber has been taken off. It certainly looks as if no better investment could be made by the goverment looking forward to obtaining a permanent revenue for the province. As to those areas which have been so completely burnt over that valuable varieties will not immediately reproduce themselves, it is a question on which we require further information and more complete investigation. Meantime we welcome the report, with its valuable initial suggestions, and as an earnest of what may be accomplished by close and practical attention to the interesting subject of reforestry.

## TWO MAIN FACTORS IN TRADE.

IT is not always easy to determine just how far the price of a certain commodity may advance before the consumers thereof cast around for a suitable substitute. The relation between price and demand is one which should be carefully studied by lumber manufacturers, as upon it depends, to some extent, the volume of consumption. After guarding against an over-supply, perhaps the next thing to be carefully watched is that prices are not forced so high as to cause substitutes to be purchased; for it is vastly easier to hold a market after it is secured than to capture it for the first time. Shippers in foreign markets may continue to advance prices until, to their surprise, they find the demand weakening, and upon enquiry, learn that other woods have been substituted.

Two illustrations may be given, one showing the evil effects of over-production, and the other the necessity of maintaining prices within easy reach of probable consumers. It is well known to readers of this journal that the spruce production of 1897, especially in New Brunswick and Nova Scotia, greatly exceeded that of any previous year. The result was the overstocking of our principal market, Great Britain. Early in the

year the demand was very active, but as heavy shipments continued to arrive, the market weakened, and prices throughout the entire season showed a gradual decline. The difference between the opening prices and those realized in the late fall was about £1 10s. per standard. The depression would have been more severe had it not been for the active consumption, induced in a measure by the low price. Taking the year's business as a whole, profits of manufacturers on this side were perhaps no more than if the production had been curtailed by one-half. Thus we see the evil effects of an over-supply.

Turning to the influence of price upon consumption, we find that this same overproduction has assisted in opening the way into new markets. Heretofore the Canadian spruce trade has been confined almost exclusively to the west coast of England, the east coast obtaining its supply from the Baltic. Within the past two years, however, the price of Baltic lumber, owing to the increased value of the forests, has advanced in price, until to-day whitewood is quoted at more than two pounds higher than spruce. The result of this is that consumers are turning their attention to other woods, and have made large purchases of Maritime province spruce. There appears to be reason to believe that for many purposes it will entirely supersede whitewood, and that an immense market will be created by shipbuilding and other ndustries. Some estimate of the requirements of the east coast may be arrived at by taking the ports of Hull, Grimsby and East and West Hartlepool. Their combined import last year was 1,709,684 loads of 50 cubic feet. This is equal to over one billion feet board measure, which is only a small portion of what is imported by all the ports combined. It is not to be expected that Canadian spruce will supply more than a mere fraction of the total requirement, but the figures show the opportunity that exists for extending our trade.

The Baltic shippers will undoubtedly come down in their price in order, if possible, to hold the market, and our manufacturers will find it no easy task to capture the trade.

Two things should receive the careful consideration of Canadian producers: First, the overstocking of foreign markets should be guarded against; and, secondly, attention should be given to lessening the cost of production by using thin saws, utilizing the waste material, and by every other possible means. It is manifestly more advantageous, when competing in the markets of the world, to obtain from a given log 1,000 feet of marketable lumber which can be sold for, say, twenty dollars, than to lose 25 per cent. through waste or careless sawing and be compelled to ask the same price for the remaining 750 feet.

## FOREIGN TRADE IN LUMBER.

The abstract in this issue from the final report of Mr. E. E. Sheppard, trade commissioner to the South American Republics, further corroborates the statements reiterated in this journal that the lumber of Canada is little known in many foreign markets. It clearly points out that the policy of allowing our export trade to be handled by United States houses has been, and will continue to be, detrimental to our best interests, and until some means is devised of affording direct steamship communication we need not expect any great expansion of trade. Mr. Sheppard has evidently devoted considerable attention to the lumber trade, and has placed the government and Canadian lumbermen in the possession of facts and figures which should serve as a basis to work from. There appears to be a fair prospect of increasing our trade in lumber with Mexico, Central America and some countries of South America. The trade of Mexico is now held by the Southern States, while the Pacific markets of Central America know little of Canadian lumber. It is Mr. Sheppard's opinion that persistent efforts on the part of our mill-owners would capture much of this trade.

Of the South American countries, Argentina and Chile appear to offer great possibilities for our spruce and pine lumber. Spruce is shipped in large quantities from Maine, and could no doubt also be profitably exported from the Maritime provinces. One drawback with which shippers have to contend is in respect to the payment of duties, the valuation of the goods, instead of being taken as per invoice, being fixed by the authorities, according to their judgment. All goods of any specified class are assessed alike. It is a singular fact that, although Chile imported $800,000 worth of lumber in 1896, Canada is not credited with supplying any portion thereof. The methods of saw-milling in these countries are very crude, which suggests the thought that if Canadians would manufacture their lumber carefully and into proper sizes, they might in a short time build up a much larger trade.

## EDITORIAL NOTES.

The memorial recently presented to the Dominion government by western lumbermen, and which is printed in this number, presents strong arguments in favor of an import duty on lumber, and should dispel the erroneous idea which seems to prevail to some extent that the consumer of the Northwest will be compelled to pay a higher price for his lumber when United States competition is shut out. There are sufficient mills and timber in Canada to supply the requirements, and the competition between local concerns is sufficiently keen to keep prices within reasonable bounds. Every lumberman in the Dominion should exert himself to secure the exclusion of United States lumber until such time as the tariff of that country is more favorable to Canada.

Forest culture and forest preservation, although not identical, have as their purpose precisely the same object, namely, to provide present and future generations with a necessary supply of timber. In Canada, with her large tracts of timbered land yet unsold, and all lands reverting back to the crown after the timber is cut therefrom, there has been but little done in the way of forest culture, more especially as the government have taken steps in ample time to perpetuate our timber supply by establishing forest reserves and investigating the possibilities of a regrowth on cut-over lands. In the United States, where the timber supply is more nearly exhausted, forest culture has become more necessary. The suggestion of Governor Black, of New York, should therefore meet with favor. He proposes that a bill should be passed by the State Legislature authorizing the lease to Cornell University for twenty-five years of 25,000 acres of State lands for experimental purposes in the cultivation of timber, an annual appropriation to be granted for the purpose. In this way the University would be in a position to proceed with forest culture along the same lines as practised in some of the older countries of Europe, and the practicability of the scheme would soon be demonstrated, and copied on a larger scale.

## LUMBERMAN'S ASSOCIATION OF ONTARIO.

For the purpose of reorganizing the Lumberman's Association of Ontario, which had not held a meeting for eight years, members of the trade assembled in the rotunda of the Board of Trade on Tuesday, March 22nd. The members of the association present were: A. H. Campbell, sr., president; J. B. Miller, secretary-treasurer; James Scott, John Waldie, A. H. Campbell, jr., Toronto; C. Beck, Penetanguishene; T. Conlon, Little Current; W. A. Charlton, M.P.P., Lynedoch. Others present who identified themselves with the association were: C. D. Warren, Imperial Lumber Co.; John Bertram, Collins Inlet Lumber Co.; Allan Macpherson, Longford Mills; R. Laidlaw and W. J. Smith, Toronto; R. Cook, South River.

The president, Mr. Campbell, took the chair, and called upon the secretary to read the constitution. After some discussion a committee was appointed to revise the constitution, those named being Messrs. John Waldie, J. B. Miller, R. Laidlaw, John Bertram and C. D. Warren.

The report of the treasurer was presented. It showed a membership of about fifty, and a surplus in the treasury of over $300.

A committee was appointed to take steps to secure the imposition of an import on lumber, and to meet a deputation of western lumbermen the following day.

It was resolved to adjourn until 10:30 a.m. on Thursday, April 7th, 1898, when the committee on the revision of the constitution will present its report.

At this meeting many important questions will likely be considered, among them being the formation of a hardwood section and the possibility of securing cheaper freight rates to the Northwest. An advertisement elsewhere extends an invitation to all lumbermen desirous of identifying themselves with the association to be present, and we hope to see new life infused into the organization. For the information of our readers, we give below the original membership of the association:

M. M. Boyd and W. T. C. Boyd, Bobcaygeon; John Macdonald, Albany, N. Y.; Jas. Scott, Waubaushene; John Charlton and W. A. Charlton, Lynedoch; James M. Irwin, Peterboro'; N. Dyment, M. Burton, J. L. Burton and C. H. Clark, Barrie; Robert Thomson, Hamilton; David Gilmour and Allan Gilmour, Trenton; Alex. Fraser, Westmeath; C. McLachlin, Arnprior; T. Murray, Pembroke; J. B. Miller, Parry Sound; J. M. Dollar, Midland; C. Beck, Penetanguishene; W. C. Caldwell, Lanark; Alex. McArthur, East Saginaw; A. M. Dodge, New York; H. Malone (The Calvin Company), Garden Island; R C. Strickland, Lakefield; Thos. Conlon, Thorold; D. L. White, jr., Midland; W. C. Edwards, Rockland; Jas. McLaren, E. H. Bronson, E. B. Eddy, E. D. Moore, C. B. Powell, J. R. Booth, G. H. Perley, W. R. Thistle, W. H. Rowley, Ottawa; A. H. Campbell, J. L. Hatton, H. H. Cook, A. H. Campbell, jr., J. H. M. Campbell, John Waldie, W. W. Belding, Toronto.

## MEMORIAL FOR AN IMPORT DUTY ON LUMBER.

THE lumbermen of Canada have taken vigorous action to secure the imposition of an import duty on lumber coming into this country from the United States, and apparently do not intend to relax their efforts until the desired end is accomplished. In December last, it will be remembered, the British Columbia lumbermen passed a strong resolution, for presentation to the Dominion parliament, favoring such a measure, and since that time the movement has been gradually spreading and growing in interest.

On Thursday, March 17th, a deputation of lumbermen from the Georgian Bay district waited upon the Premier and Sir Louis Davies, Minister of Marine and Fisheries. The representation included Messrs. John Waldie, Victoria Harbor Lumber Co.; John Bertram, Collins Inlet Lumber Co.; E. W. Rathbun, Deseronto; John Charlton, M.P.; C. Beck, Penetanguishene; H. Lovering, Coldwater; and James Playfair, Midland.

The purpose of the deputation was to present to the government a resolution passed at a meeting of lumbermen held in Toronto on August 19th, 1897, requesting the imposition of an import duty on lumber. It was pointed out that, as the Congress of the United States had prevented Canadian lumber from reaching the American market by the imposition of a duty of $2 per thousand feet, the government of Canada should impose a similar duty on American lumber, which now comes in free, until such time as the American duty on Canadian lumber is removed and free trade in lumber restored. It was further stated that yellow pine from Georgia comes into Quebec and Ontario very extensively, and that red pine also from the States is shipped in at a low rate, because of the displacement of red pine by hemlock in the American market. The Premier, in reply, said that the great difficulty was with the lumber supply of Manitoba and the Northwest. He would, however, give the whole question careful consideration.

A few days later a deputation of western lumbermen, comprising Messrs. Walter Ross and D. C. Cameron, Rat Portage; Geo. Graham, Port Arthur; J. A. Christie, Brandon, Man., and F. Gordon, of the British Columbia Mills, Timber and Trading Company, Vancouver, B.C., presented a similar request to members of the Dominion Cabinet. The situation was fully explained in the following memorial:

OTTAWA, March 21, 1898.

Right Hon. Sir Wilfrid Laurier, G.C.M.G., Premier, Ottawa:

SIR,—The lumber trade of Canada, suffering as it now is from unfriendly legislation by the neighboring republic, is in an entirely opposite position from what it was when the lumbermen of north-western Ontario and Manitoba had the pleasure of appearing before the tariff commission at Winnipeg. Before that commission we stated that we had no grievance and no complaint to make against the tariff. Rough lumber and lumber dressed one side was on the free list, and this was fair and equitable, as the United States then had rough lumber on their free list, and our statement was that so long as the United States admitted lumber free the Canadian Government should do the same, but should the United States Government impose an export duty on lumber it was the duty of your Government to impose a similar duty. The latter condition has arisen; the United States has passed an act which not only imposes a duty on lumber, but presumes to punish by imposing double duty on the lumber of any foreign country which may impose an export duty on logs. Under these circumstances we ask the Government to impose an import duty on lumber entering Canada.

Our position is not changed since appearing before the tariff commission at Winnipeg. We believe in free lumber if it is reciprocal, but we object to the one-sided condition of affairs that at present exists, and believe that by meeting them in the same spirit they themselves display, the desired condition of free lumber on both sides of the line will be sooner reached than by giving them free access to our markets, which they are now allowed to enjoy. We believe that the vigorous policy of the Ontario Government, if supplemented by the imposition of an import duty on lumber, will bring to the front an influential and numerous body of men in the United States who will exert sufficient influence to bring about the desired condition of free lumber in both countries.

Some anxiety has been expressed that in Manitoba and the Territories a rise in the price of lumber would result from an import duty; this would not be the case, the price would remain as it is, but the trade, which is now divided to a very large extent, would then flow naturally to Canadian mills, giving employment to many thousands of Canadians (instead of, as at present, this labor going to foreigners), and give increased trade to Canadian merchants and manufacturers. If Canadians have any trade or calling which is capable of being called their national calling we think it is that of producing lumber, and they can be depended upon to keep the prices at a reasonable rate through competition. Lumber is widely diffused, and no corner has ever been successfully formed in lumber either in Canada or the United States. It has been the experience of the trade that if lumber from any cause becomes scarce and the price abnormal, it springs from all points of the compass to fill the demand and reduce the price.

It is quite generally accepted as a fact that large portions of the province of Manitoba and the Northwest Territories are treeless, but nature has provided within their own limits extensive tracts of timber which supply mills at Whitemouth, Selkirk, Winnipeg, Brandon, Dauphin, Rapid City, Calgary, Edmonton, Prince Albert, and numerous other points in Manitoba and the Northwest Territories. To supplement these sources of supply are the inexhaustible forests of British Columbia. To the east are extensive mills at Keewatin, Rat Portage, Savanne, Fort William and Port Arthur, and further east are the mills on Georgian Bay, which are now shut out of the American market and anxious to ship lumber to Manitoba. We might say that many millions of Georgian Bay lumber have been shipped to Manitoba and the Territories. With all these sources of supply operated by as enterprising lumbermen as any in the world, it would seem to us unreasonable to conclude that it is necessary to divide the limited home market of Canada with the United States lumbermen for fear of high prices, which cannot and will not occur, except in the minds of men who do not understand the conditions.

It is a great hardship to have the markets of the neighboring republic shut to us, and besides have to divide our market with the United States lumbermen. We can compete with them, and do compete, but with Canada treated as a dumping ground and foreign railways granting rates on traffic consigned to Canada much more favorable than they grant their own countrymen similarly situated, we cannot more than compete, and on even terms the trade would be naturally divided. As further evidence that no attempt would be made to advance the price in Manitoba or the Territories, we would state that all lumber is sold at one price, and that price is the Winnipeg price, and although there are many points in Manitoba and the whole of the Northwest Territories which cannot be reached by American lumber owing to the fact that the American and Canadian railways do not pro rate their freight charges, and all this territory is entirely dependent on Canadian mills for its lumber, still each and every point so situated is supplied at the price prevalent at Winnipeg, which is the centre of railway competition, the price here being the lowest in the province.

The mills at Rat Portage and Fort William shipped lumber to the United States, and would have continued to do so had it not been for the imposition of the United States duty; in fact the mills at Savanne were built with a view to shipping to the United States. The mills at Fort William devoted all their attention to the American market, and last season, owing to the threatened impost of United States duty, the mills at Fort William were idle and the logs were sawed in the United States; and to illustrate how the Canadian market is whipsawed, as it were, the Fort William people, although sawing in Duluth, were able to market a portion of their lumber in Sarnia, Ontario, thus proving that the Canadian market can be divided with ease by a country of pronouced antagonism to our lumber trade. These mills, like all Canadian mills, are shut out of the United States, and are besides forced to divide a limited home market with American lumbermen. There is twice as much plant in northwestern Ontario and Manitoba as would suffice to supply the home market, which is a strong argument that competition will keep the price reasonable.

We also protest against lumber being the only important industry allowed to be subject to free trade, more particularly when there is no reciprocal treatment by the United States. Our market is divided with foreigners, and everthing we use, such as machinery, belting, oil, pork, food, farm products, etc., are highly taxed.

Much capital is invested in the lumber business, which is now greatly impaired by the existing tariff arrangements, and we ask for relief at the hands of your government. So far as the mills of northwestern Ontario, Manitoba and the Northwest Territories are concerned, it is not more money per thousand that is required—it is more sales. This is in your power to grant, with great benefit to a large number of Canadians and to the detriment of no citizen of our country.

Respectfully submitted on behalf of the lumber trade of western Canada.

**This western deputation also met, in Toronto, a representation from the Lumbermen's Association of Ontario, including Messrs. J. B. Miller, John Bertram, John Waldie and C. D. Warren. The above memorial was unanimously endorsed, and it was decided to bring all possible pressure to bear upon the government to pass such legislation as was asked for.**

**The British Columbia Legislature, on March 18th, unanimously adopted a resolution urging the Dominion government to impose a duty on imported lumber equalling the United States duty on Canadian lumber.**

## NEW BRUNSWICK LETTER.

[Correspondence of the CANADA LUMBERMAN.]

THE business of Mr. Alexander Gibson, of Marysville, is about to be taken over by a company, to be called the Alex. Gibson Railway and Manufacturing Company, for which incorporation is now asked. It has been known for some time that a change was contemplated. Col. McLean, while in England a short time ago, arranged a loan of two million dollars for Mr. Gibson, and the government is asked to give authority to issue debentures for that amount secured on the entire property. Mr. Gibson's property embraces the timber limits of 200,000 acres on the Nashwaak, town of Marysville, cotton and lumber mills and the Canada and Eastern railway, valued at seven million dollars, and capital stock to that amount will be issued to Mr. Gibson. The loan will be a mortgage on the property, and will enable him to discharge his liabilities and leave a working capital of half a million, exclusive of the railway. Mr. Gibson's sales of lumber and cotton last year amounted to two million dollars, and he paid out at Marysville half a million for wages. His disbursements at St. John, loading 60 vessels with lumber, and the labor bills of the Canada Eastern, swell this to $700,000. The incorporation sought is the largest ever asked in New Brunswick.

The St. John River Log Driving Company will hold its thirteenth annual meeting at Fredericton on Wednesday, April 6th. This meeting will be a very important one, as besides the election of a board of directors and the usual general business, tenders will be opened for the contract of log driving on the river for a period of three years. The rates to be paid for the work are as follows: 1st, from the head of Grand Falls, 20 cents; 2nd, from the mouth of Salmon river, 18 cents; 3rd, from the boundary line on Aroostook river, 2 cents; 4th, from the mouth of Tobique river, 16 cents; 5th, from the mouth of Big Presque Isle river, 13 cents; 6th, from the mouth of Becaguimac river, 13 cents; 7th, from the mouth of the Meduxnikeag river, 11 cents.

### INDIFFERENT LENGTHS.

New Brunswick lumbermen are protesting against the new local freight rates enforced on the government railway by Mr. Harris, the new traffic manager.

In some sections of the province there was a heavy snow fall early in March, which interfered with log hauling. Reports of three feet of snow are common.

Mr. Richards has a large number of teams hauling supplies into the woods from Boistown and Glassville for next year's operations. He will have about $20,000 worth stored in the woods.

ST. JOHN, N. B., March 21, 1898.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.*

VOL. IV. TORONTO, ONT., MARCH 30, 1898 No. 11.



**CANADA LUMBERMAN**

PUBLISHED BY

**C. H. MORTIMER**

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING,
MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.



LUMBERMAN'S

VEST-POCKET

INSPECTION BOOK

Containing Rules for the Inspection and Measuring of Pine and Hardwood Lumber in the leading markets of Canada and the United States. Embracing also many useful tables and calculations of everyday service to lumbermen.

*Prepared by the Editor of the 'Canada Lumberman."*

Toronto, Canada
C H. MORTIMER, Publisher
1895

THE above is a fac smilie of the title page of the latest and most complete Lumber and Inspection Book published.

We shall be pleased to send you a copy on receipt of four 3 cent Canadian postage stamps

THE CANADA LUMBERMAN,
*Toronto, Canada*


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type; 12 lines make one inch. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

WE HAVE FOR SALE:—A few cars 1½" Key Pine, 1½ inch Ash, inch Basswood, ¾", 1" and 1¼" Maple. Box 10, BROWN'S CORNERS, ONT.

WANTED.

A CAR LOAD OF 2, 3 AND 4 INCH DRY OAK. Send price to THE RAT PORTAGE LUMBER CO., Limited, Rat Portage, Ont.

WANTED FOR CASH.

DRY SOFT ELM, BLACK ASH, RED OAK, Birch, Basswood and Hard Maple. Will inspect at shipping point. E. C. BRADFORD, 71 Buhl Block, Detroit, Mich.

WANTED.

TO CONTRACT FOR LARGE MILL CUT OF Soft elm, all grades. Address
C. P. VOSBURGH,
257 Broadway, New York.

TO MILL MEN.

HAVE YOU ANY STOCK WHICH YOU WISH to sell? If so, make the fact known to probable buyers by placing an advertisement in this department. Address, CANADA LUMBERMAN, Toronto.

FOR SALE.

ABOUT 25,000 FEET FIRST-CLASS WHITE oak, 1 inch to 12 in.; 50,000 ft. 1 inch basswood, mill run (dead culls out); and 10 000 ft. 1 to 2 in. ash, via C.P.R. or boat. RIGAUD MILLING CO., Rigaud, Que.

### CURRENT TRADE CONDITIONS.

ONTARIO.

The local trade of the month of March has shown an improvement over the corresponding month last year which should be gratifying to the trade. The fine weather has no doubt caused an earlier demand for lumber than usual, but apart from this there are some favorable conditions. Not for many years has the outlook for building operations been so good, the commercial improvement having apparently induced capitalists to venture upon new undertakings. The lumbermen of the province are now directing their efforts to securing the imposition of an import duty on lumber, which, if successful, will relieve the trade of western Ontario from much unfair and ruinous competition. Recent sales of pine to Eastern States points have been of little account. Several of the Ottawa valley manufacturers have sold their usual quantity of deals to Quebec houses. Hardwoods have not changed, and dry stocks of black ash and elm command good figures.

Reports from the woods state that the snow is fast disappearing, and some of the logs may be left in the woods. The cut by Canadian firms for manufacture at home has not been large.

QUEBEC AND NEW BRUNSWICK.

In the shipping of Ottawa pine from Montreal there is likely to be the usual spring activity, as we learn of a number of charters that have been made for May and June loading. Shipments of spruce will be light, as the British market is still suffering from last season's overstock. The local demand for lumber promises to be of average volume. Outside of Montreal building is fairly active, but in that city there is little doing. Quotations for Maritime province spruce cannot be given, as no sales have been made. The United States trade exhibits more life, over 2,000,000 laths being shipped to New York and Boston last week. Cedar shingles are weak. The lumbermen have had a successful logging season, but the cut on the St. John and other waters has been smaller than for many years. There are good prospects of all the logs reaching the mills.

MANITOBA AND BRITISH COLUMBIA.

The expansion of trade in Manitoba was temporarily checked last week by a huge snow storm, which blocked the railways and caused a cessation of outside work. The demand for lumber is likely to be quiet until the weather becomes more spring-like. In British Columbia manufacturers are shipping lumber to the northern gold fields, several million feet having been sent to Dyea, Skagway, etc. The construction of the Stikeen-Teslin Lake Railway, shortly to be commenced, will provide an outlet for a considerable quantity. Local trade is also good. There have been numerous inquiries from foreign countries, but the position of freight rates is so unfavorable that shippers can see no prospect of making a reasonable profit. The Australian market seems to be improving.

UNITED STATES.

Reports from the white pine districts of the Northern States contain the information that the open winter has resulted in curtailing the log input. A conservative estimate places the quantity of logs likely to reach the mills at twenty-five per cent. less than was reckoned on in the early winter. This condition has caused manufacturers to be even firmer in their demands, and consequently wholesale dealers are not buying to any extent. Added to the high prices asked at lake points is the probability of freight rates being less favorable than last season. Indications point to an opening vessel rate from Duluth to Buffalo and Tonawanda of $1.75 a thousand, against $1.62½ last season. It can readily be seen that buyers in the east are in a somewhat unenviable position, and until wholesale prices advance business will be limited. It is probable that the circumstances above referred to will be the means of turning the attention of buyers to Ontario as a source of supply, notwithstanding that a two dollar duty must be paid. The eastern markets are exhibiting the usual spring activity. In the New York district there is a good movement of lumber, and building operations are opening up well. Boston trade is a little backward, particularly in spruce, but as the season's supply will not be heavy, a firmer market is anticipated.

Hardwood delaers report a great scarcity of white oak. Elm and black ash are also in light supply and good demand, and basswood has taken on new life within the past couple of weeks. Birch has been more asked for, but as there is an ample stock, the mills have not been called upon. The general improvement in business is likely to result in the greater use of finer hardwoods for interior finish.

FOREIGN.

Buying by British merchants is proceeding very slowly. Shippers do not feel disposed to offer concessions, and merchants who hold ample stocks are not anxious to purchase at present quotations. Concerning Canadian business the Timber Trades Journal says: "There have been large sales made to London of first, second and third wintering pine, of all the leading stocks, quite as much as usual, but fourth pine undoubtedly is under a cloud, the quantity in stock being far too large. Spruce is coming into better demand, and prices are decidedly firmer. There has not been the same freedom in buying, and the probability is that the spring shipments will be very light in consequence, as we understand not half the usual sales have been made to this country of Canadian white wood. On the spot here there is likely to be a rally, as the realizations in the public auctions are at an end, there being practically nothing now left in first hands. Red pine does not appear to be very well received in this market, judging by the prices realized under the hammer; the lengths are unsuitable, and if the stuff is to make any headway these should be changed to ordinary building dimensions, and shippers would do well to send more first quality and less of unsorted."

### SHIPPING MATTERS.

Vessel charters from Montreal to Liverpool are being made at 40s to 42s 6d.

Owing to the demand for tonnage for grain, vessel owners are holding freights at 45s from St. John, N. B., to British ports. The market is practically at a standstill. Coastwise freights are firm, a vessel having been chartered for New York above $2.50.

Mr. A. E. Harris, general traffic manager of the Intercolonial railway, at a conference with lumbermen at Truro, N. S., assured them that all grievances in connection with lumber freight rates would be remedied at once. A new tariff will be put into effect.

## STOCKS AND PRICES.

### CANADA.

A. McMullin has hauled to Wentworth Station, N. S., about 1,000,000 feet of deals, and has yet about 250,000 feet to handle.

A syndicate at Dorchester, N. B., has been negotiating for a lumbering property of nearly 40,000 acres, with mill, near Baie Verte. The property is said to have been offered for $40,000

Graham, Horne & Co., of Fort William, Ont., purpose sawing 10,000,000 feet of lumber at their mill at that place this season. They had upwards of 100 men in the bush all winter.

The Shepard & Morse Lumber Company, of Ottawa, have received a carload of mahogany from Honduras. The wood is valued at $2,000. The Shepard & Morse Company are interested in the mahogany forests of Honduras.

The Holland & Emery Company has logged an average quantity during the winter and will saw the stock at Byng Inlet. It is doubtless intended to market it all in Canada, inasmuch as the company announces the closing out of its Buffalo yard.

William Peters, of Parry Sound, put in 40,000,000 feet of logs during the winter. Thirty million feet of these logs will be towed across the lake to stock his Bay City, Mich., mill. The remainder will probably be sawed at Parry Sound, and the product marketed in Canada.

According to the Timberman Arthur Hill & Co., Limited, have put in 15,000,000 feet of logs on the Georgian Bay this winter, but have sold them in bulk to the parties who have previously done sawing for them. The Buffalo yard of this concern will be closed out at once.

The Cutler & Savidge Lumber Co., of Cutler, Ont., has logged less than 4,000,000 feet this winter, simply a clean-up of last season's cutting. They will not run their mill during the present season. They have 14,000,000 feet of lumber on hand, which they expect to dispose of to the local trade.

According to Ottawa papers J. R. Booth has disposed of his entire deal cut of this season, the purchasers being Robert Cox & Company and Sharples & Company. The sale represents over 25 per cent. of the entire lumber cut for the season, and is composed of all the best lumber produced.

About 1,000,000 feet of sawn lumber, belonging to the estate of the Cascapedia Pulp and Lumber Co., were sold at Quebec last week to Price Bros., at $3.40 per thousand feet. The steamer Marie Louise was sold to Epiphane Gagnon, of Chicoutimi, for $4,150, and 14,000 logs to A. Charlebois, contractor, at 14 cents per log.

Reports received a few days ago from the Quebec lumber woods stated that there was between three and four feet of snow there, and everything was in good condition for hauling. The chances for stream driving are excellent. The ice in the brooks is very weak, and there is abundance of snow to provide all the water that is required for easy driving, which it is expected will begin shortly before the middle of April.

The following are the exports from St. John, N.B., for the week ending March 26th: For City Island, per sch. Prudent, 193,750 ft. deals, by Stetson, Cutler & Co.; for Boston, per sch. James Barber, 68,316 ft. boards, 39,212 ft. pine do., by A. Cushing & Co.; for Boston, per sch. Valdare, 587,000 laths, by Chas. Miller; for Boston, per sch. Valetta, 131,850 ft. plank, by A. Cushing & Co.; for Salem, per sch. Mary George, 111,060 ft. boards, by W. H. Murray; per sch. Wendall Burpee, 159,754 ft. plank, by Stetson, Cutler & Co.; for City Island, per sch. Cora May, 191,880 ft. deals, by Stetson, Cutler & Co.; for New York, per. sch. Reporter, 154,396 ft. deals, by Miller & Woodman; for City Island, per sch. Onward, 139,951 ft. deals, by Stetson, Cutler & Co.; for Salem, per sch. Lena Maud, 120,010 ft. boards, by N. H. Murchie; for Boston, per sch. F. & E. Givan, 104,500 ft. boards, by N. H. Murchie; for Milton, Mass., per sch. Bertha Maud, 105,850 ft. scantling, 50,000 cedar shingles, by A. Cushing & Co.; for City Island, f.o. sch. W. H. Waters, 178,278 ft. plank, by Stetson, Cutler & Co.; for Boston, per sch. A. Gibson, 65,152 ft. scantling, 49,650 ft. plank, by A. Cushing & Co.; for Boston, per sch. Avis, 515,384 ft. plank, by S. T. King & Sons; for New York, per sch. S. A. Fownes, 157,875 ft. deals, by Chas. Miller; for Vineyard Haven, per sch. Cora B., 11,006 ft. scantling, 130,260 ft. plank, by Stetson, Cutler & Co.; for New York, per sch. Chas. J. Wallace, 1,089,000 laths, by A. Cushing & Co.; for Vineyard Haven, per sch. Eltie, 820,000 laths, by Stetson, Cutler & Co.; for Liverpool, per ss. Lake Superior, 350,382 ft. deals, 39,167 ft. scantling, 17,852 lt. ends, 37,777 ft. boards.

All the lumbermen of the upper St. John river, in New Brunswick, look forward to a comparatively inexpensive season for getting their logs to the booms. The cut on the St. John, as on the Miramichi, will be much lighter than last year. The operators on the upper branches have cut as follows:

| | Feet. |
|---|---|
| John Kilburn | 7,000,000 |
| Gilman, Burden & Bros. | 5,000,000 |
| Cunliff Bros. | 6,000,000 |
| Dickie | 4,500,000 |
| McCallum | 4,000,000 |
| Noble | 4,000,000 |
| Stevens | 3,00 ,000 |
| Morrison, cedar | 3,000,000 |

### FOREIGN.

Indications point to an early commencement of rafting operations from the Georgian Bay to Michigan points.

The East River Mill & Lumber Co., of New York, made a purchase last week of 650,000 feet of 13-foot spruce stock.

At Bay City, Mich., box lumber is in good demand and prices have an upward tendency. S. O. Fisher has sold 1,500,000 feet to be shipped to Tonawanda.

Only a few million feet of logs will reach the Saginaw river from its tributaries this season. It is estimated that 10,000,000 feet will cover the output, while in 1882 it was 600,000,000 feet.

An estimate from Duluth places the log production of the past season at 240,000,000 feet. This is 50,000,000 feet less than was estimated last fall. A reduction is also reported from other districts.

Reports from New York state that the South American demand has greatly improved this spring, although neither white pine nor spruce have as yet advanced in price. The tendency to cut prices, however, has disappeared.

The largest sale that has been made in the Ashland, Wis., district for some months was consummated through D. L. Wiggins, who sold to Lefaiver & Co., of Oswego, 2,000,000 feet of pine. Another sale of 3,000,000 feet of Norway is said to be pending, at an advance of $1.50 per thousand over last year's quotations.

It is estimated that the cut of logs last winter on the Upper Mississippi river was about 500,000,000 feet. In addition to the new logs there is 230,000,000 feet carried over from last season, making the total supply available in the neighborhood of 750,000,000 feet. The prospects are that the mills will make an early start.

Buffalo dealers report a decided stir in basswood, which has been dull for some time past. Taylor & Crate have sold large quantities within the past two weeks. Pine is steadily improving, although prices are no higher than last month, there being an apparent disposition on the part of some to quote below the published prices. Dealers anticipate an advance in the lower grades, which are growing scarcer, at an early date. The general demand for shingles is good.

Concerning a recent auction sale held by Foy, Morgan & Co., the Timber Trades Journal says: "Spruce was mostly represented in oddments of various qualities, and for these current values are not easy to determine, but compared with what similar specifications have been realizing lately, there does not seem any change in the auction value of such descriptions. It is quite possible that Canadian white will improve, as we shall not see any more of the heavy realizations, the bulk of the stocks of both pine and spruce having now passed out of the importers' hands. Red pine went indifferently, but 13 ft. lengths are an objection, as this class of deal has to be used for building purposes, where a more varied specification is preferred." The above remarks show that, apart from pine, trade is not active. We believe, however, that spruce is gradually strengthening, and, with the increased demand from the east coast, will show a good season's consumption.

Weather conditions have seriously interfered with the lumber trade at Saginaw, Mich. Quotations have not changed, log run being quoted at $14 to $18, and stock cut from selected logs up to $30. Box is worth $8.50 to $9 and bill stuff $8 to $9. The shingle market is steady, with quotations ranging from $2 to $3 for white pine and 25 to 50 cents lower for cedar. Comparatively few shingles will be manufactured on the Saginaw river this season.

Merrill & Ring, of Duluth, recently sold 5,600,000 feet of log run lumber to eastern parties, 4,500,000 to go to Buffalo and the balance to Tonawanda. J. A. Kent & Company sold 3,000,000 feet, to go east upon the opening of navigation, while another sale of 5,000,000 feet is reported. In some instances the prices realized were from $1 to $2 higher than the quotations of last fall. There is a brisk demand for box lumber, but little of it on the market.

From present indications, early shipments will be made from Manistee, Mich. One local concern is said to have secured nearly all the hemlock lumber in sight and claims it will handle 30,000,000 feet this year. Pine piece stuff in that market is firm, yard dealers selling at $11. Common inch is steady at 50 cents to $1 higher than the closing figure of last fall, with a decided shortage apparent. Box factories are taking common inch in bulk lots. Cull pine inch is well sold out and prices are stiffening.

## THE EASTERN HARDWOOD MARKETS.

The Hardwood Record of March 26th reviews the hardwood markets of the Eastern States as follows:

BUFFALO.—Prices are about the same on staples, such as quartered oak, plain oak, ash and walnut. The rumors of war, which change every day, do not seem to affect the lumber market in any way. Lumber is coming in quite freely from the west and south, by rail, and it will be but a short time before navigation opens now, and red oak, maple, soft elm and black ash will be coming in by the boat load from Wisconsin, Michigan and Canada. The tariff is still the main stumbling block on handling Canadian lumber. The mill man invariably puts on the two dollars to the price he is holding his lumber at—if making delivered prices; otherwise the purchaser has to stand both the tariff and freight—when buying f.o.b. cars at shipping point. Owing to this state of affairs it is not expected there will be anything like the movement in Canadian lumber to this side, unless they make up their minds to divide up on the tariff and stand one-half of it themselves. It seems to us here on the border that if our cousins would adopt this plan the receipts of lumber from there would more than double.

NEW YORK.—The outlook for spring trade has not been as good in this market for a number of years. The building trade has promised well for the spring, and will, undoubtedly, under any circumstances, prove good. Throughout all this section of which New York is the center conditions are much improved, and if there be no untoward or unlooked for change the coming season will be a profitable one for the hardwood lumbermen. The demand for furniture both in the cheaper and finer grades has much improved of late. Michigan maple and birch are in good demand at fair prices and are largely in demand by furniture manufacturers and others. Taken altogether the situation in this city is strong. The demand for all classes of stock has improved somewhat and the offerings are smaller, so lumbermen will find New York a good market to cultivate.

BOSTON.—The quantity of hardwood lumber being offered on this market is less than for a good while. The promise for the building trade this spring was very bright up to a short time ago. During the past two or three weeks, or since the prospects of war have become so much stronger, the building trade has had a slight relapse. Trade shows a tendency to pick up, and is reasonably fair. The volume of trade has not increased as much as it has in some western markets, but the drawing off of stocks to meet the western demand has had the effect of making the market on all classes of hardwood very firm. Oak is especially in good demand, with prices strong. Less poplar is being offered than has been the case in a good many years. Other lines of hardwood in the upper grades are freely taken, and when the war fever subsides trade promises to be good.

Beecroft & Talbot, planing mill, Flesherton, Ont., are reported to have assigned.

The Fitch, Aldrich & Bush Co. has been incorporated at Elmira, N.Y., with a capital stock of $50,000.

The Bartlett Lumber Co., of Boston, Mass., have decided to give special attention to the lumber trade of New Brunswick. Mr. A. G. Van Buren has been appointed agent for the company at St. John, and will look after their interests in the province. The company are prepared to handle a large quantity of lumber. The intention is to buy from the American mills at St. John, to avoid the duty. He is negotiating with some of the mills for their entire output.


**Sieveking, Podmore & Co.**

**WOOD AGENTS**

7 CROSBY SQUARE, LONDON

Cable Address: "Sieveking," London. Branch at LIVERPOOL.

**JAS. G. CANE & CO.**

WHOLESALE **HARDWOOD** LUMBER

35 Adelaide E., Toronto, Ont.

Send us full description and lowest price for any lumber you have for sale.

**MILLS**

Having Brown Ash 12, 14 and 16 ft. firsts and seconds, inch Bass firsts and seconds 12 feet, or any other Hardwood Lumber, can sell same for cash by addressing

*H. D. WIGGIN*

No 89 State St., BOSTON, MASS.

Inspection at mill.

JOHN MCKERGOW, President. W. K. GRAFFTEY, Managing Director.

THE MONTREAL LUMBER CO. (Limited.)

**WHOLESALE LUMBER**

OTTAWA PINE A SPECIALTY

Office and Yard: 208 Guy Street, Bell Telephone 8576. MONTREAL

**FOR SALE**

Coiled Elm Hoops For Sale. Standard sizes kept in stock ready to ship. Special sizes made to order on short notice. Write

FERGUSON BROS., Lumber and Hoop Manufacturers, Lobo P.O., Ont.

**MILL MEN**

Who have desirable lots of 1 to 3" firsts and seconds Soft Elm and 1 to 3" firsts and seconds Brown Ash ready for immediate shipment, will please send full description of stock, stating dryness, lengths and widths, with best cash price f.o.b. cars and freight rate to Boston, to

**LAWRENCE & WIGGIN**

Wholesale Lumber Dealers - 55 Kilby Street, BOSTON, MASS.

**CANADA ATLANTIC RAILWAY**

**Ottawa, Arnprior & Parry Sound Ry.**

- - operating - -

OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE

R. A. CARTER, Contracting Agent, 115 Board Trade Montreal
M. A. Overend, Ontario Agent, Union Station, Toronto.

Shortest and Quickest Route from

OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PARRY SOUND and all points on Grand Trunk Ry. TO ... BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c

C. J. SMITH, General Freight Agent, Ottawa, Ont.

**Ottawa & New York Lumber Line**

- - - - BONDED LINE BETWEEN - - - -

CANADIAN POINTS, NEW YORK CITY AND ALL POINTS REACHED BY WATER FROM ALBANY

CANADA ATLANTIC RAILWAY. DELAWARE & HUDSON CANAL CO. WILLIAMS' LINE. } J. H. Williams Agent { 15 Lumber District, ALBANY, N. Y. NEW YORK OFFICE, 93 Wall Street Telephone 531 Broad.

## LUMBER FREIGHT RATES.

### CANADA ATLANTIC RAILWAY.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse, $2.20 per M ft., (3,000 lbs. and under per M ft.); Ottawa to Montreal, $1 00 per M ft.; Arnprior to Montreal, $1.50 per M; Parry Sound to Montreal, $3.00 per M ft.; Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. Arnprior to New York, track delivery 17 cts. per 100 lbs., lightered 19 cts. per 100 lbs. Parry Sound, track, 20 cents, lightered, 22 cents per 100 lbs.; Ottawa to New York, via Albany and Williams Line, seasoned pine lumber and shorts, in lots 50 M feet and over, $3 per M; under 50 M feet, $3.25 per M; from Arnprior, lots over 50 M feet, $3.50; under 50 M feet, $3.75 per M; from Parry Sound, lots 50 M feet and over, $4.00 per M; seasoned lath from Ottawa, lots 250 M pieces and over, 55 cents per M pcs.; lots under 250 M pcs., 60 cents per M pcs.; from Arnprior, lots 250 M pcs and over, 65 cents per M pcs.; under 250 M pcs., 70 cents per M; from Parry Sound, 80 cents per M pcs., lots 250 M and over; (rates named on lots under 50 M feet lumber and 250 M pcs. lath subject to extra tonnage, and are applicable to all points in New York harbor excepting points above Madison avenue bridge in Harlem river, to all points in Brooklyn, and to Jersey City proper; Ottawa to Boston, Portland and common points, local 15c.; exports 13c. per 100 lbs.; Arnprior to Boston, Portland and common points, local 17 cents; export 15 cents per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cents per 100 lbs.; Ottawa to Burlington, 6 cents per 100 lbs.; Ottawa to Albany, 10 cents per 100 lbs.; Arnprior to Albany, 12 cents per 100 lbs.; Parry Sound to Albany, 17 cents per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N. Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22½ cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

### GRAND TRUNK RAILWAY.

Lumber freight rates for pine on the Grand Trunk Railway, according to the tariff issued 15th February, 1897, will be found below. General instructions in shipping by Grand Trunk are embodied in these words in the schedule: Minimum weight 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination. For instance, the rates from Orillia to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Gravenhurst to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, and the rates from Hanover or Hepworth would not be higher than from Wiarton to the same destination, but in no case are higher rates to be charged than as per mileage table published on page 15 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale Sundridge and South River, to Toronto, 8c.; Trout Creek, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 10c. The rates on hardwoods average about from 1c. per 100 lbs. higher than on pine and softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On spruce and balsam (partly seasoned) for pulp manufacture, the rate from Longford, Wiarton, Penetang, Coldwater, Waubaushene, Victoria Harbor, Haliburton, Kinmount, etc., to Toronto, is $2.20 per cord; and to Merriton and Thorold, $2.60; Katrine, Callendar, North Bay, etc., to same points, $2.45 and $2.60 respectively; Beeton, Allandale, Orillia, etc., $2.20 and $2.60. On green spruce and balsam the rate is 25 per cent. higher.

### CANADIAN PACIFIC RAILWAY.

Mr. George A. Fowler, lumber agent, C.P.R., writes as follows under date of February 14th: "The rates at present in effect to Toronto and Hamilton are as follows: Pine and soft woods from Klock, Mattawa, Bonfield, North Bay, Sturgeon Falls, Cache Bay and Warren, 9 cents; from Sudbury Jct, Rayside and Chelmsford, 10 cents; from Cartier and Geneva Lake, 10½ cents; from Biscotasing, White Fish, Massey, Cutler, Spragge and Algoma, 12 cents per 100 lbs. The rates on hardwood are one cent per 100 lbs. higher than those on pine. From Ottawa, Hull, Aylmer and Dechenes Mills, also Arnprior, Braeside and Pembroke, to Toronto the rate is 10 cents both on pine and hardwood. From Ottawa, Hull, Aylmer and Deschenes Mills to station on the Lake Erie and Detroit River, Erie and Huron and Michigan Central railways, specified in special lumber tariff, the rate is 14½ cents on both pine and hardwood. The above rates are based on a minimum of 30,000 lbs. per car."

"Taking effect March 21st, 1898, the rates on seasoned lumber to New York, Brooklyn, Jersey City, etc., via Albany, thence via water, will be as follows: From Ottawa, Ont., Aylmer and Deschenes Mills, Que.—pine and shorts, in lots 50 M feet and over, $3; under 50 M feet, $3.25; hardwood, lots 50 M feet and over, $4; under 50 M feet, $4.25; lath, 250 M pieces and over, 55c. per M pieces; under 250 M pieces, 60c. per M pieces. From Carleton Junction—pine and shorts, lots 50 M feet and over, $3.25; under 50 M feet, $3.50; hardwood, 50 M feet and over, $4.25; under 50 M feet, $4.50; lath, 250 M pieces and over, 60c. per M pieces; under 250 M pieces, 65c. per M pieces. From Arnprior and Braeside—pine and shorts, lots 50 M feet and over, $3 50; under 50 M feet, $3 75; hardwood, 50 M feet and over, $4 50; under 50 M feet, $4 75; lath, 250 M pieces, 65c.; under 250 M pieces, 70c. per M pieces. From Pembroke—pine and shorts, 50 M feet and over, $3.75; under 50 M feet, $4; hardwood, 50 M feet and over, $4.75, under 50 M feet, $5; lath, 250 M pieces and over, 70c.; under 250 M pieces, 75c. per M pieces. The minimum carload of lumber is 10,000 feet and lath 50,000 pieces."

"The summer rates to Montreal go into effect April 1st, and will be as follows: From Ottawa—softwood lumber, $1 per M feet; hardwood and dimension timber, 4c. per 100 lbs.; lath, 20c. per M pieces. From Carleton Junction, seasoned softwood lumber, $1.25 per M feet; hardwood lumber and dimension timber, 5c. per 100 lbs.; lath, 25c. per M pieces. From Arnprior and Braeside—softwood lumber, $1.50 per M feet; hardwood lumber and dimension timber, 6c. per 100 lbs.; lath, 30c. per M pieces.

"From Ottawa to Three Rivers and Quebec—softwood lumber, $2 per M feet; hardwood lumber and dimension timber, 8c. per 100 lbs.; lath, 40c. per M pieces. From Carleton Junction—softwood lumber, $2.25; hardwood lumber and dimension timber, 9c. per 100 lbs.; lath, 45c. per M pieces. From Arnprior and Braeside—softwood lumber, $2.50 per M feet; hardwood lumber and dimension timber, 11c. per 100 lbs.; lath, 50c. per M pieces.

"Ottawa rates apply from Hull, Aylmer and Deschenes Mills, Que. Montreal rates also apply to Mile End, Montreal Junction, Westmount, St. Luc Junction, St. Anne de Bellevue, and Vaudreuil. The rates on softwood lumber as above are intended to apply on lumber which will not exceed three thousand pounds per thousand feet, and on lath which will not exceed 600 lbs. per M pieces; excess over these weights will be charged for at rates in effect on dimension timber."


## CANADIAN EXPORTERS AND WHOLESALERS

THOS. MEANEY & CO.
103 Bay Street - TORONTO
WANT Black Ash, Mill Run
Send Particulars and Prices.

Huntsville Lumber Co., Limited
MANUFACTURERS OF LUMBER LATH AND SHINGLES
—: HUNTSVILLE, ONT. :—
WE are open to cut White Pine and Hemlock Bill Stuff. Have for Sale a Quantity of Dry Mill Stocks and Sidings, also 16 in. Pine Shingles and 4 ft. Lath 1½ in. wide.
CORRESPONDENCE SOLICITED

THE PEMBROKE LUMBER CO. LIMITED
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills — PEMBROKE, ONT.

Wm. Mason & Sons
Dimension Timber, Lath and Shingles, Dressed Lumber, Mouldings, Sash and Doors.
LUMBER
Correspondence Solicited. - OTTAWA, CANADA - P.O. Box 1020. 'Phone 135.

ONE DOLLAR
will pay your subscription to the weekly and monthly CANADA LUMBERMAN for
ONE YEAR

JAS. PLAYFAIR & CO.
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . .
MIDLAND, ONT.

A. & P. WHITE
Manufacturers of and Dealers in.....
Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.
A Large Quantity of Dry Lumber in Stock - PEMBROKE, ONT.

FOR SALE—DRY LUMBER
1 Car 1" Birch, 1st and 2nd.
1 Car 1⅛" Beech.
1 Car 1" Birch, Common.
1 Car 1½" Common and Cull Soft Elm,
and a large quantity of Dry Hemlock dimensions.
J. E. MURPHY, HEPWORTH STATION, ONT.

ROBERT WATT • WIARTON
MANUFACTURER AND WHOLESALE LUMBER
Pine Lath, Cedar, and Pine Shingles.
CORRESPONDENCE SOLICITED. HEMLOCK BILLS A SPECIALTY. Mills at Wiarton.

T. L. BAILIE, LUMBER DEALER, Penetang
DEALER IN BASSWOOD, OAK AND BIRCH
Wants to hear from Mills having Basswood and Red Oak to offer.
300,000 feet Winter-Cut Basswood wanted.

KILN-DRIED BIRCH FLOORING SHEETING .. and .. CEILING
Flooring from $12.00
Ceiling " 10.00
SAMPLES BY MAIL
KNIGHT BROTHERS CO.
Burk's Falls, Ont.

## FOREIGN EXPORTERS AND IMPORTERS

WE have a large bill of
RED OAK, ROCK ELM AND SOFT MAPLE
that we want sawed at once for delivery next Fall. Please write us if you have such logs and can take care of such a bill, and we will send particulars.
SCATCHERD & SON - 1053 Seneca Street, BUFFALO, N. Y.

JAMES SMITH & BRO. - 14 Canada Dock, LIVERPOOL
. . Wood Agents . .
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax, N.S.

SWAN-DONOGH LUMBER CO.
NORTH TONAWANDA, N. Y.
Buyers of..... SOFT ELM, ASH, BIRCH, MAPLE AND BASSWOOD LUMBER & PINE AND CEDAR SHINGLES
Office: Lumber Exchange Building (first floor) Yard: Dodge's Dock

WRIGHT, GRAHAM & CO.
7 Royal Bank Place,
GLASGOW, SCOTLAND
WOOD BROKERS
Cable Address: "Brakridge," Glasgow.
Codes Used: Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of CANADIAN WHITE PINE AND SPRUCE, cut to all sizes—and all kinds of Hardwoods in Log Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

## BELTING

Bowmanville Rubber Co., Bowmanville, Ont.
Fleming, W. A., Montreal, Que.
Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
McLaren, D. K., Montreal.
The Waterous Co., Brantford.

## BRASS CASTINGS

Magnolia Metal Co., New York.

## DRY KILNS

Standard Dry Kiln Co., Indianapolis, Ind.

## ELECTRICAL APPARATUS

Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

## LUMBERMEN'S SUPPLIES

Eckardt, H. P. & Co., Toronto.
Gartshore, John, Toronto.
Hamelin & Ayers, Lachute Mills, Que.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

## MACHINERY

Baldwin, Tuthill & Bolton, Grand Rapids, Mich.
Bell, Robt., Jr., Hensall, Ont.
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston Ont.
Carrier, Laine & Co., Levis, Que.
Darling Bros., Montreal.
Lancaster Machine Works, Lancaster, Ont.
Mershon, W. B. & Co., Saginaw, Mich.
Northey Mfg. Co., Toronto, Ont.
Payette, P. & Co., Penetanguishene, Ont.
Sawyer & Massey Co., Ltd., Hamilton, Ont.
Small & Fisher Co., Woodstock, N.B.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.
The Oxford Foundry & Machine Co., Oxford, N. S.
The Defiance Machine Works, Defiance, Ohio, U.S.A.

## MAGNOLIA ANTI-FRICTION METAL

Magnolia Metal Co., New York.

## PULP MACHINERY

The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.

## PULLEYS

Dodge Wood Split Pulley Co., Toronto, Ont.
The Dominion Leather Board Co., Montreal, Que.

## RAILROAD BRASSES

Magnolia Metal Co., New York.

## SAW MANUFACTURERS

Burns, E. R., Saw Co., Toronto, Ont.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.
The James Robertson Co., Montreal, Que.

## WHOLESALE LUMBER DEALERS

Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

## MISCELLANEOUS

Axes, Campbell Bros., St. John, N. B.
Bali Nozzle Co., The, Toronto, Ont.
Canadian Photo Engraving Bureau, Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Felts for Pulp Mills, Hamelin & Ayers, Lachute Mills, P.Q.
Illinois Central R.R.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Lumberman's Ready Reckoner, Brennan & Co., Sault St. Marie, Ont.
Machine Knives, Peter Hay, Galt, Ont.
Silver Solder, P. W. Ellis & Co., Toronto, Ont.
Typewriters, The Williams Mfg. Co., Montreal, Que.
Turbines, Madison Williams, Port Ferry, Ont.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, March 30, 1898.

CAR OR CARGO LOTS.

| | | | | |
|---|---|---|---|---|
| 1¼, 1½ and 2 inch cut up and better | $32 00 | $34 00 | 1 inch dressing and better | $20 00 | $22 00 |
| inch picks and uppers | 34 00 | 36 00 | 1 inch siding mill run | 14 00 | 15 00 |
| 1x12 dressing and better, 60% 16 ft | 22 00 | 24 00 | 1 inch siding common | 11 00 | 12 00 |
| 4x10 fine dressing and better | 21 00 | 23 00 | 1 inch siding ship culls | 10 50 | 11 50 |
| 4x10 and 12 Canadian dressing and better | 20 00 | 22 00 | 1 inch siding mill culls | 8 50 | 9 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 | Cull scantling | 8 00 | 9 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 | 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 | 1 inch strips, common | 11 00 | 12 00 |
| 1x10 and 12 common. | 12 00 | 14 00 | 1 1-4 inch flooring | | 16 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 | 1 1-2 inch flooring | | 16 00 |
| 1 inch clear and picks | 28 00 | 30 00 | XXX pine shingles, 16 inch | | 2 25 |
| | | | XX pine shingles 16inch | | 1 40 |
| | | | Lath, No. 1 | | 1 50 |
| | | | Lath No. 2 | | 1 15 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Ash, white, 1 to 2 in | | $26 00 | $28 00 | Cherry | 1 | to 1½ | $50 00 | $60 00 |
| " " 2½ to 4 | | 30 00 | 32 00 | " | 2 | " 4 | 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in | | 17 00 | 19 00 | Elm, soft | 1 | " 1½ | 14 00 | 15 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in | | 19 00 | 21 00 | " " | 2 | " 3 | 15 00 | 16 00 |
| Ash, M. R., 1 " 2 | | 15 00 | 18 00 | " rock | 1 | " 1¼ | 16 00 | 18 00 |
| Birch, 1 | | 18 00 | 20 00 | " " | 1½ | " 3 | 20 00 | 22 00 |
| " 1½ " 2 | | 20 00 | 23 00 | Hickory | 1½ | " 2 | 28 00 | 30 00 |
| " sqrs. 4x4 " 8 x8 | | 24 00 | 26 00 | Maple | 1 | " 1½ | 16 00 | 17 00 |
| Basswood, 1sts and 2nds, 1 to 1¼ in | | 16 00 | 18 00 | " | 2 | " 4 | 17 00 | 18 00 |
| " 1½ " 2 | | 19 00 | 20 00 | Oak, red, p'n | 1 | " 1½ | 26 00 | 30 00 |
| " m. r. 1 " 1¼ | | 14 00 | 16 00 | " " | | " 4 | 29 00 | 32 00 |
| Buttermut 1 " 1½ | | 23 00 | 25 00 | " white | | " 1½ | 28 00 | 30 00 |
| " 2 " 3 | | 25 00 | 28 00 | " " | | " 4 | 30 00 | 35 00 |
| Chestnut 1 " 3 | | 34 00 | 2 50 | " quart'd | | " | 46 00 | 50 00 |
| | | | | Walnut | 1 | " 3 | 85 00 | 100 00 |
| | | | | Whitewood | 1 | " 2 | 32 00 | 36 00 |

## OTTAWA, ONT.

OTTAWA, March 30, 1898.

| | | | | | |
|---|---|---|---|---|---|
| Pine, good sidings, per M feet, b.m. | $29 00 | 37 00 | Pine, 8 s.c. and better stock | 11 00 | 12 50 |
| Pine, good strips, | 23 00 | 30 00 | Pine, 8 s.c. sidings | 10 00 | 13 00 |
| Pine, good shorts, | 16 00 | 25 00 | Pine, " strips | 8 00 | 10 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m. | 15 00 | 20 00 | Pine, " shorts | 6 50 | 8 00 |
| | | | Pine, box culls | 9 00 | 10 00 |
| Pine, No. 1 dressing strips, | 13 00 | 18 00 | Pine mill culls | 6 00 | 9 00 |
| Pine, No. 1 dressing shorts, | 12 00 | 14 00 | Lath per M No. 1 | 90 | 1 20 |
| Pine, 10 s.c. and better stock, | 12 00 | 13 00 | Lath per M No. 2 | 60 | 90 |
| | | | 1x10 No. 1 barn | | 18 00 |
| | | | 1x10 No. 2 " | 14 00 | 16 00 |
| | | | 1x8 & 9 No. 1 " | 15 00 | 17 00 |
| | | | 1x8 & 9 No. 2 " | 14 00 | 16 00 |

## QUEBEC, QUE.

QUEBEC, March 30, 1898.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Common and railroad, for interior and ordinary according to average, quality, etc., measured off | 21 | @ 24 |
| For 40 to 45 feet average, measured off | 26 | 29 |
| For good and good fair average, measured off | 29 | 33 |
| First class " " | 36 | 39 |
| In shipping order " " | 35 | 38 |
| First class Ottawa waney, 18 inch average | 35 | 37 |
| " " " 19 to 21 inch average | 38 | 40 |
| First class Michigan waney board, 18 inch average | 41 | 43 |
| " " " " 19 to 21 inch average | 44 | 46 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 28 |
| In shipping order, 35 to 45 feet " | 38 | 40 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 28 | 34 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average an quality | 21 | 25 |
| To average 16 inch | 25 | 27 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 14 | 17 |
| 16 " " | 15 | 19 |
| 18 " " | 21 | 23 |

DEALS.

Bright spruce, according to mill specification, $40 to $43 for 1st, $26 to $28 for 2nd, $23 to $26 for 3rd, and $19 to $22 for 4th quality. F.O.B. batteau

## NEW YORK CITY.

NEW YORK, N. Y., March 30, 1898.

WHITE PINE TIMBER.

| | | | | | |
|---|---|---|---|---|---|
| Bridge timber | $28 00 | @ 42 00 | Building orders | $27 00 | @ 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in | 14 00 | 14 50 | 10 to 12 in | 16 25 | 17 00 |
| 6 to 12 in | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 to 12 in | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | |
|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, 10 to 16 | | 25 00 |
| 1¼ to 2 in. | " " " " | | 26 00 |
| 1 inch, | " Soft Elm, " | | 19 00 |
| 1¼ in and thicker, | " " " | | 21 00 |
| 4/4 " " | " Hard Maple, " | | 21 00 |
| " " " | " Basswood, " | | 20 00 |
| " " " | " Birch, " | | 23 00 |
| " " | Black Ash, Com. and Shipping Cull, M.C.O. | | 14 00 |
| " " | Soft Elm, " " " | | 12 00 |
| " " | Hard Maple, " " " | | 14 00 |
| " " | Basswood, " " " | | 12 00 |
| " " | Birch, " " " | | 14 00 |

## ALBANY, N.Y.

ALBANY, N. Y., March 30, 1898.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $52 | $55 | Dressing boards, narrow | $19 | $20 |
| 2½ in. | 52 | 55 | West India shipping boards. | 15 | 16 |
| 1 to 2 in. | 45 | 48 | Box boards | 11 | 12 |
| 4 inch uppers | | 55 | 10-in. dressing and better | 26 | 35 |
| Selects, 2½ in. up | | 45 | 10-in. common | 13 | 15 |
| 1 to 2 in | | 40 | 12-in. dressing and better | 26 | 35 |
| Fine common, 2½ in. and up | 40 | 42 | Common, 1x12 | 13 | 15 |
| 1 to 2 in | 36 | 40 | No. 1 barn, 1x12 | 21 | 23 |
| No. 1 cut, 1 to 2 inch | 25 | 30 | 1x10 | 18 | 20 |
| No. 2 | 20 | 25 | 1x8 | 16 | 18 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 16 | 17 |
| No. 1 molding, 1 to 2 in | 30 | 35 | 1x10 | 15 | 17 |
| No. 2 molding, 1 to 2 in | 23 | 25 | 1x8 | 13 | 15 |
| Stained saps | | 20 | Shaky or star clear, 1 to 2 in. | 19 | 21 |
| Bracket plank | 30 | 35 | Dressing | 16 | 18 |
| Shelving boards, 12-in. up | 30 | 32 | Common | 11 | 15 |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Pine | $1 | 75 | Spruce | $1 | 75 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $3 90 | $4 10 | Bound butts, 6 x 18 | $5 00 | $5 25 |
| Clear butts | 2 75 | 3 00 | Hemlock | | 2 00 |
| Smooth, 6 x 18 | 4 50 | 4 75 | Spruce | | 2 00 |

## BOSTON, MASS.

BOSTON, March 30, 1898.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $11 50 | 12 00 | ¾ inch | $ 9 25 | $ 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 11-16 inch | 8 50 | 8 75 |
| Refuse | 13 00 | 13 25 | ⅝ inch | 8 00 | 8 25 |
| Outs | | 9 00 | Clapboards, sap ext. | 45 00 | 48 00 |
| Boxboards, 1 inch | 10 00 | 10 50 | Sap clear | 41 00 | 43 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, 2nd clear | 32 00 | 35 00 |
| | | | No. 1 | 23 00 | 25 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in | $50 00 | @52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in | 58 00 | 62 00 | 1¼, 1½ and 2 in | 30 00 | 32 00 |
| Selects, 1 in | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in | 52 00 | 55 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in | 24 00 | 38 00 |
| Fine common, 1 in | 40 00 | 41 00 | Coffin boards | 19 00 | 22 00 |
| 1¼, 1½ and 2 in | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 50 | 1 60 |
| Cedar, extra | 2 50 | 2 65 | Extra No. 1 | 1 25 | 1 35 |
| Clear | 2 10 | 2 25 | | | |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | | | By cargo | 1 80 | @ 1 90 |
| By car | 1 80 | @ 2 00 | | | |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., March 30, 1898.

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in | $46 00 | 48 00 | No. 3, 1¼ & 2 in | 17 00 | 18 00 |
| 2½ and 3 in | 55 00 | 56 00 | Shelving, No. 1, 13 in. and up, 1 in. | 32 00 | @34 00 |
| 4 in | 58 00 | 60 00 | Dressing 1¼ in | 27 00 | 30 00 |
| Selects, 1 in. | 41 00 | 42 00 | 1¼ x10 and 12 | 28 00 | 30 00 |
| 1¼ to 2 in | 42 00 | 43 00 | 1½ in | 28 00 | 30 00 |
| 2½ and 3 in | | 50 00 | 2 in | 29 00 | 34 00 |
| 4 in | | 52 00 | Mold st'ps, 1 to 2 in | 33 00 | 31 00 |
| Fine common, 1 in | 35 00 | 36 00 | Barn, No. 1, 10 & 12 in. | 22 00 | 23 00 |
| 1¼ and 1½ in | 35 00 | 37 00 | 6 and 8 in | 18 00 | 20 00 |
| 2 in | 36 00 | 38 00 | No. 2, 10 in | 16 00 | 16 00 |
| 3 in. | | 45 00 | No. 2, 12 in | 17 00 | 18 00 |
| 4 in | | 47 00 | No. 3, 10 in | 13 00 | 13 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | No. 3, 12 in | 13 50 | 14 00 |
| 1¼ to 2 in | 32 00 | 33 00 | 6 and 8 in | 11 00 | 12 00 |
| No. 2, 1 in | | 16 00 | Common, 1 in | 15 00 | 16 00 |
| No. 2, 1¼, & 1½ in | 22 00 | 25 00 | 1¼ and 1½ in | 17 00 | 18 00 |
| No. 3, 1¼ & 1½ in | 16 00 | 18 00 | 2 in | 18 00 | 20 00 |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 26 00 | 28 00 | 2½ to 4 in | 34 00 | 38 00 |
| 1¼ to 2 in | 28 00 | 30 00 | Strips | 17 00 | 18 00 |
| | | | Com. and culls | 9 00 | 10 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 20 00 | 21 00 | Com. & good culls | 8 00 | 9 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 25 00 | 27 00 | 1st & 2nd, white, 6" & up, | 16 00 | 17 00 |
| | | | Com & good culls | 8 00 | 9 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 18 00 | 20 00 | 1st & 2d, soft, 8 in. & up, | 16 00 | 18 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 14 00 | 16 00 | 1st & 2d, soft, 6in. & up, | 14 00 | 16 00 |

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., March 30, 1898.

UPPERS AND SELECTS.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $44 00 | | Selects, 1 in., 8 in. and up wide | $40 00 | |
| 1¼, 1½ and 2 in | 44 00 | | 1¼, 1½ and 2 in | 41 00 | |
| 2½ and 3 in | 53 00 | | 2½ and 3 in | 47 00 | |
| 4 in | 56 00 | | 4 in | 50 00 | |

FINE COMMON.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 8 in. and up wide | 33 50 | | 2½ and 3 in., 8 in. and up wide | 42 00 | |
| 1¼, 1½ and 2 in | 35 00 | | 4 in | 45 00 | |

B FINE COMMON OR NO. 1 CUTTING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 7 in. and up wide | 23 50 | | 2½ and 3 in., 7 in. and up wide | 37 00 | |
| 1¼, 1½ and 2 in | 30 00 | | 4 in | 40 00 | |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | | | |
|---|---|---|---|---|---|
| 1½ in., 4, 5 and 7 in. wide | 34 00 | | 1 in., 4, 5 and 7 in. wide | 32 00 | |
| 6 in. wide | 36 00 | | 6 in. wide | 36 00 | |

FINE COMMON OR C.

| | | | | | |
|---|---|---|---|---|---|
| 1½ in., 4, 5, 6 in. wide | 30 00 | | 1 in., 6 in. wide | 33 00 | |
| 1 in., 4, 5 in. wide | 29 00 | | | | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | | | |
|---|---|---|---|---|---|
| 1½ in., 4, 5, 6 in. wide | 24 00 | | 1 in., 4, 5, 6 in. wide | 22 00 | |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 in | 16 00 | | 1½ in., 4, 5 and 7 in. | 15 00 | |
| 1 in., 6 in. | 17 00 | | 1½ in., 6 in. | 17 00 | |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 | | 1¼ in., 4 to 7 inch | 14 00 | |
| 1 in., 6 inch | 14 00 | | No. 3 Fencing, 1 in., 6 inch | 12 00 | |

SHELVING.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 | | No. 2, 1 in., 7 and 8 in. stocks | 19 00 | |
| 1 in., 10 in. and up wide | 26 00 | | 1 in., 10 in. stocks | 21 00 | |
| 1 in., 12 in. stocks | 29 00 | | 1 in., 12 in. stocks | 24 00 | |
| 1 in., 12 in. and up wide | 30 00 | | 1 in., 10 in. and up wide | 22 00 | |
| 1¼ in. 1½ and 2 in., 8 in. and up wide | 29 00 | | 1 in., 13 in. and up wide | 25 00 | |

BARN BOARDS OR STOCKS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 12 in. | 21 00 | | No. 2, 9 in | 13 50 | |
| 10 in | 16 50 | | 8 and 7 in | 13 50 | |
| 9 in | 16 00 | | No. 3, 12 in | 12 50 | |
| 8 and 7 in | 16 00 | | 10 in | 11 00 | |
| No. 2, 12 in | 16 00 | | 9 in | 11 00 | |
| 10 in | 14 00 | | 8 in | 11 00 | |

SHIPPING CULLS OR BOX.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4 and 5 in. wide | $ 9 00 | | 1 in., 13 in. and up wide | $1 00 | |
| 1 in., 6 in. wide | 9 50 | | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 | |
| 1 in., 7 in. wide and up | 9 50 | | | | |

SHAKY CLEAR.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9in. wide | 18 00 | | 1 in., 10 in. and up wide | 19 00 | |
| 1 in., 6 in. wide | 20 00 | | 1¼, 1½ and 2 in., 8in. and up wide | 20 00 | |

COFFIN BOARDS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 13in. and up | 22 00 | | No. 1, mill culls | 8 00 | |
| No. 2 | 17 00 | | No. 2, or red horse | 6 50 | |

TIMBER, JOIST AND SCANTLING.

| | | | | | |
|---|---|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $ 9 50 | | Hemlock, 2x4 to 10, 12 to 16 feet | 7 50 | |
| 18 ft | 10 50 | | 2x12 | 8 50 | |
| 20 ft | 11 50 | | Add $1 to each additional 2ft. in length. | | |
| 22 and 24 ft | 12 50 | | | | |

SHINGLES, 18-IN.

| | | | | | |
|---|---|---|---|---|---|
| Country brands, XXXX | 2 75 | | Standard brands, river made, XXXX | 3 00 | |
| Clear Butts | 1 75 | | Clear Butts | 2 00 | |

WHITE PINE LATH.

| | | | | | |
|---|---|---|---|---|---|
| No. 1 | 1 60 | | No. 2 | 1 10 | |
| | | | Hemlock | 1 00 | |

## PRICES OF COOPERAGE STOCK.

| | F.o.b. Chatham | F.o.b. Wallaceburg |
|---|---|---|
| No. 1 28½ inch jointed elm staves, per net 1,000 | $5 00 | $5 00 |
| No. 1 30 " " " " " | 5 00 | 5 00 |
| No. 1 32 " " " " " | 5 25 | 5 50 |
| No. 1 24 " " " " " | 4 00 | 4 00 |
| No. 2 28½ " " " " " | 3 25 | 3 25 |
| No. 2 30 " " " " " | 3 25 | 3 25 |
| No. 2 32 " " " " " | 3 50 | 3 50 |
| No. 2 24 " " " " " | 2 25 | 2 00 |
| No. 1 14 in. to 15 in. kiln dried basswood heading, per set | 3 | 3 |
| No. 1 15 " 16 " " " " | 3½ | 3½ |
| No. 1 17⅛ " " " " " | 3¾ | 3¾ |
| No. 1 18 " 18¼ " " " | 4½ | 4½ |
| No. 1 19⅛ " " " " " | 4½ | 4¾ |
| No. 1 19½ " " " " " | 4¾ | 5 |
| Mill run heading ½ct. per set less, No. 2 heading 1ct. per set less. | | |
| No. 1 5½ ft. patent coiled elm hoops, per net 1,000 | 5 25 | 4 75 |
| No. 1 6 " " " " " | 5 50 | 5 25 |
| No. 1 6½ " " " " " | 6 00 | 5 65 |
| No. 2 hoops from 50cts. to $1.00 per thousand less. | | |
| No. 1 28½ in. jointed white ash staves, per net 1,000 | 6 50 | 7 00 |
| No. 2 28½ " " " " " | 3 00 | 3 50 |
| 34 in. to 35 in. kiln dried elm bbl. staves | 21 00 | 17 00 |
| No. 1 30 inch half barrel syrup staves | 18 00 | 16 00 |

# THE RETAILER AND Wood-Worker

## ELECTRICALLY EQUIPPING A WOOD-WORKING FACTORY.

Having decided to put in electrical transmission, the first thing is to estimate the horse power required by the machines in the factory, writes James F. Hobart, M. E., in the Wood-Worker. I will begin with a small shop, to have a pony planer, a cutting-up saw, a pattern makers' saw (reversible, with two saws), a band saw, a shaper or irregular molder, three speed lathes, a mortising machine, a sticker, a tenoning machine, grindstone and several little special home-made machines. We will set down the several machines for power, as follows :

| | | | |
|---|---|---|---|
| Pony planer | 5 | h.p. | speed 1,000 revolutions |
| Cutting-up saw | 2 | " | " 2,500 " |
| Pattern saw | 2 | " | " 2,800 " |
| Band saw | 1 | " | " 600 " |
| Shaper | 3 | " | " 800 " |
| Speed lathes | 3 | " | " 900 " |
| Mortiser | ½ | " | " 200 " |
| Tenoner | 2 | " | " 800 " |
| Grindstone | ⅛ | " | " 100 " |
| Special machines | 2 | " | 500 to 1,000 " |
| | 20⅝ | h.p. | |

Here is over 20 h.p. required at the several machines. There is one point, however, that may be considered. In a small shop it is seldom or never the case that all the machines are in operation at the same time. If there are only two or three men in the shop, only a like number of machines can be operated at the same time, and the motive power may be put in accordingly. If, however, all the machines are to be run at the same time, more power will be necessary than when otherwise is the case. In this instance it will be figured that all the machines may be operated at the same time, and power enough provided to run them continually. From the natural arrangement of most wood-working shops, the cut-off saw, the planer, one of the speed lathes (the heavy one), and one of the special machines may be driven in one group and called the "heavy tools" of the shop. A 10-horse motor may be put in to run this group and another 10-horse motor used for driving the remainder of the machinery in another group.

It is a peculiarity of electric motors that they may be operated for short periods of time—say from 15 minutes to an hour—at a capacity far above that at which they are rated. For instance, the 10 horse motor may be made to yield 15 or 20 h.p. for nearly half an hour at a time without damage to the motor, although it will heat up considerably during the period of overwork. It is this principle which allows the putting in of a comparatively small motor when only one or two men are to work in a shop. In that case, two five-horse motors would run the shop here described, as for the short periods of time the greater amount of power would be required, the motors could be called upon to furnish it without damage. If but one man ever expected to work in the shop, a single five-horse motor would be sufficient and all the tools could be belted direct from a single shaft. This is not practicable when the engine is used to drive the shaft direct, as owing to the slow speed of the motive power machine, the shaft must be driven at a speed ranging from 200 to 300 revolutions per minute. With the electric motor arrangement the shaft can be speeded up to 600 revolutions per minute and driven direct from the motor, or with only a single reduction of speed.

With two motors of 10 h.p. each, let there be two shafts, each with its own group of machines, both shafts running at 600, and the machines connected to the shafts by means of friction clutches. The several speeds given in the table above are for the pulleys of the several machines to which the belts must lead from the motor or shaft. The saw speeds are the speeds of the mandrels. Of the planer and sticker the speed of the shaft in the machine is given. In case the planer does not belt from an internal counter, then a different speed will be required than in the table. The lathe speeds are those of the shafts on which the step pulleys are placed. The mortising machine speed is that of the pulley on machine, etc.

Having only 10 h.p. to transmit, a quite light shaft may be employed at the speed named. A pretty good formula for the diameter of the shaft required, is to divide the horse power to be transmitted by the speed per minute, take the fourth root and multiply by a constant ranging from 5.26 to 3.03, according as an iron or steel shaft is to be used, and it is to be very stiff, or well supported. A $\frac{7}{16}$-inch steel shaft will be ample to run either group of machines at the speed mentioned, viz., 600 revolutions per minute. Such a shaft will run easily, consume very little power, and is large enough to hold the friction clutches securely if they are placed close to the hangers.

The motor which drives each shaft should be hung from the roof or placed on a sort of shelf made by bolting a couple of plank brackets to a convenient post, up above the heads of the workmen. There the motor will be out of the way and there will be less temptation to "monkey" with it. A hood or box should be built over it which will keep out all dirt and dust that may settle there. Do not box the motor up tight, for it is necessary that the machine be well ventilated at all times, to carry off the heat generated in the wire coils. If it is boxed tight there is no circulation of air, and the motor will heat badly.

The next consideration is the current. If the mill is an isolated concern, a dynamo must be put in the engine room and the engine coupled direct thereto. If the shop is in a city, it may be cheaper to purchase current from the lighting or the street railway company. Sometimes, when only two or three miles from town, and there is a high tension service, the power may be transmitted at 6,000 volts with but little loss, and then changed to a low tension current at the shop, by means of "step down" transformers. The low tension currents are also of the alternating variety, and to operate ordinary motors with this current, it must be transformed to a continuous current by passing it through a sort of dynamo called a "rotary transformer." This machine changes the low pressure alternating current into a low pressure continuous current, which passes directly to the motors. All these appliances consume some of the energy, and it is better to use the direct low pressure, or low tension (110 volts) current when it can be obtained cheaper than by making it on the premises, or by transforming the high pressure current brought from a distance. Here all the details must be known in order to make a profitable decision in the matter.

---

White maple is being successfully used in the manufacture of bicycle rims.

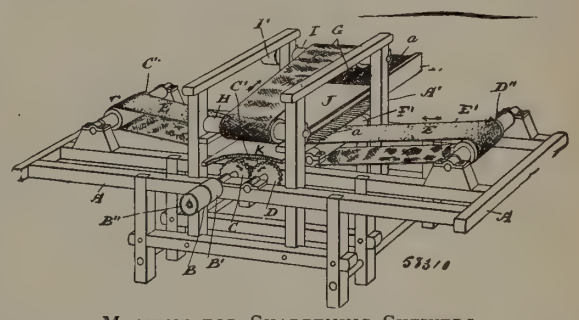
The Commercial says that one of the growing industries of Winnipeg is the wood working establishment of La Londe & Millord. The factory is supplied with planer, moulder, scroll saws, jointer, mortising machine, rip and cross cut saws, turning lathes, shaper, boring machine, spindle chuck, etc., all from the works of Macgregor, Gourlay & Co., of Galt.

A wise man of Philadelphia has invented a combined sawing and planing device especially applicable for sawing thin boards into strips, such as are used for cigar boxes, etc. On the outside of the circular saw are separating discs, which prevent the sawed edges from closing together, and on the outside of the separators are cutting or planing discs, which plane the insides as fast as the saw cut is made.

## RECENT CANADIAN PATENTS.

The Patent Office Record contains descriptions of several devices of interest to woodworkers, for which patents have been granted in Canada.

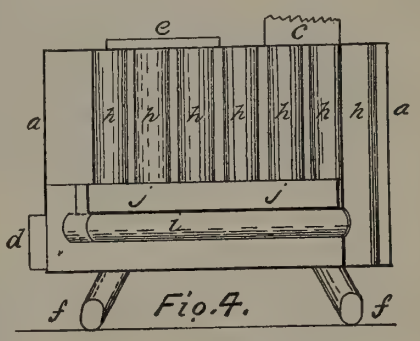
George McKenzie, of Wingham, Ont., has been granted a patent for an apparatus for sharpening skewers, which is illustrated herewith. It consists of the combination of two endless sand belts mounted on rollers journalled on the frame so as to have a certain pitch from the horizontal, a skewer table and a transverse endless belt so located as to bear on the series of skewer rods projecting over the sides of the skewer table so as to be in contact



Machine for Sharpening Skewers.

with the said belts and pass them transversely across the sand belts through the machine. E and E′ are the sand belts, C and D the gear wheels, C′, D′, C″ and D″ the rollers, F and F′ the taper rollers, G the endless transverse belt, H and I the rollers, J the guide piece, K the skewer table, C the feed piece, and l the grooves.

A method of and apparatus for producing coal from wood, sawdust, etc., numbered 57,953, has been patented in Canada by W. A. G. V. Heidenstam, of Skowick, Medelpad, Sweden. The claim is for a method of producing charcoal from wood, peat, or other suitable material, which consists in feeding or pressing the prepared raw material in and through heated charring-tubes or channels in such a manner that the material is charred and compressed while moving through, leading off the different bye-products where they are formed, and finally cooling off the charcoal.




Heater for Burning Sawdust.

A heater for the purpose of burning sawdust, patented by Frederick Sheppard and John Alexander, of Peterboro', Ont., is illustrated above. It consists of the combination in a metal heater having an outside casing, a, a, a, a, fuel opening e, smoke pipe c, damper opening d, legs f, f, f, f, vertical air flues h, h, h, h, horizontal air flues i, i, rim j, j, and fire clay filling K, K, K, K, with the perforated grate O, O.

Two patents, Nos. 58,219 and 58,220, have been granted to George Glass, of Port Huron, Michigan, for slab gauges or indicators for saw mill carriages. Wm. J. Ellis, of Winnsboro, Louisiana, has patented a saw gummer, and Henry McDermott, of Marinette, Wis., saw mill set works.

---

The Mississippi Wood and Iron Works Co. has been organized at Carleton Place, Ont., to start a new industry.

There was never a time when so much attention was paid to improving machinery for making boxes and other forms of packages as at present. Nearly all the larger makers of woodworking machines include some special box-making machines in their lines, while a number of very good concerns make a specialty of this line of machinery. Machines for making lock-corner boxes have been given special attention during the past two or three years, and the man who wants to make these boxes can take his pick of a number of good makes of machines.

# THE NEWS.

—Stewart & Reeker have opened a retail lumber yard at Roland, Man.

—Doris & Gatchell will probably build a stave factory at Kinmount, Ont.

—John Hanbury contemplates starting a wood working factory at Brandon, Man.

—Macpherson & Schell, of Alexandria, Ont., have erected a large new office.

—W. D. Vansickle is building a shingle mill in connection with his saw-mill at Barrie, Ont.

—C. A. McCool, formerly of Geneva Lake, has started a saw mill at Coal Creek, B. C.

—W. H. & W. J. Blackhouse have succeeded Wm. Gordon, sash and door factory, Udora, Ont.

—It is reported that the Georgian Bay Lumber Company will erect a saw mill at Canoe Lake, Ont.

—The Keewatin Lumber Co. have recently constructed new dams and put in water wheels at Keewatin, Ont.

—Arrangements are being made for the erection of a saw mill at the mouth of Mossy river, Lake Winnipegosis.

—The Bank of Toronto recently placed a new dynamo in the Fenelon Falls mill, with a capacity of 325 lights.

—The Sauble Falls Ranch & Lumber Co., of Sauble Falls, Ont., has been incorporated, with a capital of $75,000.

—A saw mill at Shannonville, Ont., owned by Francis Wallbridge, of Belleville, was badly damaged by flood recently.

—The town of Clinton, Ont., has granted to W. Doherty & Co. a bonus to assist them in rebuilding their organ factory.

—Wm. Train has purchased the water power saw mill at Stirling Falls, Ont., recently operated by the Stirling Falls Milling Co.

—A provincial charter has been granted to the Columbia Lumber & Trading Co., of Nelson, B. C., with a capital of $30,000.

—The opinion of Ottawa lumbermen is that the ice will be cleared from the river this spring a fortnight or so earlier than usual.

—Mr. Adam Beck, veneer manufacturer, London, Ont., was an unsuccessful contestant for that riding at the late provincial elections.

—R. Kinney is establishing a planing mill at Gladstone, Man., and will put in machinery for the manufacture of sash and doors.

—The Pacific Coast Lumber Co., of New Westminster, B. C., has advanced the wages of its day laborers from 12½ to 15 cents per hour.

—The Golden River Lumber Co., of Golden, B. C., now employ 95 hands. The company have recently completed a large contract for ties.

—The High Commissioner for Canada has received an inquiry from a Toronto firm regarding the prospects of exporting sash, doors, etc., to Great Britain.

—Mr. Frank Davidson, of E. D. Davidson & Sons, Bridgewater, N.S., is at present in England on a business trip. He has sold considerable spruce through his agents, James Smith & Bro., of Liverpool.

—P. McLaren purposes building a large saw mill near the spring in the Crow's Nest Pass, for which machinery has been ordered. It is said that this mill will exceed in size the C.P.R. mill at Coal Creek.

—The Department of Interior at Ottawa is said to be considering the advisability of changing the method of disposing of timber berths in the Yukon district, by placing a set fee upon each five mile block.

—The total amount of lumber received in the Chicago market in 1897 was in round numbers 1,450,000,000 feet, against 1,320,000,000 feet last year. Shingle receipts amounted to 375,000,000, as against 300,000,000 in 1896.

—The Ottawa Saw Works Company report an active demand for saws, having recently booked orders from all parts of the Dominion. Their business so far this year has been more than double that of any other three months since they commenced business.

—Jas. S. Neill has recently started a factory at Nashwaaksis, N. B., for the manufacture of lumber drivers' boot calks, having purchased the Hathorne patent for manufacturing these articles in Canada. The factory has a capacity of one million calks per week.

—Mr. Albert Oakley, for several years manager of the lumber business of Davidson & Hay, Toronto, has accepted a position with the Cariboo Hydraulic & Mining Co., of Cariboo, B. C. Before leaving Toronto Mr. Oakley was the recipient of many tokens of friendship.

—J. R. Booth, of Ottawa, is erecting an incinerator for burning the saw-dust of his mills. The bill preventing the dumping of saw-dust into the Ottawa river takes effect in June. The Bronson & Weston Company are putting in carriers to take the refuse away from their mills, but have not yet decided how they will dispose of it.

—Andrew Haslam, of Nanaimo, B. C., is preparing plans for a large saw-mill, sash and door factory, to be erected at that place. The machinery of the present mill will be removed, and larger machinery added. The work of construction, which will include loading docks, will be commenced immediately.

—Graham, Horne & Co. have been in business at Fort William, Ont., for 21 years. Their annual cut is from eight to ten million feet, which is manufactured by band mills. They are now cutting on their limits on Pine river, the logs being floated to the lake and then towed into the Kaministiquia river and to the mill, a total distance of some fifty miles.

—An application has been made to the Dominion parliament for a charter for the Nickel Steel Company of Canada, with the immense capital of $20,000,000. The chief promoters are lumbermen, and include the following: Alex. Fraser and David McLaren, of Ottawa; Alex. McLaren, of Buckingham, Que.; Nathaniel Dyment, of Barrie. Should the government impose an export duty on nickel, the company will establish smelters and manufacture nickel steel for export.

—The report of Mr. R. J. Skinner, Timber Inspector of British Columbia, states that the cut on crown lands during 1897 was 61,961,647 feet, and on timber lands 39,014,010 feet, making a total of 100,975,657 feet, on which the royalty paid was $50,487. On private property the cut was 4,963,740 feet, making a gross total of 105,939,397 feet. The estimated rebate allowed for export was $17,358, and the rental accruing on timber leases $46,931.

—Mr. B. E. Fernow, Chief of the United States Forestry Division of the Department of Agriculture, in an address before the National Association of Paper and Pulp Manufacturers, said that the supply of spruce in that country was threatened by the inroads of the pulp mills, and he thought unless present methods were changed, it would be nearly gone in ten years' time. The consumption of wood pulp in paper manufacture, Dr. Fernow said, was equal to 2,000,000 cords per year.

—Mr. Davis obtained the following information in reply to a question asked in the Dominion parliament recently: The Moore & McDowall Company held under license timber berths north of the north branch of the Saskatchewan river to the extent of 265 square miles. They had assigned to George Burn, general manager of the Bank of Ottawa, who had paid all the ground rents due up to December 31, 1898, and all royalty up to June 30, 1896. The company had not a mill in operation, as required by regulations, but negotiations were nearly completed for the purchase of a saw mill formerly operated by the company at Saskatchewan territory.

—The Pacific Coast Lumber Co., of New Westminster, B. C., have commenced the manufacture of grained lumber. By the method employed the natural grain of various native woods is cleverly counterfeited. Clear cedar is used, mostly ½" thick and 4 inches wide. The lumber is first thoroughly kiln dried, then tongued and grooved, and a small V joint run on the edges. Then it is smoothly sand papered and passed over to the graining factory, where, for certain designs, the lumber is oiled by machinery; for other designs it is painted two coats. It is then piled open and grained on the patent graining machine, of which H. Silver is the patentee. The effect produced is as a veneering of oak, walnut or maple.

—The appeal case of Lindsay vs. Klock was recently heard at Ottawa, judgment being reserved. This case, referred to in a former issue, arose out of the destruction by fire of the Lindsay steam saw mill at Aylmer, Que., in May, 1896. The mill was leased to Klock Bros., and the plaintiff claimed that they were responsible for the fire owing to negligence, and also because they had made alterations in the building and introduced Dutch ovens to burn saw-dust, which increased the fire risk, without the permission of the plaintiff. The action was dismissed by the trial court of Hull, but an appeal was allowed by the Court of Queen's Bench at Montreal, and a verdict given for the plaintiff for $10,000. In the appeal case recently heard the defendants asked to have the judgment of the trial court restored.

## CASUALTIES.

—David Giggey had his right arm broken in Clark, Skillings & Co.'s spool wood mill near Newcastle, N. B.

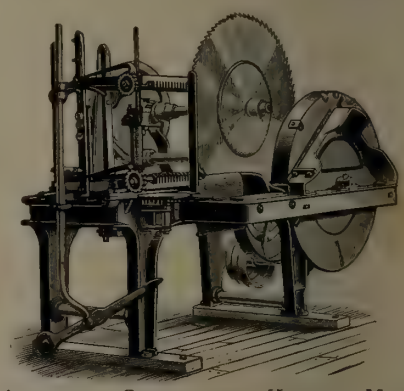
—Mark Whalen, of Miramichi, N. B., was killed in Welch's lumber camp at Burnt Hill by a log rolling over him.

—Louis Soucisse was recently seriously injured in Bradley's saw mill at Buckingham, Que. At last report little hope of his recovery was entertained.

—Martin Bulger, of Shramrock, was killed in the lumber woods in the upper Ottawa, near Biscotasing, while working for Mr. Barnet. He was struck by a falling tree.

## LANE AUTOMATIC SHINGLE AND HEADING MACHINE.

THE frame of this machine, of which an illustration is given, is of heavy cast iron, well supported with tubular braces and strongly reinforced by broad ribs. The saw arbor is finished 2 3-16 inches throughout, of best forged steel, running in long adjustable phosphor babbit bearings. This saw has 18 or 20 inch flange, drilled and fitted



LANE AUTOMATIC SHINGLE AND HEADING MACHINE.

from steel templet, and either saw or flange can be duplicated at any time.

The lower jaw which holds the under feed roll is part of the carriage casting, while the upper jaw is movable to accommodate blocks from 16 to 24 inches long, and in the case of a 40 inch machine the standards can be raised and by putting iron plates underneath cloth boards 31 inches in length can be cut. When desired these plates are furnished without extra charge.

The carriage is driven by a substantial friction feed works, dispensing with all gears, racks, clutches and weights. The average cost of renewing friction is about one-fifth cent per thousand shingles cut. Carriage slides are of iron planed, and adjustable to take up wear. The machine is furnished with or without jointer, as desired, and is at all times under the control of the operator, whether sawing or jointing. The sectional feed rolls are very positive in their action and so superior to ordinary fluted rolls that one or two more shingles are dropped from each block than when the teeth are in a straight line.

The machine is provided with two guards, one to prevent the carriage starting while putting in a block, the other swinging out of way when the carriage is in motion. The jointer can be run from saw arbor or detached and set in separate frame, and two persons can joint at the same time. With each machine are furnished three sets of wheels for cutting 5-11, ⅜ and ½ inch cuts, also a set of heading wheels for cutting parallel stuff from ⅛ to 1 inch thick, varying by eighths. Special wheels are supplied as ordered. The machine is made in three sizes for 36, 38 and 40 inch saws, occupies floor space 4½ by 7 feet, and requires from 10 to 12 h. p. for a cut of 10 to 20 thousand shingles per day.

The manufacturer, Mr. Madison Williams, of Port Perry, Ont., will be pleased to give further particulars to interested persons.

All lumber manufacturers in Ontario interested in the formation of an active lumbermen's association should attend the meeting in Toronto on April 7th. See advertisement on another page.

# WOOD PULP DEPARTMENT

## THE BRITISH WOOD PULP MARKET.

Mechanical pulp makers have been greatly exercised lately owing to the alleged endeavors of certain speculators to corner the market, to cover their "bear" sales, says Wood Pulp, of London, Eng. Norwegian makers have been frightened by their inability to place their output freely at the high prices they have hitherto demanded. We can, however, see no reason for any slump in prices. On the contrary, owing to the exceedingly mild winter, there has been difficulty in bringing forward supplies of wood, and prices for timber should therefore be higher. We have warned Scandinavian makers repeatedly of the large quantity of pulp coming from America, but after all, this has its limits, and should the now strained relations between America and Spain reach the breaking point, there can be no doubt the consequences will be widespread. Our advice, therefore, to sellers is now, as it ever has been, don't hold out for the highest price, but sell as soon as you see a reasonable margin of profit. "Live and let live" is a good maxim.

With regard to sulphite this has also been affected by the mild winter, as there has been absolutely no stoppage of inland communication, and owing to the exceptionally late closing by ice of the Baltic, supplies from that district were shipped as late as January. The weather has, however, now changed, and it is therefore expected that the opening of navigation will be later than usual. We hear a good deal about sulphites being offered at low prices, but on investigation cannot find that any large quantities have changed hands.

The market, however, is certainly dull, and we generally find that when this is the case, small buyers become frightened, and pressing for sales through various agencies tend to lower the market without any actual business having been effected. Prices, notwithstanding, keep firm, with the exception of those for some low quality pulps and American consignments.

There is little spot soda pulp offering, and prices are firm, owing to the fact that the bulk of this year's pulp has already been disposed of. We regret, however, to hear that some makers are already trying to effect sales for next year, but this we think bad policy, and quite unnecessary, as no new soda mills have come into existence, and we can hear of only slight increases in the output of existing ones. Esparto, however, has never been so low before, and this will not tend to raise prices.

## PULP NOTES.

The town of Woodstock, N.B., is desirous of interesting capitalists in its advantages for pulp making.

The World's Paper Trade Review records the arrival at British ports of large quantities of American and Canadian wood pulp.

The Takush Harbor Lumber Company Vancouver, B.C., is considering the establishment of paper and pulp mills on an extensive scale.

A correspondent of the Truro, N.S., News states that the East River, Sheet Harbor, saw mill is to be replaced by a pulp mill, with four grinders.

Frederick Bonney is erecting a paper mill in Ottawa. The paper will eventually be manufactured from sawdust, but for the present pulp-wood will be used.

Mr. G. O. S. Conway, of Stonefield, is organizing a company to develop a water power at Grenville, Que. The scheme includes the erection of a pulp mill.

Messrs. Drysdale & McInnis, representing a syndicate, have made a proposition to the town of Dartmouth, N.S., to establish a paper and pulp mill to employ from 200 to 300 men. The town council has been asked to exempt the works from taxation for 50 years, and has offered exemption for 30 years, which will probably be accepted by the syndicate. The company propose to manufacture chemical pulp, to be consumed in its own paper mill. The capacity, 20 tons per day, would require 15,000 cords of spruce wood, 8,000 tons of sulphur and 1,000 tons of limestone per annum.

# LUMBERMAN'S ASSOCIATION OF ONTARIO

Secretary's Office,
74 Freehold Loan Building,
Toronto, 23rd March, 1898.

The adjourned Annual Meeting of The Lumberman's Association of Ontario will be held in the

BOARD OF TRADE ROOMS, TORONTO,

on

**Thursday, 7th Day of April, 1898, at 10:30 a.m.**

At the Annual Meeting held here on Tuesday, March 22nd, a committee was appointed, composed of the following gentlemen, John Bertram, John Waldie, C. D Warren, R. Laidlaw and J. B. Miller, to revise the constitution of the Association and to report to the adjourned meeting on the 7th April.

## NOTICE

is hereby given that the conststution will be amended or replaced by a new one at this meeting

All interested in the manufacture of lumber or holding timber licenses are invited to attend, and if not already members, then to join the Association.

As there are many matters of importance to all lumbermen likely to arise in the near future, it is hoped that there will be a full attendance, and that the Association will once more be placed on a sound footing and in a position to conserve the interests of the lumber manufacturing trade of Ontario.

J. B. MILLER,
Secretary-Treasurer.

**FELTS FOR PULP MILLS** 20 years in the business — the first to make Felts in Canada; capacity 1,000 lbs. per day. All our Felts are woven endless, without a splice. Our Felts will last longer and make dryer Pulp. All up-to-date mills use our Felts. New mills, when in need, write for samples and prices.
**HAMELIN & AYERS, Lachute Mills, P.Q.**

# Saw Mill Machinery

ROBT. BELL, Jr.
HENSALL, ONT.

*Don't you want a new set of Saw-Mill Dogs and a Roller Gauge before you start up this spring? Send for prices.*

**RE-BUILT ENGINES—**

One Waterous 12 x 18 Right Hand.
One Inglis & Hunter 11 x 18 " "
One Corbett & Sons 11 x 14 " "
One Morrison 10 x 14 Left Hand.
One Darvill 9 x 12 Centre Crank.
One Abell Portable, 16 horse power.
One Sawyer & Massey, 14 horse power.
One Waterous, 12 horse power.
Two White & Sons, 14 horse power.

**PLANERS AND MATCHERS—**

One Cameron & Co., 24 inch.
One McKechnie & Bertram, 24 inch.
Also Several New and 2nd Hand Governors, Inspirators and Boiler Feed Pumps.

*Send for Catalogue of New Saw-Mill Machinery, Engines, Boilers, &c.*

**Robt. Bell, Jr. : Hensall, Ont.**

# OAK TANNED BELTING

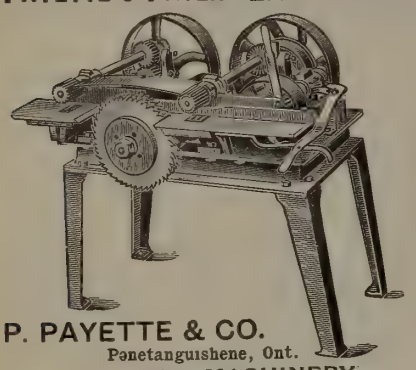
TORONTO
20 FRONT ST EAST
TELEPHONE 475

THE J.C.McLAREN BELTING Co MONTREAL

It is said that a pulp mill will be erected at Victoriaville, Que., by Hon. R. R. Dobell, of Quebec, and Mr. Panneton, of Three Rivers. They ask a bonus of $25,000 from the town after they have spent $250,000 upon the undertaking.

In his annual report, Secretary Barrett, of the Minnesota Forestry Association, says: "Pulp men concede that no other substance, as yet discovered, is equal to spruce as a basic fibre for white paper. Their pulp and paper mills consume fully 65 per cent. of all the spruce trees in the United States. Standing spruce in Minnesota is officially reported at 1,050,000,000 feet. It is questionable whether our cut for pulp and other purposes is proportional to that of some States in the east, where the manufacture is more concentrated. To avert a pending famine of the raw material, different companies are buying up large tracts of cut-over and abandoned lands to raise spruces from seeds and seedlings.'


PAYETTE'S PATENT LATH MILL



P. PAYETTE & CO.
Penetanguishene, Ont.
— SAW MILL MACHINERY —

Equal to the Best
HALF THE PRICE
of other
standard machines.
THE EMPIRE
Price $55.00.
Send for testimonials
The
WILLIAMS MFG. CO.
Montreal, P.Q.

SHANTY BLANKETS
Best Value in Canada

Write for Prices and a
Free Sample Blanket.

HAMELIN & AYERS
Lachute Mills, P.Q.

OUR EXTRA
HAND-MADE
AXE

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N. B.

J. D. SHIER
MANUFACTURER OF
Lumber, Lath & Shingles
BRACEBRIDGE, ONT.

RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.

JOHN J. GARTSHORE,
49 Front St. West, Toronto.

Lumberman's....
Ready Reckoner.
SAVES TIME
In Use Everywhere,
Handiest Thing Known for figuring up Lumber Measurements.
PRICE 25 CTS., POST PAID.
BRENNAN & CO. - Sault Ste. Marie, Ont.
MANUFACTURER'S AGENTS.

Sole Canadian Agents :-: Prices Reduced.
WATEROUS, BRANTFORD, CANADA.

Your Best Interest
Will be served by getting our prices on the following

White Beans
Comadia Figs
Raisins and Currants
Prunes in 25 and 50 cent boxes
Sugars, dark yellow
Syrup and Molasses

H. P. ECKARDT & CO.,
Wholesale Grocers TORONTO

Galt Machine Knife Works

MACHINE KNIVES OF EVERY DESCRIPTION
FOR Woodworking Machines
... Send for Price List ...
PETER HAY - - - - - Galt, Ont.

TELEPHONES

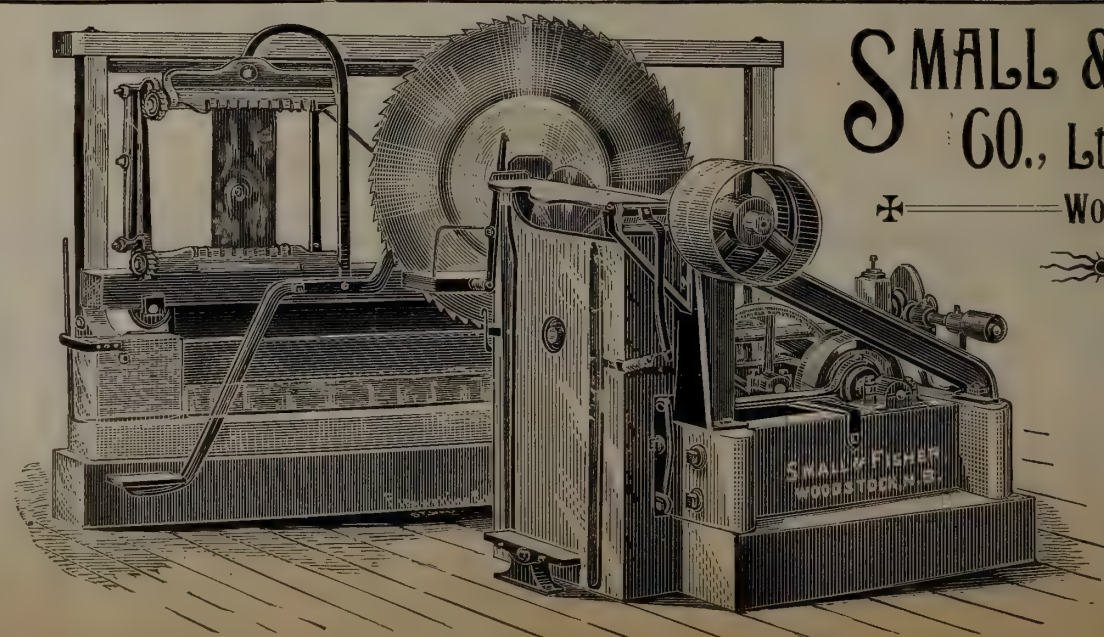
Send for our Illustrated Catalogue and Price List of

"UNIQUE" TELEPHONES

For Main Line and Warehouse Use.

Only Telephone made that does not get out of adjustment. Satisfaction guaranteed.
Sold outright at low prices. No exorbitant royalties.

SOLE MANUFACTURERS
JOHN STARR, SON & CO., LIMITED
P. O. Box 448, HALIFAX, N. S.




SMALL & FISHER CO., Ltd.
Woodstock, N. B.

Patent Shingle Machine

The Sault St. Marie Paper & Pulp Co., of Sault Ste. Marie, Ont., recently shipped eight cars of wood pulp to Marseilles, France. It is said that the pulp will be used in the manufacture of artificial silk.

The British Columbia Pulp & Paper Mills Co. has been incorporated, with a capital of $250,000. The company is composed of Glasgow capitalists, including W. S. Workman and Geo. Smith, jr., ship owners, and Robert D. Findlay, stock broker. The object of the company is stated to be to enter into an agreement with Mrs. Josephine Carmichael, of Victoria, to carry on business as manufacturers of paper, wood pulp, wood meal, etc. The Glasgow office is at 48 West Regent street.


# ARE YOU LOOKING

**FOR A CHANCE IN LOCATION?**

If you are not satisfied with your present site, or if you are not doing quite as well as you would like to why not consider the advantages of a location on the Illinois Central R. R. or the Yazoo & Mississippi Valley R. R.? These roads run through South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Indiana, Kentucky, Tennessee, Mississippi and Louisiana, and possess

**FINE SITES FOR NEW MILLS**
**BEST OF FREIGHT FACILITIES**

CLOSE PROXIMITY TO

**COAL FIELDS AND DISTRIBUTING CENTERS**

AND

**INTELLIGENT HELP OF ALL KINDS**
**MANY KINDS OF RAW MATERIAL**

For full information write to the undersigned for a copy of the pamphlet entitled

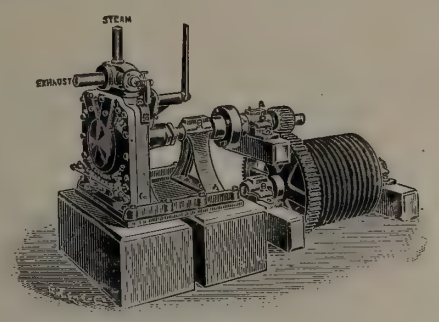
**100 Cities and Towns WANTING INDUSTRIES**

This will give you the population, city and county debt, death rate, assessed valuation of property, tax rate, annual shipments raw materials, industries desired, etc.

To sound industries, which will bear investigation, substantial inducements will be given by many of the places on the lines of the Illinois Central R. R., which is the only road under one management running through from the North-Western States to the Gulf of Mexico. GEO. C. POWER, Industrial Commissioner I.C.R.R. Co., 506 Central Station, Chicago.

THE

# DAKE STEAM FEED




Embodies the following Advantages:

SIMPLICITY OF CONSTRUCTION,
POSITIVE AND EASY MANAGEMENT,
ECONOMICAL USE OF STEAM,
SMALL SPACE OCCUPIED,
CHEAPNESS,
EASY ADAPTATION TO EITHER NEW MILLS OR THOSE NOW IN USE.

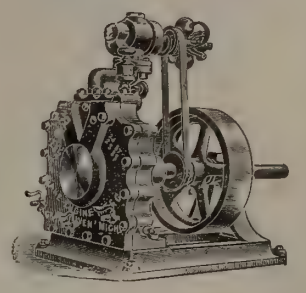
The movement of the engine in either direction is under the absolute control of the sawyer, thus accommodating the speed of the feed to the size of the logs.

Mill men who have used other makes of Steam Feeds comment favorably on the economical use of steam of our feed over others.

Write for Catalogue and full particulars.

# The Dake Engine

For Running Dynamos in



Small Isolated Plants.

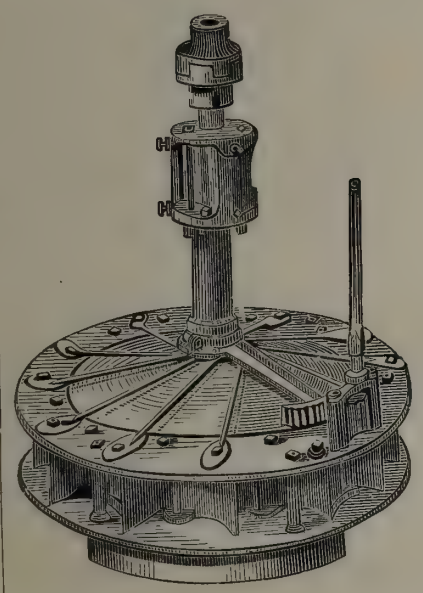
STEADY AND EVEN MOTION

Also for Attachment Direct to Fans, Blowers, Centrifugal Pumps, Filing Room Machinery.

Correspondence Solicited.

# The Jenckes Machine Co. - Sherbrooke, Que.

Succeeding The PHELPS MACHINE CO., Eastman, Que.



NOW is the Hey-Day of the Water Power. Streams that flowed passively for ages are being turned to man's account by the Turbine Water Wheel. Of the making of Water Wheels there is no end, but the one to equal in **EFFICIENCY,** under any conditions, the

# "VULCAN" "PERFECTION" AND "LEFFEL" HAS YET TO BE DESIGNED.

**WHAT IS SAID OF THEM:** "Some years ago we bought two 36-inch "PERFECTION" Water Wheels from Paxton, Tate & Co. I tested a "Little Giant" alongside a "Perfection," and the "**PERFECTION**" can **BEAT** the "**GIANT**" on every point."

Simcoe, Ont., 21st Feb., 1898. (Signed) W. B. BROWNE & CO.

**I also manufacture LANE IMPROVED CIRCULAR SAW MILLS, AUTOMATIC SHINGLE MACHINES, &c. Write and find out all about them to**

**MADISON WILLIAMS,** Successor to PAXTON, TATE & CO., **PORT PERRY, ONT.**

or H. E. PLANT, Agent, Common and Nazareth Sts., Montreal, Que.

# Pumps & HYDRAULIC MACHINERY

DUPLEX AND SINGLE STEAM AND POWER

The Northey Mfg. Co. Ltd.
TORONTO

THE LAURIE ENGINE CO. - MONTREAL
SOLE AGENTS FOR PROVINCE OF QUEBEC.

TO BELT USERS: Try Our **GENUINE**

# ENGLISH OAK-TANNED BELTING

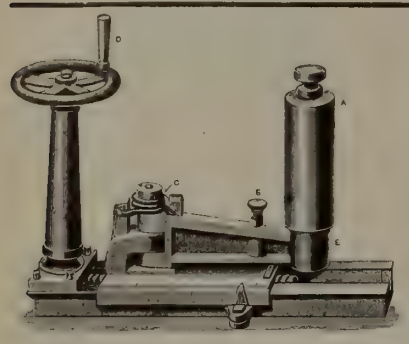
and Our **Lancashire Hair Belting**

D. K. McLAREN
**Victoria Square, MONTREAL**

# FRICTION PULLEY BOARD

The BEST Article Known for the Purpose

MANUFACTURED BY..... THE DOMINION LEATHER BOARD CO'Y. - MONTREAL, QUE.



No Mill is Complete Without a

## Stafford Timber Guage

ALEXANDRIA, ONT., April 6th, 1891.

DEAR SIRS,—We are using FOUR of your Set Rollers on our saw frames, and have laid aside other makes as being nferior to yours We consider the roller made by you THE EST WE K OW OF.

We are, respectfully yours,
MACPHERSON & SCHELL.

**LANCASTER MACHINE WORKS**
17 Oak Street - LANCASTER, ONT.

Every Lumberman wants it — **35** cents buys it

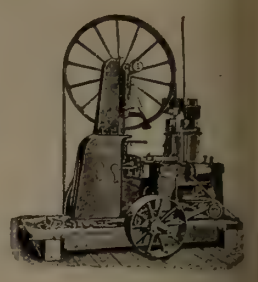
## Scribner's Lumber and Log Book

SAVES TIME SAVES MISTAKES SAVES MONEY

BRIMFUL OF EVERY-DAY, PRACTICAL INFORMATION

Address : THE CANADA LUMBERMAN, Toronto

# WRITE TO US



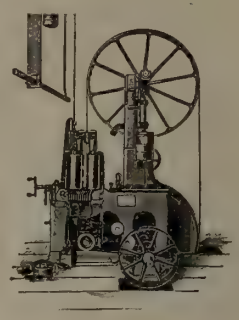
For a List of the Canadian Saw-Mills using our Band Re-Saws.

A number of them are also in use in Canadian Planing Mills and Box Factories.

**THIRTY-TWO**

# MERSHON BAND RE-SAWS

are Running in the Mills in the Saginaw Valley.



## W. B. MERSHON & CO.

SAGINAW - MICH.

# HERCULES BELTING

The BEST in the World....

WEARS LONGER and WORKS BETTER than any other Belting on the Market.

HERCULES BELTING is constructed on a scientific plan. The Duck used is Extra Fine, costing nearly twice as much as that used in any other Rubber Belting. Every inch of it is frictioned with good rubber (not shoddy). Drop a postal card for list and discounts to.....

THE BOWMANVILLE RUBBER CO., LIMITED - BOWMANVILLE, ONT.

# LUMBERMEN!

Save your Lumber and the Cost of Insurance by equipping your Mills and Yards with the....

## BALL NOZZLE SYSTEM.

By the proper arrangement of the pipe system and the use of stand pipes with the Ball Nozzle at the top, a lumber yard may be made substantially fire-proof.

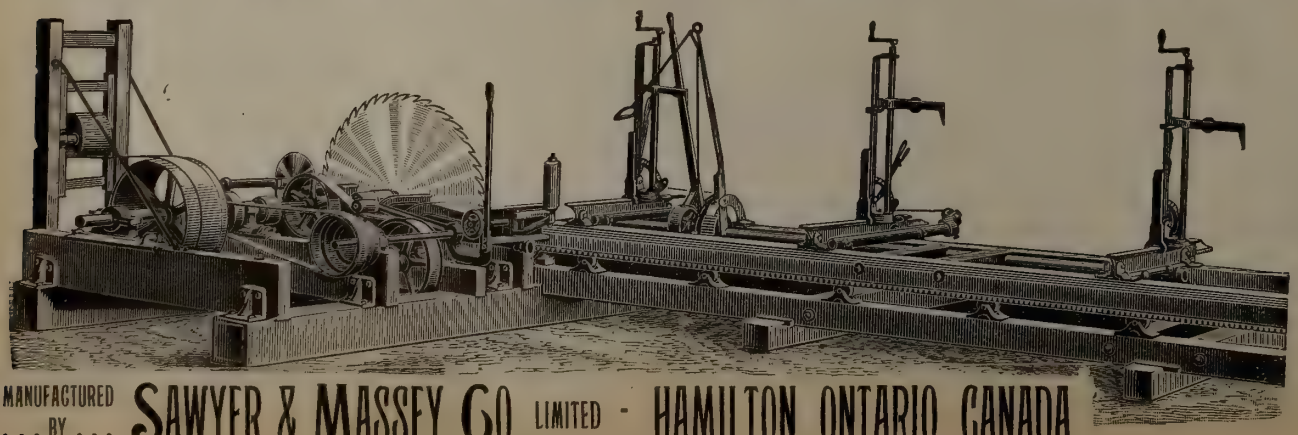
Lumber yards can be equipped thus cheaply and effectively, practically obviating the danger of conflagrations of the most destructive character, and effecting *a Large Saving in Cost of Insurance.*

Write us for Full Particulars.

## The Ball Nozzle Co. of TORONTO, Limited.

Offices: Room 1, Confederation Life Building, TORONTO

# NEW PORTABLE SAW MILLS



*Traction and Plain Engines of different sizes*

*Threshers, Clover Hullers, Horse Powers and Road-Making Machinery.*

SEND FOR CATALOGUE

MANUFACTURED ...BY... SAWYER & MASSEY CO., LIMITED - HAMILTON, ONTARIO, CANADA

# The Waterous Band Re-Saw

## THE BEST PRACTICE

in the large Saw Mills of to-day, is to use a **Band Mill,** and in connection with it a **Band Re-Saw.** By this means the capacity of the plant is doubled, and with but a slight increase in the cost of operating it. Then in box, furniture and other factories, where there is splitting or re-sawing to be done, a **Band Re-Saw** not only does more work in a given time than any other machine, but works more economically, as it produces a minimum of saw kerf. If you have re-sawing to do, let us hear from you ; we will be pleased to give you further information.

## The Dixie Hand-Feed Shingle and Box-Board Machine

**The Most Desirable Hand-Feed Shingle Machine ever offered.**

It possesses all improvements in the way of simplicity, durability, and quick and accurate adjustment. Carriage is made of Bicycle Tubing, light and stiff. Only one Screw Adjustment for changing Tilt, viz., Hand Wheel in front of machine.

The first and every cut with this machine is a Shingle. Turn your slabs and cull lumber into Shingles and Box Boards with the Dixie.

### BOX BOARD MACHINE

The Single Screw Adjustment for varying the thickness makes this machine superior for this class of work.

No. 1 Machine, with 36 in. Saw and Collar.
No. 2 Machine, with 38 in. Saw and Collar.
No. 3 Shingle and Box Board Machine, with 40 in. Saw and Collar.
No. 4 Shingle and Box Board Machine, taking Bolts 24¼ in. long, with 42 in. Saw and Collar.
No. 5 Shingle and Box Board Machine, taking Bolts 24¼ in. long, with 44 in. Saw and Collar.

MACHINES CARRIED IN STOCK

**We make a Specialty of Steam-Acting Saw Mill Machinery.**

**Conveyors** —Detachable Chain, for Short Runs and Light Work ; Giant Detachable Chain for Heavier Work ; Steel Welded Chain for Longer Runs and Heavier Work ; Steel Cable Conveyor for Longest Runs and Heaviest Work.

AND

**Endless Log Jacks** —Using Malleable Chain, Detachable ; Welded Steel Chain, Forged Steel Log Spurs ; Steel-Rivetted Chain with Cast Steel Spurs.

THE LATEST AND BEST PRACTICE

**Everything for the Saw-Mill.**
**Write Us for Prices.**

## WATEROUS, BRANTFORD, CANADA

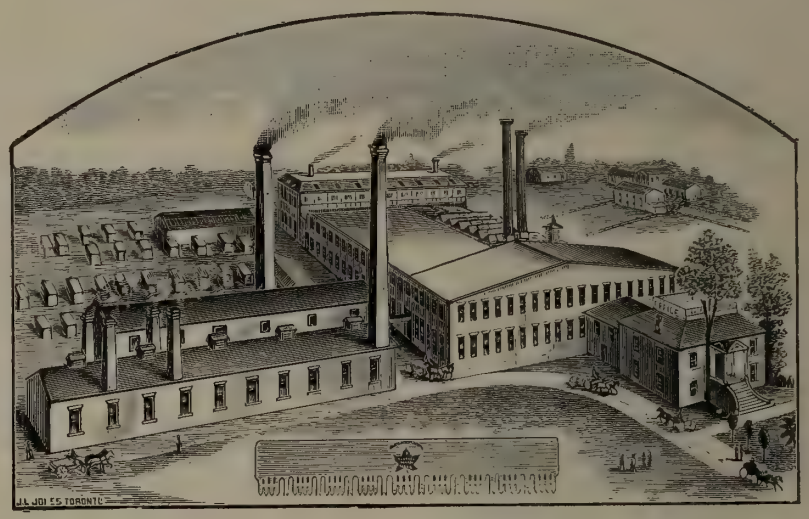
# THE MAPLE LEAF SAW WORKS

# Shurly & Dietrich

GALT, ONT.

Manufacturers of

**CIRCULAR SAWS**
**GANG SAWS**
**MILL SAWS**
**BAND SAWS**
**CROSS-CUT SAWS**



Manufacturers of

**HAND SAWS**
**BUCK SAWS**
**PLASTERING TROWELS**
**BUTCHER SAWS**
**STRAW KNIVES, &c.**

**GROUND THIN ON BACK**

**Save Labor** **Save Gumming**
**Save Time** **Save Files**

## This Saw Stands Without a Rival

AND IS THE

**FASTEST CUTTING SAW IN THE WORLD!**

Its Superiority consists in its Excellent Temper. It is made of "Razor Steel," which is the finest ever used in the manufacture of Saws. We have the sole control of this steel. It is tempered by our secret process, which process gives a keener cutting edge and a toughness to the steel which no other process can approach.

## Maple Leaf Saw Set

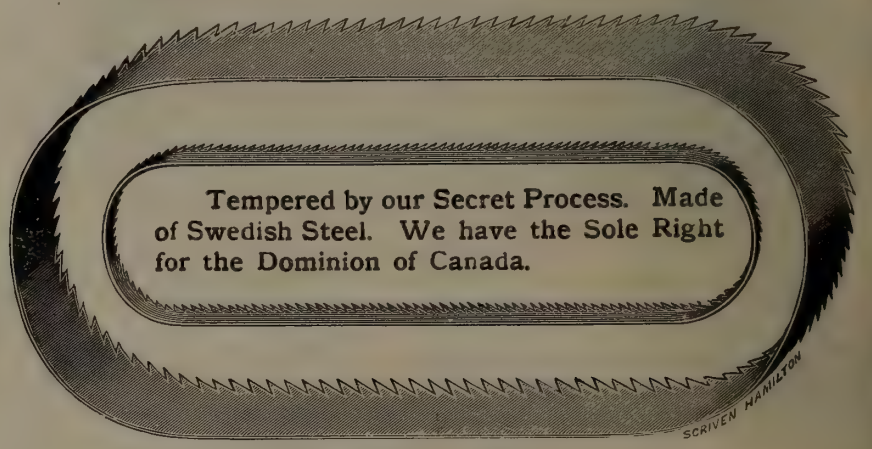
MANUFACTURED BY

**SHURLY & DIETRICH, Galt, Ont.**

**Directions.**—Place the set on the point of tooth, as shown in the accompanying cut, and strike a very light blow with a tack hammer. If you require more set, file the tooth with more bevel.

If you follow directions you cannot make a mistake. Be sure and not strike too hard a blow, and it will set the hardest saw. On receipt of 40 cents we will send one by mail.

We are the only manufacturers in the world who export Saws in large quantities to the United States.




We Manufacture

# HIGH GRADE BAND SAWS

of All Widths and Lengths.

These Saws are made of Refined Swedish Steel imported direct, and tempered by our Secret Process; for Fine Finish and Temper are not excelled.

# The Royal Electric Company

MONTREAL, QUE. Western Office: TORONTO, ONT.

Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

## Electrical Machinery and Apparatus

... FOR ...

**LIGHT and POWER**

Special Attention Given to———

**LONG DISTANCE TRANSMISSION OF ELECTRICITY**

FOR LIGHT AND POWER

ALSO FOR

**ELECTRIC PLANTS FOR MILLS**

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

# DODGE

## Wood Split Pulleys

AND

Split Friction Clutch Pulleys

AND

Cut-Off Couplings—In use in all the Big Mills.

Saw Mill Men, get our Prices.

**DODGE WOOD SPLIT PULLEY CO.**

Works: Toronto Junction. Office: 74 York St., TORONTO

*There is always one Right Way to do a thing, and a hundred Wrong Ways.*

*There is only one Right Way to dry Lumber.*

*That way is to dry it from the Centre to the Surface — begin on the Inside and work out. That's the method employed in*

## THE STANDARD DRY KILN

*and known as the "MOIST AIR" PROCESS—It's not an Experiment, but a Successful Success. The "STANDARD" Kiln is used more extensively and is giving more general satisfaction than any other. It is simple—the elements of Drying are under perfect control. It is easily regulated to get just the combination of Drying Influences needed to dry any particular kind of Stock—whether Hard or Soft Wood. It dries rapidly and does its work well. And the Price—well, considering the high grade of equipment furnished, and the Drying accomplished—IT'S CHEAP.*

*LET US FIGURE WITH YOU.*

*Our New Illustrated Catalog you can have for the asking.*

**THE STANDARD DRY KILN CO.**

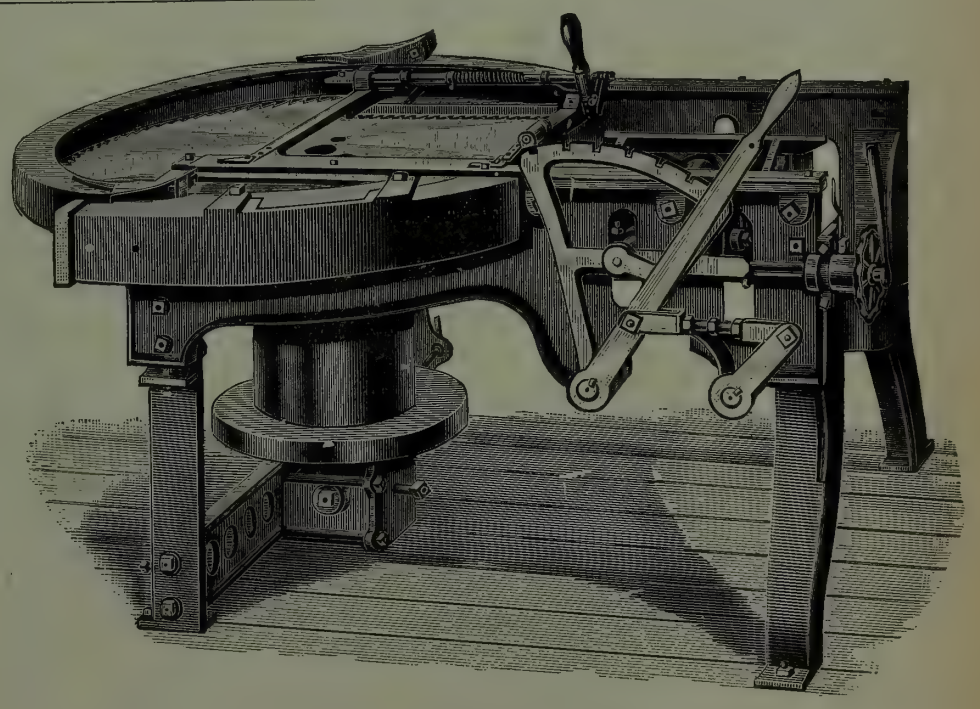
195 SOUTH MERIDIAN ST. INDIANAPOLIS, IND.

# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON - ONTARIO

Manufacture

- Band Saw Mills
- Gang Saw Mills
- Circular Saw Mills
- Portable Saw Mills
- Shingle Mills
- Lath Mills
- Saw Filers, and all of F. J. Drake's Patents



DAUNTLESS SHINGLE AND HEADING MACHINE.

Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter.
Capacity 25,000 to 50,000 per day.

Our Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.

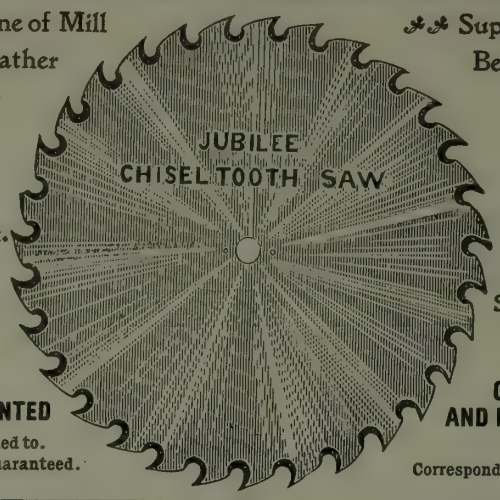
CORRESPONDENCE SOLICITED

# THE JAMES ROBERTSON CO., Limited.

Manufacturers of..... Saws of All Description

A Full Line of Mill Rubber and Leather Metal, &c., always

Supplies, including Belting, Babbit carried in stock.




Head Office: 144 William St. MONTREAL

Factories at MONTREAL, TORONTO, and ST. JOHN, N.B.

ALL OUR SAWS FULLY WARRANTED

Orders promptly attended to. Satisfaction Guaranteed.

CIRCULAR, CANC AND MILL SAWS A SPECIALTY

Correspondence Solicited.

# SUPPLIES
OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

# RICE LEWIS & SON
(LIMITED)

Cor. King and Victoria Sts. - TORONTO

*The Leading European Lumber Paper*

## The Timber Trades Journal

Published Weekly by WILLIAM RIDER & SON, Ltd., 14 Bartholomew Close, LONDON, E. C.

SUBSCRIPTION: $5.00 PER ANNUM, POST FREE

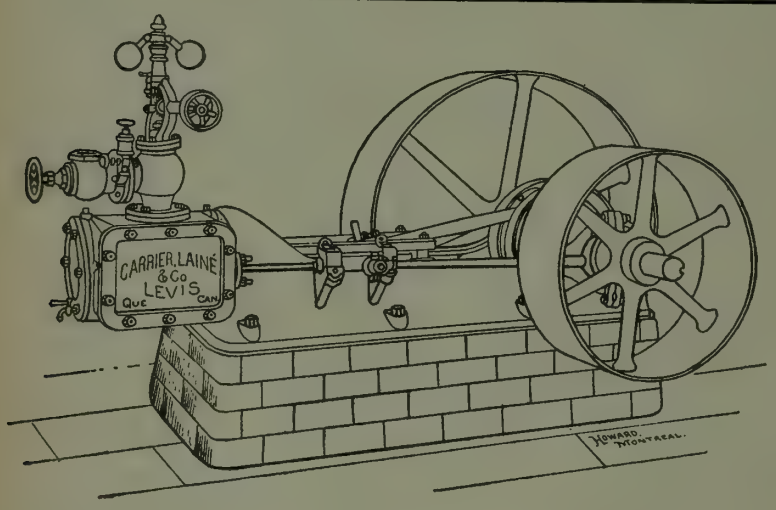
The "Timber Trades Journal" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .

It Pays to Advertise in the Canada Lumberman

# Notice to Millmen

THE OXFORD FOUNDRY & MACHINE CO., Oxford, N. S., have rebuilt, and are better prepared to give satisfaction, and would solicit a share of the public's patronage.

We manufacture all kinds MILL MACHINERY; also TRAMWAY OUTFITS.




## EXCHANGE your out-of-date Saw Mill Machinery for a Modern Plant from the works of

**Carrier, Laine & Co., Levis, Que.**

Portable Engine and Boiler of the most approved type (either separate or combination.)

Stationary Engine and Boiler to suit any requirements.

Circular and Gang Saw Plants, Shingle and Lath Mills, Re-Sawing Machines, Special Double Edger, Butting Saws, &c., &c.

Any ideas or plans you may have for fitting up a mill of any description can be put into practical working shape at our works.

We build, equip and guarantee output of Mill Plants. . . .

CARRIER, LAINE & CO., LEVIS, QUE.

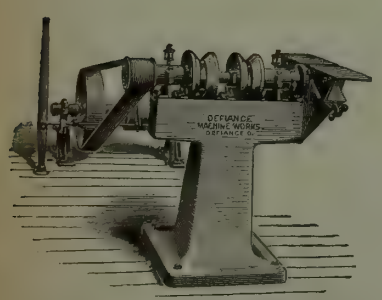
Full value allowed for old machinery in exchange for new. . .

ESTABLISHED 1850

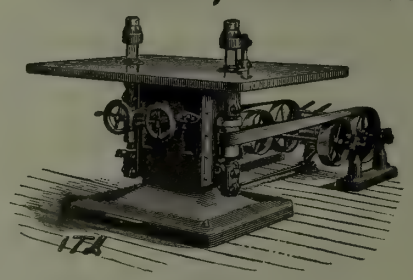
# THE DEFIANCE MACHINE WORKS

Designers and Builders of DEFIANCE, OHIO, U.S.A.

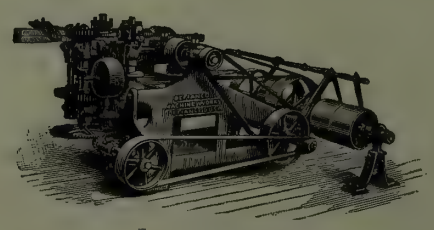
PATENT HUB, SPOKE, WHEEL, WAGON, CARRIAGE, BENDING, HANDLE AND BARREL HOOP MACHINERY



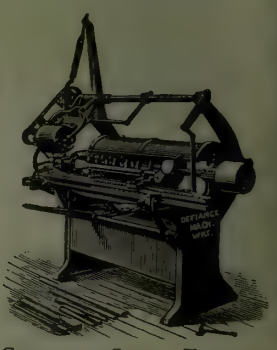
PATENT NO. O ROUNDING AND CORNERING MACHINE, WITH 6 INCH BUZZ PLANER ATTACHMENT.



DOUBLE SPINDLE SHAPING MACHINE.



AUTOMATIC SAWED HOOP PLANER.



COMBINED SPOKE TURNING AND SQUARING MACHINE. Capacity, 2,500 Spokes per day.

USE THE FAMOUS .. PINK LUMBERING TOOLS

Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks

Cant Hook Handles, Peavy Handles } By Car Load or Dozen

Pike Poles, Skidding Tongs, Boom Chains

Lowest Prices ◎ THOMAS PINK ◎ PEMBROKE, ONT.

# THE CANADA LUMBERMAN
## WOOD-WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XIX. NUMBER 5. | TORONTO, ONT., MAY, 1898 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

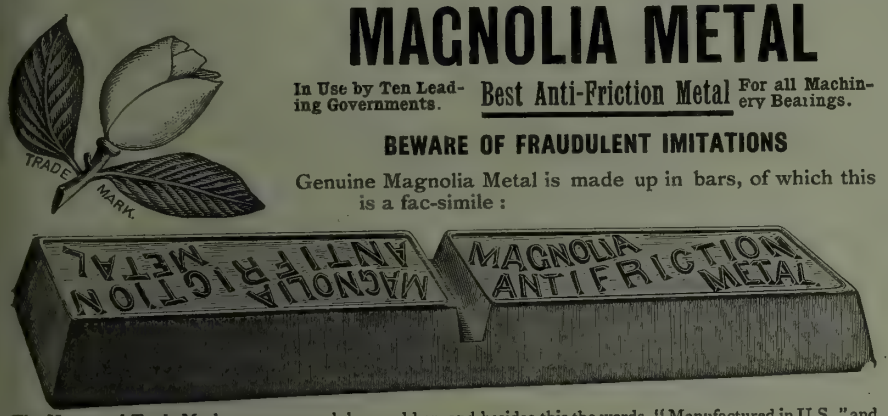


## MAGNOLIA METAL

In Use by Ten Leading Governments. **Best Anti-Friction Metal** For all Machinery Bearings.

**BEWARE OF FRAUDULENT IMITATIONS**

Genuine Magnolia Metal is made up in bars, of which this is a fac-simile :




The Name and Trade Mark appear on each box and bar, and besides this the words "Manufactured in U.S.," and "Patented June 3rd, 1890." are stamped on the under side of the bar.

**MAGNOLIA METAL CO.**

Owners and Sole Manufacturers 266 and 267 West Street, NEW YORK

General Agents for Canada: MESSRS. CAVERHILL, LEARMONT & CO., MONTREAL.
Chicago Office: Traders Building. London Office: No. 49 Queen Victoria Street, London, E. C.

FOR SALE BY ALL DEALERS

## Ottawa Saw Works Co.

Manufacturers of All Descriptions of..... **SAWS** { Circular, Mill and Gang, Shingle, Butting, Concave, Band, Cross-cut-Billet Webs.

Correspondence Solicited. Middle Street, OTTAWA, ONT.

## MOORE STEAM PUMP

For Stationary, Traction and Marine Boilers.

High and Low or Special Duty.

Send for Illustrated Catalogue.

**DARLING BROTHERS**

Reliance Works - MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.

Frank Darling, Agent, Nelson, B. C.

## W. A. FLEMING

Sole agent in Canada for

REDDAWAY'S

## "CAMEL" BRAND HAIR BELTING

Cheaper, Stronger and More Durable than best double leather.

Not Affected by Exposure to Water, Heat or Steam.

**57 St. Francois Xavier St. - MONTREAL**

Our cheapest quality of Hair Belting is called "Camel" Hair Belting.

## KLONDYKE OUTFIT

1 Eider Down Sleeping Bag, 14 lbs.; 1 pair Fawn Wool Blankets, 10 lbs.; 1 pair Rubber Hip Boots (Corrugated Soles); 1 pair Moccasin Hip Boots (Hob-Nailed Soles); 1 pair Prospector's Waterproof Raw Hide Knee Boots (laced); 1 only Waterproof Kit Bag (leather bound); 1 suit Duck Clothing (wool lined); 1 suit Mackinaw Clothing (Storm Cuffs); 1 suit Unlined Duck; 1 suit Leather Vest (corduroy lined); 1 suit Leather or Duck Pea Coat (fur lined); 1 suit Underwear, lighter weight; 1 only All Wool Tweed Top Shirt; 1 each Navy and Army Flannel Top Shirt; 1 only Mackinaw Sweater (Knit Collar and Cuffs); 1 pair each Elk and Hand Knit Wool Mitts; 1 pair Hand Knit Wool Sox; 1 pair Elk Moccasins (laced); 1 pair Fur Lined Leather Sleeping Sox; 1 Eider Down Cape Hood; 1 Knit Woolen Tuque; 1 suit Oil Clothing and Hat; Towels, Yarn, Mending Wool, Needles, Shoe Hemp, Wax, Linen Thread, Handkerchiefs, Patent Buttons, Scissors—**All Complete for $130.00, f.o.b. Ottawa.**

All above Goods of Approved Quality and Make, suitable for Klondyke wear, and most of which we supplied the Mounted Police, and Hon. Mr. Sifton and Major Walsh's parties. Manufactured by.....

**JAMES W. WOODS, Ottawa, Ont.**

Montreal Office, 290 Guy St. Vancouver, B.C., Office, 536 Hastings St.

WHOLESALE

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED.*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING AND LACE LEATHER

Danville, Que.

## Silver Solder

For Repairing

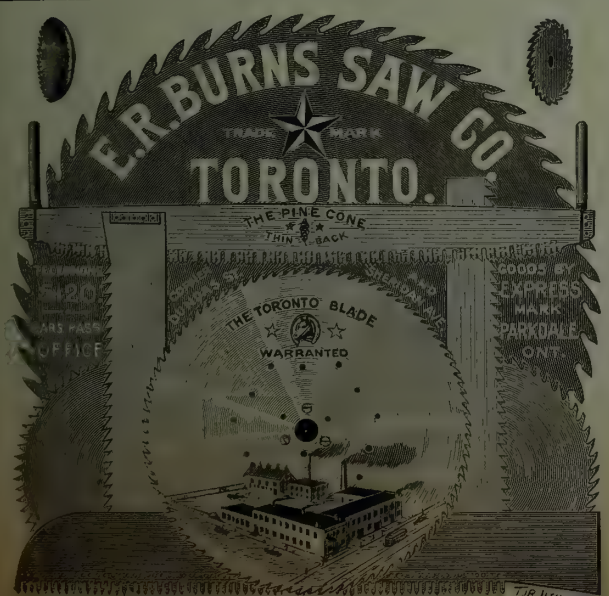
**BAND SAWS.**

Price $1.00 per ounce, in 10 ounce lots.

**P. W. ELLIS & CO.,**

**31 Wellington St. East, TORONTO, ONT.**

MANUFACTURING JEWELERS.




# MANUFACTURERS OF HIGH GRADE SAWS

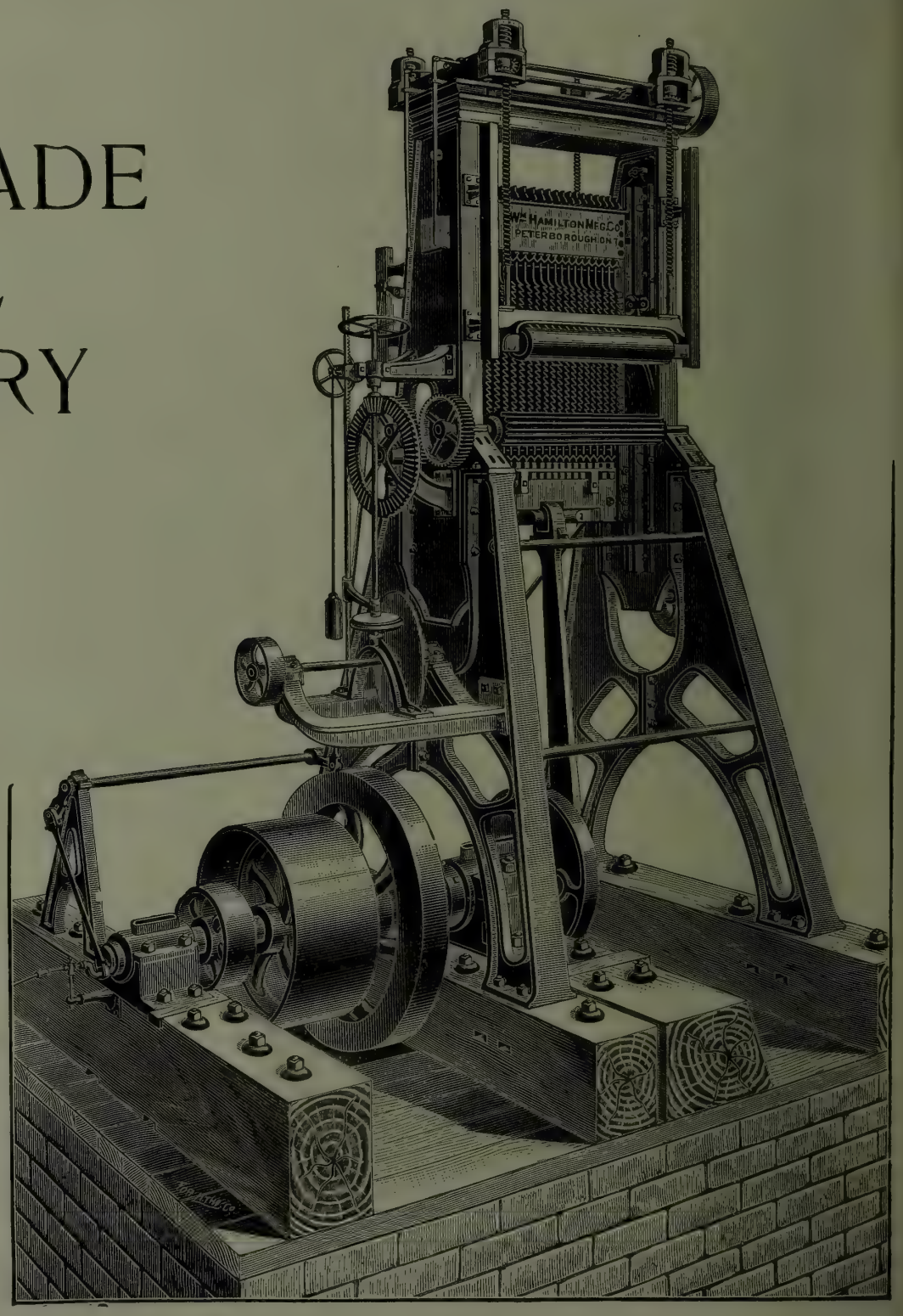
## Up-to-Date Shingle Saws

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a
Complete Line of

HIGH GRADE
SAW-MILL
MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

We are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

## The Wm. Hamilton Mfg. Co., Limited

**Branch Office: VANCOUVER, B.C.**

**PETERBOROUGH, ONT.**

# THE CANADA LUMBERMAN

VOLUME XIX. NUMBER 5. | TORONTO, ONT., MAY, 1898 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

## CROWN LANDS OF ONTARIO.

THE annual report of the Commissioner of Crown Lands for Ontario, recently issued, states that the total revenue from woods and forests for the fiscal year of 1897 amounted to $1,327,140.08. Of this $190,918.90 was on account of bonuses and $54,166.62 on account of ground rent, leaving the net revenue from timber dues, etc., $1,082,054.56.

The revenue from timber dues was larger than was expected at the beginning of the year. The accounts for timber dues accrue due in the month of December subsequent to the winter in which the cutting takes place, and are paid more or less promptly, according to the condition of the trade. The output of saw logs, etc., for the winter of 1895-96 was the largest in the history of the province, representing the sum of over one million dollars for timber dues alone. These dues did not become payable until December, 1896, and a considerable portion of them would not be paid until the year 1897. Owing to the continued depression in the lumber trade and the uncertainty prevailing as to the re-imposition of an import duty on sawn lumber passing into the United States, it was expected that payments would not be made so freely and punctual as usual; consequently the estimate of revenue from woods and forests was not increased in proportion to the large increase in accruals. When it became evident that an import duty would be imposed on lumber passing into the United States, heavy purchases were made for that market, and some of our own lumbermen shipped their lumber over there and piled it up, this action being taken in advance of tariff legislation, the object in both cases being to escape the duty. The sales improved the financial position and consequently larger payments were made than was looked for, the result of which has been the increased revenue collected from timber dues.

TIMBER COVE NEAR QUEBEC.

For some time past, says the commissioner, there has been considerable excitement over the discovery of gold in the region lying north and east of Lake Wahnapitae, and large numbers of prospectors and miners had flocked into the townships of Kelly, Davis, Rathbun and Scadding. These men had spent considerable money in developing the prospects which they had discovered, and in order to render them valuable and make sale of them they had been pressing the department for title. The department had been averse to opening these townships for sale, lease or settlement because the pine timber had not been sold, and it was feared that in clearing, etc., fire would be used to such an extent that bush fires would certainly ensue and the pine timber would be destroyed. Early last spring the department was very strongly pressed to allow titles to issue, and so pronounced did the feeling become that threats were made through the press and in correspondence and otherwise that if the timber stood in the way of the opening up of the townships it would be burned up. In view of these facts and of the presence of such an army of prospectors as had rushed in, the position became acute and the department reluctantly concluded that it would be necessary to sell the timber in order to realize the bonus, put the timber under license, and then place on the shoulders of those who would buy it the responsibility of watching it and cutting from time to time whatever quantity might be damaged or was in danger. This course it was felt would relieve the intense feeling prevailing in the locality. The sale was held on the 17th of August last, and 280 miles were offered for sale, of which 159¼ were sold for $265,162.50, or an average bonus of $1,665.07 per square mile. Considering the quantity of pine on the limits and its character, the showing was as good a one, so far as the price was concerned, as any previous one.

### STATEMENT OF TIMBER CUT.

The area covered by timber license is 16,400 acres. Following is a comparative statement of the principal kinds of timber cut during 1896-97:

| | |
|---|---|
| Pine saw logs | 477 716,448 feet B M. |
| Other saw logs | 8,758,716 " " |
| Boom and dimension timber, pine | 26,084,737 " " |
| " " " " other | 706,860 " " |
| Square timber, white pine | 1,977,400 cubic feet. |
| " " birch, ash, oak | 28,000 " " |
| Cedar | 254,144 lineal feet. |
| Railway ties | 278,955 pieces. |
| Telegraph poles | 593 " |
| Stave and shingle bolts | 1,466 cords. |
| West India staves | 7,700 feet. |
| Pulp wood | 46,338 cords. |

By surveys made it was ascertained that there were to be found, in the township of Burwash, Nipissing district, white pine, red pine, balsam, spruce, cedar, tamarac, birch, poplar, maple, oak, black ash and elm, the last three in small quantities; in township of Cherriman, small poplar, birch spruce and balsam; in township of Jennings, second growth poplar, birch, spruce, tamarac and pitch pine on the high lands, and willow and alder on the low; in township of London, scattered white pine, small poplar and pitch pine; in township of Curtis, district of Algoma, cedar, tamarac, maple, birch, balsam and spruce, the latter found in large quantities suitable for pulp wood; in township of Harrow, small jack pine, white birch, poplar, maple, beech and hemlock; in eastern part of township of Tupper, bird's eye maple, white and black birch, with small quantities of balsam and spruce; in township of Sanford, spruce, tamarac and small pine; in township of Zealand, Rainy River district, poplar, spruce, birch and cedar.

---

All the lumber mills in Washington are now running full time, and the increase in output will be greatly in excess of last year. During the past two months the shipments of lumber amounted to 1,050 carloads, against 780 for the same period last year. The shipments of cedar shingles during two months were over 1,200 carloads. The Alaskan demand for lumber is great, over 10,000,000 feet having been shipped this spring.

## LUMBERMEN'S ASSOCIATION OF ONTARIO.

NEW CONSTITUTION ADOPTED AND OFFICERS ELECTED. CHANGES IN THE CANADIAN LUMBER TARIFF ASKED FOR.

IN accordance with a resolution passed at the annual meeting on Tuesday, March 22nd, the Lumbermen's Association of Ontario convened in the Board of Trade building, Toronto, on Thursday, April 7th, to receive the report of the committee appointed to revise the constitution.

In the absence of the president, Mr. A. H. Campbell, sr., Mr. James Scott was voted to the chair, Mr. J. B. Miller acting as secretary. Among the members present were the following: John Bertram, Collins Inlet Lumber Co.; James Scott, Georgian Bay Lumber Co.; A. H. Campbell, jun., Muskoka Mill & Lumber Co., Toronto; T. Conlon, Thorold; John Waldie, Victoria Harbor Lumber Co.; J. B. Miller, Parry Sound Lumber Co.; C. Beck, C. Beck Manufacturing Co., Penetanguishene; N. Dyment, Mickle, Dyment & Co., Barrie; R. Cook, South River Lumber Co.; W. A. Charlton, M.P.P., Lynedoch; and C. H. Clark, Toronto.

The following new members were elected: Wm. B. Toner, of Toner & Gregory, Collingwood; T. A. Pickard, Pickard & Rowan, Owen Sound; Wm. Milne, Milne & Hefferman, Trout Creek.

The secretary read the minutes of last meeting, which, on motion of Mr. Beck, were adopted.

The committee appointed to revise the constitution presented its report, each clause being read and considered separately. The first and second clauses brought up the question whether the association should include dealers, the final decision being against their admission. It was pointed out that persons engaged in making board timber would be eligible for membership, and that there might also be a separate hardwood section.

Clause 5, relating to the annual fee, created an animated discussion, the result being that the fee for the first year of membership was placed at $5, and for each succeeding year at $2.

The constitution, as finally adopted, is as follows:

CONSTITUTION.

1st. The object of the Association shall be to promote the interests and conserve the rights of those engaged in lumbering operations or in the manufacture of lumber, to hold meetings of the members for the consideration and discussion of questions affecting those interests, and by union and co-operation to build up and foster the lumber business.

2nd. Any person engaged in lumbering, in the manufacture of lumber, or holding timber lands in the province of Ontario, shall be eligible for membership.

3rd. Any person desirous of becoming a member of the Association may make application to the Secretary, and on payment of the proper fee shall immediately become a member of this Association, subject to the approval of a majority of the members present at the next special or general meeting.

4th. No member shall vote at any meeting of the Association who has not paid his fees, but when a member of the Association, who is entitled to vote, but is not present at a meeting, belongs to a corporation or firm, he may be represented by an officer of that corporation or a member of that firm.

5th. A fee of $5.00 shall be paid by all members on their joining or being elected to the Association, and an annual fee of two dollars thereafter on the first day of January of each year.

6th. Any member who may wish to withdraw from the Association may do so by giving notice to the Secretary and paying up his subscription to the expiration of the year then current, together with all arrears.

7th. The affairs of the Association shall be managed by a board of ten members elected at the annual general meeting of the Association, and who shall hold office for one year or until their successors are appointed. The board shall meet at such time and place, and so often as they may be called together by the President, or on the requisition of three members of the board, by giving five days' notice thereof, and stating the purpose for which the meeting is called.

8th. At the first meeting of the Board of Management in each year, a president, first vice-president and second vice-president shall be elected, who shall hold office for one year, or until their successors are appointed, and a secretary and treasurer, who need not necessarily be a member of the Association. The secretary and treasurer's remuneration and amount of security to be given by him shall be fixed by the Board.

9th. The annual general meeting of the Association shall be held in the city of Toronto, at such hour on such day in the month of February as the Board of Management shall decide, and notice thereof shall be sent to each member at his registered address at least ten days before the day fixed for such meeting.

10th. The Board of Management shall have power to call special and general meetings at such times as they see fit, the object for which the meeting is called to be stated in the circular convening the same.

11th. Seven members present shall constitute a quorum for the transaction of business at all meetings of the Association, four at meetings of the Board of Management, and three at all meetings of committees.

12th. In the event of any dispute as to the intent or meaning of any of the sections of this constitution, or of any by-law which may hereafter be made, the interpretation by the Board of Management shall be final and conclusive.

13th. The constitution and any amendments thereto which hereafter may be made may be altered by a two-thirds vote of the members present at any special or general meeting of the Association called for that purpose.

14th. The Board of Management shall have power to frame by-laws for the carrying on of the work of the Association, which shall be in force until the next general or special meeting of the Association, when they shall be submitted, and if not confirmed by a majority of the members present, shall cease from that date to have any validity.

The secretary read the report of a committee of the association which recently met a deputation of western lumbermen to discuss the question of an import duty. This report, on motion of Mr. Bertram, was adopted.

ELECTION OF OFFICERS.

The association then elected the following Board of Management: James Scott, John Bertram, John Waldie, J. B. Miller, Toronto; W. A. Charlton, M. P. P., Lynedoch; N. Dyment, Barrie; Chas. Beck, Penetang; W. C. Edwards, M. P., Ottawa; Thos. Conlon, Thorold; R. Cook, South River. Subsequently John Bertram was chosen president, Jas. Scott first vice-president, and W. C. Edwards, M.P., second vice-president, the Board of Management appointing W. B. Tindall secretary-treasurer.

Mr. Beck read a series of resolutions which had been adopted at a mass meeting of the citizens of Penetanguishene, favoring an import duty on lumber.

It was moved by Mr. Waldie that the communication be received, and that the association approve of the general principle that they favor an import duty of $2 a thousand on lumber, 30 cents on shingles, and 25 cents on laths—a duty corresponding to the American tariff. A committee, consisting of Messrs. Bertram, Campbell, Charlton, Scott and Miller, was appointed to draft a resolution on the above lines, for presentation to the government, setting forth also that the lumbermen only wished to meet duty with duty, and that they were willing to give free lumber and logs for free lumber.

Mr. Beck brought forward another grievance which Canadian lumbermen had to contend with. He stated that both British and American tugs towing logs from Canada to American mills were allowed to bring in large loads of coal in bond and dump it on the Canadian shore, and then come back and get this coal again, no duty being charged, whereas the Canadian tugs, towing to Canadian mills, had to pay a duty of 60 cents per ton on coal brought in from the United States. On motion of Mr. Waldie, the Board of Management was instructed to investigate the matter, and draw the attention of the government to the injustice.

The import duty question was again opened by Mr. Conlon, who expressed a fear that unless further action was taken the changes asked for in the tariff would not be granted. The secretary here read a letter from Messrs. G. & I. Prescott, of Albert, N. B., heartily endorsing the action of the association and expressing regret that the lumbermen of the maritime provinces had no organization.

The meeting then adjourned, and re-assembled in the afternoon, when by-laws were adopted and other routine business transacted.

TARIFF CHANGES.

In accordance with the resolution passed at this meeting, the Executive Committee has forwarded to the Dominion government a memorial asking for certain amendments in the Canadian tariff. These amendments make the clauses read as follows:

CLAUSE 328.—Sawed or split boards, planks, deals, pine and spruce clapboards, lumber and timber hewn or sawed, creosoted, vulcanized or treated by any preserving process, planed and dressed on one or both sides, manufactured lumber and timber not elsewhere specified, $2.00 per M. feet B.M.

CLAUSE 329.—Laths, pickets, palings, shingles of wood, staves not listed or jointed of wood of all kinds, firewood, handle, heading, stave and shingle bolts, hop poles, fence posts, paving posts, railroad ties, telephone, trolley, electric light and telegraph poles of cedar or other woods, 20 per cent. ad valorem.

CLAUSE 611.—Free goods: Timber or lumber of wood, viz., lumber and timber, planks and boards of amaranth, cocoboral, boxwood, cherry, chestnut, walnut, gumwood, mahogany, rosewood, sandalwood, sycamore, Spanish cedar, oak, hickory, whitewood, African teak, black heart ebony, lignum vitæ, red cedar, redwood, satinwood and white ash, when not otherwise manufactured than rough sawn or split or creosoted, vulcanized or treated by any other preserving process; hubs for wheels, last blocks, wagon, oar, gun, heading and all like blocks or sticks, rough hewn or sawed only; felloes of hickory wood, rough sawn to shape only, or rough sawn and bent to shape, not planed, smoothed or otherwise manufactured; hickory billets and hickory lumber sawn to shape for spokes of wheels, but not further manufactured; hickory spokes, rough turned, not tenoned, mitred, throated, faced, sized, cut to length, round tenoned or polished; the wood of the persimmon and dogwood trees; logs and round unmanufactured timber, ship timber or ship planking, not specially enumerated or provided for in this Act.

---

Mr. A. J. Burton, formerly of Cape Breton, has recently returned to Canada from Massonville, Pa., and has taken charge of the filing and hammering of the band saws in Gilmour & Co.'s mill at Canoe Lake, Ont. Mr. Burton is not unknown to his present employers, having filed for them one season at the Trenton mills a few years ago. He has had eleven years' experience as a band filer, and is known by mill men to be one of the best filers in the country, having made some good records. An article from his pen on "The Care of Band Saws" appears on another page.

## OBITUARY.

A. M. BURGESS.

The late Alexander Mackinnon Burgess, Commissioner of Dominion Lands, whose death took place at Ottawa on February 26th last, was a well known and most esteemed personage. He was perhaps best known throughout the country at large as the efficient deputy head of the Department of Interior for a period of fourteen

The Late A. M. Burgess.

years preceding the advent of the present government.

Mr. Burgess was born at Strathspey, Invernesshire, Scotland, on the 21st of October, 1850. and was educated at the parish school of Advie, at the grammar school of Aberdeen, and at the University of Aberdeen. He did not graduate at the university, but came to Canada at the age of 21, possessed of a solid education, which fitted him for any career in which he might choose to enter. The career he selected was that of journalism, and one of his earliest engagements was as reporter on the staff of the Toronto Globe. He was not only an expert stenographer, but a facile and vigorous writer; and he soon began to make his mark in his profession. He reported for the Globe at Ottawa from 1872 to 1874, when he became editor and subsequently proprietor of the Ottawa Times.

In the year 1876 Mr. Burgess accepted the position of private secretary to the Hon. David Mills, then Minister of the Interior in the government of the Hon. Alexander Mackenzie, and thus entered upon the official career in which he was destined to achieve such distinguished success. Remaining in the Department of the Interior after the defeat of the Reform government in 1878, he was promoted four years later to the position of secretary, and in the following year to that of deputy. For some time after the formation of the present government Mr. Burgess continued to hold his office as deputy, under the Hon. R. W. Scott, as acting minister; but shortly after the advent to office of the Hon. Mr. Sifton, he was assigned, without change of salary, to the position of Commissioner of Dominion Lands.

The Ottawa citizen thus refers to Mr. Burgess: No one who knew the late Mr. Burgess will dispute the statement that he was one of the most interesting figures that have appeared on the official scene in this country during the last twenty-five years. He was naturally a man of strong constitution and unbounded vigor, with an active, enquiring mind and great capacity for work. One of his chief gifts was a remarkable memory, whice served him in good stead in conducting a department, the work of which embraced an infinity of detail. The several ministers under whom he served as deputy head prior to the advent of the present government, received from him assistance of the very greatest value through the comprehensive and intelligent knowledge which he possessed of nearly every subject that was referred to in the departmental files; and it is doubtful whether the services of any deputy head in Canada were ever more highly appreciated than were his in the very highest quarters.

The subject of this sketch had many warm and sincere friends, and it was said of him that, in hours of social relaxation, he could drop his official duties and give forth a wonderful flow of genial spirits and of amusing anecdote and reminiscence. Mrs. Burgess and eight children survive him.

JAMES DOLLAR.

Many readers of this journal will recognize the accompanying portrait as that of James Dollar, whose death occurred at Eureka, California, on the 17th of March last, after a serious illness of only three days. Mr. Dollar had been a sufferer

The Late James Dollar.

from asthma for some time, and kidney complications set in, which caused his death.

The Dollar family were well known in Ontario, where they were highly esteemed by a host of friends. Previous to 1890 the three brothers, James, John M. and Robert, were prominently connected with the lumber trade of this province, but a few years ago they removed to the Western States. John M. purchased the Duncan and Markham mills in California, but his death took place at St. Rafæl, Cal., in October, 1892. Robert Dollar, the surviving member, is now manager of the Usal Redwood Company's interests in California.

The subject of this sketch, James Dollar, was born in 1849. He came to Canada from Scotwhen very young, and commenced operations in the woods on the Ottawa river, gradually working his way upwards. Subsequently he removed to Bracebridge, Ont., lumbering there on his own account. He became actively identified with the progress of the town, and was subsequently chosen as mayor. In the year 1892 he removed to California, and after the death of his brother John he associated himself with his brother Robert in the management of the Dollar Lumber Co.'s mills at Markhams, in Sonoma county, where he remained until the closing down of the business. With the closing down of that mill he went into lumbering in general, and about a month previous to his death he concluded a contract with McKay & Co., and went to Eureka to take charge of their large lumbering interests. On arriving there he saw the necessity of an extension of the railroad and other improvements, and although the weather was bad he was in the front rank overseeing all that was being done. His health, however, had been undermined, and in a short time he passed away.

The qualities of energy, honor and conservative management which Mr. Dollar possessed made him one of the most popular men in the large circle of lumbermen in California, as well as in Ontario. He was one of nature's noblemen, kind, affable and of an affectionate disposition. His honor and fidelity to a trust made his name one held in the highest esteem by all the community. There is in the hearts of all who knew him a profound feeling of sorrow.

## DIRECTIONS FOR BRAZING SAW BLADES.

The following directions for brazing saw blades are obtained from the 1898 catalogue of W. B. Mershon & Co., Saginaw, Mich.:

The ends of the saw blade are first prepared by filing a true taper commencing back about 5/8 of an inch from the end, and filing the saw thinner as it approaches the end, at which point it should be only the thickness of a knife edge, one end af the saw being filed from the outside and the other from the inside. This being done, the saw should be placed on the brazing table, the back edge being brought against the back of the brazing table. This forms a straight-edge, and will bring the saw blade to a straight line. Now dust some powdered borax on the under end of the saw blade, and after cleaning a piece of silver solder of the proper size, slip this between the ends on top of the borax. Dust some borax as well on the silver solder. The saw now being in proper position, the ends lapping 5/8 of an inch, the brazing iron should be slipped one over and one under the saw, and the screws adjusted so that the saw blade, when clamped, lies in a perfectly level position. Now withdraw the irons, only loosening the screws enough to allow of this and no more, heat the irons to a cherry red in a clean fire, again screw them into position and by means of the clamping screws firmly bring them to bear upon the saw blade. Leave in position until cool, when the saw may be removed and the joint dressed and hammered the same as the rest of the blade.

The Richmond Lumber Manufacturing Company, of Stephenson, B. C., has been incorporated.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

C. H. MORTIMER
PUBLISHER

CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

### *TO VISITING LUMBERMEN.*

*Lumbermen visiting Toronto are invited to use the office of the CANADA LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way they may desire.*

## IMPORTS OF LUMBER INTO CANADA.

ACCORDING to figures published in the Northwestern Lumberman, and which appear to have been obtained from an official source, and must therefore be taken as correct, there were imported into Canada from the United States, during the year ended June 30th, 1897, over 58,000,000 feet of lumber, consisting of boards, deals and similar stock, having a valuation of $809,250. These figures do not include the manufactures of wood, such as doors, blinds, furniture, etc., which represent an import value of more than one and one-half million dollars, or, to be exact, $1,564,358.

Granting to the lumbermen and wood-workers of this country the same protection as is accorded the manufacturers of the United States, a right to which they are justly entitled, the duty of two dollars per thousand feet would practically retain the home market for Canadians, and the distribution of orders for some 58,000,000 feet, now supplied by United States manufacturers, would greatly tend to the betterment of their present position. It could scarcely be expected that such a duty would exclude all American lumber, as such stock as walnut, mahogany, whitewood and oak would continue to be imported, but in such quantities as to be a small factor in the market.

It is refreshing to observe the sentiments expressed daily in favor of the utilization of home products in preference to those of foreign manufacture, for proof of which the reader is referred to the extracts from letters of piano manufacturers appearing on another page. In this industry whitewood is gradually being replaced by native woods.

The figures, $1,564,358, as representing the value of manufactures of wood imported from the United States, show the importance of these industries, which may be classed as branches of the lumber trade, depending upon the product of the forest for their raw material. Does it not seem strange that Canada, with her vast timber resources, should import from the United States in one year manufactures of wood valued at more than one and one-half million dollars? The policy of allowing our raw materials to be exported, in many cases only to be manufactured into a finished product and shipped back to this country, is, we believe, responsible in a large measure for the position in which we find ourselves to-day.

Whether or not the Dominion government will place an import duty on lumber is, to say the least, problematical; certainly very little encouragement is found in a perusal of the budget speech, although the justice of the demands of the lumbermen in this respect is almost unanimously conceded. Replying to the financial statement, Hon. Mr. Foster expressed his regret that the government had not already taken some action to assist such an important industry. He pointed out that the present tariff arrangement was very unfair to Canadians. There is little reason to hope that any material change will be made in the near future in the United States duty on lumber; it therefore behooves our lumbermen to put forth every effort to increase the home demand, by promoting wood-working and furniture factories and similar establishments, and endeavoring to retain in Canada the two and one-half million dollars which are now sent annually to the United States.

## RE-ORGANIZATION OF THE LUMBERMEN'S ASSOCIATION.

THE Lumbermen's Association of Ontario today exists in more than name only—it is now an active organization, and we hope we will not be considered too optimistic if we predict that in the near future it will become exceedingly useful in promoting the interests of the chief industry of the province. Since the formation of the association some years ago until recently, no questions were considered of such vital importance as to demand its special attention, the natural result being that the interest of the members in the welfare of the association gradually relaxed.

The developments of the past year have shown conclusively the necessity of always having an association in working order. While the action of the Ontario government in prohibiting the export of saw-logs after May next can undoubtedly be attributed to the influence of meetings of lumbermen held in Toronto, it cannot be disputed that there has also been felt the necessity for a live provincial association. The circumstances which have necessitated prohibiting the export of saw-logs, as well as of imposing an import duty on American lumber, were the means of reviving the association. Matters of this character affect the trade in general, therefore it is to be hoped that lumbermen in every section of the province will see it to be to their interest to aid in building up the association, as a means of improving the condition of the lumber trade.

It augurs well for the immediate future of the association that its chief office is to be filled by Mr. John Bertram, a gentleman possessing in a high degree the qualifications of an efficient executive officer. In Messrs. Scott and Edwards the association have also two able vice-presidents.

A word as to the hardwood trade. There exists (as shown by letters received at this office) a strong sentiment in favor of some organization of hardwood lumbermen, whether it be in connection with the Lumbermen's Association of Ontario or as a separate body. To our mind, the formation of a separate association is the least desirable. As the existing association is intended to include manufacturers of lumber of all kinds, it would certainly be more advantageous to have one strong association than two smaller and weaker ones. It might be found desirable to form a hardwood section of the present association, and on this the CANADA LUMBERMAN solicits the views of the hardwood trade. The fee has been reduced to five dollars for the first year and two dollars for each succeeding year, the object being to secure a greatly increased membership. The secretary has issued a circular to lumbermen, requesting them to join the association, to which both hardwood and pine manufacturers should respond at once.

In a letter received previous to the recent meeting, a well-known hardwood manufacturer says:

"I hope a hardwood section will be organized, so that the entire lumber interest will be represented by this association. The hardwood men when left to themselves do not appear to be strong or energetic enough to organize for their own protection, and they are consequently forced to submit to occasional arbitrary rulings in the shape of increased freight rates of the most absurd nature. I trust you will continue to remind the lumbermen of the necessity of embracing the hardwood interests in the association."

Another correspondent of the LUMBERMAN, referring to the meeting, says:

"We are pleased to see the association re-organized, and hope that by the time we have another meeting we will have enough of the hardwood mill men interested that a few of them will attend and join our association. We think that if the association numbered hundreds instead of twenty, our voice as an association would be listened to and its influence felt, as was demonstrated last fall in reference to the export of pine logs. We would like you to drum up the hardwood mill men, and endeavor to induce them to join, as we believe there is work to be done in the interest of the hardwood trade that cannot be done by individuals nearly so well as through the association."

These and similar letters show that the movement in favor of organization is growing among the hardwood manufacturers.

## EDITORIAL NOTES.

THE Dominion Government having made a a grant of $20,000 towards a Canadian exhibit at the Paris Exposition in 1900, it may interest our readers to know what is being done by other countries. France appropriates half the available space, and has voted over $10,000,000. Germany has given $1,250,000, Russia $900,000, and Great Britain is discussing a proposed grant of $375,000. In the latter country there is a strong feeling that the proposed appropriation should be considerably increased, otherwise the British display is likely to appear inferior. As to the Dominion grant, we regret that it was not larger, and hope to see the same supplemented by substantial appropriations from each province.

A QUESTION of national interest, and which is gradually reaching the serious stage, is the exportation of hardwood lumber. There are in Canada numerous industries dependent upon hardwood lumber for their raw material, but notwithstanding the duty of two dollars, American dealers have this spring purchased nearly all the available dry stocks of several kinds of hardwoods, with the result that the local consumers have, in addition to being compelled to pay high prices, been threatened with a scarcity of raw material to keep their factories in operation. Owing to the scarcity and consequently high price of elm, the Canadian Furniture Manufacturers' Association recently advanced prices of furniture ten per cent. It is very desirable that the life of Canadian industries should be prolonged, and this action of the Furniture Manufacturers' Association is to be commended, inasmuch as mill men will naturally sell in the best market, and Canadians wanting the lumber must meet the prices of American buyers.

IN view of the war which has now been declared between Spain and the United States, by which Cuba will probably gain its independence, some figures of the Canadian trade with the Spanish Indies are interesting. Twenty-five years ago Canada exported to the Spanish West Indies goods to the value of $1,614,312, the exports being confined to fish and lumber. In 1893 New Brunswick sent sugar boxes to the value of $573,851, and general lumber to the value of $189,835. This latter trade has practically died out. We still send a little lumber to the Spanish Indies, but the sugar box trade has gone to the Southern States. For the year ending June 30th, 1897, our sales to that country amounted to only $93,309 worth of lumber. The trade in lumber is said to be capable of considerable expansion, and with the removal of the Spanish duties, it is probable that more of our lumber could be marketed there. Should Cuba be taken possession of by the United States, which is not altogether improbable, notwithstanding the avowed pledge of Congress that all that is sought is its independence, the Dingley tariff would simply replace the Spanish tariff.

IF the charges of careless manufacture made against Canadian lumber by foreign consignees can be substantiated, there is vast room for improvement in the methods employed by some of our mill men. Notwithstanding the warnings that have been given, shipments continue to be sent to foreign countries in such shape as to greatly injure the prospects of future business. Here is what Mr. J. S. Larke, Commissioner for Australia, says of a recent shipment: "A cargo of lumber from British Columbia, the North Riding, arrived this month. There is a claim on this, as on every cargo that has arrived this year. This timber was of good quality, but the charge is that some of it is badly cut. I did not see the rejected timber, as it had been removed when I visited the ship. I was told that there was a difference of half an inch in the sizes of the ends and centres of some of the sticks. As much of this timber is re-sawn, this irregularity materially affects the value. The battens are said to be of varying thickness. As these battens are used for slate roofs, a varying thickness is liable to break the slates. The British Columbia timber trade to this port must have been a losing one this year, and must continue to be so as long as it is conducted on the present lines. As the steamers are filled with cargo that pays better, they now carry no dressed spruce, and the trade is largely lost." A word to the wise is sufficient.

ARRANGEMENTS are well under way for the holding of what is termed a Greater Britain Exhibition at Earl's Court, London, next year, lasting from May until October. The undertaking, which is under the direction and management of the London Exhibitions, Limited, a company form in 1894, and having a paid-up capital of £145,000, is receiving the approval and support of the Marquis of Lorne, Sir Charles Tupper, and other distinguished British and Colonial statesmen. The object, which is to bring together the products of the various parts of the British Empire, should commend itself to all who wish for a closer commercial relationship between Great Britain and her colonies. The Canadian government will be asked to grant an appropriation to cover the cost of a Canadian exhibit. Attention is called to the fact that exhibits intended for the Paris Exhibition of 1900 might with advantage and little additional cost be first shown at the London Exhibition. In view of the prevailing sentiment on both sides of the water in favor of closer trade relations, Canada should take advantage of every opportunity to make known her resources.

## CONSUMPTION OF LUMBER IN THE MANUFACTURE OF PIANOS.

WITH the object of learning the quantity of lumber consumed in the manufacture of pianos in Canada, and the extent to which foreign woods were being used, a letter was addressed by the publisher of the CANADA LUMBERMAN to each manufacturer, asking for the necessary information. Of the forty or more piano manufacturers throughout the Dominion only ten responded to our inquiries. From the data furnished, however, a fair estimate of the total consumption may be made.

According to the figures given, there were consumed by these ten manufacturers during the year 1897 in the neighborhood of 3,000,000 feet of all kinds of lumber. Of this amount about 400,000 feet was whitewood from the United States, 350,000 feet mahogany and walnut, and the balance chiefly Canadian woods. Allowing a proportionate consumption by the Canadian manufacturers who did not respond, it gives a total of 12,000,000 feet of lumber consumed annually in the manufacture of pianos in Canada, 1,600,000 feet being whitewood and 1,450,000 feet mahogany and walnut. Nearly all the Canadian woods are used to a more or less extent.

It would appear that whitewood is not now used as extensively in the manufacture of pianos as in former years, owing to the growing desire to patronize home industries. The following extracts from six letters received will doubtless be read with interest:

"In reply to your favor re. lumber, we would say that we now use very little whitewood in our factory, having substituted therefor mostly birch and basswood."

"All our cases being veneered, we have little use for whitewood. Ash is cheaper and a better wood to veneer on."

"In reply to your favor of the 11th inst., would say, the only American woods we use now are whitewood and walnut, and we are using less of the whitewood than formerly, and use almost exclusively the Canadian lumber."

"Replying to your inquiry regarding prospects of American manufacturers selling certain kinds of lumber in Canada, we beg to say that the policy of this concern is to buy nothing from the Americans that we can do without. We have cast about for substitutes for whitewood, and are now using none of it, having succeeded in getting a substitute that serves even a better purpose, and in the lumber or wood line we are now buying nothing outside of Canada except the foreign fancy wood veneers. The principle we go on in this respect is that our finished product is shut out of their country by a high tariff, and their finished product in the way of lumber we will not accept. This may be retaliation of a puny kind, but it is our way of looking at the matter, and we are the parties who are 'paying the piper' and have a right to indulge in our fancy for this kind of thing. We follow the same policy for all other kinds of supplies."

"We may say that during the past few years we have adopted the use of whitewood very largely in place of pine; that is, in the better qualities of pine. We found it difficult to secure a quality of pine that was free from defects, consequently we commenced the use of whitewood, and have found it a very satisfactory kind of wood for our manufacturing, as it is absolutely free from shake and other defects, and we have also found that a good quality of whitewood can be delivered here, freight paid, quality considered, at a less figure than we can procure pine for, and I have no doubt that even where parties have been using pine, if they were to test the use of whitewood for the same purposes for which they use pine, they would at once see the advantages and economy in the use of whitewood."

"About the only lumber I get from the United States is walnut, usually culls and rejects, as the better grades are in so great demand for European trade that it puts the price beyond the reach of piano and organ manufacturers, especially at the price the goods have to be sold at. I have been quite successful in the cheaper grades of goods in substituting birch for walnut. With good stain it is difficult to detect the difference. I use but little whitewood to veneer on; basswood answers as well, and what is still better is the fine grained soft ash, which takes the glue better and is less liable to warp if properly dried. Whitewood is largely used to make a cheap grade of case work to stain, but to my mind soft maple is superior, as it takes the stain better and the wood is less affected by the weather. There is a good demand for whitewood cut from 1/8" to 1/4" thick, and glued up in three thicknesses, the centre with grain crossways. The demand for this kind of lumber is increasing, and if an enterprise of this kind should be started to cut basswood, cutting it around the log to dimension sizes and glueing it up all ready for use, putting the price where it could be used to advantage, the demand would be great. I am aware that basswood is cut in that way to some extent in Canada at present, but not to the extent to make the price so low that it can be used to advantage; in fact, it pays better to send to the United States and get whitewood, where whitewood is worth from $25 to $40 per M, while basswood can be had here at $10. Quarter-cut oak is in good demand, and the consumption will be greatly increased."

## LUMBERING OPERATIONS IN NOVA SCOTIA.

[By a Travelling Correspondent]

LUMBERMEN generally say that the past winter has been exceptionally good for logging, and so far stream driving is all that could be desired. While there has been no heavy rains, the snow has melted just fast enough to keep water up to a good driving head, and the prospects are that all the logs cut will be got into the ponds.

Prices, however, are no better than a month ago, while freight rates have stiffened somewhat, which, together with the great probability of war at present writing, is anything but encouraging for the lumbermen. Stocks of lath have been pretty well cleared out, advantage being taken of the fair prices going in New York and Boston early in the spring. Those who were situated so they could ship when the demand began realized fairly satisfactory prices, the late shipments not faring so well as regards price.

Just what effect the Spanish-American war may have on lumber prices remains to be seen. Some new markets are being tested by maritime lumber merchants, and it is to be hoped that the results may prove satisfactory; care will need to be exercised in sawing to exact specifications and making the product conform to the requirements of the different markets. Their motto should be—until they get a foothold at least—"Quality, not quantity."

The Newville Lumber Co., Newville, Cumberland Co., N.S., took out four million feet last winter, which, with one and a half million carried over, gives them ample stock for their requirements. They have made considerable improvements in their saw mill. Mr. W. W. Block, of Amherst, is the manager, and Mr. Henderson millwright and filer. Mr. Harvey McAleese has charge of the company's office and wharf at Parrsboro.

T. G. McMullen & Co., Truro, N. S., will saw about eight million feet in their band saw mill at Hartville on the Dominion Atlantic Railway, and will have about twelve million feet sawn in their several portable mills at different places in Colchester, Pictou and Hants counties.

Alfred Dickie, Stewiake, has at his steam gang and rotary mill at Dickie's Mill Siding about two million feet, which was landed there by people who had small lots of timber, and which is being sawn before his drive comes down river. This drive contains over eleven million feet, and is safe in the main river and reported to be coming along splendidly. Another week will put it in the boom at the mill. The capacity of the mill, sawing deals, averaged last year about seventy thousand feet per day, but quality is the consideration with Mr. Dickie this year rather than quantity. Mr. John A. Gillis is manager of Mr. Dickie's mill and lumber interests in Eastern Nova Scotia, and is a very capable man. Mr. Dan. Gillis is clerk, W. Killam mill-wright, and Mr. Thompson filer, and when the remark is made that they are all New Brunswickers it is clear evidence that Mr. Dickie understands the selection of men to carry on his business successfully. Mr. Dickie will also have eight million feet sawn by portable mills, making a total of twenty-one million feet.

Lantz & Co., Milford, will saw about one million feet; they saw dimension lumber for Halifax and local markets principally, and have a portable mill at Elmsdale, which they run in winter, sawing about one million feet of spruce and hardwood deals.

Young Bros. & Co., Limited, St. Margaret's Bay, will have eight million feet in pond ready to saw. They did not intend getting out so much, but the winter was so favorable that they had either to work half time or discharge their men, and as neither of the alternatives is good business, they kept on. Mr. B. F. Young, president of the company, resides at St. Margaret's Bay. Their mill there is steam power, and consists of gang, rotary, lath, shingle and planing machines. Last year they operated only the gang. Mr. D. P. Young resides at Ingram River, six miles further west, where a large part of their operations are carried on, and where they intend building a large mill in a year or so, to which can be rafted logs from all the streams running through their large lumber property. They also got out a larger quantity of piling and pulp wood during the winter.

The Gold River Lumber Co., Gold River, will saw about three million feet, principally English deals. They also saw lath and shingles and plane lumber for markets requiring it.

E. D. Davidson & Sons, Limited, are getting their usual cut, ranging from twelve to fifteen million feet. Mr. Frank Davidson, the president of the company, has just returned from a visit to the English and Continental markets. Besides two large gang mills at Bridgewater, the company have a fine gang and rotary mill at Alpena Station, on the Central Railroad, the product of which is shipped to Bridgewater or Lunenburg, as required, for shipment abroad.

J. & J. Coop, Milton, will saw about seven hundred and fifty thousand feet. They put in a plant for sawing and barking pulp wood during the winter, and are now busy sawing for the Acadia Pulp Co. at Milton. The blocks are taken to the steam tram road at Liverpool and then to pulp mill about four miles up river.

Harlow & Kempton, Milton, will saw about four million feet during the year. They have improved their mill considerably the past year, putting in new water wheels and adding some machinery and labor saving appliances. The firm also operate a sash and door factory.

Eldred Minard & Son, Milton, will saw about one million feet for Colp Bros.

John Millard, Liverpool, has a gang and rotary mill and planer at Milton. He has about five million feet to saw. Mr. Millard also has a sash and door factory at Liverpool, where he carries on a large business in that line, besides shipbuilding, having a fine vessel on the stocks at present.

Henry L. Tupper, Milton, has a fine water power gang mill, planer and box making machinery. He expects to saw about four million feet during the season, principally boards.

Allan T. Freeman, Milton, merchant and mill owner, will saw about three quarters of a million feet of pine for West India market. Ira P. Freeman will saw about a million feet.

The Acadia Pulp Company, Milton, are using a large quantity of lumber in their business. They have about double their capacity and expect soon to be able to turn out seventy tons of pulp each twenty-four hours. The pulp is taken from the mill to the company's warehouse at Liverpool by the Liverpool and Milton Steam Tram Railway—four miles—then sent by schooner to any place required. One large steamer loaded part cargo at Port Medway already this season, the pulp being supplied by the Acadia and the Nova Scotia Pulp Companies, Mill Village.

T. G. Nicol, Port Joli, will saw about one million feet at Mitchell Brook. He has a steam portable mill sawing and has also a water power lath and stave mill.

Frank G. Nicol, Granite Village, will saw about three quarters of a million feet in his water power rotary mill.

Hastings W. Freeman, Jordan River, is operating on a large scale, getting about five million feet of lumber, spruce and pine. The spruce is to be sawn into deals and the pine into boards for West India market. The drive at present time of writing is safe, as without freshets enough water is held in reserve in locks to run them to mill. Mr. Freeman completely remodelled his mill after close of last season, putting in a fine rotary outfit made by the Burrell-Johnson Iron Co., Yarmouth. Important improvements were also made in the gang, two new water wheels, manufactured and set in place by Duncan Buchannan, of Apohaqui, N. B., being added. During last season Mr. Freeman bought the large lumber and mill property adjoining his own from the Doull & Miller Estate, Halifax, and now has a very valuable lumber property.

Bower Bros., Shelburne, will saw a half million feet. They also manufacture dories for the fishermen and have established a very fine busines in that line during the past two years. James R. Bower, same place, has a steam power rotary mill, and also makes shingles, barrel staves and heading, boat and dory timbers, band sawing, planing and a full line of house furnishings.

J. M. & J. A. McKay, Clyde River, have a water power saw mill and will saw this season about one and one quarter million feet. There is some talk of shipbuilding being revived at Port Clyde, four miles distant.

Dickie & McGrath, Tusket, have eight million feet of pine and spruce, and the prospect is good for their whole drive reaching the booms at mill in good time. Mr. McGrath, the manager of the concern, keeps his eyes open for any improvements in saw mill practice. During the winter he installed the patent log haul up and live bed, which works like a charm; it was made by the Waring-White Co., of St. John, N.B. A steam jump up saw cuts the logs to length. So much machinery has been added that the engine has all it can do, so Mr. McGrath is attaching a 24 x 24" cylinder and making a tandem compound. The mill consists of steam feed rotary, patent edger, live rolls and transfers, lath, box and planing machinery, sawdust carriers taking all dust to the furnace, and chain carrier taking all bark, edgings and refuse generally to a safe distance from mill to be burned. Mr. Dickie, of the firm, resides at Stewiacke, where he has large lumber interests.

Blackadars & Co., Methegan and Hectanooga, have a water power gang at the former place, in which they will saw three million feet, and a steam rotary mill at the latter place, where they will cut two million feet. They saw mostly for West India and South America.

W. J. P.

## CURIOUS GROWTH IN A TREE.

THE accompanying illustration represents a stick of birch in the possession of Mr. J. E. T. Armstrong, of Parry Sound, Ont., which was cut out of a living tree. The stick is 30 inches long, 11 inches wide and 4 inches

thick. The two pieces shown in the illustration fit together perfectly, the teeth engaging with each other like a dove-tail joint. It is regarded as a most remarkable freak of nature. The photo was taken by Mr. Armstrong.

## THE TIMBER TRADE OF THE UNITED STATES.

THE figures given below of the imports and exports of forest products will show the importance of the timber trade of the United States. For the year ending June 30th, 1860, the exports of forest products were valued at $10,209,959. Twenty years later they had reached $17,321,268, while last year they were valued at $40,489,321, this being an increase of nearly $7,000,000 over any previous year. Of this sum timber represented a valuation of $9,217,432; boards, deals, etc., 876,689,000 feet, $13,076,247; other lumber, $8,738,705; doors, blinds, etc., $755,338; household furniture, $3,785,143; other manufactures, $4,051,935. The largest shipments of lumber were made from Puget Sound, the figures being 191,518,000 feet, valued at $1,665,363. From New York, however, although the shipments were only 84,746,000 feet, they represented a valuation of $2,127,004. It is shown that the total exports of boards, deals, etc., from the United States to the Dominion of Canada last year were 58,075,000 feet, representing a value of $809,250.

For the fiscal year ending June 30th, 1897, the imports of wood and manufactures of wood were 883,270,000 feet from Canada, valued at $9,067,312, while less than 1,000,-feet included the total importation of boards, plank, etc., from other countries. The Dingley Bill did not become law until after the close of the fiscal year, and therefore the effect of that tariff on importations from Canada is not indicated by the above figures.

W. R. Ridington, lumber dealer, Fox Warren, Man., has purchased the retail lumber business at that place managed by L. P. Westergard.

## THE CARE OF BAND SAWS.

By A. J. BURTON, Head Filer for Gilmour & Co., Algonquin Park.

THE writer has had a varied experience as a saw-fitter and hammerer in numerous mills, cutting a great variety of woods, and will endeavor to impart to others some of the knowledge thus gained. While I know there are many other men just as expert on band saws as myself, I also believe that a word from me of my experience and of what I practice daily will be interesting to the less experienced filers and also to mill men. The following is my daily practice:

Suppose there are a lot of new saws in the filing room to commence on; in taking the saws out of the case, be careful not to bend the plate or knock the corners off the teeth, put saw on the hammering bench, and with straight edge held lengthwise of the saw, look it over, and if you find any lumps take the light cross-faced hammer, say two pound, and knock down all the lumps all the way round the saw with the long face, being careful not to hit a blow except where it is needed. You might as well place a blow a quarter of a mile away as a quarter of an inch away from the lump. Do not place too many blows without testing the saw with straight edge. If you do you will drive the saw through, and it will require time and labor to get it back. Next, put the saw up on the brackets over bench, and go over the inside in the same manner, always commencing on the outside and always finishing up on the outside, or log side. A beginner is liable to do a little too much, and if so, he will leave the last side worked on a little dished, and therefore it is better for the saw to be dished into the log than out of the log, although to be accurate it should not be dished or turned over at all, but perfectly flat on both sides.

After you have gone over the saw in this manner, go over again and apply the straight edge crosswise on the inside of saw; this will show you the lumps running lengthwise of the saw; stand in front of the levelling table or anvil, and with the cross-face of the hammer knock down any lumps that may be found, using care not to hit too heavy so as to make a dint in the plate. After going over saw in this manner put saw down and go over the outside in the same way. If you do this with care you will have a saw with a straight toothed edge and a flat surface. Now, take a droop level or tension gauge, use a No. 5 gauge with a 7 or 8" saw, a No. 6 for 9 or 10" saw, and a No. 8 for a 12" saw. Hold the gauge in the right hand and put the left under the saw, say 3 feet from the right hand, and mark with chalk the saw where the droop level or gauge shows darkness. Then with the saw stretcher roll the saw lightly the distance the gauge shows the saw to be stiff, and repeat until the saw conforms to the gauge from one edge to the other.

The Bolton stretcher and shear is the latest and most up-to-date machine, and if proper care is used will never dish the saw. After thus going over the saw and making it fit the gauge all round, examine the saw on the levelling table with straight edge to see if it has been dished at all; if it has you will have to level it again with the cross-faced hammer, but if you have a good stretcher it will not dish the saw unless you use too much pressure. Never allow the saw to pass through the rolls bent up or down, unless you wish to bend the saw. You now have a saw straight and flat with a good even tension all round it.

Next look at the back of saw. Use a back level 5½ feet long. Have the edge to be used concaved $\frac{1}{32}$ inch in the entire length. Mark every place where the level does not fit the saw, and roll the saw about 1½ inches from the back edge, from mark to mark, but never roll longer at one time than the length of the back level. If the back edge of the saw is up to a tight fit to the back level it is good, but if not look at the tension, and if you have opened the saw any, roll next time ½" nearer the back edge; but if the saw is stiffer roll ½" nearer the centre. By following this method you can draw the back without altering the tension, and with practice you can make a perfect running saw and do all the tensioning with the roller.

Always look over the saw with droop level after you have put in the "back," to be sure you have no tight or loose spots; if the saw is too loose roll very lightly along both edges; by so doing you will not change the back. The saw is now ready to put on the sharpener. If you follow these instructions you will have a saw that will stay on the wheels without oscillating, and will stand heavy feed. Before putting a saw on a new or an unknown mill you should examine the mill and see that the boxes are all right and that there is no lost motion. Line the face of the lower wheel parallel with the V track, and line the top wheel with the lower wheel; put on the saw and tilt the upper wheel until the saw runs ¾ of an inch off the top wheel. Be sure to do this with the tilt device. Do not use the cross line, as it throws the saw in a twist so that it will rub against one guide more than the other, and probably cause it to crystallize and crack, besides causing an undue ware on the face of the wheels. Always have the tension even, whatever the droop or amount of tension used may be.

Do not open the saw too near the front edge, as it may crack in the gullet, and do not leave the front edge too stiff or firm, as the saw will snake in a hard log and go back on the wheels. Some filers leave their saws tight for 1½ inches from toothed edge in order to avoid cracks, but I do not think this is the best way. If a saw shows a tendency to crack in front with the tension I have been using, I change the tension to a larger circle, which gives a little less tension, but I let it run from one edge to the other on a perfect circle, except that I leave a half inch strip on the toothed edge, so that the level will show dark for a half inch and then light from there to the back edge.

For hard wood and heavy feeds a saw requires more tension than for soft woods and light feed; therefore be sure to have the saw straight edgewise, for it will stand one-third more feed. For example: You cannot drive a bent nail in hardwood, but straighten it and you can easily drive it. A band saw is similar, and with the edges straight will cut better with less liability to dodge. Always run a little back or convexity in the back edge of the saw, about 1/32" in 5 or 6 feet, and if the saw is properly put up, it will run without oscillation and present a fine cutting edge, and not drive back in the cut. If the wheels are crowing, open the saw a little more where it rests on the wheels, examine the saw as it comes off the mill, and if any light or loose spots, or any long or cross faced lumps appear, take them out. By going over the saws frequently you have not so much work to do at any one time, and you have better cutting saws with less tendency to crack.

In this way a saw should run from 6 to 9 months without cracks, and if cracks occur they are probably due to faults of the filer.

Sometimes our best saw manufacturers make a saw that may crack, or the teeth may split, or it may be ground uneven, or it may be too hard or too soft, and cannot be tensioned to run without making snaky timber. In such cases, as the character of the saw can usually be easily discovered, its condition should be immediately reported to the maker. Saw makers should not be expected to send out saws to be used from three to nine months and then condemned. If defects existing in new saws are not promptly reported as soon as discovered, the fault lies with the filer; do not condemn a saw without giving it a good fair trial. Don't lead the saw with the guides; don't set guides too light; they should be set true to saw with a clearance of about the thickness of writing paper on each side. If the saw does not then run straight, it must be dished or the swage is too heavy on one side, the grinder does not grind square, the track may not be in line, the wheels may not be in line with each other, the face of the wheels may be uneven, or the tension may be uneven in your saw. Be careful in fitting and tensioning your saws at all times, but always see that the mill is in good order also. The best mills and the best sawyers meet with accidents, and saws get pulled off and twisted or bent, which makes extra work for the filer. But don't get angry—it must be put up with. In such a case, go to work, but take it easy; take a block 8 or 10 inches deep, and with a lever or pike 3 x 4 used as a pry, bend the saw back to place. Always apply the lever the way the bend runs, that is, if the bend is square across the saw, use the lever the same way, but if it runs at an angle, from one edge to the other, this is a twist, and you must set the block so as to press with lever directly on twist or ridge. In this way you can bend it back nearly as good as ever; after this, a little work with the cross-faced hammer, placing all blows with the long way of blow parallel with the ridge, will remove it. Never try to level a saw that has no tension in it, but go over it with roller and put in some tension, and you can then level your saw perfectly easy.

(To be Continued.)

## MILLS OF JAMES H. SANDERSON.

ALTHOUGH the saw mills of the Northwest Territory cannot be compared with the gigantic establishments found in Eastern Canada, there are, nevertheless, several mills of considerable importance. At Prince Albert, Sask., the Moore & Macdowell mill is one of the finest. Keith & Co. have also a good-sized mill at the same place, and a third is owned by James H. Sanderson, a view of which is given herewith. Since this view was taken, however, the mill and yards have been greatly improved and extended.

Mr. Sanderson commenced his present lumber business in the year 1887, with four men, and now employs twenty-five the year round. Besides cutting a large quantity of lumber, chiefly spruce, he has a complete planing mill and wood-turning shop, in which all kinds of mouldings, sash, panel doors, etc., are made from the native spruce, which he claims to be superior in quality to the spruce further east.

The equipment consists of two boilers, two engines, saw mill (with a Wm. Hamilton No. 3 carriage and rope feed), lath and shingle machines. In the planing mill and workshop there are a surfacer, matcher, sticker, cut-off and rip saws, tenoning machine, and everything required for the manufacture of doors and sash. The capacity of the saw mill is 20,000 feet per day, besides running the shingle, lath and planing mills at the same time.

LUMBER YARD AND MILLS OF JAS. H. SANDERSON, PRINCE ALBERT, SASK.

The market there is principally local, but Mr. Sanderson states that trade is working up now on the branch line of railroad between there and Regina, as the country is settling up. He also ships lumber to several points on the main line.

No matter in what port of the Dominion you are situated, an expression of your views on any subject relative to the lumber trade is solicited by the publisher of this journal. No reader should wait for a personal invitation. Assistance thus rendered, as well as suggestions for making this journal more valuable to subscribers, will be much appreciated.

Col. James Domville, M.P., of St. John, N. B., is very enthusiastic over the lumber business which his company expects to do in the Klondyke. The estimated cut from the claims owned is two and one-half million feet. The lumber will sell for $200 to $300 per thousand feet. The colonel is now sending out a number of boat builders, and the boats will sell at from $100 to $200 each and will cost about $40.

# THE RETAILER AND Wood-Worker

## THE EXHAUST FAN OR BLOWER.

SINCE the introduction of the exhaust fan in mills and factories for the purpose of carrying off the dust arising from the various machines, there is no place where its usefulness is better demonstrated than in the planing mill, as well as all other wood-working industries. Aside from the satisfaction of having the mill clean and at all times free from accumulations of dust and shavings, the cost of removing the same by this means to a convenient place for storage is much less than that attending the removal of the same by hand labor. The fact is, at the present time no first-class planing mill is considered complete without a shaving room in close proximity to the boiler room, and the exhaust fan with the necessary piping, not only to take the dust and shavings away from the machines, but also to deposit them in the shaving room. The unskillful manner in which the piping has been arranged in some mills has rendered the fan so ineffective, says a writer in the Age of Steel, that but little useful effect has been derived from it, and, to quote the language of a well known operator, "the fan does a little and the wheelbarrow the rest."

Now, there is no necessity for such a condition, provided a suitable sized fan is selected and run at its proper speed. But there is no part of the plant that requires more careful calculation and good judgment than this part of the outfit. The selection of an exhaust fan of the proper size and capacity is of the utmost importance, and this can only be determined by the size of the mill, the number of machines, and the distance to which the dust and shavings are to be carried; in the second place, the size and shape of the piping and the proper proportion between the intake and discharge of the main conduit. The location of the fan is not so important a matter so long as all the branch pipes are connected upon the exhaust side; but in practice it has been found, where the conditions are such as to admit of it, that the most effective place for its location is about midway between the points where the first shavings are received and the point at which they are discharged. The size of both portions of the main conduit should in all cases be governed by the size of the openings in the fan. The efficiency of this part of the output for performing its work in a satisfactory manner depends upon the velocity of the air as well as in the main conduit. If the main conduit is of a certain size with the fan running at a given speed, the velocity of the air will be in a certain proportion to that speed, provided it is not in any manner obstructed; and it is also important that the same relative velocity should be maintained in each one of the laterals. But if, as is frequently the case, the combined area of the lateral pipes is greater than the area of the main conduit, then when all are in use, the air current will be less just in proportion to their combined areas. Another fault in the construction of the lateral pipes is in the manner in which they are connected with the main conduit, and although, as a rule, the machines are so arranged that the lateral pipes are necessarily at right angles with the main conduit, still the connection should be made in such a manner that the lateral will by means of a round bend ender the main conduit at an angle of from 30° to 40° in the direction of the current, so that instead of obstructing its velocity it will help to increase it. Again, the diameter of the laterals in all cases should depend upon the character of the material to be carried off. The shavings from a planing machine are much lighter than the sawdust from a resawing machine or a common saw table, and, while a moderate current of air would carry off the shavings from the former, a much stronger current would be required for the latter. Hence, where everything is in proportion to the size of the main conduit, it is found in practice that the pipes from a resawing machine should be of less diameter than those from the planer, in order to obtain greater velocity in the air. That portion of the main conduit leading from the fan to the shaving room is another point in which there has been a diversity of opinion. Some claim that it should be enlarged as it recedes from the fan in a certain proportion to its length. There is no good reason why such should be the case, and it is not warranted in mechanical philosophy. Now, with this part of the conduit as well as the other, its efficiency depends entirely upon the velocity of the air, and by enlarging it as it recedes from the fan, and thereby increasing its area, must have the effect of checking the current, and consequently it will have less power to carry forward the material.

---

Messrs. G. O. Gilbert & Son, Bishop's Crossing, Que., in remitting their subscription, write: "We never feel too busy to read THE LUMBERMAN as soon as it comes to hand."

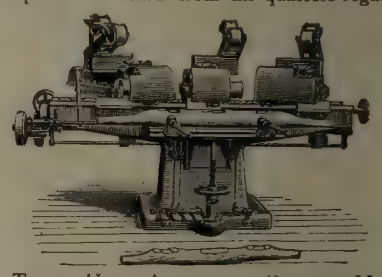
A furniture manufacturer of very long experience gives this advice to those who finish and polish wood: Never thin your filler by guess; avoirdupois weight is safer. Vary the body of your filler to the pore of the kind of wood to be filled. If you have a good job to do, don't try to do it by using your filler extra heavy. Smooth work to begin with followed by well-filled pores starts your foundation aright. Remember that work started smooth and kept smooth will continue smooth to the end. Remember that, the smoother your work at the finish, the less scouring there is needed to get the result. Whiskers sand off easier after the filler than at any other stage. Filler can be coated over in 24 hours; it is always better to give it 48. Always shellac mahogany before you fill, if you desire an unclouded result.

## A MODERN WAGON FACTORY.

THE pleasure was afforded us a short time ago of a visit to the Milner-Walker Wagon Works Co., Limited, of Walkerville, Ont., who have the largest and most complete works of their kind in the Dominion, embracing as they do a flooring capacity of sixty thousand sq. feet, together with 500 feet of dockage on the beautiful Detroit river, and a railway spur extending from the G.T.R. through the works to their dock affords excellent facilities for handling the incoming material and outgoing product. These advantages, together with some 60 different

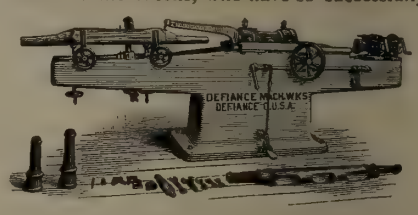
machines of the very latest improved designs, purchased from the renowned wagon woodworking machinery manufacturers, the Defiance Machine Co., of Defiance, Ohio, enables these works to produce from 25 to 30 wagons per day, each machine being able to turn out more than even their guaranteed capacity.

These new works have been very much encouraged by extensive orders from various parts of the Dominion; already they are shipping from three to five cars of wagons weekly, and nothing but praise is heard from all quarters regarding their



PATENT THREE-HEAD AUTOMATIC GAINING MACHINE.

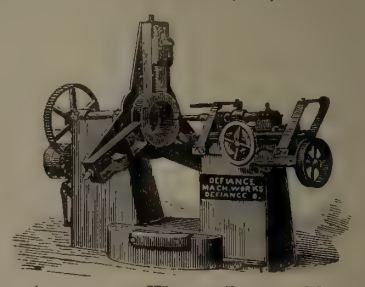
production. Canada, and especially the locality where these works have been established, certainly has reason to be proud of such an enterprise. We cannot speak too highly of the machines in these works. So solid are they that they do their work without the slightest tremble, thus ensuring durability. Much credit is due Messrs. Kitterenring & Sons, proprietors of the Defiance Machine Works, who have so successfully during




NO. 2 PATENT AUTOMATIC SKEIN SETTING AND FITTING MACHINE.

nearly half a century brought into use many such valuable labor saving devices. This company deservedly rank among the most worthy manufacturing concerns of the great Republic to the south.

Mention should be made of the officers of the Milner-Walker Wagon Works Co. The general manager, Mr. Wm. Milner, whose fame as a wagon builder is well and favorably known over the entire continent, together with the world-




NO. 2 AUTOMATIC WHEEL BOXING MACHINE.

renowned business gentleman, Mr. Hiram Walker, as president, and the well known financier, Mr. D. R. Pierce, as secretary and treasurer, makes success doubly certain for this enterprising concern.

The accompanying cuts represent three of the many machines supplied by the Defiance Machine Co. for these works, and which are necessary to accomplish the work of wagon making with accuracy and precision.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.*

VOL. IV. TORONTO, ONT., APRIL 27, 1898 No. 14.



## CANADA LUMBERMAN

PUBLISHED BY

**C. H. MORTIMER**

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.



LUMBERMAN'S

VEST-POCKET

INSPECTION BOOK

Containing Rules for the Inspection and Measuring of Pine and Hardwood Lumber in the leading markets of Canada and the United States. Embracing also many useful tables and calculations of everyday service to lumbermen.

*Prepared by the Editor of the Canada Lumberman."*

Toronto, Canada
C H. MORTIMER, Publisher
1895

THE above is a fac smilie of the title page of the latest and most complete Lumber and Inspection Book published.

We shall be pleased to send you a copy on receipt of four 3 cent Canadian postage stamps

THE CANADA LUMBERMAN,
*Toronto, Canada*


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type; 12 lines make one inch. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

FOR SALE.—One million 18-inch Pine Shingles. Apply B. J. THOMAS, Rock Hill, Ont.

WANTED.—1½" and 2" Dry Maple; 1" Elm, common and cull; 1" Butternut; 2" Common Rock Elm; also any kind of dry lumber, for cash. Box 32, CANADA LUMBERMAN.

WANTED.—A contract for sawing from five hundred thousand to two million feet of pine lumber, or will buy a small raft of pine, elm or basswood logs. PICKARD & ROWAN, Owen Sound

WANTED.

PEELED PAVING CEDAR.—STATE QUANTITY you can furnish, with lowest price. REID & Co., Esplanade street, Toronto.

WANTED.

HIGHEST CASH PRICE PAID FOR SOFT and Rock Elm and Black Ash; all thicknesses and all grades. Inspection at mill. Write KEENAN BROS, Owen Sound, Ont.

WANTED.

SITUATION AS MANAGER OR FOREMAN in a good lumber mill (band mill preferred). Am practical, capable of constructing, estimating or operating. Best of references will be given. Address Box 60, CANADA LUMBERMAN, Toronto.

FOR SALE

OR EXCHANGE FOR LUMBER, BAND SAW, Roller Feed Rip Saw, Blind Slat Tenoner, 3 sided Sticker, and 40 ft. Line Shafting, with Pulleys and Hangers. Particulars on application to D. AITCHISON & Co., Hamilton, Ont.

## CURRENT TRADE CONDITIONS.

### ONTARIO.

What was said last week regarding the prosperous condition of the local market is borne out by further reports received within the past few days. While the activity is common to the whole province, there appears to be an exceptionally good demand in western Ontario, where building operations account for the greater portion of the consumption. All grades of pine are in demand, but the chief call is for the cheaper qualities, such as can be used in the less expensive buildings. Box, dressing and bill stuff find ready sale. Dry stocks at the mills are not heavy; in fact, they are probably 25 per cent. less than at same time last year, and consist mostly of common and mill culls, for which the demand is active. The market is practically bare of good hardwoods, while the supply held by many customers is not sufficient to keep their factories running until the new cut is available. There is reason to expect that the present season will be very favorable for the hardwood trade, the general feeling being that prices will advance in the near future. Shingles are much asked for by both local and United States dealers.

### QUEBEC AND NEW BRUNSWICK.

The shipment of lumber from Quebec ports is now attracting the attention of the trade, as within the past week representatives of British houses have arrived to look after their stock. There is some anxiety regarding freight rates, which are now advancing owing to the demand for grain tonnage. Shippers who were fortunate enough to contract for space early in the season were given very favorable rates, but it is probable that new contracts will have to be made at a substantial advance. Vessels are now loading deals for British ports, while rafts of square timber are now en route to Quebec. Local trade in Montreal and Quebec is somewhat backward, but in rural districts a fair trade is reported. As anticipated, shipping from New Brunswick is dull. The St. John shippers have purchased some stock, but a lack of confidence in transactions is very apparent. No lumber of any consequence has been shipped to the United States beyond the product of mills owned by Americans. Laths have been firm for some months past, and early in the season sales were made at good prices. In Nova Scotia the cut of logs last winter was not as heavy as the previous season, but the curtailment was not as pronounced as in New Brunswick.

### MANITOBA AND BRITISH COLUMBIA.

Wholesale trade in Manitoba is not as active as earlier in the season, dealers having replenished their stocks sufficiently to supply the demand for several weeks to come. The outlook for the year's business, however, is good. Prices are firm and building operations greater in extent than for many years. In Winnipeg the erection of new and remodelling of old business blocks is evidence of renewed confidence in the commercial world, while the granting of aid by the provincial government to three railways is also significant. These roads are to be proceeded with at once, and will consume a considerable quantity of dimension timber, ties and other material. Local trade in British Columbia is fairly prosperous, owing to increased building operations and the demand from mining quarters. There is very little doing in foreign shipments.

### UNITED STATES.

The contest with Spain, in which the United States is now engaged, has put a temporary check to many proposed ventures, especially along the east coast, and indications of a falling off in the lumber demand are apparent. Building operations in the larger cities early in the year promised to greatly swell the lumber demand, and created the hope that the year would be one of unusual prosperity. This has now been changed, and at least for a time the movement of lumber will be less active. But it is also believed that after this temporary check there will come a pronounced stimulus to business, and that lumber will be one of the chief commodities for which a greater demand will be created by the expenditures on account of war. On the other hand, while local trade may be improved, export business will likely be seriously interfered with, and the gain to the lumber trade will be of little account after all.

There continues to be a wide gap between the prices for pine asked at northern mill points and those which the eastern wholesale dealers feel disposed to pay, and consequently there has been little buying. The east is not really in need of stock, and is in a position to hold off, in the hope that as the season advances prices at mill points will weaken. Whether or not this will work out to the satisfaction of the eastern wholesalers is somewhat problematical, and will depend to a large extent on the effect of the war on the demand. These conditions may result in more Canadian pine being purchased. The movement of pine at Buffalo is not heavy, and the outlook none too promising, with no prospect of any advance in prices. Boston reports state that the spruce trade is quiet. Hardwoods still hold first position in the lumber trade. Oak, basswood, maple, ash and elm are the favorites, in all of which only very light stocks are held by dealers. The sash and door trade, which was until recently active, is experiencing a lull in demand.

### FOREIGN.

The situation in the British market has changed but little since our last report. Consumption continues very active both on the east and west coast, and the large stocks are being gradually reduced. With a moderate import this spring and summer, the market will soon regain its former strength, although as yet new goods have not been contracted for with any degree of liberality. At Liverpool some large orders for spruce deals have lately been placed, and on the east coast Canadian woods have made such inroads on the market formerly held by Baltic shippers that the latter are coming down in their asking prices. The demand from South America appears to be improving.

## STOCKS AND PRICES.

### CANADA.

The bark Alice is loading deals at Port Medway, N. S., for a British port.

Tenders are invited by the city of Montreal for the supply of lumber for the year 1898.

Chew Bros.' mill at Midland, Ont., is expected to commence operations about May 10th.

W. Buchanan, of Thamesville, Ont., is shipping several carloads of white ash logs to Great Britain.

The town of Owen Sound, Ont., wants tenders by the 30th inst. for supplying a quantity of 2 inch pine plank.

Clarke Bros., of Bear River, N. S., recently loaded two vessels with lumber for Cienfuegos, each with 300,000 feet.

The Gall Lumber Co., of Toronto, announce that they are in the market for dry oak lumber, 1 to 2 inch, and soft elm 1 to 3 inch.

R. F. Reid, of Georgetown, recently sold to Mr. Gordon, lumber dealer, of Stratford, 100,000 feet of maple, rock elm and basswood lumber.

The city of Winnipeg is prepared to receive tenders up to Wednesday, May 4th, for the supply of from 500 to 1,000 cords of cedar paving wood.

George Stephens & Co., of Chatham, Ont., will add sash, doors and dressed lumber to their business, and now require several carloads of this stock.

The town of Barrie, Ont., has accepted the tender of Mickle, Dyment & Co. for pine lumber at $11.75 per M, and that of W. D. Vansickle for cedar and hemlock, at $11 and $8 respectively.

The Assiniboine Lumber Company, of Brandon, Man., have 1,000,000 feet of logs on hand for spring sawing, in addition to 8,000,000 feet of logs cut during the past winter, which will reach the mill at an early date.

J. D. Shier, of Bracebridge, Ont., has 3,000,000 feet more logs than can be handled by his Bracebridge mill. He is said to be negotiating for the sawing of this surplus timber at Mickle, Dyment & Co.'s mill at Gravenhurst.

The attention of mill men and lumber buyers is directed to the "Wanted and For Sale Department," in which will be found advertisements of persons in need of certain kinds of lumber, as well as of manufacturers having stock for sale.

W. P. DuBois, of Robert P. Sizer & Co., lumber dealers, New York, recently visited St. John, N. B., for the purpose of purchasing lumber. His firm deal chiefly in spruce and laths. Mr. DuBois states that West Virginia spruce is used to a considerable extent in New York, coming in competition with the spruce lumber of the maritime provinces.

Stream driving in New Brunswick is now under way. W. A. Anderson, of St. John, has nearly 2,000,000 feet on the South Branch. Smith Bros. have their Shin creek drive out. Alex. Gibson & Son last week despatched a crew of 250 men to the head water of the Nashwaak, and Welsh & Lynch sent a crew of 180 men to the Miramichi. The Nashwaak and tributaries have been clear of ice for a couple of weeks and the river is reported to be in good condition for stream driving.

The annual report of the Department of Interior states that during the year 1897 34,376,599 feet B. M. of lumber were manufactured from timber cut under license in Manitoba, the Northwest Territories and within the railway belt in British Columbia, and 32,894,251 feet B. M. were sold. The quantity of lumber disposed of in Manitoba, and at points as far west as Regina in the Territories, was as follows: Canadian pine from the Lake of the Woods, 45,000,000 feet; Canadian pine from points between the Lake of the Woods and Port Arthur, 10,500,000 feet; Canadian spruce, manufactured in Manitoba, 14,241,909 feet; United States pine and hardwood, imported from the state of Minnesota, 16,871,104 feet; British Columbia products, 6,000,000 feet.

The shipments of lumber, etc., from St. John, N.B., for the week ending April 23rd were as follows: For Boston, per sch. Hattie Muriel, 8,403 feet ends, 6,465 feet boards, 20,002 feet scantling, 614,000 cedar shingles, by Stetson, Cutler & Co.; 350,000 cedar shingles, Chas. Miller. For Pawtucket, per sch. Thos. B. Reed, 141,594 feet hemlock boards, by A. Cushing & Co. For New York, per sch. Nellie J. Crocker, 980 pieces piling, by John E. Moore. For Vineyard Haven, per sch. Canary, 632,000 laths, by Murray & Gregory. For City Island f.o., per sch. Alaska, 24,746 feet plank, 124,081 feet deals, 8,628 feet scantling, by A. Cushing & Co. For Salem, per sch. Mary George, 548,000 laths, by W. H. Murray. For Boston, per sch. L'Edna, 26,542 feet plank, 28,756 feet deals, 33,052 feet scantling, by A. Cushing & Co. For Providence, per sch. Thistle, 126,878 feet plank, 11,828 feet deals, 15,794 feet scantling, 156,500 laths, by A. Cushing & Co. For Boston, per sch. Georgia E., 120,190 feet boards, by Miller & Woodman. For Beverly, per sch. Walter Miller, 132,031 feet boards, 65,106 feet plank, by Stetson, Cutler & Co. For City Island, per sch. Maggie J. Chadwick, 328,495 feet deals, by Stetson, Cutler & Co. For Washington, per sch. Annie Bliss, 1,950,000 laths, by Miller & Woodman. For Glasgow, per s.s. Concordia, 4,176 bdls. box shooks, 149,711 feet deals. For London, per s.s. Cheronea, 18 elm logs, 2,300 maple blocks, 933 bales pulp, 1,304,648 feet deals. For New York, per sch. Alfaretta S. Snare, 740 pieces piling, by J. E. Moore. For Boston, per sch. Silver Wave, 120,000 feet plank and scantling, 50,000 laths, by G. R. McDonough; per sch. R. Carson, 500 pieces piling, by R. Carson.

### FOREIGN.

The cut of logs on the St. Croix river last winter was about 20,000,000 feet.

It is said that quotations have been asked for several large quantities of box shooks for the West Indies, and that from Mexico and South America good sized contracts have been placed during the past two weeks.

Spruce prices at Boston remain unchanged. In hardwoods there is a decided scarcity, and the demand is improving for oak, ash and maple, as the furniture and piano manufacturers have been putting in a good supply.

The Pacific coast mills have advanced the price of red shingles, stars now being held at $1.35 to $1.50 at the mills. The advanced price is said to be due to the increased value of cedar logs. Fir lumber is firmer than it has been for three or four years.

At Albany there has been some enquiry during the past week for good 3 and 4 inch pine, but there is very little in the market. Prices on uppers are not as firm as on the common grades of pine. All kinds of dressing lumber are scarce, as well as 1 inch good lumber, but there is plenty of 1¼ and 1½ inch stock.

Messrs. W. B. Mershon & Co., of Saginaw, Mich., advise us that they are very busy in their packing box department, and the call for box shooks seems unprecedently large. A slacking up is noticed, however, in the demand for lumber for building purposes, and undoubtedly there will be little call for it until the war is over.

Messrs. McDowall & Nielson held an auction sale of timber and deals at Greenock, Scotland, on April 7th. The principal goods sold were the following:

| | | Per c. Ft. |
|---|---|---|
| 40 logs waney boardwood | | 2s. 1½d. |
| 20 " 2nd class " | | 1s. 10d. |
| 40 " " " | | 1s. 9d. |
| 20 " Quebec rock elm | | 1s. 8½d. |
| 20 " sawn pitch pine | | 11d. |
| 20 " " " " | | 10½d. |
| 20 " " " " | | 10d. |
| | | Per Foot. |
| 3rd Quebec pine deals | 16 x 7/11 x 3.. | 1s. 2d. |
| 3rd " " " | 12/13 x 7/11 x 3.. | 1s. 0½d. |
| 3rd " " " | 10/11 x 7/11 x 3.. | 11½d. |
| 4th " " " | 9 x 11 x 3.. | 9d. |
| 4th " " " ends. | 4/8 x 11 x 3.. | 8½d. |
| 2nd avg. St. John spruce | 14/17 x 11 x 3.. | 1s. |
| 2nd " " " | 14/18 x 9 x 3.. | 11½d. |
| 4th Quebec spruce | 12/16 x 7/16 x 3.. | 9d. |

## WINNIPEG LUMBER PRICES.

The following are the retail prices for lumber in Winnipeg, according to the new list which took effect on April 1st:

1st common boards, red pine, $25; 2nd common boards, $18.50; 3rd common boards, $16.50; No. 1 cull, pine or spruce, $13; No. 2 cull, pine or spruce, $9; spruce boards, $16.50; $1 per M extra for stock boards; $2 per M less for 6 to 8 ft. and under; $1 per M less for 10 ft.; No. 1 box boards, 14 in. and upward, $30; No. 2 box boards, 14 in. and upward, $23; Extra dressing per M $2.

### DIMENSION AND TIMBER.

| No. 1—Sizes | 12 ft. | 14 ft. | 16 ft. | 18 ft. | 20 ft. | 22 ft. | 24 ft. |
|---|---|---|---|---|---|---|---|
| 2x4 to 2x12 | $18.50 | 18.50 | 18.50 | 19.50 | 20.50 | 21.50 | 22.50 |
| 3x6 to 3x12, 4x4 to 4x12, 6x6 to 6x12 and 8x 8 | 20 | 20 | 20 | 21 | 22 | 23 | 24 |
| 8x10 to 12x12 | 22 | 22 | 22 | 23 | 24 | 25 | 26 |

2x4—1c@ $20.50; 2x6 to 2x12—1c@ $ 8.50.

No. 2 dimension $2 less than No. 1; dimension, 26 ft., 28 ft., 30 ft., $26; timber, 26 ft., 28 ft., 30 ft., $28. $1 per M advance on each inch over 12 in. in depth and width. Tamarac dimensions same price as pine; spruce dimensions at $2 per M less than pine; cull plank, all widths, at $12 per M; B.C. fir dimension up to 21 feet at $28 per M; 33 to 40 ft., $30; 41 to 60 ft., $36; $1 per M extra for each 2 in. over 12 in. in width or depth

### SIDING, FLOORING AND CEILING.

2nd 4, 5 and 6 in. white pine, $36; 3rd 4, 5 and 6 inch white pine, $28; 1st and 2nd 4, 5 and 6 inch red pine, $30; 3rd 4, 5 and 6 inch red pine, $25; 4th 4, 5 and 6 inch red and white pine, $20; cull siding, red and white, $16; B.C. No. 1 and 2 edge grain flooring, 3, 4 and 6 inch, $32; B.C. No. 3 flat and edge mixed, 4 and 6 inches, $25; B.C. No. 1 and 2 flat grain flooring, 3, 4 and 6 inches, $25; B.C. No. 3 flat grain flooring, 3 inches, $22; 1¼, 1½ and 2 inch, $1 per M more than 1 inch; B.C. No. 1 and 2 fir ceiling, 1 inch, $28; B.C. No. 3 fir ceiling, 1 inch, $25; B.C. No. 1 and 2 fir ceiling, ¾ inch, $25; B.C. No. 3 fir ceiling, ¾ inch, $23; B.C. No. 1 and 2 fir ceiling, ⅝ inch $21; B.C. No. 1 and 2 fir siding, 6 inch, $28; B.C. No. 3 fir siding, 6 inch, $25; B.C. spruce No. 1 siding, flooring and ceiling, $36; B.C. spruce No. 2 siding, flooring and ceiling, $30; B.C. cedar siding No. 1, 10 to 16 ft., $39; B.C. cedar siding No. 1, 6 to 9 ft., $34; B.C. cedar ceiling No. 1, 10 to 16 ft, $42; B.C. cedar ceiling No. 1, 6 to 9 ft., $35; B.C. cedar ceiling No. 1, ⅝ inch, 10 to 16 ft., $35; B.C. cedar ceiling, No. 1, ½ inch, 10 to 16 ft., $32; 4, 5 and 6 inch native spruce, $20; cull spruce, $16; $2 per M advance for dressing both sides.

### BEVEL SIDING.

No. 1 white pine, $26; No. 2 red and white, $23.

### SHIPLAP.

Pine, 8 and 10 inch, $20; pine, 6 inch, $18; spruce, 8 and 10 inch, $19; spruce, 6 inch, $18; pine or spruce cull shiplap, 8 and 10 inch, $17; pine and spruce cull shiplap, 6 inch, $14.

### SHINGLES.

B. C. cedar, per M., No. 1, $2.75; B. C. cedar, per M., No. 2, $2.50; B. C. cedar dimension shingles, $4; B. C. cedar, dimension, band-sawed, $5.

### FINISHINGS.

1¼ inch, 1½ inch and 2 inch.—White pine, 1st and 2nd clear, $65; white pine, 3rd clear $55; white pine, selects, $45; white pine, shops, $36; red pine, clear, $40; red pine, selects, $32; B. C. cedar, clear up to 12 inch $50; B. C. cedar, clear over 12 inch, $55; B. C. fir, edge grain No. 1 stepping, $45; B. C. fir, edge grain No. 2 stepping, $40; B. C. fir, flat grain No. 1 stepping, $37; B. C. fir, flat grain No. 2 stepping, $32.50; B. C. fir finishings, up to 12 inch, $37.50; B.C. fir finishings, over 12 inch, $42.50. $5 per M. advance on 2½ inch and thicker.

One Inch.—White pine, 1st and 2nd clear, $55; white pine, 3rd clear, $48; white pine, selects B; $38; white pine, selects C, $30; red pine, clear, $40; red pine, selects, $30; B.C. cedar, clear, $50; B. C. fir finishings, up to 12 inch, $37.50; B.C. fir finishings, over 12 inch, $42.50.

### LATH.

Pine lath, per M., No. 1, $3; pine lath, per M., No. 2, $2.50.

### OAK, RED AND WHITE.

¼ sawed, $85; 1st and 2nd, $55 to $65; common, $40.

## SHIPPING MATTERS.

The ocean freight rates from Montreal and the rest of the Canadian ports are on the increase, owing to the demand from United States points, and there is no question that the St. Lawrence fleet will have to be augmented by a great many additional steamships this season if the freight business is to be taken care of. Some of the steamship lines engaged large quantities of lumber in the season, but are now offered much better rates for carrying grain.

The following charters are reported: Sch. Carlotta, Crandall, Florida, to Grenada, $8; ship Lennie Burrill, Portland to Buenos Ayres, lumber, $8.50; bark Alberta, Yarmouth to Buenos Ayres, lumber, $9 (Rosario, $10); barques Africa, New York to Montevideo f.o., lumber, $8 50; Flora, Shediac to e.c. Ireland or w.c. England, deals, 46s. 3d.; Spanish steamer Riojana, 3,172 tons, St. John, N.B., for Liverpool, timber 21s. 3d., deals 43s. 9d., June-July loading.

Freight rates from St. John, N.B., to British ports range from 42s. 6d. to 43s. 9d., although it is reported that a charter has been made at 45s. A telegram received recently from New York announced that from 3s. 9d. to 3s. 10½d. was being offered for steam tonnage to load grain at New York for the United Kingdom. This is equal to 55s. on deals from St. John, o that everything points to stiffer rates.


**Sieveking, Podmore & Co.**

**WOOD AGENTS**

7 CROSBY SQUARE, LONDON, ENG.

Cable Address: "Sieveking," London. Branch at LIVERPOOL.

***JAS. G. CANE & CO.***

**WHOLESALE HARDWOOD LUMBER**

**35 Adelaide E., Toronto, Ont.**

Send us full description and lowest price for any lumber you have for sale.

**MILLS**

Having Brown Ash 12, 14 and 16 ft. firsts and seconds, inch Bass firsts and seconds 12 feet, or any other Hardwood Lumber, can sell same for cash by addressing

***H. D. WIGGIN***

No 89 State St., BOSTON, MASS.

Inspection at mill.

JOHN MCKERGOW, President. W. K. GRAFFTEY, Managing Director.

**THE MONTREAL LUMBER CO.**

(Limited.)

**WHOLESALE LUMBER**

OTTAWA PINE A SPECIALTY

Office and Yard: 208 Guy Street, MONTREAL

Bell Telephone 8576.

**FOR SALE**

Coiled Elm Hoops For Sale. Standard sizes kept in stock ready to ship. Special sizes made to order on short notice. Write

FERGUSON BROS.,
Lumber and Hoop Manufacturers,
Lobo P.O., Ont.

**MILL MEN**

Who have desirable lots of 1 to 3" firsts and seconds Soft Elm and 1 to 3" firsts and seconds Brown Ash ready for immediate shipment, will please send full description of stock, stating dryness, lengths and widths, with best cash price f.o.b. cars and freight rate to Boston, to

**LAWRENCE & WIGGIN**

**Wholesale Lumber Dealers - 55 Kilby Street, BOSTON, MASS.**

## LUMBER FREIGHT RATES.

### CANADA ATLANTIC RAILWAY.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse and Rome, $2.20 per M ft ,(3,000 lbs. and under per M ft.); Ottawa to Montreal, $1.00 per M ft.; Quebec, $2.00; Arnprior to Montreal, $1.50 per M; Quebec, $2.50; Parry Sound to Montreal, $3.00 per M ft.; Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. Arnprior to New York, track delivery 17 cts. per 100 lbs., lightered 19 cts. per 100 lbs. Parry Sound, track, 20 cents, lightered, 22 cents per 100 lbs.; Ottawa to New York, via Albany and Williams Line, seasoned pine lumber and shorts, in lots 50 M feet and over, $2.50 per M; under 50 M feet, $3.00 per M; from Arnprior, lots over 50 M feet, $3.00; under 50 M feet, $3.75 per M; from Parry Sound, lots 50 M feet and over, $4.00 per M; seasoned lath from Ottawa, lots 250 M pieces and over, 50 cents per M pcs.; lots under 250 M pcs., 60 cents per M pcs.; from Arnprior, lots 250 M pcs and over, 60 cents per M pcs.; under 250 M pcs., 70 cents per M; from Parry Sound, 80 cents per M pcs., lots 250 M and over; (rates named on lots under 50 M feet lumber and 250 M pcs. lath subject to extra towage. Rates on 50 M feet lumber and over and 250 pcs. lath are applicable to all points in New York city excepting points above Madison avenue bridge in Harlem river, to all points in Brooklyn, and to Jersey City proper; Ottawa to Boston, Portland and common points, local 15c.; exports 13c. per 100 lbs.; Arnprior to Boston, Portland and common points, local 17 cents; export 15 cents per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cents per 100 lbs.; Ottawa to Burlington, 6 cents per 100 lbs.; Ottawa to Albany, 10 cents per 100 lbs.; Arnprior to Albany, 12 cents per 100 lbs.; Parry Sound to Albany 17 cents per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N. Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22½ cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

### GRAND TRUNK RAILWAY.

Lumber freight rates for pine on the Grand Trunk Railway, according to the tariff issued 15th February, 1897, will be found below. General instructions in shipping by Grand Trunk are embodied in these words in the schedule: Minimum weight 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination. For instance, the rates from Orillia to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Gravenhurst to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, and the rates from Hanover or Hepworth would not be higher than from Wiarton to the same destination, but in no case are higher rates to be charged than as per mileage table published on page 15 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale Sundridge and South River, to Toronto, 8c.; Trout Creek, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 10c. The rates on hardwoods average about from 1c. per 100 lbs. higher than on pine and softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On spruce and balsam (partly seasoned) for pulp manufacture, the rate from Longford, Wiarton, Penetang, Coldwater, Waubaushene, Victoria Harbor, Haliburton, Kinmount, etc., to Toronto, is $2.20 per cord; and to Merriton and Thorold, $2.60; Katrine, Callendar, North Bay, etc., to same points, $2.45 and $2.60 respectively. Beeton, Allandale, Orillia, etc., $2.20 and $2.60. On green spruce and balsam the rate is 25 per cent. higher.

### CANADIAN PACIFIC RAILWAY.

Mr. George A. Fowler, lumber agent C.P.R, writes as follows under date of February 14th, 1898: "The rates at present in effect to Toronto and Hamilton are as follows: Pine and soft woods from Klock, Mattawa, Bonfield, North Bay, Sturgeon Falls, Cache Bay and Warren, 9 cents; from Sudbury Jct, Rayside and Chelmsford, 10 cents; from Cartier and Geneva Lake, 10½ cents; from Biscotasing, White Fish, Massey, Cutler, Spragge and Algoma, 12 cents per 100 lbs. The rates on hardwood are one cent per 100 lbs. higher than those on pine. From Ottawa, Hull, Aylmer and Dechenes Mills, also Arnprior, Braeside and Pembroke, to Toronto the rate is 10 cents both on pine and hardwood. From Ottawa, Hull, Aylmer and Deschenes Mills to station on the Lake Erie and Detroit River, Erie and Huron and Michigan Central railways, specified in special lumber tariff, the rate is 14½ cents on both pine and hardwood. The above rates are based on a minimum of 30,000 lbs. per car."

"Taking effect March 21st, 1898, the rates on seasoned lumber to New York, Brooklyn, Jersey City, etc., via Albany, thence via water, will be as follows: From Ottawa, Ont., Aylmer and Deschenes Mills, Que.—pine and shorts, in lots 50 M feet and over, $3; under 50 M feet, $3.25; hardwood, lots 50 M feet and over, $4; under 50 M feet, $4.25; lath, 250 M pieces and over, 55c. per M pieces; under 250 M pieces, 60c. per M pieces. From Carleton Junction—pine and shorts, lots 50 M feet and over, $3.25; under 50 M feet, $3.50; hardwood, 50 M feet and over, $4.25; under 50 M feet, $4.50; lath, 250 M pieces and over, 60c. per M pieces; under 250 M pieces, 65c. per M pieces. From Arnprior and Braeside—pine and shorts, lots 50 M feet and over, $3.50; under 50 M feet, $3.75; hardwood, 50 M feet and over, $4.50; under 50 M feet, $4.75; lath, 250 M pieces, 65c.; under 250 M pieces, 70c. per M pieces. From Pembroke—pine and shorts, 50 M feet and over, $3.75; under 50 M feet, $4; hardwood, 50 M feet and over, $4.75, under 50 M feet, $5; lath, 250 M pieces and over, 70c.; under 25 M pieces, 75c. per M pieces. The minimum carload of lumber is 10,000 feet and lath 50,000 pieces."

"The summer rates to Montreal go into effect April 1st, and will be as follows: From Ottawa—softwood lumber, $1 per M feet; hardwood and dimension timber, 4c. per 100 lbs.; lath, 20c per M pieces. From Carleton Junction, seasoned softwood lumber, $1.25 per M feet; hardwood lumber and dimension timber, 5c. per 100 lbs.; lath, 25c. per M pieces. From Arnprior and Braeside—softwood lumber, $1.50 per M feet; hardwood lumber and dimension timber, 6c. per 100 lbs; lath, 30c. per M pieces.

"From Ottawa to Three Rivers and Quebec—softwood lumber, $2 per M feet; hardwood lumber and dimension timber, 8c. per 100 lbs.; lath, 40c. per M pieces. From Carleton Junction—softwood lumber, $2.25; hardwood lumber and dimension timber, 9c. per 100 lbs.; lath, 45c. per M pieces. From Arnprior and Braeside—softwood lumber, $2.50 per M feet; hardwood lumber and dimension timber, 11c. per 100 lbs.; lath, 50c. per M pieces.

"Ottawa rates apply from Hull, Aylmer and Deschenes Mills, Que. Montreal rates also apply to Mile End, Montreal Junction, Westmount, St. Luc Junction, St. Anne de Bellevue, and Vaudreuil. The rates on softwood lumber as above are intended to apply on lumber which will not exceed three thousand pounds per thousand feet, and on lath which will not exceed 600 lbs. per M pieces; excess over these weights will be charged for at rates in effect on dimension timber."


## CANADIAN EXPORTERS AND WHOLESALERS

THOS. MEANEY & CO.
103 Bay Street - TORONTO
WANT Rock Elm 1½ to 3" thick, 12 to 16 feet long
Will pay Good Price for Good Stock.

JAS. PLAYFAIR & CO.
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . .
MIDLAND, ONT.

Huntsville Lumber Co., Limited
MANUFACTURERS OF LUMBER LATH AND SHINGLES
HUNTSVILLE, ONT.
We are open to cut White Pine and Hemlock Bill Stuff. Have for Sale a Quantity of Dry Mill Stocks and Sidings, also 16 in. Pine Shingles and 4 ft. Lath 1½ in. wide.
CORRESPONDENCE SOLICITED

A. & P. WHITE
Manufacturers of and Dealers in.....
Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.
A Large Quantity of Dry Lumber in Stock - PEMBROKE, ONT.

THE PEMBROKE LUMBER CO. LIMITED
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT.

FOR SALE—DRY LUMBER
1 Car 1" Birch, 1st and 2nd.
1 Car 1⅛" Beech.
1 Car 1" Birch, Common.
1 Car 1½" Common and Cull Soft Elm,
and a large quantity of Dry Hemlock dimensions.
J. E. MURPHY, HEPWORTH STATION, ONT.

Wm. Mason & Sons
Dimension Timber, Lath and Shingles, Dressed Lumber, Mouldings, Sash and Doors.
LUMBER
Correspondence Solicited. - OTTAWA, CANADA - P.O. Box 1020. 'Phone 135.

ROBERT WATT • WIARTON
MANUFACTURER AND WHOLESALE LUMBER
Pine Lath, Cedar, and Pine Shingles.
CORRESPONDENCE SOLICITED. HEMLOCK BILLS A SPECIALTY. Mills at Wiarton.

CANADA ATLANTIC RAILWAY
Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
R. A. CARTER, Contracting Agent, 115 Board Trade Montreal
M. A. Overend, Ontario Agent, Union Station, Toronto.
. . . . Shortest and Quickest Route from . . . .
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PARRY SOUND and all points on Grand Trunk Ry. TO . . . BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
C. J. SMITH, General Freight Agent, Ottawa, Ont.

T. L. BAILIE, LUMBER DEALER, Penetang
DEALER IN BASSWOOD, OAK AND BIRCH
Wants to hear from Mills having Basswood and Red Oak to offer.
300,000 feet Winter-Cut Basswood wanted.

KILN-DRIED BIRCH FLOORING SHEETING .. and .. CEILING
Flooring from $12.00
Ceiling " 10.00
SAMPLES BY MAIL
KNIGHT BROTHERS CO.
Burk's Falls, Ont.

## FOREIGN EXPORTERS AND IMPORTERS

JAMES SMITH & BRO. - 14 Canada Dock, LIVERPOOL
. . Wood Agents . .
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax, N.S.

SWAN-DONOGH LUMBER CO.
NORTH TONAWANDA, N. Y.
Buyers of..... SOFT ELM, ASH, BIRCH, MAPLE AND BASSWOOD LUMBER • PINE AND CEDAR SHINGLES
Office: Lumber Exchange Building (first floor) Yard: Dodge's Dock

Is it your wish . .
To Purchase or Sell as quickly as possible
A PARTICULAR LOT OF LUMBER
A MILL PROPERTY
SECOND-HAND MACHINERY
An Advertisement in the "Wanted" and "For Sale" Department of the . . .
CANADA LUMBERMAN WEEKLY EDITION
Will secure for you a Buyer or Seller, as the case may be. Address,
The Canada Lumberman
Toronto, Canada.

WRIGHT, GRAHAM & CO.
7 Royal Bank Place,
GLASGOW, SCOTLAND
WOOD BROKERS
Cable Address: "Brakridge," Glasgow.
Codes Used: Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of CANADIAN WHITE PINE AND SPRUCE, cut to all sizes—and all kinds of Hardwoods in Log Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

## BELTING

Bowmanville Rubber Co., Bowmanville, Ont.
Fleming, W. A., Montreal, Que.
Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
McLaren, D. K., Montreal.
The Waterous Co., Brantford.
Young, J. S., Montreal.

## BRASS CASTINGS

Magnolia Metal Co., New York.

## DRY KILNS

Standard Dry Kiln Co., Indianapolis, Ind.

## ELECTRICAL APPARATUS

Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

## LUMBERMEN'S SUPPLIES

Eckardt, H. P. & Co., Toronto.
Gartshore, John, Toronto.
Hamelin & Ayers, Lachute Mills, Que.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

## MACHINERY

Baldwin, Tuthill & Bolton, Grand Rapids, Mich.
Bell, Robt., Jr., Hensall, Ont.
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston Ont.
Carrier, Laine & Co., Levis, Que.
Darling Bros., Montreal.
Lancaster Machine Works, Lancaster, Ont.
Mershon, W. B. & Co., Saginaw, Mich.
Northey Mfg. Co., Toronto, Ont.
Payette, P. & Co., Penetanguishene, Ont.
Sawyer & Massey Co., Ltd., Hamilton, Ont.
Small & Fisher Co., Woodstock, N.B.
The Wm. Hamilton Mtg. Co., Peterboro', Ont.
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.
The Oxford Foundry & Machine Co., Oxford, N. S.
The Defiance Machine Works, Defiance, Ohio, U.S.A.

## MAGNOLIA ANTI-FRICTION METAL

Magnolia Metal Co., New York.

## PULP MACHINERY

The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.

## PULLEYS

The Dominion Leather Board Co., Montreal, Que.

## RAILROAD BRASSES

Magnolia Metal Co., New York.

## SAW MANUFACTURERS

Burns, E. R., Saw Co., Toronto, Ont.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.
The James Robertson Co., Montreal, Que.

## WHOLESALE LUMBER DEALERS

Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

## MISCELLANEOUS

Axes, Campbell Bros., St. John, N. B.
Bal. Nozzle Co., The, Toronto, Ont.
Canadian Photo Engraving Bureau, Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Felts for Pulp Mills, Hamelin & Ayers, Lachute Mills, P.Q.
Illinois Central R.R.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Lumberman's Ready Reckoner, Brennan & Co., Sault St. Marie, Ont.
Machine Knives, Peter Hay, Galt, Ont.
Silver Solder, P. W. Ellis & Co., Toronto, Ont.
Typewriters, The Williams Mfg. Co., Montreal, Que.
Turbines, Madison Williams, Port Ferry, Ont.
The Bradstreet Commercial Agency, New York and Toronto.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, April 27, 1898.

CAR OR CARGO LOTS.

| | | | |
|---|---|---|---|
| 1¼, 1½ and 2 inch cut up and better | $32 00 | $34 00 | |
| inch picks and uppers | 34 00 | 36 00 | |
| 1x12 dressing and better, 60% 16 ft. | 22 00 | 24 00 | |
| 1x10 fine dressing and better | 21 00 | 23 00 | |
| 1x10 and 12 Canadian dressing and better | 20 00 | 22 00 | |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 | |
| 1 1-4 in. cut up and better | 33 00 | 35 00 | |
| 1x10 and 12 mill run | 16 00 | 18 00 | |
| 1x10 and 12 common. | 12 00 | 14 00 | |
| 1x10 and 12 mill culls | 9 00 | 10 00 | |
| 1 inch clear and picks | 28 00 | 30 00 | |
| 1 inch dressing and better | $20 00 | $22 00 | |
| 1 inch siding mill run | 14 00 | 15 00 | |
| 1 inch siding common | 11 00 | 12 00 | |
| 1 inch siding ship culls | 10 50 | 11 50 | |
| 1 inch siding mill culls | 8 50 | 9 00 | |
| Cull scantling | 8 00 | 9 00 | |
| 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 | |
| 1 inch strips, common | 11 00 | 12 00 | |
| 1 1-4 inch flooring | | 16 00 | |
| 1 1-2 inch flooring | | 16 00 | |
| XXX pine shingles, 16 inch | | 2 25 | |
| XX pine shingles 16inch | | 1 40 | |
| Lath, No. 1 | | 1 50 | |
| Lath No. 2 | | 1 15 | |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | |
|---|---|---|---|---|---|
| Ash, white, 1 to 2 in. | $26 00 | $28 00 | Cherry 1 | $50 00 | $60 00 |
| " " 2½ to 4.. | 30 00 | 32 00 | " 2 | 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in. | 17 00 | 19 00 | Elm, soft 1 | 14 00 | 15 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in. | 19 00 | 21 00 | " " 2 | 15 00 | 16 00 |
| Ash, M. R., 1 | 15 00 | 18 00 | " rock 1 | 16 00 | 18 00 |
| Birch, 1 | 18 00 | 20 00 | " " 1½ | 20 00 | 22 00 |
| " 1½ | 20 00 | 23 00 | Hickory 1½ | 28 00 | 30 00 |
| " sqrs. 4x4 | 8 x824 00 | 26 00 | Maple 1 | 16 00 | 17 00 |
| Basswood, 1sts and 2nds, 1 to 1¼ in. | 16 00 | 18 00 | " 2 | 17 00 | 18 00 |
| " 1½ | 19 00 | 20 00 | Oak, red, p'n 1 | 26 00 | 30 00 |
| " m. r. 1 | 14 00 | 16 00 | " " | 29 00 | 32 00 |
| Butternut 1 | 23 00 | 25 00 | " white | 28 00 | 30 00 |
| " 2 | 25 00 | 28 00 | " " | 30 00 | 35 00 |
| Chestnut 1 | 24 00 | 2 00 | " quart'd | 46 00 | 50 00 |
| | | | Walnut 1 | 85 00 | 100 00 |
| | | | Whitewood 1 | 32 00 | 36 00 |

## OTTAWA, ONT.

OTTAWA, April 27, 1898.

| | | | | | |
|---|---|---|---|---|---|
| Pine, good sidings, per M feet, b.m. | $29 00 | 37 00 | Pine, 8 s.c. and better stock | 11 00 | 12 50 |
| Pine, good strips, | 23 00 | 30 00 | Pine, 8 s.c. sidings | 10 00 | 13 00 |
| Pine, good shorts, | 16 00 | 25 00 | Pine, " strips | 8 00 | 10 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m. | 15 00 | 20 00 | Pine, " shorts | 6 50 | 8 00 |
| Pine, No. 1 dressing strips, | 13 00 | 18 00 | Pine, box culls | 9 00 | 10 00 |
| Pine, No. 1 dressing shorts, | 12 00 | 14 00 | Pine mill culls | 6 00 | 9 00 |
| Pine, 10 s.c. and better stock, | 12 00 | 13 00 | Lath per M No. 1 | 90 | 1 20 |
| | | | Lath per M No. 2 | 60 | 90 |
| | | | 1x10 No. 1 barn | | 18 00 |
| | | | 1x10 No. 2 | 14 00 | 16 00 |
| | | | 1x8 & 9 No. 1 " | 15 00 | 17 00 |
| | | | 1x8 & 9 No. 2 " | 14 00 | 16 00 |

## QUEBEC, QUE.

QUEBEC, April 27, 1898.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Common and railroad, for interior and ordinary according to average, quality, etc., measured off | 21 @ | 24 |
| For 40 to 45 feet average, measured off | 26 | 29 |
| For good and good fair average, measured off | 29 | 33 |
| First class " " | 36 | 39 |
| In shipping order " " | 35 | 38 |
| First class Ottawa waney, 18 inch average | 35 | 37 |
| " " " 19 to 21 inch average | 38 | 40 |
| First class Michigan waney board, 18 inch average | 41 | 43 |
| " " " " 19 to 21 inch average | 44 | 46 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 32 | 28 |
| In shipping order, 35 to 45 feet " " | 38 | 40 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 28 | 34 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average an quality | 21 | 25 |
| To average 16 inch | 25 | 27 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 14 | 17 |
| 16 " " | 15 | 19 |
| 18 " " | 21 | 23 |

DEALS.

Bright spruce, according to mill specification, $40 to $43 for 1st, $26 to $28 for 2nd, $23 to $26 for 3rd, and $19 to $22 for 4th quality. F.O.B. batteau

## NEW YORK CITY.

NEW YORK, N. Y., April 27, 1898.

WHITE PINE TIMBER.

| | | | | | |
|---|---|---|---|---|---|
| Bridge timber | $28 00 @ | 40 00 | Building orders | $27 00 @ | 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in. | 14 00 | 14 50 | 10 to 12 in. | 16 25 | 17 00 |
| 6 to 12 in. | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 to 12 in. | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | |
|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, 10 to 16 | | 25 00 |
| 1¼ to 2 in. | " " " " | | 26 00 |
| 1 inch, | " Soft Elm, " | | 19 00 |
| 1¼ in and thicker, | " " " | | 21 00 |
| 4/4 " | " Hard Maple, " | | 21 00 |
| " " | " Basswood, " | | 20 00 |
| " " | " Birch, " | | 23 00 |
| " " | Black Ash, Com. and Shipping Cull, M.C.O. | | 14 00 |
| " " | Soft Elm, " " " | | 12 00 |
| " " | Hard Maple, " " " | | 14 00 |
| " " | Basswood, " " " | | 12 00 |
| " " | Birch, " " " | | 14 00 |

## ALBANY, N.Y.

ALBANY, N. Y., April 27, 1898.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $52 | $55 | Dressing boards, narrow | $19 | $20 |
| 2½ in. | 52 | 55 | West India shipping boards. | 15 | 16 |
| 1 to 2 in. | 45 | 48 | Box boards.. | 11 | 12 |
| 4 inch uppers | | 55 | 10-in. dressing and better | 26 | 35 |
| Selects, 2½ in. up | | 45 | 10-in. common | 13 | 15 |
| 1 to 2 in | | 40 | 12-in. dressing and better | 26 | 35 |
| Fine common, 2½ in. and up | 40 | 42 | Common, 1x12 | 13 | 15 |
| 1 to 2 in | 36 | 40 | No. 1 barn, 1x12 | 21 | 23 |
| No. 1 cut, 1 to 2 inch | 25 | 30 | 1x10 | 18 | 20 |
| No. 2 | 20 | 25 | 1x8 | 16 | 18 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 16 | 17 |
| No. 1 molding, 1 to 2 in. | 30 | 35 | 1x10 | 15 | 17 |
| No. 2 molding, 1 to 2 in. | 23 | 25 | 1x8 | 13 | 15 |
| Stained saps | | 20 | Shaky or star clear, 1 to 2 in. | 19 | 21 |
| Bracket plank | 30 | 35 | Dressing | 16 | 18 |
| Shelving boards, 12-in. up | 30 | 32 | Common | 11 | 15 |

LATH.

| | | | |
|---|---|---|---|
| Pine | $1 75 | Spruce | $1 75 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $3 90 | $4 10 | Bound butts, 6 x 18 | $5 00 | $5 25 |
| Clear butts | 2 75 | 3 00 | Hemlock | | 2 00 |
| Smooth, 6 x 18 | 4 50 | 4 75 | Spruce | | 2 00 |

## BOSTON, MASS.

BOSTON, April 27, 1898.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $11 50 | 12 00 | ¾ inch | $ 9 25 | $ 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 11-16 inch | 8 50 | 8 75 |
| Refuse | 13 00 | 13 25 | ⅝ inch | 8 00 | 8 25 |
| Outs | | 9 00 | Clapboards, sap ext. | 45 00 | 48 00 |
| Boxboards, 1 inch | 10 00 | 10 50 | Sap clear | 41 00 | 43 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, 2nd clear | 32 00 | 35 00 |
| | | | No. 1 | 23 00 | 25 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in. | $50 00@ | 52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in. | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in | 58 00 | 62 00 | 1¼, 1½ and 2 in. | 30 00 | 32 00 |
| Selects, 1 in | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in. | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in | 52 00 | 55 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in. | 24 00 | 38 00 |
| Fine common, 1 in. | 40 00 | 41 00 | Coffin boards | 19 00 | 22 00 |
| 1¼, 1½ and 2 in. | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in. | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 50 | 1 60 |
| Cedar, extra | 2 50 | 2 65 | Extra No. 1 | 1 25 | 1 35 |
| Clear | 2 10 | 2 25 | | | |

LATH.

| | | | |
|---|---|---|---|
| Spruce | | By cargo | 1 80@ 1 90 |
| By car | 1 80@ 2 00 | | |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., April 27, 1898.

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in. | $46 00 | 48 00 | No. 3, 1¼ & 2 in. | 17 00 | 18 00 |
| 2½ and 3 in. | 55 00 | 56 00 | Shelving, No. 1, 13 in. and up, 1 in. | 32 00@ | 34 00 |
| 4 in. | 58 00 | 60 00 | Dressing 1¼ in. | 27 00 | 30 00 |
| Selects, 1 in. | 41 00 | 42 00 | 1¼ x10 and 12 | 28 00 | 30 00 |
| 1¼ to 2 in. | 42 00 | 43 00 | 1½ in. | 28 00 | 30 00 |
| 2½ and 3 in. | | 50 00 | 2 in. | 29 00 | 34 00 |
| 4 in. | | 52 00 | Mold st'ps, 1 to 2 in. | 33 00 | 31 00 |
| Fine common, 1 in. | 35 00 | 36 00 | Barn, No. 1, 10 & 12 in. | 22 00 | 23 00 |
| 1¼ and 1½ in. | 35 00 | 37 00 | 6 and 8 in. | 18 00 | 20 00 |
| 2 in | 36 00 | 38 00 | No. 2, 10 in. | 16 00 | 16 00 |
| 3 in. | | 45 00 | No. 2, 12 in. | 17 00 | 18 00 |
| 4 in | | 47 00 | No. 3, 10 in. | 13 00 | 13 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | No. 3, 12 in. | 13 50 | 14 00 |
| 1¼ to 2 in. | 32 00 | 33 00 | 6 and 8 in. | 11 00 | 12 00 |
| No. 2, 1 in. | | 16 00 | Common, 1 in. | 15 00 | 16 00 |
| No. 2, 1¼, & 1½ in | 22 00 | 25 00 | 1¼ and 1½ in. | 17 00 | 18 00 |
| No. 3, 1¼ & 1½ in | 16 00 | 18 00 | 2 in | 18 00 | 20 00 |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 26 00 | 28 00 | 2½ to 4 in. | 34 00 | 38 00 |
| 1¼ to 2 in. | 28 00 | 30 00 | Strips | 17 00 | 18 00 |
| | | | Com. and culls | 9 00 | 10 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 20 00 | 21 00 | Com. & good culls | 8 00 | 9 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 25 00 | 27 00 | 1st & 2nd, white, 6" & up, | 16 00 | 17 00 |
| | | | Com & good culls | 8 00 | 9 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 18 00 | 20 00 | 1st & 2d, soft, 8 in. & up, | 16 00 | 18 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 14 00 | 16 00 | 1st & 2d, soft, 6in. & up, | 14 00 | 16 00 |

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., April 27, 1898.

UPPERS AND SELECTS.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $44 00 | | Selects, 1 in., 8 in. and up wide | $40 00 | |
| 1¼, 1½ and 2 in. | 44 00 | | 1¼, 1½ and 2 in. | 41 00 | |
| 2½ and 3 in. | 53 00 | | 2½ and 3 in. | 47 00 | |
| 4 in. | 56 00 | | 4 in. | 50 00 | |

FINE COMMON.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 8 in. and up wide | 33 50 | | 2½ and 3 in., 8 in. and up wide | 42 00 | |
| 1¼, 1½ and 2 in. | 35 00 | | 4 in. | 45 00 | |

B FINE COMMON OR NO. 1 CUTTING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 7 in. and up wide | 23 50 | | 2½ and 3 in., 7 in. and up wide | 37 00 | |
| 1¼, 1½ and 2 in. | 30 00 | | 4 in. | 40 00 | |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | | | |
|---|---|---|---|---|---|
| 1½ in., 4, 5 and 7 in. wide | 34 00 | | 1 in., 4, 5 and 7 in. wide | 32 00 | |
| 6 in. wide | 36 00 | | 6 in. wide | 36 00 | |

FINE COMMON OR C.

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 30 00 | | 1 in., 6 in. wide | 33 00 | |
| 1 in., 4, 5 in. wide | 29 00 | | | | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 24 00 | | 1 in., 4, 5, 6 in. wide | 22 00 | |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 in | 16 00 | | 1¼ in., 4, 5 and 7 in. | 15 00 | |
| 1 in., 6 in. | 17 00 | | 1¼ in., 6 in. | 17 00 | |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 | | 1¼ in., 4 to 7 inch | 14 00 | |
| 1 in., 6 inch | 14 00 | | No. 3 Fencing, 1 in., 6 inch | 12 00 | |

SHELVING.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 | | No. 2, 1 in., 7 and 8 in. stocks | 19 00 | |
| 1 in., 10 in. and up wide | 26 00 | | 1 in., 10 in. stocks | 21 00 | |
| 1 in., 12 in. stocks | 29 00 | | 1 in., 12 in. stocks | 24 00 | |
| 1 in., 12 in. and up wide | 30 00 | | 1 in., 10 in. and up wide | 22 00 | |
| 1¼ in. 1½ and 2in., 8in. and up wide | 29 00 | | 1 in., 13 in. and up wide | 25 00 | |

BARN BOARDS OR STOCKS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 12 in. | 21 00 | | No. 2, 9 in. | 13 50 | |
| 10 in. | 16 50 | | 8 and 7 in. | 13 50 | |
| 9 in. | 16 00 | | No. 3, 12 in. | 12 50 | |
| 8 and 7 in. | 16 00 | | 10 in. | 11 00 | |
| No. 2, 12 in. | 16 00 | | 9 in. | 11 00 | |
| 10 in. | 14 00 | | 8 in. | 11 00 | |

SHIPPING CULLS OR BOX.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4 and 5 in. wide | $ 9 00 | | 1 in., 13 in. and up wide | $1 00 | |
| 1 in., 6 in. wide | 9 50 | | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 | |
| 1 in., 7 in. wide and up | 9 50 | | | | |

SHAKY CLEAR.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9in. wide | 18 00 | | 1 in., 10 in. and up wide | 19 00 | |
| 1 in., 6 in. wide | 20 00 | | 1¼, 1½ and 2 in., 8in. and up wide | 20 00 | |

COFFIN BOARDS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 13in. and up | 22 00 | | No. 1, mill culls | 8 00 | |
| No. 2 | 17 00 | | No. 2, or red horse | 6 50 | |

TIMBER, JOIST AND SCANTLING.

| | | | | | |
|---|---|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $ 9 50 | | Hemlock, 2x4 to 10, 12 to 16 feet | 7 50 | |
| 18 ft. | 10 50 | | 2x12 | 8 50 | |
| 20 ft. | 11 50 | | Add $1 to each additional 2ft. in length. | | |
| 22 and 24 ft. | 12 50 | | | | |

SHINGLES, 18-IN.

| | | | | | |
|---|---|---|---|---|---|
| Country brands, XXXX | 2 75 | | Standard brands, river made, XXXX | 3 00 | |
| Clear Butts | 1 75 | | Clear Butts | 2 00 | |

WHITE PINE LATH.

| | | | | | |
|---|---|---|---|---|---|
| No. 1 | 1 60 | | No. 2 | 1 10 | |
| | | | Hemlock | 1 00 | |

## PRICES OF COOPERAGE STOCK.

| | F.o.b. cars at Sutherland Innes Mills | F.o.b. Wallaceburg |
|---|---|---|
| No. 1 28½ inch jointed elm staves, per net 1,000 | $5 00 | $5 00 |
| No. 1 30 " " " " " | 5 00 | 5 00 |
| No. 1 32 " " " " " | 5 25 | 5 50 |
| No. 1 24 " " " " " | 4 00 | 4 00 |
| No. 2 28½ " " " " " | 3 25 | 3 25 |
| No. 2 30 " " " " " | 3 25 | 3 25 |
| No. 2 32 " " " " " | 3 75 | 3 75 |
| No. 2 24 " " " " " | 2 00 | 2 00 |
| No. 1 14 in. to 14¾ in. kiln dried basswood heading per set | 3 | 3 |
| No. 1 15 " 16 " " " " | 3¼ | 3¼ |
| No. 1 17⅛ " " " " " | 3¾ | 3¾ |
| No. 1 18 " 18¼ " " " " | 4½ | 4½ |
| No. 1 19⅛ " " " " " | 4½ | 4¾ |
| No. 1 1 " " " " " | 5 | 5 |
| Mill run heading ½ct. per set less, No. 2 heading 1ct. per set less. | | |
| No. 1 5½ ft. patent coiled elm hoops, per net 1,000 | 5 25 | 5 40 |
| No. 1 6 " " " " " | 5 65 | 5 65 |
| No. 1 6½ " " " " " | 6 00 | 5 90 |
| No. 2 hoops about 50 cts. per thousand less. | | |
| No. 1 8½ in. jointed white ash staves, per net 1,000 | 6 50 | 7 00 |
| No. 2 28½ " " " " " | 3 25 | 3 50 |
| 34 in. to 35 in. elm syrup bbl. staves | 18 00 | 17 00 |
| No. 1 3 inch half syrup barrel staves | 16 00 | 16 00 |
| (If bent to shape, $2.00 per thousand more.) | | |

## BRITISH COLUMBIA LETTER.

[Correspondence of the CANADA LUMBERMAN.]

THE question in which the lumbermen of this province are most interested in at the present time is the securing of an import duty on lumber and shingles coming from the United States. To this end the aid of the provincial legislature was asked, and recently the Premier introduced in the House the following resolution :

"Whereas the manufacture of lumber and shingles in this province forms one of the most important industries and furnishes employment to a large number of mechanics and laborers, who constitute an important portion of the population of the province ; and whereas a large proportion of the supplies used in connection with the business is subject to customs duty, which largely increases the cost of production ; and whereas lumber and shingles under the customs tariff of the Dominion are admitted free of duty ; and whereas competition from the United States in the markets of the Dominion, since the removal of the customs duty, has deprived this province of a large part of the business formerly done in these products ; and whereas the mining developments in the Yukon and northern part of British Columbia make it probable that important settlements and sea ports will be established on the northern coast during the present year, in which there will be an immediate and large demand for lumber and shingles, for the supply of which, under the present Canadian tariff, our lumbermen have no protection against the competition of the United States saw mills ; and whereas, under the custom laws of the United States, a heavy duty is imposed on lumber and shingles from this province, which prevents shipments from this province into the United States markets, the duty in the United States being on undressed lumber $2 per M, on flooring $3.50 per M, and on shingles 30 cents per 1,000 ; and whereas it seems to be unjust to this important industry that while a large proportion of the supplies used by those engaged in it are required to pay duty, the products are not protected by any duty, and while the neighboring markets in the United States are closed against this province because of the heavy duty imposed, the markets of Canada are free to the products from the United States ; Be it therefore resolved, that an humble address be presented by this house to the Lieutenant-Governor, praying him to move the Dominion government to take such steps as are necessary with the view of protecting those engaged in the manufacture of lumber and shingles in this province by imposing a duty on lumber and shingles imported into the Dominion of Canada equal to the duty charged by the United States on imports of these articles from Canada, in order that this important industry may be placed upon such a footing in competing with the neighboring mills in the United States as will compensate them for the disadvantages set out in the preamble to this resolution."

Speaking to the resolution, the Premier pointed out that the lumber industry was one of the most important in the province, and he hoped that every member would vote for the proposed measure. Speeches in favor of the resolution were made by Messrs. Rithet, Semlin, Kennedy, Graham, Smith, Cotton and Hunter, and against the measure by Messrs. Sword, Forster and Macpherson. Mr. Sword thought that the remedy was to take off the heavy duties the lumbermen had to pay for their supplies. He took strong exception to the position that because the United States put on a heavy duty Canada should follow suit. It was not taking high enough ground in the matter. Mr. Forster claimed that the measure would put a heavier tax on consumers, and Mr. Macpherson made the weak argument that it would show Canadian mill men to be less capable than those of the United States. When the vote was taken the three members above referred to stood alone against the measure.

The lumbermen of British Columbia have petitioned the government for a uniform compulsory system of scaling. The petition, which is signed by 132 lumbermen, is as follows :

The petition of the undersigned lumbermen of the province of British Columbia, humbly sheweth :

That your petitioners have been laboring under a want of system in scaling logs and timber, to the detriment of the timber trade and those relations of confidence which should exist between the buyer and seller.

That a uniform compulsory system of scaling should be adopted, alike just to the government, the buyer and seller, the cost thereof to be borne by the three interested parties in equal proportions. Scale of costs to be fixed by the Lieutenant-Governor in Council or by statute.

We are of opinion that any competent person first obtaining the recommendation of three responsible lumbermen, who is capable of passing the necessary examination under the provisions of the "Official Scalers' Act, 1894," or like provisions, shall be entitled to an appointment as "Official Scaler."

That official scalers should not be paid by salary, but only by fees for work actually done.

No scaler in employ under wages of buyer or seller to act as scaler.

Particulars of scale, as per form annexed, to be delivered to government agent, buyer and seller.

In case either party objects to the scale, he may immediately call in the services of a second scaler ; if they do not agree the two scalers may name a third whose measurement shall be final and binding upon all parties.

FORM OF SCALE.

(1) Vendor..... (2) Where cut.....
(4) Registered Mark of Scaler.....

| No. of Logs | Scaler's Mark | Length | Diam. | Conts. 1st Chg. | Conts. 2nd Chg. | Conts. 3rd Chg. | Culls | Rem'ks. |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |

## NEW BRUNSWICK LETTER.

[Correspondence of the CANADA LUMBERMAN.]

THE season for shipping lumber has now opened, and although the year is certain to be a quite one, several vessels are now loading at different ports. There appears to be a scarcity of tonnage, some steamers having refused 45s. on deals from St. John to British ports. This will probably further curtail shipments.

The thirteenth annual meeting of the St. John Log Driving Company was held at Fredericton on April 6th. Among the lumbermen present were the following : W. H. Murray, of St. John ; F. H. Hale, M.P., Woodstock ; R. A. Estey, J. A. Morrison, and D. F. Fraser, jr., Fredericton ; G. A. Murchie, Calais ; R. A. Nixon, Houlton ; C. A. Moore and W. S. Henry, Woodstock ; W. A. McCallum, Houlton ; B. F. Mallett and W. F. Cunliffe, of Fort Kent ; Robert Kent, Hon. Jas. Holly, C. F. Woodman, F. D. Miles and J. Fraser Gregory, of St. John. The following were elected directors of the company : W. H. Murray, president ; G. A. Murchie, vice-president ; J. Fraser Gregory, secretary-treasurer ; R. A. Estey, W. B. Mallett and Harry Hilyard. It was proposed that the driving of logs should hereafter be done by the corporation, the lumber to bear the expense, on the principle of which the Southwest Miramichi Driving Company operate, instead of being let to tender. . The proposition seemed to meet with a hearty reception from several people, but the larger operators, who control the largest number of votes, defeated the motion. In the afternoon the tenders for driving were opened, and the contract awarded to Duncan McIntosh and Robert Aiken for a term of three years. Their tender is a bonus of 22 per cent. of the advertised rates, which amounts to four and two-fifth cents per thousand for driving from the upper points, namely, Grand Falls and Aroostook.

The Upper Southwest Miramichi Log Driving Company held a meet in Fredericton on March 30th. After routine business there was an election of a board of directors for the year. The old board—M. Welsh, Timothy Lynch and E. Hutchinson—were re-elected. At a later meeting of the directors Mr. Welsh was elected president and J. H. Barry secretary-treasurer. Messrs. Welsh and Lynch were appointed to look after the driving operations for the coming year. The company drive the logs and tax the lumber for the cost from the different points between the Forks and Hayes' Bar, a distance of 41 miles.

ST. JOHN, N.B., April 21, 1898.

## PUBLICATIONS.

The story of the Swiss Government's purchase of the railroads, as authorized by the recent referendum vote, is told in the American Monthly Review of Reviews for April, by Mr. J. R. Macdonald.

It is not necessary that one should visit the west coast of the United States to know something of the lumber industry. In the special number of the West Coast and Puget Sound Lumberman, recently issued, is to be found data and illustrations which give a splendid idea of the magnitude and importance of the lumber industry of Washington, while considerable space is devoted to Oregon, California and British Columbia. The number is an attractive one, with green cover, and a liberal amount of advertising.

The twenty-first anniversary special issue of the Timber Trades Journal, of London, Eng., discounts all former attempts of the publishers, Messrs. Wm. Rider & Sons. It contains over 300 pages, the special feature being a very complete description of the export pine trade of the Southern States, to which sixty-six pages is devoted, and which was compiled by their special commissioner, Mr. Edwin Haynes, who, it will be remembered, visited Canada last year for a similar purpose. Other features make the issue extremely interesting and instructive.

## THE FACTS DISPUTED.

VANCOUVER, B.C., April 5th, 1898.

To the Editor of the CANADA LUMBERMAN :

DEAR SIR,—In your March issue a person, C. H. May, vouches for the yarn about an alleged English mill superintendent. These are the facts : No person connected in any official capacity whatsoever took a valet to Takush Harbor at any time ; no Englishman was sent out to fill the position of mill superintendent. Seeing that your correspondent's alleged facts are not facts, and that they appear in your Eli columns, you can infer what you like about the rest of his story.

Yours faithfully,
ALBERT F. GRIFFITHS.

[The story referred to was not sent in by a correspondent, but appeared in a west coast lumber exchange, to which credit should have been given.—THE EDITOR.]

## PERSONAL.

Hon. R. R. Dobell, of Quebec, returned from England last month.

Mr. Samuel Campbell, mill owner, of Hartland, N.B., died last month, after an illness of a few weeks.

Mr. Dorat Lemieux, son of Mr. Jos. Lemieux, lumber merchant, Hull, Que., was recently married to Miss Bertrand.

The death occurred on March 30th of Mr. E. L. Sewell, a retired lumber merchant of Quebec, at the age of 51 years.

Mr. Edward S, Waycott, book-keeper for Alex. Gibson & Sons, of Marysville, N.B., died recently, at the age of 44 years.

Mr. E. C. Grant, of the Ottawa Lumber Company, returned on April 1st from a business trip to Great Britain. He will probably visit Germany this summer.

Thos. Mackerel, representing the well known lumber firm of Watson & Todd, of Liverpool, Eng., recently arrived in Ottawa, to look after spring shipments.

Mr. Joseph Lemieux, the well-known lumber dealer of Hull, Que., was recently presented by his townspeople with an address, accompanied by a parlor set and a gold mounted pipe, on the occasion of his fiftieth anniversary.

Mr. W. A. Hadley, of the S. Hadley Lumber Co., Chatham, Ont., left on April 7th for Duluth, British Columbia and San Francisco, in the interest of the company. Before returning he will visit the Southern States.

By telegraph from Florida the death was learned recently of Mr. John D. Gilmour, who retired from the lumber firm of Gilmour & Co., of Trenton, about five years ago. He was a gentleman who was held in very high esteem.

Mr. C. J. Smith, general freight and passenger agent of the Canada Atlantic and the Ottawa, Arnprior and Parry Sound Railways, has been promoted to the position of general traffic manager of these two roads, and Mr. J. E. Walsh has been appointed general passenger and baggage agent. Mr. Smith is a young man to have attained such prominence in the railway world.

In a letter to the CANADA LUMBERMAN, Hon. J. K Ward, of Montreal, states that fifty-three years ago on the 15th of March last he first went to work in a saw mill, and that he expects to finish up his connection with the same this year. Now 78 years of age, and for more than half a century connected with the lumber business, is quite an unusual record. It is our earnest wish, as well as that of lumbermen in general, that Mr. Ward may be permitted to enjoy the fruits of his labors for many years to come.

Mr. Robert Swim died at Doaktown, N.B., on March 21st. He did quite an extensive lumbering business, entirely on the south-west branch of the Miramichi river and tributaries from 1870 to 1893, when he sold out his lumber business, timber lands, stores and saw mill to Swim & Co., consisting of F. D. Swim, Alonzo Kelly and Henry Swim. He became the second largest stockholder in the Southwest Boom Co., which position he retained until his death. This stock was quite remunerative. After selling out his lumbering business in 1893, he built a wood-working factory and connected with it a carding mill, which he owned and operated also. In 1895 Alonzo Kelly sold out his interest in the business of Swim & Co. to F. D. and Henry Swim, who have owned and operated it since under the name of H. & F. D. Swim.

## THE SPRUCE GALL-LOUSE.

IN view of its increasing prevalence, we give herewith an illustration of the spruce gall-louse which has within recent years been discovered in shade trees and hedges in Ontario, and which, it is feared, will find its way to forests. Numerous specimens have been collected from spruce trees growing in different sections, and there can be but little doubt that it is on the increase. The insect's mode of working is to deposit its eggs at the junction of the needle and the bark, when the wood grows over them, causing an ugly-looking bulb. The young insects feed on the wood until they have developed into flies, at which stage they come forth, and the operation is repeated. Thus, in the course of a couple of years, the tree is ruined.

Dr. Brodie, in a paper published in the last report of the Clerk of Forestry, describes the gall-louse as a very small insect, which causes burr-like galls on twigs of several species of evergreens; the galls are rough and scaly, often two inches long, and in diameter about twice the diameter of the twig on which they are found. They are greenish in summer, becoming brownish towards the fall season, gradually assuming the color of dead spruce foliage. Each gall has from thirty to over one hundred cells and each cell contains from ten to thirty lice, which feed and mature within the cells, and when full grown, about the end of July, the cells open, allowing them to emerge. They then assume wings and can fly a considerable distance. Each one lays from 25 to 50 eggs and dies before winter. They pass the winter in egg form, emerge in the following spring and commence the season's crop of galls.

The small twig on which the gall is formed is quite destroyed, thus retarding the growth of the tree, at the same time giving it a very sickly and unsightly appearance. It would appear, so far as reported, that most injury is done to young trees, such as nursery stock and young growing hedges, and as far as observed in Ontario, the galls were on young trees and on the middle branches of medium-sized trees. But there can be but little doubt that if once established in a spruce forest it would do immense injury. This is something to be apprehended and guarded against. A few insect enemies have been noted, and no doubt many of our smaller insectiverous birds, such as chickadees, nuthatchers and warblers, prey on the gall-louse. But it would seem the main reliance must be on artificial methods of destruction. Spraying has been tried with fair results, but of all methods recommended, hand-picking of the galls toward the end of June, before the producers have emerged, is the surest and best. They are readily seen and should be snipped off with the scissors or knife and at once burned.

SPRUCE GALL-LOUSE.

This destructive insect was first mentioned in American entomological literature in 1869, and since then it has been spreading, and now has a very wide geographical range. Unfortunately it is now in Ontario, and no doubt gradually moving northward towards our spruce forests. Our native trees liable to its attacks are the double spruce, Picea nigra; the white spruce, Picea alba; the hemlock, Tsuga Canadensis; and it is altogether likely it will be found on the balsam fir, Abies balsamea; but so far as yet observed in Ontario it is most common on the imported European spruce, Picea excelsa. As yet there is no positive evidence that this insect will attack the upper branches of full-grown forest trees, but it is most likely it will do so; anyway, there is no negative evidence.

Chermes abietes is a European insect, and has been imported into America on the European spruce; it is common in northern Europe and so is very likely to take readily to our northern forests.

It must be very obvious to every one that the most sensible and efficient way to combat any recently introduced injurious species is to attack it on its first recognition, before it spreads over a wide area. And it would be well for everyone having spruce shade trees and spruce hedges to see that they are thoroughly cleaned of the galls of Chermes abietes in early summer, before the scales open and the producers emerge, and if this cannot be done the trees should be dug up and burned.

---

A. Gagnon, Victoriaville, Que., are adding one of the Jenckes Machine Co.'s standard boilers to their equipment.

William McVicar, McVicar, Ont., is putting a Dake steam feed into his mill. This feed was built by the Jenckes Machine Co., Sherbrooke, with whom the Phelps Machine Co., Eastman, Que., formerly Canadian manufacturers of the Dake engine, have been amalgamated.

Mr. W. N. McEachren, wholesale lumber merchant, Toronto, has removed from the Yonge Street Arcade to larger and more convenient premises at No. 1 Toronto Street. He states that the spring trade so far has been more active than for several years, the local demand for both pine and hardwood being good. The scarcity of dry hardwoods has restricted business to some extent, but the new cut will shortly relieve the situation.

# THE NEWS.

—McLachlin Bros., of Arnprior, Ont., recently added a lath machine.

—W. J. Chisholm has opened a lumber yard at Edmonton, N. W. T.

—Gillies Bros.' new mill at Braeside, Ont., will shortly commence operations.

—The Rathbun Company last week started up their large mill at Deseronto, Ont.

—A large saw mill will be erected at Tusket Wedge, N. S., by J. H. Pothier & Co.

—J. R. Booth, of Ottawa, will have a staff of 1,300 men at work in his mills this season.

McIntosh Bros. are moving their saw mills from Lac La Hache to Quesnelle Forks, B. C.

—D. Davidson, of Penetanguishene, Ont., whose lumber yard was destroyed by fire, is rebuilding the tramways.

—Messrs. Gilmour & Hughson, Limited, of Hull, are making general improvements to their mill and putting in "Dutch" ovens.

—Forest fires are said to have done considerable damage this spring along the line of the Kingston and Pembroke Railway.

—Some fifty men left Pembroke, Ont., on March 24th, for British Columbia, where they are engaged for lumbering operations.

Wharton's saw mill at New Denver, B. C., is to be refitted with modern machinery, and its capacity increased to 20,000 feet a day.

—McLachlin Bros., of Arnprior, are making a number of improvements to their steam mill, and are increasing the height of the refuse burner.

—It is reported that John Law has purchased the lumber yard and stock of W. J. Mathers, at Neepawa, Man., and will continue the business.

—Mr. John Hendry, president of the British Columbia Mills, Timber and Trading Company, of Vancouver, B. B., has returned from England.

—The mill at Lequille, N.S., recently destroyed by fire, is to be rebuilt and fitted as a saw, planing and stave mill, with Mr. G. E. Corbitt as manager.

—The Knechtel Furniture Company, of Hanover, Ont., are enlarging their dry kilns and making improvements which will lessen by one-half the time required to dry lumber.

—The Pacific mill at Tacoma, Wash., the largest shingle mill in the world, operated by Metcalf & Ware, was completely destroyed by fire recently. The loss will be about $100,000.

—The price of rubber, which has been for some time advancing, is now so high that the Canadian rubber factories have resolved upon an advance in prices of rubber shoes and other products.

—Joseph Guilbert, of Windsor Mills, Que., is making extensive additions to his mill and has placed an order with the Jenckes Machine Co., Sherbrooke, for a large quantity of shafting, log handling apparatus, etc.

—A dispatch from Grand Rapids, Mich., states that the furniture manufacturers have adopted resolutions against the two dollar lumber tariff and have sent them to Congressman Smith. They want a reciprocity treaty.

—The largest mahogany log ever received at the timber yards at Liverpool, England, was recently on exhibition in that city. It was 21 feet long, six feet deep (having been squared), and weighed about 15 tons. It grew in Africa.

—Dr. Brodie recently brought to the Department of Forestry in Toronto a sample of a scale pest that is affecting pine trees. It is said to have been discovered only recently, and to have attacked Austrian, Scotch and red pine trees.

—The Bronson & Weston Company, of Ottawa, will only operate one of their mills this season. They have completed the placing of the carriers for the disposition of the saw dust, which will probably be sold to the E. B. Eddy Company.

Messrs. Curry Bros. & Bent, Calder & Son and H. J. Crowe have been granted, by the Newfoundland government, the privilege of lumbering in Labrador over a section consisting of 320 square miles of excellent timber land. They will ship to the European markets.

—The Rat Portage Lumber Co., of Rat Portage, Ont., are this spring expending in the neighborhood of $13,000 in special improvements to their mill. These include a large Wickes gang in mill No. 1, and additional machinery and power in the planing mill and sash and door factory.

—An illustration of what can be accomplished by intelligent forestry methods is shown by an engraving in the March issue of the Forester, which shows a German spruce forest, sixty to eighty years old, ready for the axe, with no less than 400 trees and 12,000 cubic feet of solid wood to the acre.

—Mr. J. Fraser Gregory, who has been in the employ of Mr. W. H. Murray, St. John, N. B., for seventeen years, has been admitted as a partner in the business. The new firm will be known as Murray & Gregory, and will deal extensively in spruce and pine, as heretofore, their mills being known as the Marble Cove Mills.

—Knight Bros., of Burke's Falls, Ont., have been compelled to increase the capacity of their dry kiln. A new hot air conductor has also been added, which provides for the hot air being blown from the engine room immediately in rear to the extreme end of the kiln, and after a circuit of the kiln is sucked in by the same fan by which it was first emitted, thus doing away with the old necessity of heating cold air periodically.

—The Weymouth Free Press tells of some record-breaking logging on the Sissiboo: Mr. Chas. Sprague with a yoke of cattle trailed four trees, equal to 1750 feet of lumber, on a four turn road at Chubb Brook. Samuel Thipault, with one yoke of cattle, trailed 8 trees, equal to 1646 feet of lumber, at Big Dead water. Livingstone, Steele & Gaudet, with one pair of small horses, hauled 10 trees on double sled, equal to 1700 feet of lumber, at Second Lake.

—Mr. W. T. James, of Hamilton, Bermuda, writing to the CANADA LUMBERMAN regarding the lumber trade, says: "Southern pitch pine from Georgia and Florida is chiefly used in Bermuda. Our houses are built of stone —no wooden structures. Joists, floors and roofs are of southern pitch pine; white pine is chiefly used for fittings, doors, architraves, mouldings, etc., being chiefly imported ready worked, and glazed sashes and outside blinds are also imported ready made. Considerable spruce lumber is used, such as inch rough boards, scantling of various sizes from 2 x 3 up to 4 x 12, also considerable pine, inch boards and 1½" and 2" planks.

## CASUALTIES.

—Jacob Bloom, of Glencoe, Ont., was killed in his own mill last month by being thrown upon a saw.

—A son of Mr. Gagnon, lumber merchant, of Quebec, was killed by a pile of deals falling on him.

—By an accident at the sash and door manufactory of W. Baril, Montreal, Athanase Dubois had the bone of his left arm sawn in two at the elbow. A piece of timber which he was feeding to the machine slipped and drew his arm across the saw. Amputation was found necessary.

—David Hollowood, of Clarendon, had his right leg broken while working in Thompson & Avery's limits. His companions were in danger of being struck by a falling tree, so he put up a pike pole to divert its direction. The pole slipped and the tree fell upon him, with the above result.

## TRADE NOTES.

The E. R. Burns Saw Company, Toronto, will shortly be succeeded by E. R. Burns & Company.

The Shipton Electric Light and Power Co., of Danville, Que., have received a Crocker turbine from the Jenckes Machine Co., Sherbrooke, who are proceeding with the installation of the same, together with the penstock and draft tube.

Two more 252-inch looms for making felt have been recently added to the plant of Hamelin & Ayers, Lachute Mills, Quebec. This makes six looms of this size now working in their mills.

The Kenneth Mining and Development Co., at Rossland, are making an addition to their equipment in the shape of a 7 x 10 double cylinder hoisting engine, with boiler and all appliances complete, supplied by the Jenckes Machine Co.

The agency for Canada for Dick's Balata belting is now fully controlled by J. S. Young, 15 Hospital street, Montreal, by appointment of manufacturers. Orders will be attended to at once from a large and varied stock.

The Electric Reduction Co., Buckingham, Que., are proceeding to develop their water power, and as a first step have placed an order with the Jenckes Machine Co., Sherbrooke, Que., for a pair of their 45" Crocker turbines, to be installed complete, with wheel cases, draft tubes, governor, etc.

The Jenckes Machine Co., Sherbrooke, are furnishing the Canadian Rand Drill Company with a handsome compound Corliss air compressor, weighing some 33 tons, together with a large air receiver and other accompanying apparatus, bringing the total weight up to about 40 tons.

The Moore & White Co., of Philadelphia, manufacturers of cltuch pulleys, couplings, etc., have appointed the Lancaster Machine Works, of Lancaster, Ont., as their representatives in Canada, from whom all particulars regarding these justly celebrated friction driving devices may be obtained.

The B. C. Goldfields Co., of Toronto, have recently placed an extensive order with the Jenckes Machine Co. for a ten stamp battery complete, with two vanners, two ore feeders, grizzly, Blake-Marsden crusher, and all the various apparatus making up a complete modern milling plant. The outfit is to be delivered at Nelson, B. C.

The Wm. Hamilton Manufacturing Company, of Peterboro', Ont., are supplying the entire equipment of a mammoth saw mill which the C.P.R. are erecting at Coal Creek, about 60 miles west of McLeod, in the Dougals fir district. The equipment of the mill is of the most modern type, and it will have a capacity of 100,000 feet in ten hours. The plant includes a battery of 6 boilers, bandsaws, etc.

# WOOD PULP DEPARTMENT

## PROPOSED PULP MILL AT MISPEC.

The St. John Sulphite Pulp Company, which is composed of Scotch capitalists, has commenced the erection of a large pulp mill at Mispec, near St. John, N. B. The manager is Mr. M. F. Mooney, of St. John, who returned last month from a visit to Scotland, where he completed the final arrangements with the directors for proceeding with the work.

The mill will be a large brick and stone structure, three hundred feet in length and one hundred feet high, and will be supplied with a modern pulp making plant. The large steel boilers and acid reclaimers will be imported from the United States, but as far as possible Canadian machinery will be used. The site on which the mill will be built is an advantageous one. It is not far from the Bay of Fundy, making the shipment of goods comparatively easy. The manufactured pulp will be conveyed to St. John in barges, and thence loaded on steamers and vessels for Glasgow. The site is most desirable also for the purchase of wood.

## THE MANUFACTURE OF SULPHITE FIBRE.

Whitney, Ont., March 28, 1898.

To the Editor of the Canada Lumberman:

Dear Sir,—I am pleased to know that another sulphite pulp mill is to be built in New Brunswick this spring, at Mispec, by a Scotch company, and probably another in St. John, which I hope will materialize shortly, and possibly a large pulp and paper mill in the Province of Quebec. This goes to show that the Canadians are now beginning to realize that they really do hold the key to the pulp industry of the world. On this latter point I am thoroughly satisfied, provided there is an export duty put on pulp wood. It is pretty generally known, or I might say well known, that the Provinces of New Brunswick and Nova Scotia possess the finest black spruce in the world, which is the best timber for the manufacture of sulphite pulp. This wood possesses a long and strong fibre, which is no doubt due to the climate of the provinces. A large quantity of pulp wood has been shipped to France, for the large pulp mills there, and so it would appear that all that is wanted now is a few more pulp mills, so that the pulp can be manufactured in Canada and sent over to Europe in place of the raw material.

During the past year I have been asked many questions in reference to the manufacture of sulphite fibre by different parties who are considering the building of sulphite pulp mills, as to the cost of building, etc., and as your valuable paper no doubt reaches most of the parties interested, I feel sure that to give a few lines on the manufacture and cost of plant in your paper would be appreciated, if you will kindly give me space.

To manufacture a ton of first-class sulphite pulp requires 2½ cords of wood, 400 lbs. of sulphur, and 280 lbs. of lime. In preparing the pulp wood it is first cut into lengths of from 24 to 30 inches, as desired, and the bark taken off by barking machines; then the wood is split by a splitting machine to see if the piece is sound, the knots are next bored out and the wood taken to the chipping machine, where it is cut up, and from this machine the chips are delivered into a breaking machine, which breaks them all up into a uniform size, then onto a screen where all the sawdust is shaken out, and from there on a conveyor to the chip bin above the digestors, where they will be ready for use. This plan of preparing the wood will be found to give the very best results, care, of course, being taken to have nothing but good sound wood.

Next comes the making of the acid, which is a very important part to have right in a sulphite mill, and great care should be taken to have the acid absorbing tanks and settling and storage tanks and all connections perfectly air tight, and with all made perfect not over 400 lbs. of sulphur should be burned per ton of pulp. The sulphur is burned in cast iron ovens made for the purpose, and the sulphur gas passes off into lead pipes, submerged in cold water, which is constantly being renewed, and as the gas passes through these pipes to the acid absorbing tanks, it is cooled down to a temperature of 80 or 90 deg. Fah. It then enters the acid tanks, where it is drawn through and mixed with the limewater, which flows continually through these tanks, and all brought up to the proper acid test, then to the settling and storage tanks ready for use.

In preparing the limewater for use 250 lbs. of lime is slacked in an iron or steel tank, then run into mixing tanks, where the necessary amount of water is added to bring it to the proper gravity, and from these tanks it flows through the acid absorbing tanks, where it is mixed with the sulphur gas.

Now, with the wood prepared and the necessary amount of acid made, the digestors are filled with chips, the necessary amount of acid put in, the steam turned slowly on, and the cooking goes on for 11 or 12 hours, until the pulp is cooked. It is then blown off into blow tanks, well washed with filtered water, then washed out and passed through coarse screens over the riffers, through fine screens again and over the paper machine into paper pulp, ready for shipment.

All the machinery to equip a first-class pulp mill can be made in Canada, just as well as in any other part of the world. Messrs. John Bertram & Sons, of Dundas, Ont., can build as fine a paper pulp machine as desired, as well as all the wood-working machinery required in the wood preparing room. The digestors can be purchased from several firms; E. Leonard & Sons, of London, Ont., can build them, also Carrier, Laine & Co., Levis, Que., and no doubt the Bertram Engine Works, of Toronto. The other machinery, such as engines, and boilers, etc., can also be obtained in many places in Canada.

In New Brunswick a 30 ton mill can be built for $130,000. There is a great demand for sulphite pulp in England; a first class fibre will bring $50 a ton, while the cost to manufacture in Canada is $20 per ton, and freight to British port $5 per ton. So I think, Mr. Editor, that capitalists who would put money in a good pulp mill would make a good investment.

Respectfully yours,
Thos. R. Allison.

## PULP NOTES.

The Dominion Paper Co., Kingsey Falls, are setting up a new wet machine, one of the Jenckes Machine Co.'s standard 72" wet presses, shipped them a week or two ago.

The importation of wood pulp into France during last year was practically the same as the year before, viz., about 115,000 tons. In 1895 it was 124,000 tons. It is not considered, however, that the activity of the paper trade has diminished, the reduced import being compensated for by home production.

The Jacques Cartier, Pulp and Paper Company have secured letters patent incorporating E. Goff Penny, M.P., Robert Archer, William Strachan, William Curtis and Robert Law, of Montreal, to carry on and operate the business of manufacturing pulp and paper in all its branches, and to build saw mills, railways, etc. The capital stock is $50,0000, and the proposed works will be located on the Jacques Cartier river, in the province of Quebec.

The Royal Paper Mills Company have recently added a complete rope drive to their transmission machinery at their East Angus mill. This was furnished by the Jenckes Machine Co., Sherbrooke, Que., who are furnishing the entire tank work, together with the accompanying machinery. East Angus presents a scene of great activity, carload after carload of material arriving and being placed in position. When completed this mill will take a prominent place among the producers in the pulp and paper trade.

In a recent address, Professor Fernow, chief of the forestry division of the Department of Agriculture, gave some statistics as to the development of the paper pulp industry in the United States, which has practically all been accomplished within the last dozen years. The first pulp mill in America was established thirty-three years ago, and the increase in production was slow, until a much later period. Now it is estimated that the product is over one and one-half million tons, about two-thirds ground and one-third chemical pulp, this product requiring in the neighborhood of 2,000,000 cords of wood. The product of 1896 was 911 per cent. that of 1882. Such an industry is fast making inroads upon the timber supply most suitable, spruce furnishing by far the larger proportion of it.

DICK'S Patent Driving Belts

GUTTA PERCHA, CANVAS AND BALATA

ENORMOUS GRIPPING POWER :—: NO SLIPPING OR STRETCHING

STEADY SMOOTH WORKING. Has proved by far the Best and Cheapest for Pulp and Paper Manufacturing. NO LOSS OF TIME. The Only Belting that can work in Dampness and give No Trouble. Unexcelled for Cone Working.

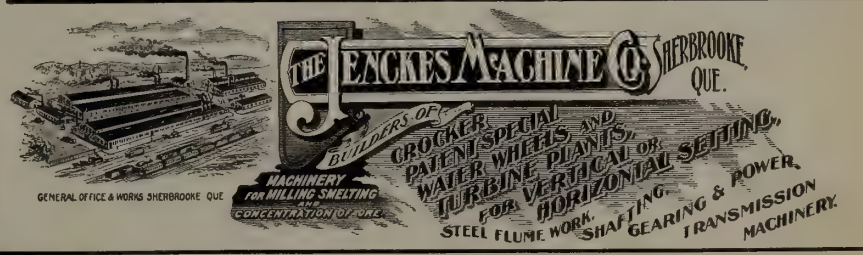
NO SEAMS OR JOINS ALL OF A PIECE EASILY FASTENED

AGENT FOR CANADA: J. S. YOUNG,
15 Hospital Street, MONTREAL

FELTS FOR PULP MILLS

20 years in the business — the first to make Felts in Canada; capacity 1,000 lbs. per day. All our Felts are woven endless, without a splice. Our Felts will last longer and make dryer Pulp. All up-to-date mills use our Felts. New mills, when in need, write for samples and prices.

HAMELIN & AYERS, Lachute Mills, P.Q.




OAK TANNED BELTING

TORONTO
20 FRONT ST EAST
TELEPHONE 475

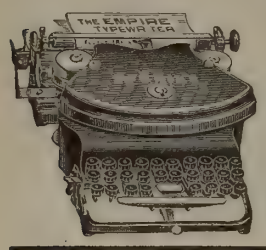
THE J.C.McLAREN BELTING Co MONTREAL

Large quantities of pulp are being shipped from Digby, N. S., to the European market.

Remember, it is advertising ink that makes the public read and think, and turns the buyers' feet and face directly toward your business place. Therefore, if you have anything to sell, in advertising ink display it well.

It is reported that the Royal Paper Mills Company, of East Angus, Que., intend building a new pulp mill to manufacture pulp by the sulphite process. The location of the proposed mill will be higher up the river than the present mill.

The Cushing Sulphite Fibre Co., Limited, has asked for a charter to erect a sulphite pulp mill and other necessary works in connection therewith. The head office is to be at Fairville, N.B., and the provisional directors as follows: Jos. Allison, Wm. H. Murray, Thos. McAvity, Geo. F. Baird, Geo. S. Cushing, Geo. McKean and James Fleming, all of St. John.


Equal to the Best
HALF THE PRICE
of other
standard machines.
THE EMPIRE
Price $55.00.
Send for testimonials
The
WILLIAMS MFG. CO.
Montreal, P.Q.

RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.

JOHN J. GARTSHORE,
49 Front St. West, Toronto.

CHARLES P. CLARK, President. JARED CHITTENDEN, Treasurer.
ESTABLISHED 1849.
THE RRADSTREET
MERCANTILE AGENCY
*THE BRADSTREET COMPANY, Proprietors*
346 & 348 Broadway, NEW YORK.
Offices in the principal cities of the United States, Canada, the European Continent, Australia, and in London, England.

The Bradstreet Company is the oldest, and, financially, the strongest organization of its kind—working in one interest and under one management—with wider ramifications, with more capital invested in the business, and it expends more money every year for the collection and dissemination of information than any similar institution in the world.

TORONTO OFFICES:
*McKinnon Bldg., Cor. Jordan & Melinda Sts.*
THOS. C. IRVING, Superintendent.

OUR EXTRA HAND-MADE
AXE

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N.B.

J. D. SHIER
MANUFACTURER OF
Lumber, Lath & Shingles
BRACEBRIDGE, ONT.

ARE YOU LOOKING
FOR A CHANCE IN LOCATION?

If you are not satisfied with your present site, or if you are not doing quite as well as you would like to why not consider the advantages of a location on the Illinois Central R. R. or the Yazoo & Mississippi Valley R. R.? These roads run through South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Indiana, Kentucky, Tennessee, Mississippi and Louisiana, and possess

FINE SITES FOR NEW MILLS
BEST OF FREIGHT FACILITIES
CLOSE PROXIMITY TO
COAL FIELDS AND DISTRIBUTING CENTERS
AND
INTELLIGENT HELP OF ALL KINDS
MANY KINDS OF RAW MATERIAL

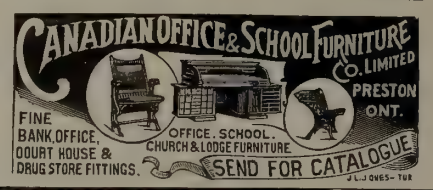
For full information write to the undersigned for a copy of the pamphlet entitled

100 Cities and Towns WANTING INDUSTRIES

This will give you the population, city and county debt, death rate, assessed valuation of property, tax rate, annual shipments, raw materials, industries desired, etc.

To sound industries, which will bear investigation, substantial inducements will be given by many of the places on the lines of the Illinois Central R. R., which is the only road under one management running through from the North-Western States to the Gulf of Mexico. GEO. C. POWER, Industrial Commissioner I.C.R.R. Co., 506 Central Station, Chicago.

Sole Canadian Agents :-: Prices Reduced.
WATEROUS, BRANTFORD, CANADA.




Your Best Interest
Will be served by getting our prices on the following

White Beans
Comadia Figs
Raisins and Currants
Prunes in 25 and 50 cent boxes
Sugars, dark yellow
Syrup and Molasses

H. P. ECKARDT & CO.,
Wholesale Grocers TORONTO

Lumberman's.... Ready Reckoner.
SAVES TIME
In Use Everywhere.
Handiest Thing Known for figuring up Lumber Measurements.
PRICE 25 CTS., POST PAID.
BRENNAN & CO. - Sault Ste. Marie, Ont.
MANUFACTURER'S AGENTS.

SHANTY BLANKETS
Best Value in Canada
Write for Prices and a Free Sample Blanket.
HAMELIN & AYERS
Lachute Mills, P.Q.

Saw Mill Machinery
ROBT. BELL, JR.
HENSALL, ONT.

*Don't you want a new set of Saw-Mill Dogs and a Roller Gauge before you start up this spring? Send for prices.*

RE-BUILT ENGINES—
One Waterous 12 x 18 Right Hand.
One Inglis & Hunter 11 x 18 " "
One Corbett & Sons 11 x 14 " "
One Morrison 10 x 14 Left Hand.
One Darvill 9 x 12 Centre Crank.
One Abell Portable, 16 horse power.
One Sawyer & Massey, 14 horse power.
One Waterous, 12 horse power.
Two White & Sons, 14 horse power.

PLANERS AND MATCHERS—
One Cameron & Co., 24 inch.
One McKechnie & Bertram, 24 inch.
Also Several New and 2nd Hand Governors, Inspirators and Boiler Feed Pumps.

*Send for Catalogue of New Saw-Mill Machinery, Engines, Boilers, &c.*

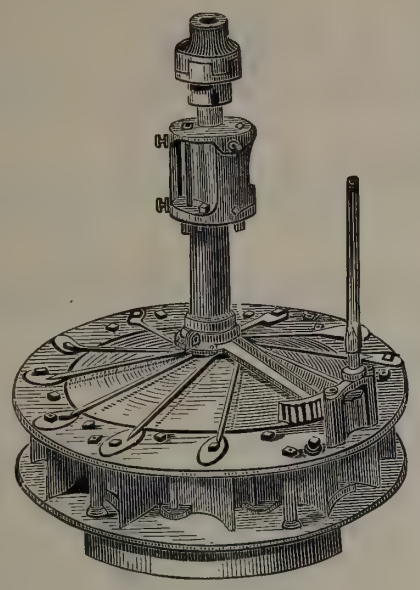
Robt. Bell, Jr. : Hensall, Ont.

At a recent sale of Quebec timber limits the Chicoutimi Pulp Company purchased several miles of spruce limits.

A bill incorporating a company to build and operate a pulp mill at Weymouth, N. S., has been passed by the legislature.

It is probable that a pulp mill will be built at Moose River, near Parrsboro, N.S. The property, which consists of about 15,000 acres, is owned by Ex-Mayor M. L. Tucker and Messrs. Huntley and Epps, and is said to be one of the very best sites for pulp wood in the provinces.

Readers are asked to contribute freely to the columns of the CANADA LUMBERMAN, and to send in items of news whenever possible. Let each subscriber resolve to report the news of his locality, such as changes of ownership, mill improvements, market conditions, etc., and the whole will comprise a valuable compendium of information.

NOW is the Hey-Day of the Water Power. Streams that flowed passively for ages are being turned to man's account by the Turbine Water Wheel. Of the making of Water Wheels there is no end, but the one to equal in **EFFICIENCY,** under any conditions, the

**"VULCAN" "PERFECTION" AND "LEFFEL" HAS YET TO BE DESIGNED.**

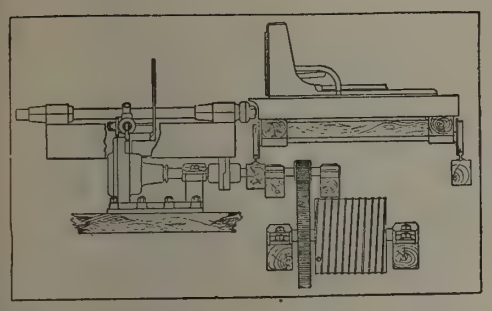
**WHAT IS SAID OF THEM:** "Some years ago we bought two 36-inch "PERFECTION" Water Wheels from Paxton, Tate & Co. I tested a "Little Giant" alongside a "Perfection," and the "**PERFECTION**" can **BEAT** the "**GIANT**" on every point."

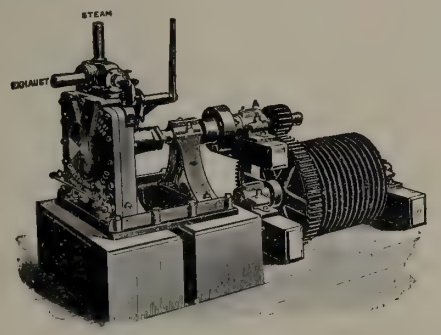
Simcoe, Ont., 21st Feb., 1898. (Signed) W. B. BROWNE & CO.

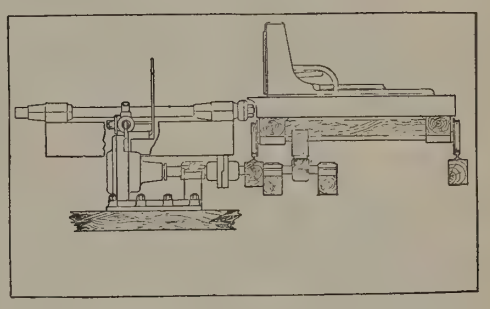
**I also manufacture LANE IMPROVED CIRCULAR SAW MILLS, AUTOMATIC SHINGLE MACHINES, &c. Write and find out all about them to**

**MADISON WILLIAMS,** Successor to PAXTON, TATE & CO., PORT PERRY, ONT.

or H. E. PLANT, Agent, Common and Nazareth Sts., Montreal, Que.





The DAKE STEAM FEED

Embodies the following Advantages:

SIMPLICITY OF CONSTRUCTION,
POSITIVE AND EASY MANAGEMENT,
ECONOMICAL USE OF STEAM,
SMALL SPACE OCCUPIED, CHEAPNESS,
EASY ADAPTATION TO EITHER NEW MILLS OR THOSE NOW IN USE.

The movement of the engine in either direction is under the absolute control of the sawyer, thus accomodating the speed of the feed to the size of the logs.

Mill men who have used other makes of Steam Feeds comment favorably on the economical use of steam of our feed over others.

Write for Catalogue and full particulars.

THE JENCKES MACHINE CO. - Sherbrooke, Que.

Succeeding the PHELPS MACHINE CO., EASTMAN, QUE.

# Pumps & HYDRAULIC MACHINERY

DUPLEX AND SINGLE STEAM AND POWER

The Northey Mfg. Co. Ltd.
TORONTO

THE LAURIE ENGINE CO. - MONTREAL
SOLE AGENTS FOR PROVINCE OF QUEBEC.

TO BELT USERS: Try Our **GENUINE**

**ENGLISH OAK-TANNED BELTING**

and Our **Lancashire Hair Belting**

D. K. McLAREN
**Victoria Square, MONTREAL**

# R. H. SMITH CO., LIMITED

## St. Catharines, Ont.

We are the Sole Manufacturers of Saws under the **Simonds' Process** in the Dominion of Canada.

There is no process its equal for tempering circular saws. Other makers recognize this fact, as some of them, in order to sell their goods, claim to have the same process. **All such Claims are FALSE,** as the patentee in the U. S. and ourselves are the only firms in the world who use it.

MILL STREAM, QUE., on I. C. R'y, December 17th, 1894.

R. H. SMITH CO., LTD., St. Catharines, Ont.

DEAR SIRS,—Driving a 20 in. 13 gauge saw into frozen hardwood, using a 9 in. 4-ply belt, if it can be done satisfactorily, is a very severe test. Your saws have stood that test better than any I have tried. I have been experimenting with different makes—both home and imported—during the last five years, and give yours the preference. Last order is just to hand and will report on them by and bye.

Yours very truly, JAMES McKINLAY.

CAMPBELLTON, N.B., Nov. 17th, 1894.

R. H. SMITH CO., LTD., St. Catharines, Ont.

DEAR SIRS,—In regard to your Shingle Saws, you can say that I have been using Shingle Saws of your make (Simonds) for the past four years, and they have given good satisfaction. I am running nine machines and use a good many saws, but have never had a saw yet that did not work satisfactorily. Before using your saws I used saws of American make, which worked well, but after giving your saw a trial have continued to use yours, as they are cheaper, and in regard to working qualities are all that is needed.

Yours truly, KILGOUR SHIVES.

CLAVERING, ONT., May 3rd, 1897.

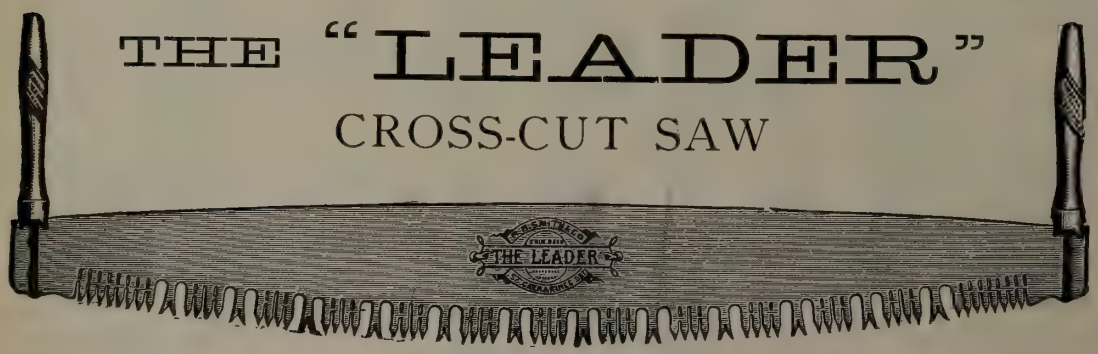
R. H. SMITH CO., LTD., St. Catharines, Ont.

GENTS,—In reply to your letter asking me how I liked the 62" SIMONDS Saw, I must say in all my experience I never had a saw stand up to its work like the one purchased from you last month. Having used saws for the last 22 years, and tried different makes, I can fully say it is the best saw I have ever had in my mill, and would recommend the SIMONDS' Process Saws to all mill men in need of circular saws.

Yours truly, W. G. SIMMIE.

P.S.—I am sending you my old saw to be repaired; please hammer to same speed as new one. W.G.S.

## THE "LEADER" CROSS-CUT SAW




These Saws are made from the best DOUBLE REFINED SILVER STEEL, warranted four gauges thinner on back than front, and the only Saws on the market that are a perfect taper from the points of the teeth to the back, and require less Set than any other Cross-Cut Saw.

They are tempered by the Simonds' Patent Process, insuring a perfectly uniform temper throughout the plate, and stand without a rival as the BEST, FASTEST, AND EASIEST-CUTTING SAW KNOWN. A gauge to regulate the clearing teeth is furnished with each saw.

Directions for Setting and Filing are plainly Etched on every Saw. None genuine without our Registered Trade Mark as shown in cut.

## THE "LEADER" SAW SWAGE

**Made in 3 Sizes—$2.00, $2.50, $3.00 Net.**

OUR PRICES ARE RIGHT. KINDLY ALLOW US TO QUOTE YOU BEFORE PURCHASING.

# R. H. SMITH CO., Limited, St. Catharines, Ont.

CONSIDER an Exchange of . . . .

# SAW CARRIAGES with us.

***The King Dog***

applied to No. 4 Carriage, with Reliance Set Works, Spring Receder and Reliance Offset.

## True Lumber

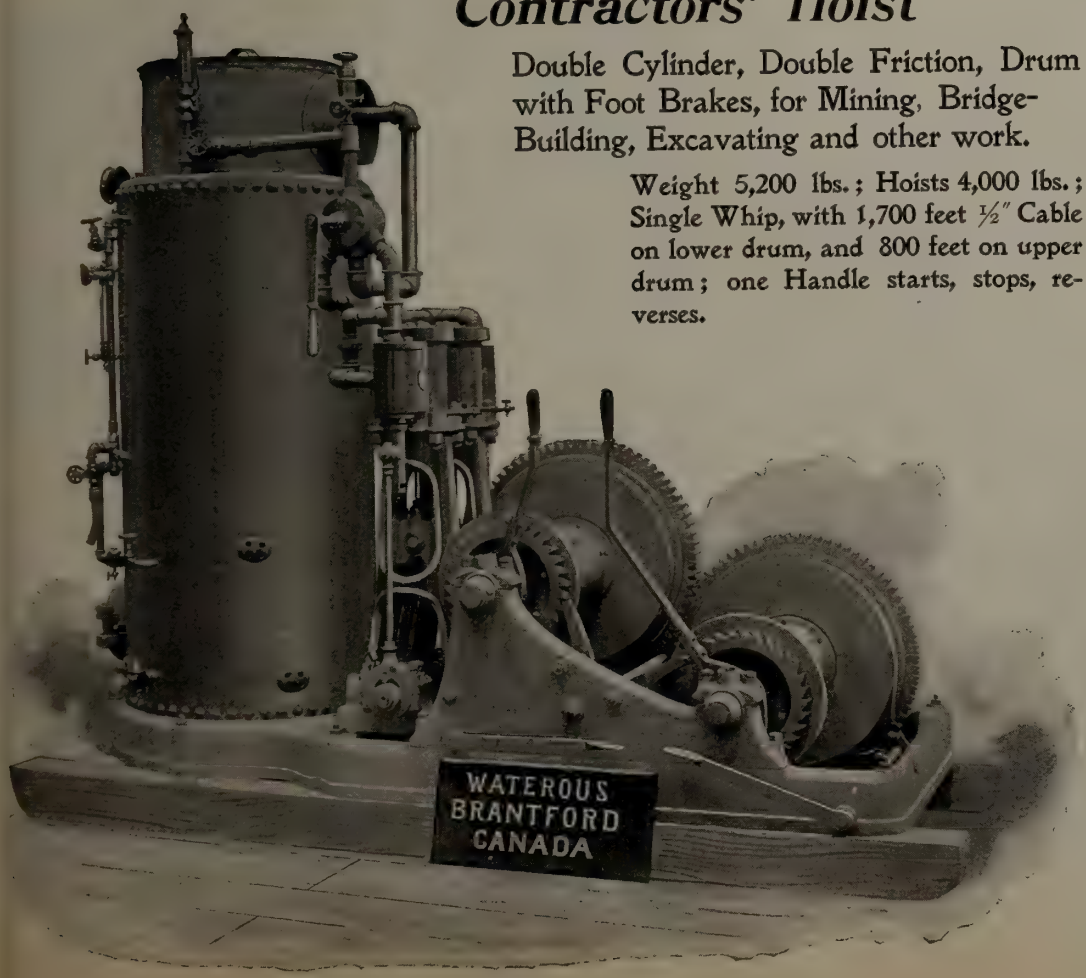
—Accurately Cut—is always secured with our Carriages, using the **Unbreakable Steel Girder Log Seats, Cut Steel Segments and Pinions, Reliance Set Works with Cut Steel Wheel and Index Wheel, Stiff, Well-Framed Red Pine Frame, Steel Axles and Truck Wheels, running on Heavy Steel Track.**

The utmost daily output is secured with the **Direct-Action Steam Feeds,** made in 8 inch, 9 inch, 10 inch, 11 inch and 12 inch diameter Cylinders, used in connection with our Carriages, and **Kelly Steam Log Kickers, Kline Steam Log Loaders, Hill Steam Niggers, Steam-Acting Transfers and Jump Saws.**

***Contractors' Hoist***

Double Cylinder, Double Friction, Drum with Foot Brakes, for Mining, Bridge-Building, Excavating and other work.

Weight 5,200 lbs.; Hoists 4,000 lbs.; Single Whip, with 1,700 feet ½" Cable on lower drum, and 800 feet on upper drum; one Handle starts, stops, reverses.




LATEST AND BEST PRACTICE IN

## Conveyors

—Detachable Chain, for Short Runs and Light Work; Giant Detachable Chain for Heavier Work; Steel Welded Chain for Longer Runs and Heavier Work; Steel Cable Conveyor for Longest Runs and Heaviest Work.

## Endless Log Jacks

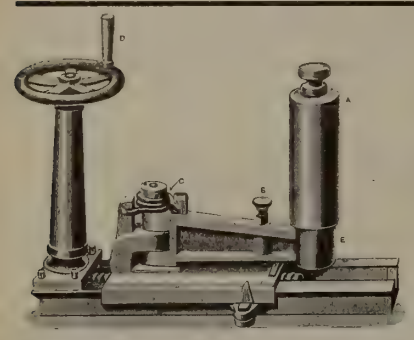
—Using Malleable Chain, Detachable; Welded Steel Chain, Forged Steel Log Spurs; Steel-Rivetted Chain with Cast Steel Spurs.

**Everything for the Saw-Mill.**
**Write us for New Catalogue.**

# FRICTION PULLEY BOARD

The BEST Article Known for the Purpose

MANUFACTURED BY..... THE DOMINION LEATHER BOARD CO'Y. - MONTREAL, QUE.



Others are satisfied with it,
So would you be

**THE STAFFORD TIMBER GUAGE**

COTEAU, QUE., April 16, 1891.

DEAR SIRS,—Regarding the working of the Feed Roller you manufacture for the use of saw mills, I have no hesitation in saying it is the BEST I KNOW OF AND GIVES UNIVERSAL SATISFACTION.

Yours truly,
J. RAYSIDE.

**LANCASTER MACHINE WORKS**
17 Oak Street - LANCASTER, ONT.

# HERCULES BELTING

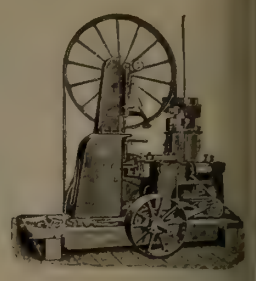
The BEST in the World....

WEARS LONGER and WORKS BETTER than any other Belting on the Market.

HERCULES BELTING is constructed on a scientific plan. The Duck used is Extra Fine, costing nearly twice as much as that used in any other Rubber Belting. Every inch of it is frictioned with good rubber (not shoddy). Drop a postal card for list and discounts to.....

**THE BOWMANVILLE RUBBER CO., LIMITED - BOWMANVILLE, ONT.**

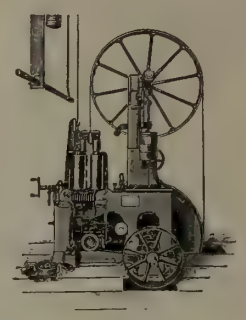
# Band Re-Saws



## 50 SAGINAWS

**In SAW MILLS**

If you want a Band Re-Saw for **Any Purpose,** write to Headquarters :



W. B. MERSHON & CO.

SAGINAW - MICH.

# LUMBERMEN!

Save your Lumber and the Cost of Insurance by equipping your Mills and Yards with the....

## BALL NOZZLE SYSTEM.

By the proper arrangement of the pipe system and the use of stand pipes with the Ball Nozzle at the top, a lumber yard may be made substantially fire-proof.

Lumber yards can be equipped thus cheaply and effectively, practically obviating the danger of conflagrations of the most destructive character, and effecting ***a Large Saving in Cost of Insurance.***

Write us for Full Particulars.

The Ball Nozzle Co. of TORONTO, Limited.

Offices: Room 1, Confederation Life Building, **TORONTO**


Please mention THE CANADA LUMBERMAN when corresponding with advertisers.


# TELEPHONES

Send for our Illustrated Catalogue and Price List of

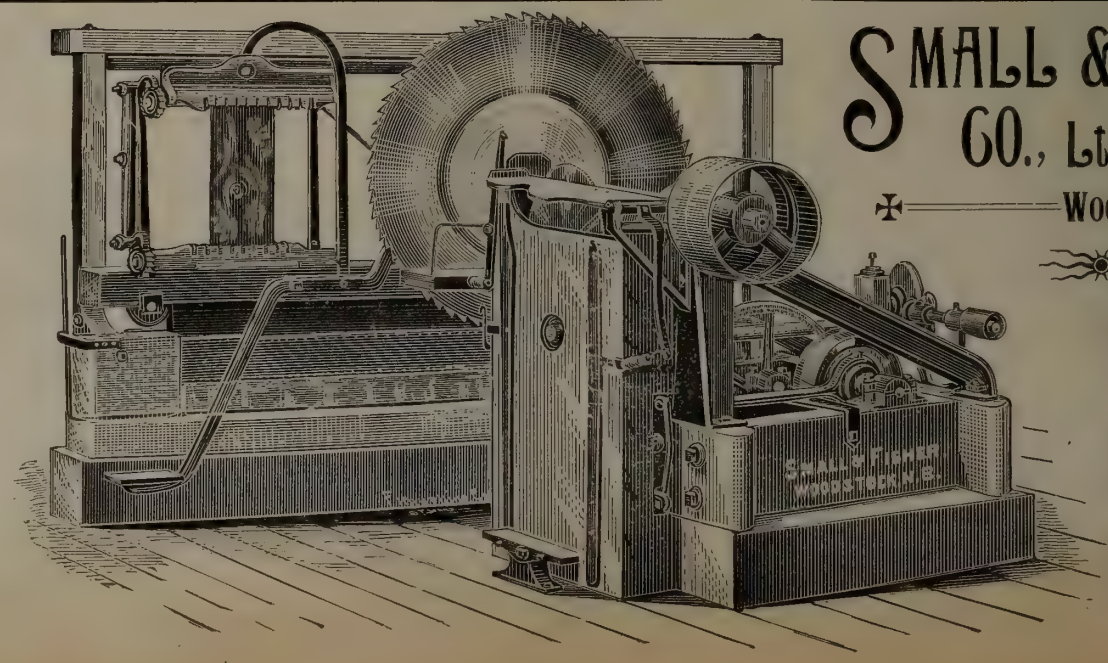
**"UNIQUE" TELEPHONES**

**For Main Line and Warehouse Use.**

Only Telephone made that does not get out of adjustment. Satisfaction guaranteed.
Sold outright at low prices. No exorbitant royalties.

SOLE MANUFACTURERS

**JOHN STARR, SON & CO., LIMITED**
P. O. Box 448, HALIFAX, N. S.




# SMALL & FISHER CO., Ltd.

Woodstock, N. B.

## Patent Shingle Machine

# THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office: TORONTO, ONT.

Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

## Electrical Machinery and Apparatus

... FOR ...

**LIGHT and POWER**

SPECIAL ATTENTION GIVEN TO

**LONG DISTANCE TRANSMISSION OF ELECTRICITY**

FOR LIGHT AND POWER

ALSO FOR

**ELECTRIC PLANTS FOR MILLS**

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

# Galt Machine Knife Works

**MACHINE KNIVES** OF EVERY DESCRIPTION

FOR **Woodworking Machines**

...Send for Price List...

PETER HAY - - - - - Galt, Ont.

*There is always one Right Way to do a thing, and a hundred Wrong Ways.*

*There is only one Right Way to dry Lumber.*

*That way is to dry it from the Centre to the Surface — begin on the Inside and work out. That's the method employed in*

## THE STANDARD DRY KILN

*and known as the "MOIST AIR" PROCESS—It's not an Experiment, but a Successful Success. The "STANDARD" Kiln is used more extensively and is giving more general satisfaction than any other. It is simple—the elements of Drying are under perfect control. It is easily regulated to get just the combination of Drying Influences needed to dry any particular kind of Stock—whether Hard or Soft Wood. It dries rapidly and does its work well. And the Price—well, considering the high grade of equipment furnished, and the Drying accomplished—IT'S CHEAP.*

*LET US FIGURE WITH YOU.*

*Our New Illustrated Catalog you can have for the asking.*

*THE STANDARD DRY KILN CO.*

*195 SOUTH MERIDIAN ST. INDIANAPOLIS, IND.*

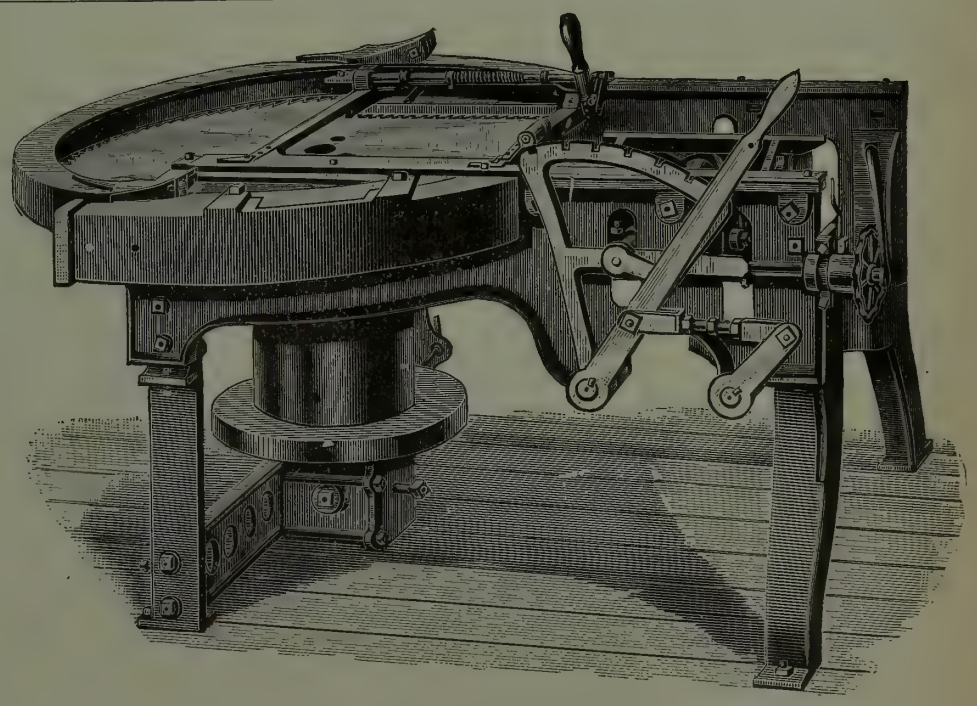
Please mention the CANADA LUMBERMAN when corresponding with advertisers.

# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON · ONTARIO

**Manufacture**

- Band Saw Mills
- Gang Saw Mills
- Circular Saw Mills
- Portable Saw Mills
- Shingle Mills
- Lath Mills
- Saw Filers, and all of F. J. Drake's Patents



DAUNTLESS SHINGLE AND HEADING MACHINE.

Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter. Capacity 25,000 to 50,000 per day.

**Our Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.**

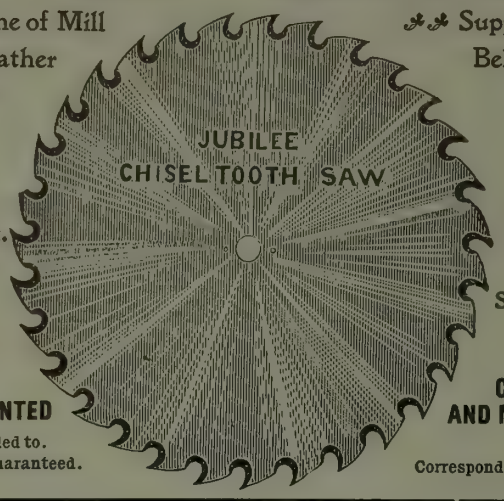
CORRESPONDENCE SOLICITED

# THE JAMES ROBERTSON CO., Limited.

Manufacturers of..... Saws of All Description

A Full Line of Mill Rubber and Leather Metal, &c., always

Supplies, including Belting, Babbit carried in stock.




Head Office: 144 William St. MONTREAL

Factories at MONTREAL, TORONTO, and ST. JOHN, N.B.

ALL OUR SAWS FULLY WARRANTED
Orders promptly attended to. Satisfaction Guaranteed.

CIRCULAR, GANG AND MILL SAWS A SPECIALTY
Correspondence Solicited.

# SUPPLIES
## OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

# RICE LEWIS & SON
(LIMITED)

Cor. King and Victoria Sts. - TORONTO

*The Leading European Lumber Paper*

## *The Timber Trades Journal*

Published Weekly by WILLIAM RIDER & SON, Ltd., 14 Bartholomew Close, LONDON, E. C.

SUBSCRIPTION: $5.00 PER ANNUM, POST FREE

The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .

Every Lumberman wants it — 35 cents buys it

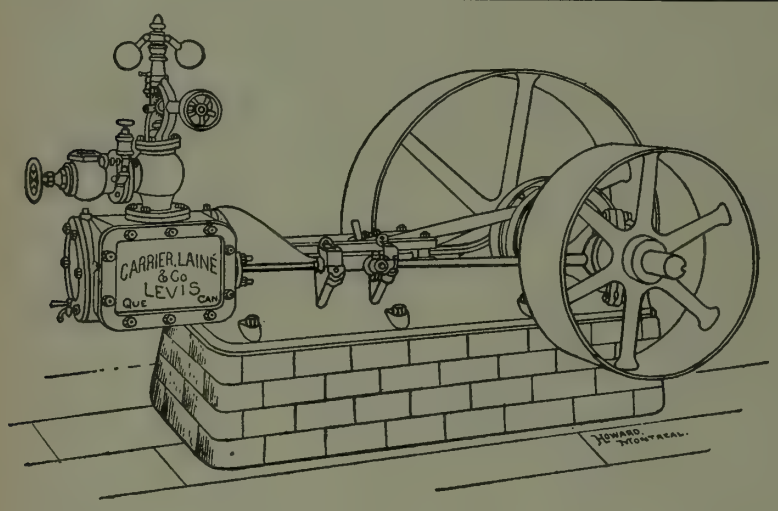
## Scribner's Lumber and Log Book

SAVES TIME SAVES MISTAKES SAVES MONEY

BRIMFUL OF EVERY-DAY, PRACTICAL INFORMATION

Address: THE CANADA LUMBERMAN, Toronto

It Pays to Advertise in the Canada Lumberman




## EXCHANGE your out-of-date Saw Mill Machinery for a Modern Plant from the works of

**Carrier, Laine & Co., Levis, Que.**

**Portable Engine and Boiler** of the most approved type (either separate or combination.)

**Stationary Engine and Boiler** to suit any requirements.

**Circular and Gang Saw Plants, Shingle and Lath Mills, Re-Sawing Machines, Special Double Edger, Butting Saws, &c., &c.**

Any ideas or plans you may have for fitting up a mill of any description can be put into practical working shape at our works.

We build, equip and guarantee output of Mill Plants. . . .

CARRIER, LAINE & CO., LEVIS, QUE.

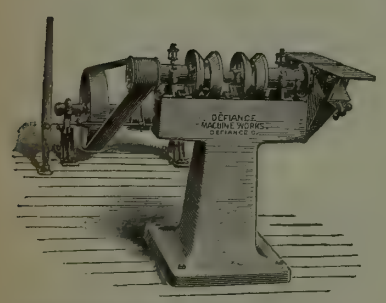
Full value allowed for old machinery in exchange for new. . .

ESTABLISHED 1850

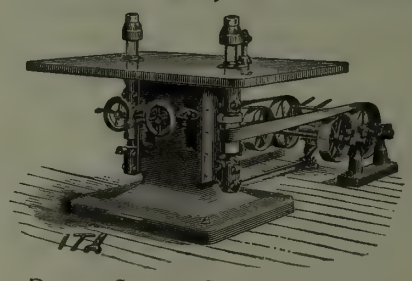
# THE DEFIANCE MACHINE WORKS

Designers and Builders of — DEFIANCE, OHIO, U.S.A.

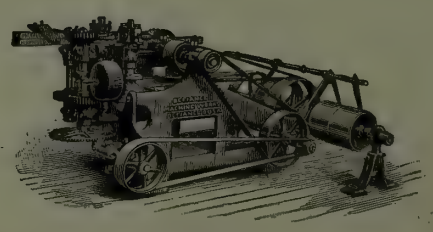
**PATENT HUB, SPOKE, WHEEL, WAGON, CARRIAGE, BENDING, HANDLE AND BARREL HOOP MACHINERY**



PATENT NO. O ROUNDING AND CORNERING MACHINE, WITH 6 INCH BUZZ PLANER ATTACHMENT.



DOUBLE SPINDLE SHAPING MACHINE.



AUTOMATIC SAWED HOOP PLANER.

COMBINED SPOKE TURNING AND SQUARING MACHINE. Capacity, 2,500 Spokes per day.

USE THE FAMOUS .. PINK LUMBERING TOOLS

Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks

Cant Hook Handles, Peavy Handles } By Car Load or Dozen

Pike Poles, Skidding Tongs, Boom Chains

Lowest Prices ◎ THOMAS PINK ◎ PEMBROKE, ONT.

# THE CANADA LUMBERMAN

WOOD-WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XIX. NUMBER 6. | TORONTO, ONT., JUNE, 1898 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

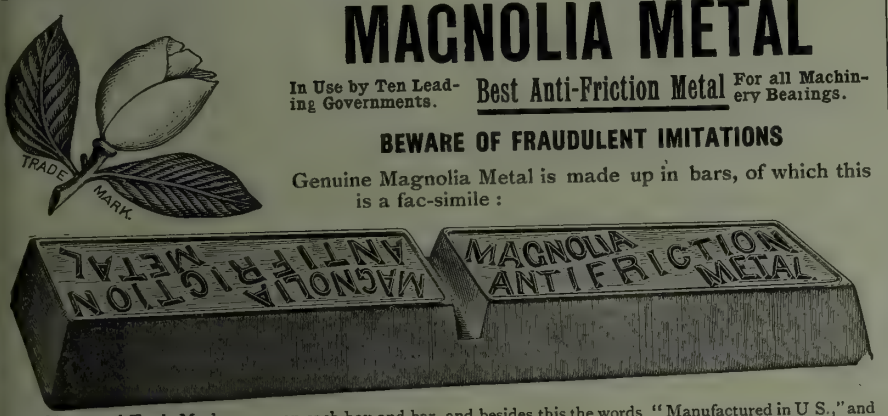


## MAGNOLIA METAL

In Use by Ten Leading Governments. **Best Anti-Friction Metal** For all Machinery Bearings.

**BEWARE OF FRAUDULENT IMITATIONS**

Genuine Magnolia Metal is made up in bars, of which this is a fac-simile :




The Name and Trade Mark appear on each box and bar, and besides this the words "Manufactured in U S.," and "Patented June 3rd, 1890." are stamped on the under side of the bar.

**MAGNOLIA METAL CO.**

Owners and Sole Manufacturers 266 and 267 West Street, NEW YORK

General Agents for Canada: MESSRS. CAVERHILL, LEARMONT & CO., MONTREAL.
Chicago Office: Traders Building. London Office: No. 49 Queen Victoria Street, London, E. C.

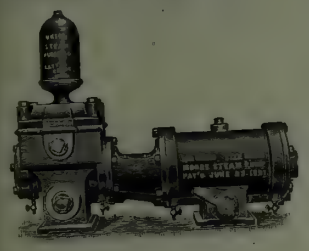
FOR SALE BY ALL DEALERS

## Ottawa Saw Works Co.

Manufacturers of All Descriptions of..... **SAWS** { Circular, Mill and Gang, Shingle, Butting, Concave, Band, Cross-cut-Billet Webs.

Correspondence Solicited. Middle Street, OTTAWA, ONT.

## MOORE STEAM PUMP



For Stationary, Traction and Marine Boilers.

High and Low or Special Duty.

Send for Illustrated Catalogue.

**DARLING BROTHERS**

Reliance Works - MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.

Frank Darling, Agent, Nelson, B. C.

## W. A. FLEMING

Sole agent in Canada for

REDDAWAY'S

**"CAMEL" BRAND HAIR BELTING**

Cheaper, Stronger and More Durable than best double leather.

Not Affected by Exposure to Water, Heat or Steam.

**57 St. Francois Xavier St. - MONTREAL**

Our cheapest quality of Hair Belting is called "Camel" Hair Belting.

## KLONDYKE OUTFIT

1 Eider Down Sleeping Bag, 14 lbs.; 1 pair Fawn Wool Blankets, 10 lbs.; 1 pair Rubber Hip Boots (Corrugated Soles); 1 pair Moccasin Hip Boots (Hob-Nailed Soles); 1 pair Prospector's Waterproof Raw Hide Knee Boots (laced); 1 only Waterproof Kit Bag (leather bound); 1 suit Duck Clothing (wool lined); 1 suit Mackinaw Clothing (Storm Cuffs); 1 suit Unlined Duck; 1 suit Leather Vest (corduroy lined); 1 suit Leather or Duck Pea Coat (fur lined); 1 suit Underwear (hand knit); 1 suit Underwear, lighter weight; 1 only All Wool Tweed Top Shirt; 1 each Navy and Army Flannel Top Shirt; 1 only Mackinaw Sweater (Knit Collar and Cuffs); 1 pair each Elk and Hand Knit Wool Mitts; 1 pair Hand Knit Wool Sox; 1 pair Elk Moccasins (laced); 1 pair Fur Lined Leather Sleeping Sox; 1 Eider Down Cape Hood; 1 Knit Woolen Tuque; 1 suit Oil Clothing and Hat; Towels, Yarn, Mending Wool, Needles, Shoe Hemp, Wax, Linen Thread, Handkerchiefs, Patent Buttons, Scissors—

**All Complete for $130.00, f.o.b. Ottawa.**

All above Goods of Approved Quality and Make, suitable for Klondyke wear, and most of which we supplied the Mounted Police, and Hon. Mr. Sifton and Major Walsh's parties. Manufactured by.....

**JAMES W. WOODS, Ottawa, Ont.**

Montreal Office, 290 Guy St. Vancouver, B.C., Office, 536 Hastings St.

WHOLESALE

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED.*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING AND LACE LEATHER

Danville, Que.

## Silver Solder

For Repairing

**BAND SAWS.**

Price $1.00 per ounce, in 10 ounce lots.

**P. W. ELLIS & CO.,**

31 Wellington St. East, TORONTO, ONT.

MANUFACTURING JEWELERS.

MANUFACTURERS OF

# HIGH GRADE SAWS

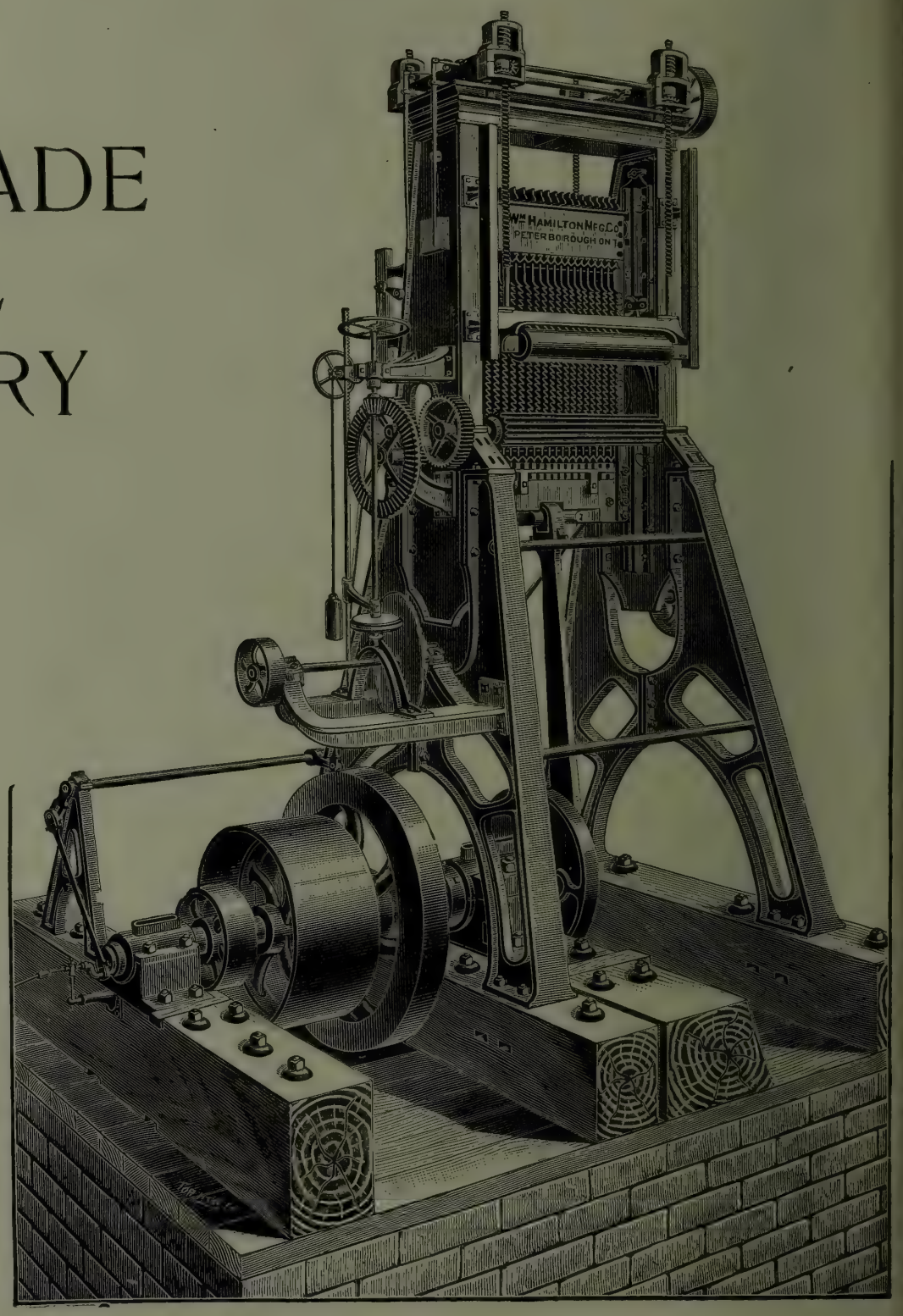
**Up-to-Date Shingle Saws**

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a
Complete Line of

## HIGH GRADE SAW-MILL MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

WE are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Limited

**Branch Office: VANCOUVER, B.C.**

**PETERBOROUGH, ONT.**

# THE CANADA LUMBERMAN

VOLUME XIX. NUMBER 6. | TORONTO, ONT., JUNE, 1898 | TERMS, $1.00 PER YEAR. SINGLE COPIES, 10 CENTS.

## A DISTINGUISHED LUMBER DEALER.

ONLY twelve years ago Mr. E. H. Lemay, whose portrait appears on this page, established himself as a wholesale lumber dealer, yet in that brief period he has risen to a position almost of preeminence in the white pine trade of Canada. To-day he stands as one of the leading exporters, with a record which could only have been attained by unceasing perseverance, sound judgment, and close attention to business.

On the first of January last Mr. Lemay celebrated the fiftieth anniversary of his birthday. For years previous to 1886 he was in the employ of the E. B. Eddy Company, of Hull, Que., who, as our readers know, were among the pioneers in the lumbering industry in Canada. While thus engaged he obtained much practical experience which was found very valuable in after years, and to which is due, in some degree, the success which he has attained. He also enjoys the distinction of being one of the best salesmen in Canada.

It is said that Mr. Lemay carries the largest stock of lumber in Canada, often holding as much as thirty million feet, representing a valuation of half a million dollars. Although operating no saw mills, he frequently purchases the entire cut of large mills in the Ottawa valley and elsewhere, shipping the stock to Great Britain and the United States. At the present time his attention is mostly devoted to the former market, owing to the depression in the United States trade incidental to war complications. His selling agents in New York are Messrs. W. M. Crombie & Co.

The progress which has been made of late years in the export of lumber from Canada to European countries is due to the enterprise of a comparatively few exporters, none of whom deserve greater credit than Mr. Lemay. It is hoped that for many years to come he will continue to enjoy the prosperity which has characterized his trade during the past twelve years. Personally, he is held in high esteem, and many warm friends have been made by his kindly and charitable disposition. His headquarters are in Montreal, where he is a member of the Harbor Commissioners, appointed by the Canadian government, a member of the Board of Trade and Corn Exchange, and a director in several large companies.

---

The Winnipeg Commercial says that a side industry of the Rat Portage Lumber Company is the sash and door factory, yet it has a capacity of 100 doors and 250 windows per day, having almost doubled its output in the last year by the addition of more machinery. The machinery is all specially made, of most approved type, and is constantly being added to. It is charge of C. A. Moore, formerly of Brandon, Man., and some 20 or 25 men and boys are employed. The requirements of the trade keep the staff constantly busy to keep up with orders, and it is quite possible that eastern or imported stock will be practically shut out.

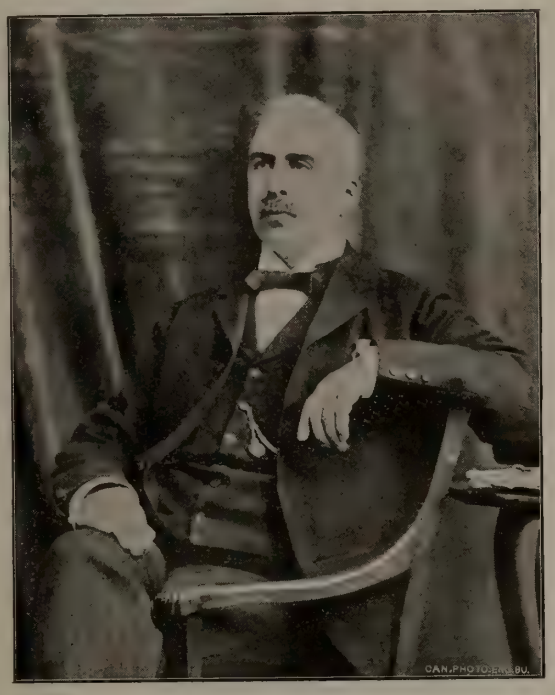
## PETITION FOR AN IMPORT DUTY ON LUMBER.

WE are pleased to notice that the recently reorganized Lumbermen's Association of Ontario has promptly set to work to try to remedy some of the disabilities from which the trade is suffering. The large importations of cheap grades of lumber from the United States are seriously affecting the interests of Canadian lumber manufacturers in western Ontario and the western provinces, and it is fitting therefore that the Association should have immediately turned its attention to this important subject, by forwarding to Sir Wilfred Laurier the following memorial :

TORONTO, ONT., April 18th, 1898.

To The Right Honorable Sir Wilfrid Laurier, G.C.M.G., C.B., Ottawa, Ont.

DEAR SIR,—At a recent meeting of the Lumbermen's Association of Ontario, a resolution was passed unanimously approving of the principle of charging the same duty on lumber entering Canada as charged by the United States on lumber entering their country, viz., $2 per M. feet on sawn lumber, 30 cents on shingles and 25 cents on lath, the same as in the wood schedule of the Dingley Bill.



MR. E. H. LEMAY.

But in order that the change may be made in our tariff with as little friction as possible, we offer for your approval an amendment to clauses 328, 329 and 611, as set forth in the enclosed memorandum. The members of the Association expressed their willingness to have free trade in lumber, but under existing circumstances of a $2 duty on lumber entering the United States market, and the Canadian market free, the conditions are too onerous and one-sided to be endured with equanimity for any length of time. The situation is aggravated by geographical and transportation problems incident to our extended frontier and by the import and export of saw logs. After mature consideration, and giving due weight to all the interests involved, we pray that your government may take action by amending the three clauses in the Canadian Tariff now submitted to you.

A strong feeling of injustice rests in the mind of lumbermen since the passing of the Dingley Bill," and as the time has come round when redress may be obtained, we have the honor to ask that you will be pleased to consider favorably the request now submitted by the Lumbermen's Associaton of Ontario.

A copy of the suggested amendments to the tariff appeared in the CANADA LUMBERMAN for May.

A memorial has also been sent to the Dominion government by the legislature of British Columbia asking that an import duty be imposed on lumber.

As no changes whatever have been made in the tariff at the present session of the Dominion Parliament, the lumbermen's views have not been met. It is to be hoped, however, that in the near future the government will remove the disadvantage which Canadian lumbermen are now placed under by reason of the free admission of lumber from the United States.

The duty of the lumbermen whose interests are affected is clear. They should strengthen the hands of the Association which is fighting their battles. The evils which affect the trade can be righted only by united effort. The time has arrived when lumbermen should cultivate each other's acquaintance, and in matters of this kind affecting their welfare, act in association rather than as units. In all other branches of manufacture and commerce the wisdom of this course has been recognized and acted upon. The lumber trade must either fall into line or suffer the consequences.

The first step in this direction has been taken in the re-organization of the Ontario Lumbermen's Association. The machinery is now available for united action, but more than this is required. The Association cannot successfully accomplish its purposes in behalf of the trade unless large numbers of the lumbermen of the province become members and take a personal interest in its affairs. The Association aims to promote the interests of the trade as a whole and as far as possible of every man in the trade —hence it should receive the active support of all.

The work of the Association must not be thrown entirely on the shoulders of the officers and a few enthusiastic members. If that is done, these men will in time become weary and discouraged under their unnecessarily heavy burden, and the Association will collapse or relapse into desuetude. An association with a weak and half-hearted membership will fail to command respect or to exert much influence. On the other hand there are few objects that cannot be accomplished by an association which has the active support of a majority of the best men in the trade, and which does not act spasmodically as the result of a suddenly threatening danger, but is constantly on the look-out and putting forth efforts for the welfare of the interests of its members and the trade which it represents. With the assistance of all progressive lumbermen the Ontario Lumbermen's Association may become such an organization.

## THE LIFE OF BAND SAWS.

By A. J. Burton, Algonquin Park, Ont.

[Article II.]

The length of time a band saw will live and do good work depends much on the care in handling; they are much like a man or a horse—if you feed them properly and they are well taken care of, they will usually last a long time. If a saw is all right on being received from the maker, and if the filer looks it over every second or third time it comes off the mill, and keeps it all the time in proper shape it will run until worn out, without a crack, and cut at the rate of 50 M per day, providing it does not meet with accidents.

I ran four saws one year on a Clark band mill in Pennsylvania, cutting from 50 to 55 M per day of hemlock, and left them all in good order less the wear, except that one of the saws had two cracks in front edge, which was my own fault, as I let the tension get out too near the front edge. But saws cutting logs containing iron or stones, or getting pulled off wheels, or ill-used in the file room or by reckless sawyers, will last and do good work only in proportion to the care they receive. The filer must keep the tension even, the saw flat and straight, crown in back even, use right amount of swage, not allow case hardening from any cause, see that the lap is always straight, not run too long or too slim teeth, see tha the mill is in line with the track, and the wheels in line with each other, and success will follow the mill owner and filer also.

### THE SPEED OF BAND SAWS.

As a result of my experience with band saws for log sawing, having fitted saws to cut almost all kinds of timber grown in Canada, United States, Central and South America, I would recommend that saws run 10,000 feet per minute in white pine, fir, spruce, poplar, cucumber, chestnut, linnwood, basswood, whitewood and any other soft woods; 9,000 feet per minute in hemlock, cherry, red oak, beech, birch, tulip, palmetto, North Carolina pine, yellow pine, red pine, cypress and any other medium soft woods; 8,000 feet per minute in maple, white oak, blue oak, gum, horn beam, ironwood, elm, yellow ash, Hungarian ash, South American mahogany, box wood, Spanish cedar, satin wood, amaranth, cycamore, black walnut, North Carolina red birch and all similar hardwoods. Use a short tooth, with 1¼ inch space and not much hook, and do not run over 6,000 feet per minute in rosewood, lignum vitae, cocobolia, black ebony, Cuban mahogany, palmavese, black palm, leopard wood, pelansee, or vermilion wood, etc. I have filed band saws to cut all the above woods and can speak from experience.

You will observe that in my letter in the May issue I spoke of saw makers not being expected to furnish saws to be used for from six to nine months and then condemned, and I wish to say that saw makers as a rule, are not half careful enough in finishing up a saw before shipping it to the mill, for I doubt if there is one saw manufacturer in the United States or Canada that turns out a band saw in proper condition to run on the mill. I find that new saws from the factory are not flat either lengthwise or crosswise, but there are usually more lumps running crosswise of the plate. This is due to the excessive use of the crossface hammer while smithing, and saw makers do all their work on the anvil. In order to level a saw as it should be, it requires a good solid leveling table, say 4 inches thick, 6 feet long and 12 inches wide; then, with a high hammer, say 2 pounds, all the little lumps or ridges could be taken out. Another reason that new saws are not in proper shape to run is because they are very uneven in tension and there are tight and loose spots; they are tensioned too near the edges in some places, and in other places are too stiff, and the back edge is not always perfectly true. This will cause a saw to oscillate on the wheels, and this, with the unevenness of the plate, is the cause of so many new saws cracking the first or second time they are used, and then condemned as no good by the mill man and filer; where, if the saw had been properly put up when it left the factory, it would have run and cut well without cracks.

If the filer finds the saws in good order when received from the maker, he will advise the manager to so order from the same company. Now, suppose a lot of new saws are received at the mill, and they are not at all in proper condition to run without cracking. The filer will most likely look them over to see how they are put up, supposing that because they are new they are perfect, and if the filer is not a thoroughly practical man, it is ten to one if he does not try to hammer the saws just as they were when they came from the factory, and in a short time the saws will be full of cracks, and the filer will tell his employer that the saws are worthless. The result is that the saw maker is written to about it; he writes back to the mill man that the saws were made of good steel, well tempered, etc., and claims that the cracks were due to the fault of the filer, but all in vain, the saws are returned, and the saw maker loses the sale and the filer his reputation, while the mill man loses both time and money in trying to run his mill with a lot of inferior saws. If the truth was known the trouble is with the saw maker, because he did not have a thoroughly experienced band saw filer to look over his saws and see that they were in the best possible condition to do good work before shipment. Saw makers will say that they employ men who have had a long experience in making saws, and who are good with the hammer. This may all be, but it does not make them capable of putting a saw in good shape to run on the mill, for they have not had the experience in the mill, and none but a good practical band filer can do it.

In my eleven years experience with band saws, I have filed saws for twelve different makes of mills, and the course I have outlined is the one I follow, which I find gives the best results, and a saw put up as described will do good work and not be likely to crack. I would be pleased to hear from other filers also as to their ideas and methods of working. I am always ready to try anything new that will have a tendency to improve the cutting of my saws.

## TRADE PROSPECTS IN JAPAN.

The complete report of Mr. George Anderson, Canadian Trade Commissioner to Japan, has been printed for distribution by the Department of Trade and Commerce. It occupies 42 pages of the usual size of the government blue-books, and contains much valuable information regarding the possibilities of trade with that country. Following are extracts from the report:

Lumber.—The demand for lumber of all kinds is simply enormous, and this will certainly be one of Canada's largest exports to Japan, and the saw-mills of British Columbia should be eager to supply the eastern trade. The Japanese are constantly building. their houses being constructed entirely of wood. The specifications sometimes asked for are large sizes and long lengths, as the contractors desire to cut by hand-saw into the sizes required for building. Douglas fir (British Columbia pine) is considered very satisfactory, and cargoes of common lumber will find a market. There is also a large demand for large lumber for docks, ship-building, bridges and government works. The sizes required for railway ties are: length, 7 feet; width, 8½ inches; depth, 4¾ inches. Pit props (round poles) for use in coal mines, vary in size from 6 to 12 feet in length, and from 5 to 10 inches in diameter, the annual consumption running into hundreds of thousands of pieces. Lumber is also required for all kinds of packing cases, box shooks, tea boxes and other purposes. Ornamental wood, such as maple, oak, red cedar, etc., for wainscotting, panellings, ceilings and interior decoration of houses, as well as for use in manufacturing furniture and railway carriages, would find a ready market at good prices. The Japanese are exceedingly tasteful in the interior decorations of their residences. The forests in the main islands are considerably denuded, and the government are insisting on the planting of trees for every one cut down. In quoting, Canadian correspondents cannot be too particular in showing the exact cost in gold at point of destination, and I would recommend sending a pro forma invoice naming price on rail of vessel at mill, and showing freight, exchange, insurance and interest while in transit.

Shingles are used extensively for roofing purposes, being nailed on the sheeting and then covered with mortar, tiles being put on over all. For this purpose No. 2 and 3 quality should find a very large sale. They are also used in the northern part of the Main Island and in Hokkaido, the Northern Island, in the same way as in our own country, with this difference, that bamboo strips are put across the row, the strips being held on by large flat stones, instead of each shingle being nailed. A better quality would be required for this latter purpose.

Staves and Heading.—There is a very large number of people engaged in the cooperage business, manufacturing cement, sake and other barrels, tubs, firkins, pails and all classes of woodenware. Our large stave and heading manufacturers, who are shipping to other eastern countries, will, I am sure, find a large market in Japan, as the preparation of coopers' material by hand is very laborious work.

Pulp.—Paper making is a large industry in Japan, and wood-pulp has already been received from Germany and Sweden. If satisfactory freight rates can be obtained, Canada can readily command this trade with the magnificent resources she possesses in this valuable product.

Furniture.—Furniture is cheaply made in Japan, but the wood being quite unseasoned, it is very unsatisfactory, and there would be a limited demand for all classes of furniture prepared in the white, shipped in the knock-down, and ready to be put together and finished on arrival in Japan. There is a demand for strong, cheap chairs; the backs and legs would require to be lower than usual to suit the Japanese stature, and two flat bars attached to the foot of the legs to protect the Tatami mats which are universally used in all Japanese residences. Office furniture and appliances, to a limited extent, could be introduced to European and Japanese merchants and manufacturers. Many of the better classes of Japanese, when building, are furnishing one European room, and I look for some considerable development in the furniture trade.

Machinery.—A tremendous development in this direction and likely to increase rapidly, as machinery is being introduced at a very fast rate, and sure to continue. The business is done by Great Britain, Germany and the United States, and consists of engines, boilers, mining, paper-making, spinning, and all kinds of machinery. I would fondly hope our manufacturers would take steps to secure a fair share of orders for the particular lines which they manufacture. It can only be handled by a special and competent salesman well up in this particular branch.

Wood-Working Machinery. — American firms are represented in this line. There will be considerable sale of planing, dove-tailing, band-sawing, mortising and all kinds of wood-working machines, as they are just commencing to be introduced.

Pulleys.—With the increasing introduction of machinery, there will be a large sale of all kinds of pulleys, and I am strongly of the impression that the light wood-split pulley will find a very extensive sale, if properly introduced by a specialist.

Boilers.—Steam boilers are being imported in considerable quantities from England, and the demand will continue, as there is a strong desire on the part of the Japanese to establish manufactories of various kinds throughout the country. I would advise that rolled plates, marked, ready to be put together on arrival in Japan, would be the best means of transporting boilers, as space in vessels is rated at 40 cubic feet to the ton, and it would be desirable on items of this kind to save freight.

Boiler Covering.—Manufacturers having steam plants are realizing the importance of retaining the heat in their boilers and pipes, and are using increased quantities of asbestos, mineral wool and mica coverings. The demand for these goods will be large.

Belting.—With the very rapid introduction of all classes of general machinery, there is a very large sale of leather and rubber belting, and the demand is likely to increase from year to year as factories are established. Leather is imported, and belting made in Japan, as it is deemed more economical than to carry large stocks made up, but it is considered inferior to the imported article. There are no gutta percha or rubber goods manufactured in the country, and there is a promising future for the belting trade both in leather and rubber.

Freight Rates from Canadian Ports to Japan.—On merchandise weighing 500 pounds or less per 40 cubic feet measurement, $15 per ton measurement; 750 pounds or less, $17.50; 1,000 pounds or less, $20; 1,250 pounds or less, $22; 1,500 pounds or less, $24; 2,000 pounds or more per 40 cubic feet, $1.25 per 100 pounds actual weight.

Import Duties.—Steam boilers, engines and parts thereof, 25 per cent. ad valorem; machinery of all kinds not elsewhere specified, 10 per cent.; belting, 10 per cent.; furniture, 20 per cent.; pulp for paper-making, 5 per cent.: timber, lumber, boards and planks, etc., 5 per cent.

To show the growth of the Japanese market, Mr. Anderson states that in 1887 the imports into that country were valued at 44,304,251 yen, or about $22,000,000, while in 1896 they reached more than 171,674,474 yen. (The yen is equal to 50 cents.) He also gives suggestions as to what course should be pursued by Canadian manufacturers to secure foreign trade.

Duncan A. McRae, of Wolfe Island, has been appointed government land agent and timber viewer in the Yukon district by the Dominion government.

## RETIREMENT OF MR. ROBERT THACKRAY.

THE friendly relations existing between Mr. Robert Thackray, of Ottawa, and his employees, were exemplified on the 30th of April last, when, upon the occasion of his retirement from active business life, he was presented by the employees of the firm with an address and a handsome gold watch. The address, which was read by Mr. E. P. McGrath, was as follows :

DEAR SIR,—On the occasion of your severing your connection with the active work of your factory we desire to express to you our sincere appreciation of the many kind nesses which we have received at your hands during the years when we have been associated together and our regret that the pleasant connection between you, as our employer, and ourselves as employees, is about to be broken.

"Some of our number have been continually in your employ for twenty years, and others but a shorter time, but all can unite in saying that the relations which have

MR. ROBERT THACKRAY.

existed between master and men have always been of a most friendly character.

"Those of us who know you best have most to say in your praise and we can all recall many acts of kindness from you which showed your thought of your men was of a deeper character than our simple business connection.

"The understanding between us is shown by the fact that during all the years of our connection we have never had any unpleasant disagreements, which in other places have taken place between the working men and their employers.

"And now when the time has come when these pleasant relations are to cease, we ask your acceptance of the accompanying small token of our regard for you, feeling that though not so closely connected in business, that in any time of need, we can find a friend in the one who has so long been our employer.

"We unite in extending to you our best wishes and our hope that you may be spared to years of usefulness and to the performance of those kindly acts which have always made your employees look to you as a friend."

Mr. Thackray expressed his gratitude for the gift, and for the kindly words contained in the address, in the following poetical fashion :

Words fail entirely to express
My thanks to you for this address,
So take the action for the word ;
I bow ; to speak would be absurd.

Well I remember in past years
You shared my cares and hopes and fears,
When friends were few, and I in need,
You often proved a friend indeed.

When fortune frowned upon our will,
And fire disastrous burned our mill,
Your sympathy expanded then
And kindness made us better men.

Farewell. May we forever be
In bonds of closest sympathy ;
Let us each others burdens bear
Until we reach that higher sphere.

### PERSONAL SKETCH.

Mr. Robert Thackray was born at Leeds, England in the year of the Queen's coronation, 1837. At 15 years of age he was apprenticed in Leeds to the carpenter and joiner trade, and at the age of 21 years, on reading of the bright prospects for young men in Canada, and of the Queen's decision to make Ottawa the seat of government he decided to come west. Landing in Ottawa in 1858 with a small clothes box, a carpenter's tool chest and four English shillings in his pocket, Mr. Thackray worked at the carpenter's bench for five years. In the interval he married a Mrs. Davidson, a young widow, and by strict economy saved enough to start a small sash and door factory, which has now grown to be one of the most extensive and best equipped establishments in Canada, shipping large quantities of pine doors and box boards to Great Britain and other foreign countries. His business premises have twice been burned to the ground, entailing severe losses, but he has always managed to pay 100 cents on the dollar. The business at present employs 125 hands.

Some years ago Mr. Thackray bought timber limits on the Quyon river, Pontiac Co., Quebec, and built a saw mill there, the product of the mill being shipped to Ottawa to be manufactured into doors, sash, etc.

His family consists of one son, one daughter, and two step-sons, all married. He has now retired from active work, leaving the business in the sole control of his son and step-son. The name of the new firm is Davidson & Thackray.

## THE SWEDISH TIMBER INDUSTRY.

IN a recent special issue of Timber, London, Eng., Gustaf Peters has an interesting article entitled "A Short Survey of the Development of the Swedish Timber Industry," which is well written and very interesting. The export timber trade was commenced, according to this author, about sixty years ago, the first steam saw mill being erected in Sweden in 1848. It is said to have caused a complete revolution in the trade. At the time this mill was built the total export from Sweden of sawn wood was 132,000 standards, of the value of about 13,000,000 kroner (one kroner being equal to nearly 27 cents). Twenty years later it had reached 550,000 standards, valued at 50,000,000 kroner, while in 1896 about 1,100,000 standards were exported, of the value of more than 100,000,000 kroner. The export was chiefly to Great Britain. The freight from the Baltic to London varied during the first decades of this century from £5 to £10 per standard. The import duties in England from 1820 to 1831 were about £13 9s per standard for sawn timber and £9 15s for hewn timber ; and in 1842 the duty was reduced to £5 and £3 12s respectively, and ten years later it was further reduced to £1 10s and £1 2s 6d. In 1866 it was abolished altogether. To show how little of the high price paid went into the pockets of the producer, the following details of a shipment made in 1820 are given :

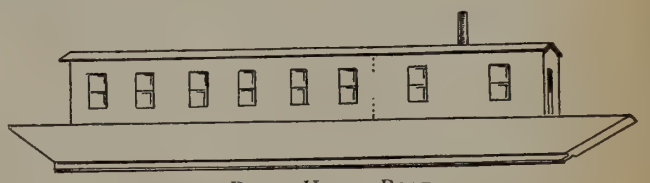
| | | |
|---|---|---|
| 100 standards deals sold to London.. | | £2,864 |
| Deductions : | | |
| Freight..... | £ 448 | |
| Duty..... | 1,990 | |
| Sundry expenses in London..... | 102 | |
| Commission and del crede ..... | 143 | |
| | | £2,683 |
| Surplus..... | | £181 |

In olden days immense quantities of waste timber and refuse were burnt in specially built furnaces, whereas now the smallest laths are used, and the remaining refuse is converted into charcoal, a by-product which now brings into the mills from £4,000,000 to £6,000,000 per annum. The first planing mill for export purposes was built about 1858, and the first joinery mill about the same time.

The wood pulp industry is of recent origin, but is, nevertheless, a very important business. The first mill for mechanical pulp was erected in 1857, and the first mill to produce chemical pulp in 1872. The annual export of mechanical pulp now amounts to about 80,000 tons, valued at 5,000,000 kroner, and of chemical pulp more than 100,000 tons, of the value of more than 15,000,000 kroner.

## OTTAWA RIVER HOUSE BOAT.

MESSRS. Bannerman & Findlater, of Ottawa, Ont., have recently completed four lumbermen's "house boats" for the Upper Ottawa Improvement Company. These are claimed to be the first iron house boats in Canada, two being for use at Quio (Chats Lake) and two on the Ottawa river at Pembroke. These boats—a drawing of which is given herewith—are scow-shaped, each 51½ feet long over all, with a keel of about 42 feet ; 12 feet wide at the top, and 11 feet across the bottom and 3 feet deep. The bow tapers to an extent of about 6 feet, and the stern 4 feet. The keel is formed of a piece of timber 7 inches deep and 6 inches wide, and is protected by an iron shoe. The house stands 6 feet above the top of the hull, making a height of ceiling of about 9 feet. The kitchen and cabin occupies about one-third of the house, the rest being occupied by sleeping berths, of which there are two



OTTAWA RIVER HOUSE BOAT.

tiers, a tier on each side of the boat with a gangway through the middle, making accommodation for a crew of twenty-four. The house is clapboarded with an iron roof.

The Japanese market bids fair to be a large consumer of American and European lumber in the near future. The development that is going on in the land of the Geisha is bound to have the effect of increasing the consumption of American lumber. Brick buildings are not common in Japan owing to the frequent earthquakes, and the native lumber is irregular in size and difficult to handle. A few steam saw mills have been erected, and there is reported to be an opening for high class machinery for those who will introduce and handle it, to be used in the sawing of native woods. A great deal of lumber has been shipped from Japan to the Pacific coast, and it is likely that in the future Japan will be a larger user of west coast lumber. Japan is a populous country of close upon 55,000,000 inhabitants, all rapidly becoming civilized and copying Americans and Europeans in their manner of living. The buildings are becoming more modern, and their industries are being rapidly developed.

## THE COMPARATIVE ADVANTAGES OF STEAM AND WATER POWER.

By "ECONOMY."

Now that the attention of the public is being closely directed to the possible utilization of the many valuable water powers which we have in Canada, it may be of interest and advantage to consider their value in comparison with the best known alternative method of generating energy, viz., by steam. The practical side of the question may almost be neglected, because modern science has so improved hydraulic machinery that the best classes of water wheels may be placed about on a par with steam engines as regards regularity of service and general satisfactoriness. The main interest will center in the commercial features of the comparison—and might take the form of the question, "Under what circumstances is water power a more economical prime mover than a steam engine?" which leads to the next question, "Can there be conditions which will cause steam power to be more economical than water power?" Both steam and water power, in what may be called their "raw" state, must be rendered available for use by more or less expensive processes, including in many cases the transmission of the energy from the point of production to the point of utilization; and it will be evident that there may be many conditions, physical and commercial, which may have considerable effect in modifying the value of one form of energy in comparison with the other.

Our rivers and streams are most of them short, and the country through which they run being denuded rapidly of forests. Hence they are very sensitive to the precipitation and respond very rapidly to it, being swollen shortly after rains, and carrying off large volumes of water in a short space of time. Similarly, after a period of dry weather they shrink to sometimes a very small proportion of their maximum flow. Even those streams which rise in marshy localities which absorb and retain moisture better, largely depend on the character of the fall weather. Should there be a considerable snowfall before the severe cold sets in to freeze the ground, then the stream will keep a more steady, even flow during the winter than it will if the hard frost sets in before the snow. And if the somewhat exceptional condition be met with of a dry summer, with little precipitation, followed by an early and severe frost without snow until late in the fall, then it is probable that many streams would dry up almost completely for several weeks, if not months. Water, therefore, as a source of power, can not be considered always satisfactory in point of reliability, unless some means can be taken for averaging up the flow; storing up the excess in times of flood, and letting it go in times of low water. This expedient is well recognized and frequently adopted; but the expense of the storage reservoirs is likely to be so great that only peculiar commercial conditions would justify it. The cost of development of a water power also is an item that may become very serious. It is but seldom that the favorable condition is found of plenty water and a large direct fall. As a rule the large streams, particularly in Ontario, have a somewhat slow current, and a high head could be obtained only by carrying the water in a long canal, which would cost heavily.

It is therefore evident that, taking everything into consideration, the first cost of a water power plant to render available a certain definite, continuous horse power, depends on the cost of machinery, dams, and perhaps storage reservoirs. If the power required does not exceed the minimum flow, then the reservoirs are not required; but they will be if the average flow is necessary. Hence it is quite possible that the total first cost of a water power enterprise, including the wheels, may be even largely in excess of the total first cost of a steam plant of the same horse power capacity. In fact, unless the circumstances be altogether exceptional, it is not likely that water first cost will compare at all favorably with steam first cost. After the first cost of the two systems comes in a very important consideration—purely commercial in its character. Manufacturing establishments using power require transporting facilities for their raw material, and for their finished product; and just in proportion as these are bulky or heavy, so does the cost of their transport become a more potent factor in deciding whether cheap power or low freight is of greater importance. More especially is this so in establishments that do a principally foreign trade, and hence require convenient access to a sea or lake port. It is a somewhat unfortunate circumstance, but in the nature of things, that the largest commercial and transporting centers are far from any considerable and swift streams. We all know of the observant traveller who remarked on the peculiar coincidence that there was always a navigable stream close to a large manufacturing city, and therein lies the answer to the question why cities are not near water powers; because navigable waters are very generally of greater importance than very inexpensive power. Hence the value of a water power largely depends on its position with regard to railways, canals, or navigable streams. Here, however, comes the very important fact that we have several distinct means of transmitting power over considerable distances; so that although the best place for generating hydraulic power may be distant from the most convenient shipping point, the intervening space may be bridged.

Power laid down in form convenient for use at any particular spot costs money to develop, and more money to operate; and whether steam or water power is the better for any particular case can only be arrived at after careful estimate of their respective total costs per year. These total costs may be divided into fixed and variable expenses. Among the former are interest on money invested, maintenance and depreciation, insurance, wages, and the like; among the latter are fuel, oil, and the like. Every enterprise is expected to pay a fair rate of interest on the investment; most have some bonded indebtedness which is a first charge on income, and therefore interest on investment is a fair charge in making the comparison. No machinery, building, construction, or apparatus of any kind can be expected to last forever, so that estimating its life at whatever length may be proper in the light of experience, it is only sound business to lay by every year out of the gross income a sum equal to the yearly deterioration in value, so that at the end of the plant's useful life it may be found to have paid back the money invested in it. This yearly sum may be expressed in terms of a percentage of the total cost, the actual percentage varying with the class of construction or apparatus. A sum must always be allowed for maintenance, repairs, &c., and for insurance, and the wage account is always a very considerable proportion of the expenses of operation. All the above items can be calculated very closely, and placed at a pretty accurate yearly sum. Variable expenses can also be estimated sufficiently close for purposes of estimate. This is an expense which is saved in water power enterprises for the most part, and as fuel is generally one of the larger expenses, the great advantage of water comes in here. To compare the above item by item: Whether steam or water power be used, the interest percentage will be the same, so that the respective charges on this account depend entirely and solely on the respective costs of the two methods. If the whole hydraulic construction be more expensive than the equivalent steam plant, then the hydraulic interest charge will be greater than steam interest charge, and similarly. This requires a mere comparison of estimates of investment. In the depreciation account this equality is not preserved. The hydraulic plant will probably be far more durable than the equivalent steam plant. The dams will last all the longer as they are more solidly built, and a small sum spent yearly in inspection and repairs will cause them to last indefinitely. Besides which a "second hand" dam and water privilege is just as valuable as one brand new, if it has been properly maintained, which cannot be said for a second hand steam plant. Probably a fair depreciation on the whole dam, gates, tail race, &c., can be placed at 2%. Of the hydraulic plant, wheels, regulators, shafting, &c., a reasonable life of 25 years may be expected, with the consequent depreciation percentage of 4%; building 2%, if of solid brick or masonry construction. The insurance charge will be considerably less in a hydraulic than in a steam plant, and will be smaller as the building is less fireproof. It must also be remembered that the first cost of the hydraulic building will very probably be quite appreciably less than that of the steam building.

The same items in a steam plant may be reasonably taken at: For boilers, a life of 10 to 15 years, depreciation percentage, 10%; engines, shafting, journals, piping, 20 years, percentage 5%; insurance probably 25 cents per $100 higher than with water. As to the wages charge, it is probable that a hydraulic plant can be operated just as efficiently as a steam plant, with fewer men, and consequently smaller wages expense. The larger the plants the better for the hydraulic, for while one man cannot properly attend to more than so many boilers and keep good steam, owing to the work increasing as the battery is large, the additional size or number of water wheels imposes no greater work on the operators. It may be fairly pointed out that there are labor-saving devices, such as automatic stokers, which increase the work efficiency of the firemen very greatly, enabling one man to keep good steam on a number of boilers, but at the same time it is wise to remember that all such devices increase the complexity of a steam plant, raise the probability of accident, and render advisable the employment of higher class engineers at greater expense. In plants of a certain capacity it is necessary to employ both engineer and fireman, one man not being sufficient. In a water power one man would be quite capable of looking after the entire plant, hence the other man's wages are saved; and one superior mechanic can do the work of two and save considerable. The great importance of this item will be evident when it is considered that the saving of $1 per day or $300 per year (about the usual wages of a fireman) will pay the interest at 5% on $6,000. This means that a water power plant may cost $6,000 more than a steam plant of equal size, and be an equally good investment, if thereby one fireman's wages can be saved.

The most important item among the variable expenses is undoubtedly the fuel, which will vary very greatly according to locality, kind of business, state of markets, etc. In coal mining localities refuse can be obtained for almost nothing—for the expense perhaps of carting it from the pile; in others good steam coal costs as high as $6, $7 or $8 per ton. Wood varies according to locality from 75 cents to $2.50 a cord. Oil or gas fuel can be obtained in certain favored localities. It is of course obvious that as fuel—whether coal, wood, oil or gas—is less expensive, so does the value of a water power become less in comparison with that of steam. Another very important commercial consideration—coal fields are always well supplied with railroad facilities, sometimes even with canals—so that the two most important manufacturing advantages are found together: easy transport and cheap power. Nature herself seems to place obstacles in the way of hydraulic power, for just as a large stream has a greater fall along its course, so does it become more difficult for railways to follow it, owing to the grades. Hence it is generally necessary to transmit hydraulic power for some considerable distance to a convenient shipping point, and this means larger fixed charges to offset the entire elimination of the fuel charge. It is obvious that assuming a sufficiently low cost of fuel at the shipping point, and an expensive water power plant, there may easily be conditions which will make a water power of no value whatever in comparison with steam. For instance, in a recent case, to develop and render available a certain water power for use 12 hours a day for 365 days a year, required the damming of some storage lakes, and the transmission electrically of about 150 h. p., in all about $20,000. The expenses in connection with this enterprise, for interest, depreciation, wages, etc., were estimated at $2,700 per year. The cost of a steam plant to do the same service was estimated at $8,000. Now, taking the above percentages and allowing two men for the steam at $800 wages, the same expenses without fuel would come to about $1,500. Thus $1,200 are allowable for fuel in order that steam and water (electrically transmitted) may be equally good investments. This allows $8 per horse power year for fuel. Or allowing 4 lbs. of coal per h. p. h. (condensing) comes to the equivalent of 1080 tons of coal per year. Coal, or equivalent, at $1.11 per ton would make either plant an equally good investment; at $1.12 would be more expensive than water power; at $1.10 would be more economical than water.

Now, if this water power had been situated about 100 miles from where it was, and placed as near a Nova Scotian coal mine as it was to its distributing point, then culm could have been obtained at 25 cents per ton, and allowing even 4 tons of culm to give as good effects as one ton of good steam coal, even then the steam plant would have been the better investment. At the distance of 32 miles from the above coal mine, culm cost $1 laid down, so that the fuel for the above plant would have greatly exceeded the $1,200 allowed. Here we have a very clear illustration of the way in which the comparative values of steam and water power vary. At one end of a 32 mile line the water power was worth nothing at all; at the other end it would have been a good investment for $25,000.

The kind of business to be done will also largely affect the comparison. There are many products that require heat in the various processes, for bleaching, cleaning, bending, drying, and what not. In the present state of

our knowledge of electrical matters, it is not wise to predict what may or may not be done in the next few years in the way of electrical heating, but we do know that water power will not develop heat without its transformation into electrical energy; so that unless this transformation is made, a water power plant will have to be supplemented by a steam heating plant in all cases where heat is required. If not a steam heating, then hot air, stoves, &c., which all mean fuel.

Now, if steam is to be used at all, it might just as well be used as economically as possible, and to raise steam to a high pressure costs less proportionally than it does to generate a low pressure. If, therefore, high pressure steam be used in steam engines, and their exhaust be availed of for drying or heating purposes, it might very well be that the expense incurred would compare very favorably with the total interest and other expenses of a combined water power and steam heating plant. And the comparison would be all the more favorable to steam as steam became necessary in larger quantities for drying and less comparatively for power. There are other industries again which necessarily produce combustible refuse, which they must consume in some way, such as tanneries, planing and saw mills, and other wood-working industries. Unless they have some local demand for such refuse it becomes very necessary to burn it up to get it out of the way. In all such cases it is questionable whether water power would have any value at all.

In appraising the comparative values, therefore, of a water privilege in relation to steam working, it becomes necessary to regard the whole question from a strictly commercial standpoint. The total first cost by the two methods must be reliably estimated, with their probable maintenance and operating costs. Due consideration must be given to the cost of extra haulage and handling, where the water power is not on the transport line, and be debited against it. The heating problem is a factor, and the cost of fuel, and if the careful discussion of the matter leads to the result that steam is the more economical, then no arguments based on the "sin of wasting power at our doors" should be allowed to influence it. It is obvious that no particular rules can be laid down by the application of which the value of water power can be determined from tables like a logarithm. Every case must be determined on its merits, and the above illustration showing how the merits may vary widely in 32 miles, serves to emphasize the importance of careful investigation and logical calculation.

## AUTOMATIC BOX MACHINE.

A MARVELOUS piece of automatic machinery for the purpose of making boxes has been invented by W. T. McRae, of Philadelphia, Pa., and recently set up for a practical test, after working five years on its perfection, says the Philadelphia Record. It is known as the "Eureka," is novel in its design, and does its work in an entirely new way as compared to the old machines designed for this work. It is fed from four sides with boards which have been previously cut the desired size; and a box is turned out at every revolution of the machine, the wooden cubes being thrown off at an astonishing rate. A single operator, who need not be a skilled person by any means, can work off 1,000 boxes an hour, the work of the attendant being only to feed the press with the wood. The machine may be readily adjusted in a few minutes to make a box of any size within reasonable limits. One press, for instance, is made to take in all the various sizes of cigar boxes; while for larger ones another size machine is made. After the machine is started its action is automatic, and at each revolution a box is shot out, one following the other so rapidly that the question of carrying them off becomes an embarrasing one. The box as turned out is complete, with the exception of the lid. Lock-corner boxes are as readily handled as the straight-edged one, the hammers used in nailing them being taken off and plates substituted which squeeze the parts together instead of nailing them. The capacity of this machine is said to be nearly ten times that of the box-making machines now in use.

The Review of Reviews makes a striking assemblage of cartoons illustrating the war question. The reproduction of Spanish, Cuban and Mexican cartoons are especially interesting. The pages of the May Review devoted to this department will have a unique historical significance in years to come.

## THE SPRUCE GALL-LOUSE.

Prepared for the Bureau of Forestry by WM. BRODIE, TORONTO.

IN the spring of 1897 many spruce trees in and around Toronto were found to be more or less injured by a pseudo-gall insect. The galls were enlarged and deformed buds of the previous year, usually towards the tips of the twigs. Investigation showed that these galls were formed by a small insect, popularly called the spruce gall-louse, the Chermes abietes of entomologists. A short account of this destructive pest, as then known in Ontario, appeared in the annual report of the Clerk of Forestry for the Province of Ontario for 1897. Since then it has spread with astonishing rapidity and has been detected at many points, from Peterborough to the County of Bruce, where it was lately detected by Dr. Hunter on native spruce trees in a swamp in the township of Culross. It has also been found on native spruces in Muskoka, near Utterson station. So far it would appear that unless this insect is checked by some artificial means it will soon destroy our ornamental spruce trees and hedges and, extending northwards, do immense injury to our spruce forests.

FIG. 1.

FIG. 2.

FIG. 3.

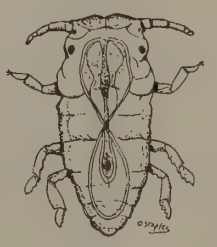


FIG. 4.

The trees already attacked by this spruce gall-louse in Ontario are the European spruce, Picea excelsa, the double spruce or black spruce, Picea nigra, the white spruce, Picea alba, and the balsam fir, Abies balsamea, and it may also be found on the hemlock, Tsuga Canadensis. This insect is native to Northern Europe and was introduced into the United States on imported spruce trees and thence into Ontario, or it may have been introduced here direct from Europe, as for many years there has been an annual importation of young European spruce trees into Ontario.

At Toronto the full grown insects—the producers—emerge from the galls, the scales of which open to give them exit, about August 1st. On emerging they are slightly imperfect, but in one day ample wings are developed which enable them to fly long distances. After distribution the female settles on a spruce leaf and lays—under herself—about thirty-five eggs and then dies, resting on the eggs. In about a week the young six-footed larvæ are hatched. They crawl about and find immature buds into which they burrow and of course remain quiescent during the winter. But in the following spring their presence in the bud causes it to develop into a "gall" instead of a normal twig. The lice in the galls give birth to other living lice so that about thirty individuals are found under each scale of the gall. The galls are usually irregularly spherical and often more than a half inch in diameter. When growing they are of a yellowish green color, but during the winter they assume a reddish brown tint, which they retain until the end of May, when they usually fall from the tree. This is the usual form of this gall, but there is another form, not a gall, in which the injury is done in the leaf axils. As these insects in the feeding stage are within the gall, and the gall is perfectly water tight, so that no fluid can penetrate, poisoning is out of the question, and as in the migrating larval stage, they do not eat, poison is equally useless. Of course in this larval stage soap emulsions might be of some use, if applied abundantly at the proper time. But without any doubt the cheapest and best plan as yet tried in Ontario is to clip off the galls as soon as they are noticed—say in June—and always before the first of August, while the producers are in the galls, and immediately burn them up. When a tree is too much infested to be dealt with in this way it should be cut down and burnt at once. Of course there is no use in doing this after the producers are out of the galls. Several cases are known where this plan was carried out with very satisfactory results, and it is respectfully recommended that all those having spruce trees in charge should carefully see to the clearing of the trees and the extermination of this formidable insect pest. As some of our nurseries are affected, buyers of evergreen nursery stock should be very careful to see that the young trees are perfectly free from this insect pest.

### DESCRIPTION OF PLATES.

Fig. 1. Gall infested twig as usually seen in the fall season before the death of the part of the twig above the gall.

Fig. 2. Infested twig of European spruce, two-thirds natural size, collected April 16, 1898, from a badly infested tree growing in one of the Toronto public parks, showing the parts of the twigs above the gall dead, the leaves having fallen off, the usual condition found in the spring season.

Fig. 3. Mature, winged fertile form, from a microscope mount, enlarged 25 dia., collected September 1, 1897. In this final stage of development they do not eat, but their ample wings enable them to fly long distances before ovipositin, and hence the alarmingly rapid distribution.

Fig. 4. Immature gall producer, from a microscope mount, enlarged 25 dia., immediately after issuing from under the scales of the gall, August 18, 1897.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

C. H. MORTIMER
PUBLISHER

CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

## OUR EXPORT TRADE.

THE visit to Canada of representatives of several European importing houses, for the purpose of forming a closer connection with our lumber manufacturers, is a circumstance of no little importance to the trade. It signifies a preference on the part of foreign importers, more especially those of Great Britain, to trade with this country. This, in view of the conservatism of the English people, augurs well for the prospects of future business. While our exports of lumber to the British Isles have greatly increased of late years, we do not think that the limit has yet been reached. There is reason to believe, however, that before any appreciable expansion of business is witnessed, the export trade will undergo some notable changes.

Heretofore, as our readers know, practically all the lumber exported to Great Britain has been handled by a dozen or more large shippers, who make the bulk of their shipments from Montreal, Quebec, St. John and Halifax. Their trade has largely been confined to deals and square timber, and having cultivated a market for these, they naturally discourage any attempt to digress from the beaten path.

It is only fair to say that manufacturers have found this method of selling to shippers entirely satisfactory. But there is another aspect of the case, viz., that the development of our lumber industry on the lines which would prove most profitable to the country has thereby been retarded. Our manufacturers have learned but little of the requirements of the British market, and consequently a considerable trade in specialties and partially manufactured goods has been lost. It is with a view to securing a portion of this trade that we welcome the present sentiment in favor of closer relations between the Canadian manufacturer and the importer in the foreign market. That this sentiment is recognized on this side of the water is shown by the number of manufacturers who have visited Great Britain during the past year.

The question of the best method of handling the export trade is one which has been given much careful study by the leading manufacturers in nearly every line of industry; it is one difficult of solution. In the marketing of timber products there would seem to be more obstacles than are met with in other lines, yet it is a problem which must be dealt with in a business like manner at an early date. A movement is now on foot in the Southern States to form an association to export pitch pine, particulars of which may be of interest. It is proposed to form a joint stock company, with a capital of $170,000, divided into $1,700 shares, said shares being proportioned to the fifty mills included in the company according to export capacity. The company will submit every requirement to each and every mill for quotation, the lowest bidder to have the order if a sale is effected, less 2½ per cent., in consideration of which the company guarantees to pay for all purchases without other discount or commission. In making the sale the company will add at least one dollar per thousand feet to the prices quoted by the mill man. A daily bulletin of transactions, giving sales, price, shipments, etc., will be issued to each member of the company.

One objection to the above plan would seem to be that it fosters competition between the manufacturers, the removal of which would destroy entirely the working of the association. The commendable features are that it would afford an actual knowledge of the world's demand, reduce the cost of securing the business, and provide for prompt payment of stock.

## UNIFORM GRADING OF LUMBER.

THE movement for uniform grading of lumber has obtained a strong foothold in the United States, and is rapidly spreading from section to section. Encouraged by the success of the Wisconsin Valley Lumberman's Association, the pioneer in the work, the southern lumber manufacturers have taken steps to inaugurate a similar system, by which to secure uniformity in grading and inspection of lumber. Nor is the movement confined to the pine trade. At the annual meeting of the Chicago Hardwood Lumber Exchange held recently, letters were read from the Cairo Hardwood Lumber Exchange and the Northwestern Hardwood Lumbermen's Association, asking that measures be taken to establish uniform rules of hardwood inspection.

Nowhere does there exist greater necessity for proper inspection rules than in Ontario, and we hope the Lumbermen's Association will prove its usefulness by taking up the work. The establishing of standard grades would undoubtedly have a beneficial effect upon prices, and would do a great deal to strengthen our position in foreign markets.

The lumber business of this province has in the past been conducted single-handed. Every manufacturer, whether pine or hardwood, has made his own inspection, and as a result there is a wide divergence as to what constitutes a certain grade. One manufacturer sets the standard higher than another, who, as a consequence, finds difficulty in disposing of his lumber. Neither can a dealer order a certain grade and know exactly what he is going to get, as should be the case.

The Wisconsin Valley Lumbermans' Association, referred to above, represents a total lumber production of 400,000,000 feet a year. An inspector is employed to visit the different plants at stated intervals and report to the management all items not in line with the rules, as well as to instruct the individual graders in their duties. The expense of maintaining this system is raised by a tax of one cent on every thousand feet actually shipped, which has so far been found sufficient.

## THE UTILIZATION OF WASTE TIMBER PRODUCTS.

LUMBERMEN should be interested in the project which is being promoted by the Rathbun Company for the establishment of charcoal iron smelting works at Deseronto. This step is being taken in pursuance of a policy decided upon by the company, as far back as 1866, to seek to find methods of manufacture that would convert the rough logs and the coarse cuttings of the mills into products that the public would buy at a profit. In furtherance of this idea, the manufacture of porous terra cotta fire-poof building material from sawdust was commenced; cedar mills were established at Deseronto, Campbellford, Lindsay and Gravenhurst, so that such coarse forest material as could not be safely floated or railed to Deseronto might be manufactured in transit; a cement manufactory was started which utilizes for fuel 3,500 cords of coarse material from forest and mills per year; chemical or wood distilling works were erected, where gas from sawdust was made for lighting the factories and town, following which came extensive charcoal works. These various industries consume a vast quantity of the by-products of the forest and mills, give employment to 1,500 men, and their products find a market in Canada, the United States and Great Britain.

By this policy the Rathbun Company have been enabled to greatly prolong their forest operations by cutting their timber carefully within prescribed bounds, at the same time, by removal of waste timber, affording protection against fire and permitting the rapid growth of young pines for future supply.

Owing to the duty imposed by the United States on Canadian charcoal, and the reduction in price of wood spirits by the Dominion government, it has been found necessary for the preservation of the charcoal industry to establish a charcoal iron blast furnace in the Bay of Quinte district, and arrangements to this end are well advanced. It is expected that a market can be found for the charcoal iron in Great Britain, Norway and Sweden.

This blast furnace, which will have a capacity of 35 tons per day, will require yearly 20,000 cords of charcoal timber, representing 20 cords of coarse timber per acre, from 1,000 acres per year. Employment will be given to about 225 men for an average of about five months during the cold weather in getting out this timber.

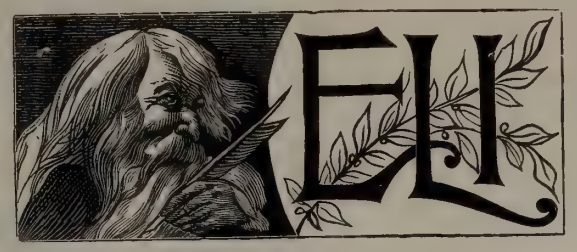
In view of the steady decrease in the available supply of first-class timber, and the increasing quantity of coarse material, there is no question of greater importance before lumbermen to-day than that of finding means of utilizing the present waste material from the forest and the mill and the promotion of new forest growth. Hence, as we have said, the projected enterprise at Deseronto, which appears to combine these objects, is one in which lumbermen should feel a deep interest, as in the event of success attending the venture and a sufficient market being found for Canadian charcoal iron, similar works might be established in different parts of the Dominion, with

great advantage to the general welfare of the country and the lumber industry in particular.

## EDITORIAL NOTES.

The methods adopted by some municipalities in awarding contracts for lumber and other supplies are, to say the least, very unbusinesslike. The authorities appear to ignore entirely the rights of tenderers. A striking example of injustice is found in the action of the Winnipeg City Council in awarding the contract for the annual supply of lumber. Tenders were invited publicly for the supply of from 500,000 to 1,500,000 feet, that submitted by Messrs. Dick, Banning & Co. being accepted. On being notified of the acceptance of their tender, they made arrangements with the manufacturers for the supply required, and also for teams, etc., for delivering the lumber to the city, adjusting their financial affairs accordingly. Afterwards they were notified by the City Clerk that the action of the Council had been vetoed by the Mayor, on the ground that sufficient time was not allowed between the first appearance of the advertisement calling for tenders and the date limit. At a subsequent meeting of the Council new tenders were ordered to be asked for. The injustice done to Messrs. Dick, Banning & Co. was in no way recognized, notwithstanding that they had arranged for their lumber supply and that their prices had been made public for the benefit of competitors who would submit new tenders. If a mistake was made, the onus thereof should rest upon those in error, not upon an irresponsible party. The city should either have carried out its obligation with the firm, or effected a settlement before inviting new tenders.

In the figures to be found on another page, showing the lumber consumption of the Northwest and the relative quantities supplied by Canadian and United States manufacturers, there is food for reflection. In the year 1896 there were consumed in Manitoba and the district extending as far west as Regina, approximately, 80,000,000 feet, of which 12,000,000 feet was the product of United States mills. Last year the consumption in the same territory increased to 92,000,000 feet, but of this nearly 17,000,000 feet was imported from the United States. Thus, of the increased consumption of some 12,000,000 feet during 1897, the Canadian mill men only benefitted to the extent of 7,000,000 feet, which clearly shows how serious has become the competition from our southern neighbors, who are protected in their own market and allowed free access to Canada. Four years ago the imports of lumber into the Northwest were of little account, being less than 2,000,000 feet, but, under the very favorable conditions, they have rapidly grown. While, from its geographical location perhaps more than anything else, our Northwest is not destined to be a manufacturing country, yet its lumber trade is gradually expanding, chiefly as a result of the improved condition of the farming community and the consequent increase in the volume of building operations. It is indeed encouraging to observe that one, at least, of our Georgian Bay manufacturers is endeavoring to penetrate into this market, notwithstanding obstacles in the way of high freight rates and such like. His success will no doubt be watched with interest.




A gentleman prominently connected with the erection of several large buildings in Toronto, in relating to me some of his experiences, referred to an incident which seems to point a moral. It was his duty to inspect all lumber. The specifications for flooring for a certain building called for first class material, and it was expected to pay a good price for the same. Arrangements were made with a local dealer to supply a portion of the required stock at a fixed price, but when the first carload arrived it was found so inferior as to be rejected entirely and the order cancelled. "The reason of this," said my informant, "was that the price which the mill man was being paid for the lumber was so low that he could not afford to supply the grade, and this notwithstanding that a fair price was being paid to the dealer, who could very well have paid a better price to the mill man. His desire to make a large profit cost him the contract." It is well to be content with a fair margin of profit.

* * *

The fertile brain of Herr Cu. Bloch, of Berlin, Germany, has invented an apparatus for the manufacture of sawdust into cakes. These cakes, he seriously declares, may be used for food for cattle, horses, etc. Some experiments were made in Berlin in 1895 by the Tramway Company, which are claimed to have proved successful, though the manufacturing expenses were rather higher than expected. The new substance consists of a mixture of two parts of fine sawdust and one part of bran and muriatic acid. After fermentation the mixture is baked and takes the shape of a brick. It is then damped by means of water, when it makes an excellent substitute for hay and straw, and is also a good fodder for cattle and horses. Oak or walnut woods do not, on account of their tanning properties, give such good results as soft woods. The news of this invention has just been received in time to relieve the Ottawa valley lumbermen of worry over the disposal of their sawdust.

* * *

A remark made by Mr. Edward Still, manager of the European Exporters' Association of Toronto, shows the necessity of the formation by lumbermen of some organization to conduct the export trade. "When I was in Glasgow last," said Mr. Still, "a gentleman who is in the business said to me that he was at a loss to understand the system under which Canada and the United States shipped lumber to the British market; there did not seem to be any understanding as to the requirements, and at times there was a complete glut." Conditions such as these are likely to exist so long as there is no organization among lumbermen, and secrecy is the motto of the trade. Mr. Still informed me that he was about to leave on a business trip to Europe. He thought his association might be of considerable assistance in the formation of a lumber exporters' association, if any action was to be taken. At my suggestion Mr. Still outlined the modus operandi of the European Exporters' Association, of which Sir W. P. Howland, K.C.M.G., is president. The association have experienced and high class representatives in the leading centres in Great Britain, Germany, France and other foreign countries. They do not act as middlemen in the manner of handling the goods, but place exporters in touch with reliable agents, who in turn effect the sale. The agency of the European Exporters' Association is one which seems to me worthy of the consideration of parties interested in opening up trading relations with Europe.

* * *

A correspondent of the Toronto Globe, writing of the lumber industry of British Columbia says: "The lumber trade is inclined to favor a retaliatory policy toward the United States. As in Ontario, it is claimed that the export of logs and the import of lumber, shingles, etc., under the existing American tariff will be more profitable than the domestic manufacture. This is still a lumbering country. Mill refuse is burned, and soft wood in every form is lying along the shores and wasted as freely as in older Ontario 30 years ago. Square timber is turned out of the mills so long that it requires three flat cars together to carry its length, and such timber is often two feet square and more. An ordinary order for lumber is filled with boards twelve inches wide, and almost any required dimension in timber can be supplied. There are wooden eave troughs on the houses, and especially on Vancouver Island many of the finest and most ornate residences are built of wood. This forest wealth which seems to be thrown about everywhere in prodigal carelessness, the great timbers, the immense piles of long and wide boards, the heavy planking on wharves and docks, all without knot or flaw, always attract the attention of visitors from older Canada. The exhaustion of this supply is not yet within measurable distance, and it is treated as if such a result was an impossibility. The influences which make for a tariff protection, retaliatory and otherwise, on lumber are comparatively weak. With the freedom of the American market there would be an opening for British Columbia products in Skagway and Wrangel, and there would be an opening also in the western states. But so far as the market south of the boundary is concerned it is questionable if Canadian lumber could make much headway. The Pacific slope is as well timbered in American as in Canadian territory. The "slaughter market" argument, too, is heard in advocating a tariff on American lumber. The real market of the British Columbia product, however, is in Australia, Hawaii, the west coast and Europe, and there the great sailing vessels are continually carrying it. The home market is of comparatively little importance."

So-called wood tapestries are made by gluing sheets of veneer to a woven cloth back, then cutting the veneer as desired. The glue used to unite the cloth and wood is of a character to remain pliable after drying. The cutting of the veneer must be very nicely done, so as not to injure the fabric backing. The invention is of French origin.

## NATIONAL HARDWOOD INSPECTION RULES.

THE Chicage Hardwood Lumber Exchange called a meeting of hardwood lumber dealers for the 8th of April last, the chief object being to adopt a system of uniform grading. The meeting resulted in the formation of the National Hardwood Lumber Association, comprising the markets of Cincinnati, Memphis, St. Louis, Chicago, Racine, Milwaukee and Minneapolis, and it is expected that other markets will also become identified with the organization. Uniform inspection rules for the grading of hardwood lumber were adopted, and in view of the importance of the subject, we give some of the rules below :

STANDARD GRADES.—The standard grades of hardwood lumber are firsts, seconds, commons and culls, except as otherwise specified. When firsts and seconds are combined as one grade, there shall be at least 33⅓ per cent. of firsts. Lumber below the grade of culls shall be classed as mill culls.

STANDARD LENGTHS.—The standard lengths are 6, 8, 10, 12, 14, 16, 18 and 20 feet, except as otherwise specified. Most lumber is handled in lengths of 10, 12, 14 and 16 feet. Odd lengths, such as 9, 11 and 13 feet, shall be measured back to the next even length, except when otherwise specified. In the grade of firsts and seconds the lengths are from 10 to 16 feet, but there must not be over 10 per cent. of 10 foot lengths, unless otherwise stated.

STANDARD THICKNESS.—The standard thicknesses of lumber are ⅜, ½, ⅝, ¾, 1, 1¼, 1½, 2, 2½, 3 and 4 inches.

STANDARD DEFECTS.—One knot 1¼ inches in diameter. Two sound knots not exceeding in extent or damage 1¼ in. knot. One inch of bright sap, except when otherwise specified. One straight split, not exceeding in length, in inches, the surface measure of the piece in feet, except as otherwise specified. Worm or grub holes not exceeding in extent or damage one 1¼ inch knot, except as otherwise specified. Ordinary season checks are not considered defects. Black stains, heart shakes, rots, dote and unsound knots over 1¼ inches in diameter are considered serious defects, reducing to a grade lower than firsts and seconds.

In the following rules all widths and lengths mentioned shall be inclusive.

SPECIAL INSPECTION.—Log run means the full run of log with mill culls out. Common and better means the full run of the log with culls and mill culls out. Merchantable means the full run of the log with mill culls out, and that the common and better shall be measured full and culls one-half.

INSPECTION OF LUMBER SAWED FOR SPECIFIC PURPOSES.—Lumber sawed for specific purposes, such as axles, bolsters, tongues, reaches, etc., must be inspected with a view to the adaptability of the piece for its intended use, because in most cases it cannot be used for other purposes. Such stock shall be inspected clear and culls.

### MAPLE.

Grades, Firsts, Seconds, Common and Culls.
Widths, 3 inches and up.
Lengths, 6 to 16 feet.
Thicknesses, 1, 1¼, 1½, 2, 2½, 3 and 4 inches.
Bright sap is no defect.

Firsts shall be 8 inches and up wide, 12, 14 and 16 feet long, and free from all defects, except in pieces 10 inches and over wide, which may have one sound standard defect.

Seconds shall be 6 inches and over wide, 10 to 16 feet long. Pieces 6 and 7 inches wide are clear. Pieces 8 and 9 inches wide may have one standard defect. Pieces 10 and 11 inches wide may have two standard defects or their equivalent. Pieces 12 inches and over wide may have three standard defects or their equivalent.

Commons are 3 inches and over wide, 8 to 16 feet long; 3 and 4 inch pieces must have one face clear and two square edges; 5 inch pieces one face clear. Pieces 6 inches and over wide must work three-fourths clear in not over two pieces.

Culls are three inches and over wide, 6 to 16 feet long, and include all lumber not equal to the grade of common that will work one-half clear without waste, in not to exceed three pieces. Pieces 3, 4 and 5 inches wide must be sound.

Maple strips are 3, 4, 5 and 6 inches wide, 6 to 16 feet long.

Grades : Clear, Commons and Culls.

Clear strips are 10 to 16 feet long and must show one face clear and two good edges.

Commons are 8 to 16 feet long, not to exceed 20 per cent. shorter than 12 feet, and will admit of one standard defect showing on both faces.

Culls are 6 feet and over long and shall work one half clear in not more than three cuttings. No cutting to be less than 2 feet in length.

### ROCK ELM.

Grades : Firsts, Seconds, Commons and Culls.
Lengths, 6 to 16 feet.
Widths, 4 inches and over.
Thicknesses, 1, 1¼, 1½, 2, 2½, 3 and 4 inches.
Bright sap is no defect.

Firsts and seconds are 4 inches and up wide, 8 to 16 feet long, not to exceed 20 per cent. shorter than 12 feet; 4 and 5 inch pieces must be clear. Pieces 6 inches and up wide must be sound and work 80 per cent. clear in not more than two pieces. The grade of firsts and seconds must have 25 per cent. of clear lumber, 6 inches and up wide and 10 feet and up long. Straight splits the width of the piece will be admitted into the grade of clear.

Commons must be 4 inches and up wide, 6 to 16 feet, not to exceed 20 per cent. shorter than 12 feet, and must work two-thirds clear in not more than three pieces.

Culls must not exceed 40 per cent. less than 12 feet, and work 50 per cent. clear in not more than four pieces.

### SOFT ELM.

Grades : Firsts, Seconds, Commons and Culls.
Lengths, 6 to 16 feet.
Widths, 3 inches and over.
Thicknesses, 1, 1¼, 1½, 2, 2½, 3 and 4 inches.
Bright sap is no defect.

Firsts are 8 inches and over wide, 12, 14 and 16 feet long and free from all defects, except in pieces 10 inches and over wide, which may contain one sound standard defect.

Seconds are 6 inches and over wide 10 to 16 feet long. Pieces 6 and 7 inches wide are clear. Pieces 8 and 9 inches wide may have one standard defect. Pieces 10 and 11 inches wide may have two standard defects or their equivalent. Pieces 12 inches and over wide may have three standard defects or their equivalent.

Commons are 4 inches and over wide, 8 to 16 feet long. Four inch pieces must have one face clear and two square edges. Pieces 5 inches wide must have one clear face. Pieces 6 inches and over wide must work three-fourths clear in not over three pieces.

Culls are 3 inches and over wide, 6 to 16 feet long, and include all lumber not equal to the grade of common that will work one-half without waste of sound cuttings in not more than three pieces.

NOTE.—Black spots or streaks are serious defects, and inspectors shall be careful in estimating their damage. If they are excessive they will reduce the piece one or more grades.

### BEECH.

Grades : Firsts, Seconds, Commons and Culls.
Lengths, 6 to 16 feet.
Widths, 3 inches and over.
Thicknesses, 1, 1¼, 1½, 2, 2½, 3 and 4 inches.
Bright sap is no defect.

Firsts are 8 inches and over wide, 12, 14 and 16 feet long, and free from all defects, except in pieces 10 inches and over wide, which may have one sound standard defect.

Seconds are 6 inches and over wide, 10 to 16 feet long. Pieces 6 and 7 inches wide are clear. Pieces 8 and 9 inches wide may have one standard defect. Pieces 10 and 11 inches wide may have two standard defects or their equivalent. Pieces 12 inches and over wide may have three standard defects or their equivalent.

Commons are 3 inches and over wide, 8 to 16 feet long, 3 and 4 inch pieces must have one face clear and two square edges, 5 inch pieces one face clear. Pieces 6 inches and over wide must be of sound character and work three-fourths clear in not more than two pieces.

Culls are three inches and over wide, 6 to 16 feet long, and include all lumber not equal to the grade of common that will work one-half clear, not to exceed three clear cuttings. No piece to be less than 3 inches wide nor less than 2 feet long. Pieces 3, 4 and 5 wide must be sound.

### BIRCH.

Grades : Firsts, Seconds, Commons and Culls.
Lengths, 6 to 16 feet.
Widths, 3 inches and over.
Thicknesses, 1, 1¼, 1½, 2, 2½, 3 and 4 inches.
Bright sap is no defect.

Firsts are 8 inches and over wide, 12, 14 and 16 feet long, and free from all defect, except in pieces 10 inches and over wide, which may have one sound standard defect.

Seconds are 6 inches and over wide, 10 to 16 feet long. Pieces 6 and 7 inches wide are clear. Pieces 8 and 9 inches wide may have one standard defect. Pieces 10 and 11 inches wide may have two standard defects or their equivalent. Pieces 12 inches and over wide may have three standard defects or their equivalent.

Commons are 3 inches and over wide, 8 to 16 feet long, 3 and 4 inch pieces must have one face clear and two square edges, 5 inch pieces one face clear. Pieces 6 inches and over wide must be of sound character and work three-fourths clear in not more than two pieces.

Culls are 3 inches and over wide, 6 to 16 feet long, and include all lumber not equal to the grade of common that will work one-half clear, not to exceed three clear cuttings, no piece to be less than 3 inches wide nor less than two feet long. Pieces 3, 4 and 5 inches wide must be sound.

Red birch shall be not less than 75 per cent. red on one side. Four and 5 inch strips shall have one face all red. Otherwise the grade shall be governed by the rules of ordinary birch.

### BASSWOOD.

Grades : Firsts, Seconds, Commons and Culls.
Lengths, 6 to 16 feet.
Widths, 3 inches and over.
Thicknesses, 1, 1¼, 1½, 2, 2½, 3 and 4 inches.
Bright sap is no defect.

Firsts are 8 inches and over wide, 12, 14 and 16 feet long and free from all defects, except in pieces 10 inches and over wide, which may contain one sound standard defect.

Seconds are 6 inches and over wide, 10 to 16 feet long. Pieces 6 and 7 inches wide are clear. Pieces 8 and 9 inches wide may have one standard defect. Pieces 10 and 11 inches wide may have two standard defects or their equivalent. Pieces 12 inches and over wide may have three standard defects or their equivalent.

Commons are four inches and over wide, 8 to 16 feet long. Four inch pieces must have one face clear and two clear edges. Pieces 5 inches wide must have one clear face. Pieces 6 inches and over wide must work three-fourths clear in not over three pieces.

Culls are 3 inches and over wide, 6 to 16 feet long, and include all lumber not equal to the grade of common that will work one-half without waste, of sound cutting, in not more than three pieces.

Note.—Black spots or streaks are a serious defect, and inspectors shall be careful in estimating their damage. If they are excessive they will reduce the piece one or more grades.

### ASH.

Grades : Firsts, Seconds, Commons and Culls.
Lengths, 6 to 16 feet.
Widths, 3 inches and over.
Thicknesses, 1, 1¼, 1½, 2, 2½, 3 and 4 inches.
Bright sap is no defect.

Firsts are 8 inches and over wide, 12, 14 and 16 feet long, and free from all defects, except in pieces 10 inches and over wide, which may contain one standard defect.

Seconds are 6 inches and over wide, 10 to 16 feet long. Pieces 6 and 7 inches wide are clear. Pieces 8 and 9 inches wide may have one standard defect. Pieces 10 and 11 inches wide may have two standard defects or their equivalent. Pieces 12 inches and over wide may have three standard defects or their equivalent.

Firsts and seconds 18 feet and over long will admit of 5 inch widths.

Firsts and seconds will admit of 10 per cent. or 10 foot length.

All tapering lumber 20 feet and over long to be measured one-third of the distance from the narrow end.

Commons are 5 inches and over wide, 8 feet and over long. Five inch pieces must have one face clear. Pieces 6 inches and over wide must be of sound character and work three-fourths clear.

Culls are 3 inches and over wide, 6 feet and over long, and include all lumber not equal to the grade of common that will work one-half without waste.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.*

VOL. IV. TORONTO, ONT., MAY 25, 1898 No. 18.



**CANADA LUMBERMAN**

PUBLISHED BY

**C. H. MORTIMER**

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING,
MONTREAL.

**Weekly Lumberman,** published every Wednesday Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type; 12 lines make one inch. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

FOR SALE.

AT MONKLAND'S STATION, C.P.R., ABOUT 30 M feet 4/4 Hard Maple Log Run, mill culls strictly out. At Lancaster, by G.T.R. or boat, about 150 M feet 4/4 Elm, about 100 M feet 4/4 Ash, about 100 M feet 4/4 Bass, about 30 M feet Thick Maple, Oak. White Ash and Butternut. MCARTHUR & SON, South Lancaster, Ont.

## SALE OF BURNT AND OTHER TIMBER

A QUANTITY OF PINE TIMBER, ESTIMATED at five million, seven hundred and fifty thousand feet board measure, situated north and west of the East Branch of the Spanish River, in the vicinity of Rumsey Lake, having been partly damaged by fire, the undersigned hereby calls for tenders for the right to cut the same.

Tenders will be received up to and including the SECOND DAY OF JUNE NEXT, and must state the rate per thousand feet board measure, if made into saw-logs, or per thousand feet cubic, if made into square timber, which the tenderer is willing to pay as bonus, in addition to the ordinary Crown dues of one dollar and twenty-five cents per thousand feet board measure on saw-logs and twenty-five dollars per thousand feet cubic on square timber. Parties tendering may make an alternative tender of a lump sum as bonus, in addition to the Crown dues at the rates hereinbefore stated. Tenders must be accompanied by a marked cheque for $1,000. The party awarded the right to cut will have to give a bond, with satisfactory sureties, for the performance of all the terms and conditions which may be required by the Department

Mr. A. T. Belding, Forest Ranger at Biscotasing Station, C P.R., will give information with respect to the situation of the timber, etc, and further particulars as to the conditions may be obtained from this Department.

The figures as to quantity represent the Department's estimate only, and intending purchasers must satisfy themselves as to quantities and purchase upon their own estimates. The Department does not bind itself to accept the highest or any tender.

Tenders should be marked "Tender for Burnt Timber" and addressed to the Honourable the Commissioner of Crown Lands, Toronto.

J. M. GIBSON,
Commissioner Crown Lands.

Department of Crown Lands,
Woods and Forests Branch.

Toronto, 12th May, 1898.

FOR SALE

3 INCH TAMARAC, 12, 14 AND 16 FEET, FOR bridge and dock covering. CRAIG & AUSTIN, Kinmount, Ont.

FOR SALE.

AN OUTFIT OF PLANING MILL MACHINERY. Lists and prices on application to MISENER BROS., Brantford, Ont.

WANTED.—A contract for sawing from five hundred thousand to two million feet of pine lumber, or will buy a small raft of pine, elm or basswood logs. PACKARD & ROWAN, Owen Sound

FOR SALE.—Soft Maple: 20,000 feet inch, 25,000 feet 1¼ inch, 5,000 feet 1½ inch, 12 to 14 feet long; will average 10 inches in width, dry and in good condition. D. J. DRISCOLL, 84 Nepean street, Ottawa.

## Limits and Mill For Sale

THAT WELL KNOWN AND VALUABLE SAW mill property known as the Moore & Macdowall mill, in the town of Prince Albert, Territory of Saskatchewan, comprising saw mills fitted with modern machinery, having a capacity of 2,500,000 feet per month, together with a planing mill in separate building, containing planer, matcher, etc., with railway siding, large boarding house, one cottage, two large dwelling houses, and piling ground, the whole property comprising an area of about one hundred and fifty acres.

Also about two hundred and seventy-one miles of very desirable timber limits in the country tributary to Prince Albert, and about seventy-four miles tributary to Edmonton, the whole said to contain over three hundred million feet board measure of spruce and tamarac timber, large and of fine quality.

The limits are easy of access. Those at Edmonton are directly on the Saskatchewan, and those at Prince Albert are tributary to the same river. They are well watered, and the creeks easily driven.

Proposals to purchase this property will be received up to 15th July next by John C. Brown, Egan Block, Ottawa.

Should this property not be sold by private sale, it will be offered for sale by auction at a later date, of which due notice will be given.

For further particulars apply to

WILLIAM LITTLE, Prince Albert, Sask. JOHN C. BROWN, Ottawa.

R. B. KESSEN, Temple Building, Toronto. J. B MONK, Winnipeg, Man.

### SHIPPING MATTERS.

The current rates on lumber from British Columbia to foreign markets are as follows: Sydney, Aus., 47s 6d; Melbourne or Adelaide, 50s; Port Pirie, 45s to 47s 6d; Freemantle, 57s 6d; Yokohama, 42s 6d; Valparaiso, f.o., 42s 6d to 45s; U. K. or Continent, 60s to 62s 6d.

The following charters are reported: Bark Bristol, West Bay, N.S., to w.c. England or e.c. Ireland, 51s. 3d.; ship Cora, St. John, N. B., to Bristol, deals, 57s. 6d.; ship Charles, St. John, N. B., to Bristol, deals, 55s.; ship Steinbora, St. John, N. B., to w.c. England, 52s. 6d.; bark Bertino, Pugwash, N. S., to Cork, deals, 47s. 6d.; bark Fillippo, Miramichi to Cork or Belfast, deals, 52s. 6d.; ship Herminius, St. John, N. B., to Liverpool, deals, 52s. 6d.; W. W. McLauchlan, Apple River, N. S., to French port, deals, 55s.; a 1,300-ton ship, Saguenay to Buenos Ayres, lumber, $10; ship Forest King and bark Avonia, West Bay to w.c. England, deals, 50s.; two steamers from St. John, N. B., to w.c. England, deals, July loading, 53s. 9d.

### CURRENT TRADE CONDITIONS.

ONTARIO.

One peculiar feature of the pine trade is the brisk demand for common and low grade stock, due to extensive building operations and the activity in box making. While the upper grades still sell at a high price, the demand is not as strong as last year. In the Ottawa valley unsold stocks compare very favorably with those usually held at this season of the year, with probably a little more of certain grades. The market, however, is weaker, and we believe stock can be purchased at lower prices. The cut of last year is now being shipped out. Local trade on the Georgian Bay is good, but apart from this the market is featureless. Hardwood manufacturers are holding stock very firm, having recognized the fact that a shortage in this year's supply is quite probable. Some contracts recently offered for ash and elm were declined by many mill owners owing to inability to furnish the stock.

QUEBEC AND NEW BRUNSWICK.

The outlook for Quebec trade is certainly not very promising. No stock of any account is being cut for the United States market, and the high freight rates ruling have darkened the prospects for British trade. In another column the situation in eastern Quebec is reviewed by a correspondent. In New Brunswick some of the spruce mills are shutting down owing to the depression and inability of shippers to obtain vessels at satisfactory rates. Freights rule at 52s 6d to 55s from St. John, N. B., to west coast England, but even at these figures some vessels have been chartered. Deal prices are still nominal.

MANITOBA AND BRITISH COLUMBIA.

The report comes from Manitoba that several operators have been unable to get their drives out owing to low water, and as a result the lumber market has strengthened. An advance of $1 per thousand has been made on nearly every class of stock, covering timber and dimension, boards, shiplap, flooring, siding, etc. No change has been made in finishing material. The Pacific coast mills have also announced an advance of $1 on the following lines: No. 3 fir flooring, 1×4 and 6; No. 3 fir flooring, 1×3; No. 2 fir siding, 1×6; No. 3 fir siding, 1×6; No. 2 fir ceiling, 1×3, 4 or 6; No. 3 fir ceiling, 1×3, 4 or 6. Although retail prices have not yet been changed, there is no other way of meeting the advance made by the manufacturers than by adding a corresponding amount to the selling price. This is likely to be done immediately. Trade in British Columbia is expanding, most of the mills being busy on eastern and local orders, and some being compelled to run day and night. The agricultural outlook of the the coast district is excellent, and farmers look forward to a prosperous year. Many new buildings are in course of erection or contemplated.

UNITED STATES.

In the Eastern States there have been indications of reviving trade within the past few days, although the demand is not yet what it should be at this season of the year. Only very light shipments have been made from wholesale points, the one place showing the most activity in shipments being Albany, where pine and spruce stocks are very light. The main cause of the present dullness is the cessation of building operations in the principal eastern cities. Buffalo is doing a fair trade in pine, New York is quiet, and at Boston about the only encouraging feature is the requirement of material to be used in the naval yard. Pittsburg, Pa., does not seem to have been affected by the war, and wholesalers report a good business. The lack of demand from the east has caused holders of stock at western manufacturing points to feel a little uneasy as to the future. It was expected that as the season advanced eastern wholesalers would be compelled to buy at the prices asked, but there has been so little demand that present stocks have been found ample, and the tendency of mill men is to yield a trifle on certain lines. The exception to this is framing dimension and box lumber. Owing to the light supply of Norway logs last winter the production of piece stuff will be comparatively small. As to box lumber, there has been a scarcity of these grades all spring, and low grade stock is selling better than good lumber. Box lumber has sold at a good price when other stock could not be marketed at a fair figure, and early in the season nearly all the No. 3 and No. 4 boards on Lake Superior were bought up. At the present time the consumption of box material is not so active, but there is yet a demand out of proportion to the dry stock available. When the new cut is in condition there may be a slight weakening in price, but this is not likely to occur for several weeks yet, if at all. A report comes from Duluth that many logs may be hung up.

The hardwood market is a trifle easier, and a falling off in demand is reported. The furniture factories are not operating as vigorously as they were, and this has visibly affected the trade. There is also less enquiry for finishing lumber. The leading hardwoods, however, are still firm, and ash, elm, basswood and oak sell readily. Dry ash in particular is scarce, and promises to be much sought for in the near future. It is being used largely for agricultural machinery and wagons.

FOREIGN.

So far as the British market is concerned, the tendency during the month of May has been distinctly upward. While a few weeks ago there was little hope of prices of any Canadian goods advancing, to-day fully 10s more is being obtained for spruce. This rise is the result of the great scarcity of tonnage, owing to the large quantity of freight waiting shipment and contracted for from the St. Lawrence. It is expected that a great number of tramp steamers will be induced to engage in the grain carrying trade, which will somewhat relieve the situation, and may be the means of keeping the rates from going any higher. A cargo of spruce from St. John is reported to have changed hands at £6 7s c.i.f., and a yarded cargo at £6 10s, which shows the

advance. There is, of course, no scarcity of spruce as yet, but at certain points, notably Manchester, builders' sizes, i.e., 2½ and 3 in. by 7 in., are inquired for from all directions. The pine trade is also in better shape, and some contracts have been cancelled owing to the high freight rates, which will necessitate importers drawing for their requirements on stocks already on hand. The position of pitch pine is exceptionally strong, late sales having been made at 51s 6d c.i.f. for 30 feet average and 52s 6d for 35 feet. In hardwoods the market is not particularly active.

### STOCKS AND PRICES.

The Ontario Lumber Co. have this spring shipped about 1,000,000 feet of lumber from Midland to Toronto.

J. G. Henry, of Sudbury, has secured a contract from the Canadian Copper Co. for building a trestle to the smelters. It is estimated that the work will require 400,000 feet of lumber.

There were 13,235 standards of New Brunswick and Nova Scotia spruce in Liverpool on May 1st, compared with 4,634 standards one year ago.

Ross Bros., of Buckingham, Que., who cut 213,000 logs last summer, will saw only 80,000 this season, of which 35,000 were left over from last summer.

The steamer St. John City sailed from St. John for London recently, taking 300 tons of pulp from the Weymouth and Chatham mills, and 60 standards of deals.

The Saginaw Lumber & Salt Co., of Saginaw, Mich., has purchased 15,000,000 feet of Canadian logs in addition to the 12,000,000 feet of the company's stock put in last winter.

A. Cushing & Company have chartered the schooner Evolution to take a small cargo of pine deals to England, the first small vessel accepted for the trans-Atlantic trade for several years.

The Bryan Mfg. Co., of Collingwood, Ont., have received a contract from the Midland Elevator Co. to furnish 600,000 feet of 2-inch dressed plank for the construction of their elevator at Midland.

The St. John Sulphite Co., of St. John, N.B., announce that they are in the market for large quantities of pulp wood. The company have purchased 1,250,000 feet of spruce at Loch Lomond.

A well-known dealer informs us that he is prepared to purchase 2,000,000 feet of ash, log run, mill culls out. Manufacturers in a position to handle this order may obtain the address of our correspondent by communicating with this office.

The schooner Dora, of St. John, cleared from Parrsboro, N.S., last week for Vineyard Haven, with 730,000 laths, shipped by the Newville Lumber Co. The schooners Mary Gray, St. Croix and Bessie G cleared for New York with piling.

The Norwegian bark Nora cleared last week from Parrsboro, N.S., with a cargo of deals for Dublin, Ireland. This is the first deal vessel of the season from that port, but it is understood that a number of other charters have been made.

Three cargoes of lumber were recently loaded at Parry Sound for shipment to the Stuart & Hartshorn Co., shade roller manufacturers, of Muskegon, Mich. The stock was supplied by Gilmour & Co., of Canoe Lake, and shipped to Parry Sound by rail.

The Rathbun Co.'s drive of logs, which left the Big Marsh on April 17th, is expected to reach Belleville about June 1st. This drive consists of about 14,000,000 feet, of which between 10,000 and 15,000 pieces were boomed at Tweed to be cut into ties and lumber there.

The s.s. Turret Cape was the first steamer to leave Quebec this season, with a cargo of deals, shipped by H. R. Goodday & Co., for Great Britain. The same exporters are loading the first sailing vessel, Hefni, arrived at Quebec this season, to load lumber for the Old Country.

It is said that Donald Fraser & Sons, of Fredericton, N. B., will go into the manufacture of box shooks and other short lumber for the British market, instead of shipping it all in the form of deals. The head of the firm has recently returned from a trip to Great Britain.

A correspondent at Botwoodville, Nfld., states that the Exploits Lumber Co.'s drive of 3,000,000 feet has been landed in the boom, and that the mill will start operations about June 1st. Of this stock 2,000,000 feet is white pine and 1,000,000 feet spruce, cut from 12 to 20 feet, with average about 15 feet. The manager of this company is Mr. George A. Fowler.

Mr. E. C. Grant, of the Ottawa Lumber Co., has made arrangements to have sawn on the Mont Fort railway 75,000 spruce logs, taken from his limit on the Rouge, in the township of Montcalm. The stock will be loaded direct from the saws onto the cars, being conveyed from there to steamer at Montreal for shipment to the British market. Mr. Grant is also taking out a quantity of square birch and ash for shipment to Germany.

A report from New Brunswick states that the drives are getting along well, and it is probable that very few logs will be hung up. John Kilburn and Gilman Bros. & Burden have their logs in safe waters, while recent rains have greatly improved the prospects for other drives. Gibson's lumber drives on the Nashwaak river, containing 19,000,000 feet, is in the boom limits, as are also the drives of Richards, Vaughan, Welsh and Lynch, of the Southwest Miramichi.

Concerning the Glasgow market the Timber Trades Journal says: A cargo of St. John, N.B., deals is presently expected by Singleton, Dunn & Co., per "Coringa." The only arrivals of lower port deals this year so far have been the parcels by the regular line of Donaldson steamers from St. John, N.B., the aggregate of which has been considerably less than came to hand by last year's winter service. There have been no St. John, N. B., birch imports, as against about 2,800 loads at this period last year, including logs and planks. A marked improvement has taken place in values of birch logs. Of birch planks there is still a considerable stock, notwithstanding the absence of imports. There has been no public sale to report during the past week.

At the last meeting of the Winnipeg Board of Works three tenders for lumber were received, as follows: D. E. Sprague, for various dimensions specified, $14, $15 and $16 50; siding, No. 3, white pine, $23; flooring, No. 3, white pine, $23; boards, 2nd, common white pine, $15.50; boards, culls, $12; shingles, No. 1, cedar, $2.75. T. D. Robinson, $14, $15, $16.50, $22.50, $22.50, $16.00, $16.00, $11.50, $2.75, respectively, for the different grades. Dick, Banning & Co., $14.70, $15.00, $15.25, $21.00, $21.00, $14.50, $14.50, $11.00, $2.25. The tender of Dick, Banning & Co., which was the same as their previous tender with the exception of an advance of 25 cents on one size of dimension, was accepted.

### THE SITUATION IN EASTERN QUEBEC.

[Special Correspondence of the CANADA LUMBERMAN.]

The saw mills in the eastern part of Quebec province have commenced operations for the season, the logs in most cases having arrived at the booms or in safe waters; and while the market conditions are not as favorable as the mill owners would like, yet they are sawing and piling the cut when they have no orders in hand. There is being sawn a lot of 2½" x 6" and 7", these sizes being staple for the east coast of England and also for the French markets; of course, the latter requiring the lengths marked metrically instead of in English feet.

The American market is in such a state that very little account seems to be taken of it just at present in the way of sawn lumber, but a large quantity of pulp wood is being sent forward from Quebec to the Eastern States. In sections where the timber is small, say 10" diameter, the trees are felled and sawn into 4 ft. lengths, while where there are mills larger logs are used, these being cut into 18 inch lengths, barked and split. Judging by the piles of pulp wood seen at the stations and along the different lines of railway there must be, in the aggregate, an immense quantity exported yearly. The question of an export duty which is being agitated would certainly seem to be a necessary measure, or, as an alternative, prohibit the exportation of spruce wood less than, say, 9 inches in diameter. With this provision the life of the spruce forests would be very much prolonged. The foreign paper makers and the exporters of sawn lumber could bid up to the value to each for logs above the size limit; of course it may be said that this prohibition would bear heavily upon the small producers, but the principle is applied in some other things, notably in the canning of lobsters, which is even more important as affecting the interests of future generations, and extending, as they do, over a far greater area and proportionately greater number of people.

Just here it may not be out of place to relate a conversation the writer had with a pulp man who manufactures on the other side of the line, the substance of which seems to be a very strong argument for the imposition of an export duty on our woods. Asked as to the supply of pulpwood at home, he said: "We have considerable, but it is worth more standing than wood can be bought for here, including the freight charges." Now, the simple deduction from this is to impose the duty and let the foreigner use his own supply while it lasts if he does not care to pay the export charge; then in a very short time he will be glad to pay the real value of what we have to sell. By real value is meant a fair stumpage and the cost of labor in cutting, peeling and hauling to delivery points—a value which is not generally realized at the present time.

The clapboard industry is a prominent one in the eastern townships, and the fact of there being a duty on the manufactured article going to the United States, while the logs are free and the freight rates upon them more favorable than on sawn lumber, tends to drive the manufacturing of clapboards across the line. At least one of the most prominent manufacturers has moved his mill into New Hampshire, where he will be in a position to take advantage of this condition of affairs; but the country loses a good consumer and a large employer of labor.

Owing to the complications across the border, this may not be the proper time to push this matter to its logical conclusion, but an export duty on logs is certainly a necessity as far as spruce timber is concerned.

The cedar shingle business of lower Quebec and New Brunswick is feeling the effects of the low range of prices, and the manufacturers in the vicinity of Campbellton have in view—in fact, have already held one or two meetings to consider the question—the formation of an association for the purpose of protecting their interests and preventing the slaughtering of prices as prevailing for a year or so past. While in the main the shingle business is in the hands of strong men, there are a few smaller concerns running one and two machines, and who are forced by financial considerations to sell their product at any price offered, and while they could not nearly supply the market, the prices they are forced to accept are given as the market quotation. The brokers naturally take advantage of this condition of affairs, and in the absence of an association or an understanding between the stronger manufacturers, set all bidding for the trade, by stating what they can buy from a certain manufacturer for, in which case the chances are great that the figures would be shaded a little. In this way prices have been beaten down to their present low average.

The output of both cedar and spruce is somewhat less than last year, but will no doubt be large enough to supply the demand, taken in connection with the stocks held over by mill owners and the surplus in brokers' hands. Should this consumption be normal the prospects are that by next year prices will afford a living profit.

River driving has been very good this spring; while there have been no heavy rains, the great quantity of snow melting kept the river water just about right, and some heavy drives that usually take in the neighborhood of forty days came out in thirty.

The mills have got to work and are turning out lumber in good shape. One noticable feature is that great care is being exercised in sawing very carefully to specifications—squaring up, trimming and qualifying better than usual. New markets are being sought in a good many cases, and too much attention cannot be given to the details of manufacture.

The Spanish-American war is a disturbing element with lumbermen as with others. It is to be hoped that the result will settle affairs for once and all.

### THE BRITISH MARKET.

The rise in freights of over 10s. per standard has had a marked effect on the spruce deal market, says the Timber Trades Journal. While 45s. was current a month or so ago, 55s. has just been paid for St. John to Bristol, and the same rate from Montreal, per steamer. A cargo of Liscombe Nova Scotia floated deals has just been sold in Liverpool at £6 10s. c.i.f., and while parcels per liners to London could hardly be given away a few weeks ago at such miserable prices as £5 12s. 6d. to £5 15s., £6 10s. is the price asked to-day. As regards deal rates from the Bay of Fundy ports, etc., they do not yet appear to have advanced to anywhere near a parity with the grain quotations from the United States. If charterers want tonnage they will have to advance their rates. Apparently the prices obtainable for goods on this side do not support a great rise in freights, but as the deals begin to come down on the other side for shipment tonnage will have to be provided regardless of rate. Although we cannot hear of any actual advance in prices of American lumber in consequence of the outbreak of war, the market for all descriptions may be said to be very firm. We understand that at least one leading firm in the London trade made contracts for goods to arrive which their shippers were unable to fill in consequence of the rise in freights, and they have consequently had to draw for their requirements on the stocks of other firms lying in the docks.

**Sieveking, Podmore & Co.**
**WOOD AGENTS**
7 CROSBY SQUARE, LONDON, ENG.
Cable Address: "Sieveking," London. Branch at LIVERPOOL.

*JAS. G. CANE & CO.*
WHOLESALE **HARDWOOD** LUMBER
35 Adelaide E., Toronto, Ont.
Send us full description and lowest price for any lumber you have for sale.

**MILLS**
Having Brown Ash 12, 14 and 16 ft. firsts and seconds, inch Bass firsts and seconds 12 feet, or any other Hardwood Lumber, can sell same for cash by addressing
*H. D. WIGGIN*
No 89 State St., BOSTON, MASS.
Inspection at mill.

JOHN MCKERGOW, President. W. K. GRAFFTEY, Managing Director.
THE MONTREAL LUMBER CO.
(Limited.)
**WHOLESALE LUMBER**
OTTAWA PINE A SPECIALTY
Office and Yard: 208 Guy Street,
Bell Telephone 8576. MONTREAL

**FOR SALE**
Coiled Elm Hoops For Sale. Standard sizes kept in stock ready to ship. Special sizes made to order on short notice. Write
FERGUSON BROS.,
Lumber and Hoop Manufacturers,
Lobo P.O., Ont.

**MILL MEN**
Who have desirable lots of 1 to 3" firsts and seconds Soft Elm and 1 to 3" firsts and seconds Brown Ash ready for immediate shipment, will please send full description of stock, stating dryness, lengths and widths, with best cash price f.o.b. cars and freight rate to Boston, to
**LAWRENCE & WIGGIN**
Wholesale Lumber Dealers - 55 Kilby Street, BOSTON, MASS.

## LUMBER FREIGHT RATES.

CANADA ATLANTIC RAILWAY.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse and Rome, $2.20 per M ft, (3,000 lbs. and under per M ft.); Ottawa to Montreal, $1.00 per M ft.; Quebec, $2.00; Arnprior to Montreal, $1.50 per M; Quebec, $2.50; Parry Sound to Montreal, $3.00 per M ft.; Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. Arnprior to New York, track delivery 17 cts. per 100 lbs., lightered 19 cts. per 100 lbs. Parry Sound, track, 20 cents, lightered, 22 cents per 100 lbs.; Ottawa to New York, via Albany and Williams Line, seasoned pine lumber and shorts, in lots 50 M feet and over, $2.50 per M; under 50 M feet, $3.00 per M; from Arnprior, lots over 50 M feet, $3.00; under 50 M feet, $3.75 per M; from Parry Sound, lots 50 M feet and over, $4.00 per M; seasoned lath from Ottawa, lots 250 M pieces and over, 50 cents per M pcs.; lots under 250 M pcs., 60 cents per M pcs.; from Arnprior, lots 250 M pcs and over, 60 cents per M pcs.; under 250 M pcs., 70 cents per M; from Parry Sound, 80 cents per M pcs., lots 250 M and over; (rates named on lots under 50 M feet lumber and 250 M pcs. lath subject to extra towage. Rates on 50 M feet lumber and over and 250 pcs. lath are applicable to all points in New York city excepting points above Madison avenue bridge in Harlem river, to all points in Brooklyn, and to Jersey City proper; Ottawa to Boston, Portland and common points, local 15c.; exports 13c. per 100 lbs.; Arnprior to Boston, Portland and common points, local 17 cents; export 15 cents per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cents per 100 lbs.; Ottawa to Burlington, 6 cents per 100 lbs.; Ottawa to Albany, 10 cents per 100 lbs.; Arnprior to Albany, 12 cents per 100 lbs.; Parry Sound to Albany, 17 cents per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N. Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22½ cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

GRAND TRUNK RAILWAY.

Lumber freight rates for pine on the Grand Trunk Railway, according to the tariff issued 15th February, 1897, will be found below. General instructions in shipping by Grand Trunk are embodied in these words in the schedule: Minimum weight 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination. For instance, the rates from Orillia to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Gravenhurst to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, and the rates from Hanover or Hepworth would not be higher than from Wiarton to the same destination, but in no case are higher rates to be charged than as per mileage table published on page 15 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale Sundridge and South River, to Toronto, 8c.; Trout Creek, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 10c. The rates on hardwoods average about from 1c. per 100 lbs. higher than on pine and softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On spruce and balsam (partly seasoned) for pulp manufacture, the rate from Longford, Wiarton, Penetang, Coldwater, Waubaushene, Victoria Harbor, Haliburton, Kinmount, etc., to Toronto, is $2.20 per cord; and to Merriton and Thorold, $2.60; Katrine, Callendar, North Bay, etc., to same points, $2.45 and $2.60 respectively; Beeton, Allandale, Orillia, etc., $2.20 and $2.60. On green spruce and balsam the rate is 25 per cent. higher.

CANADIAN PACIFIC RAILWAY.

Mr. George A. Fowler, lumber agent, C.P.R., writes as follows under date of February 14th, 1898: "The rates at present in effect to Toronto and Hamilton are as follows: Pine and soft woods from Klock, Mattawa, Bonfield, North Bay, Sturgeon Falls, Cache Bay and Warren, 9 cents; from Sudbury Jct., Rayside and Chelmsford, 10 cents; from Cartier and Geneva Lake, 10½ cents; from Biscotasing, White Fish, Massey, Cutler, Spragge and Algoma, 12 cents per 100 lbs. The rates on hardwood are one cent per 100 lbs. higher than those on pine. From Ottawa, Hull, Aylmer and Dechenes Mills, also Arnprior, Braeside and Pembroke, to Toronto the rate is 10 cents both on pine and hardwood. From Ottawa, Hull, Aylmer and Deschenes Mills to station on the Lake Erie and Detroit River, Erie and Huron and Michigan Central railways, specified in special lumber tariff, the rate is 14½ cents on both pine and hardwood. The above rates are based on a minimum of 30,000 lbs. per car."

"Taking effect March 21st, 1898, the rates on seasoned lumber to New York, Brooklyn, Jersey City, etc., via Albany, thence via water, will be as follows: From Ottawa, Ont., Aylmer and Deschenes Mills, Que.—pine and shorts, in lots 50 M feet and over, $3; under 50 M feet, $3.25; hardwood, lots 50 M feet and over, $4; under 50 M feet, $4.25; lath, 250 M pieces and over, 55c. per M pieces; under 250 M pieces, 60c. per M pieces. From Carleton Junction—pine and shorts, lots 50 M feet and over, $3.25; under 50 M feet, $3.50; hardwood, 50 M feet and over, $4.25; under 50 M feet, $4.50; lath, 250 M pieces and over, 60c. per M pieces; under 250 M pieces, 65c. per M pieces. From Arnprior and Braeside—pine and shorts, lots 50 M feet and over, $3.50; under 50 M feet, $3.75; hardwood, 50 M feet and over, $4.50; under 50 M feet, $4 75; lath, 250 M pieces, 65c.: under 250 M pieces, 70c. per M pieces. From Pembroke—pine and shorts, 50 M feet and over, $3.75; under 50 M feet, $4; hardwood, 50 M feet and over, $4.75, under 50 M feet, $5; lath, 250 M pieces and over, 70c.; under 250 M pieces, 75c. per M pieces. The minimum carload of lumber is 10,000 feet and lath 50,000 pieces."

"The summer rates to Montreal go into effect April 1st, and will be as follows: From Ottawa—softwood lumber, $1 per M feet; hardwood and dimension timber, 4c. per 100 lbs.; lath, 20c. per M pieces. From Carleton Junction, seasoned softwood lumber, $1.25 per M feet; hardwood lumber and dimension timber, 5c. per 100 lbs.; lath, 25c. per M pieces. From Arnprior and Braeside—softwood lumber, $1.50 per M feet; hardwood lumber and dimension timber, 6c. per 100 lbs; lath, 30c. per M pieces.

"From Ottawa to Three Rivers and Quebec—softwood lumber, $2 per M feet; hardwood lumber and dimension timber, 8c. per 100 lbs.; lath, 40c. per M pieces. From Carleton Junction—softwood lumber, $2.25; hardwood lumber and dimension timber, 9c. per 100 lbs.: lath, 45c. per M pieces. From Arnprior and Braeside—softwood lumber, $2.50 per M feet; hardwood lumber and dimension timber, 11c. per 100 lbs.; lath, 50c. per M pieces.

"Ottawa rates apply from Hull, Aylmer and Deschenes Mills, Que. Montreal rates also apply to Mile End, Montreal Junction, Westmount, St. Luc Junction, St. Anne de Bellevue, and Vaudreuil. The rates on softwood lumber as above are intended to apply on lumber which will not exceed three thousand pounds per thousand feet, and on lath which will not exceed 600 lbs. per M pieces; excess over these weights will be charged for at rates in effect on dimension timber."


## CANADIAN EXPORTERS AND WHOLESALERS

THOS. MEANEY & CO.
103 Bay Street - TORONTO
WANT Rock Elm 1½ to 3" thick, 12 to 16 feet long
Will pay Good Price for Good Stock.

SPECIAL: FOR SALE
About 600 M feet Inch Box and Sidings, Mixed Lengths.
Pine Bill Stuff cut to order. Sixteen Inch Pine Shingles always in stock.
Please write for Particulars.
HUNTSVILLE LUMBER CO'Y, Limited. - HUNTSVILLE, ONT.

THE PEMBROKE LUMBER CO. LIMITED
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT.

Wm. Mason & Sons
Dimension Timber, Lath and Shingles, Dressed Lumber, Mouldings, Sash and Doors.
LUMBER
Correspondence Solicited. - OTTAWA, CANADA - P.O. Box 1020. 'Phone 135.

CANADA ATLANTIC RAILWAY
Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
R. A. CARTER, Contracting Agent, 115 Board Trade Montreal
M. A. Overend, Ontario Agent, Union Station, Toronto.
. . . . Shortest and Quickest Route from . . . .
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PARRY SOUND and all points on Grand Trunk Ry., TO BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
C. J. SMITH, General Freight Agent, Ottawa, Ont.

JAS. PLAYFAIR & CO.
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . . MIDLAND, ONT.

A. & P. WHITE Manufacturers of and Dealers in.....
Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.
A Large Quantity of Dry Lumber in Stock - PEMBROKE, ONT.

A car-load each of No. 1 and 2 Staves, Jointed, 30" long..... FOR SALE
J. E. MURPHY - Hepworth Station, Ont.

ROBERT WATT • WIARTON
MANUFACTURER AND WHOLESALE LUMBER
Pine Lath, Cedar, and Pine Shingles.
CORRESPONDENCE SOLICITED. HEMLOCK BILLS A SPECIALTY. Mills at Wiarton.

T. L. BAILIE, LUMBER DEALER, Penetang
DEALER IN BASSWOOD, OAK AND BIRCH
Wants to hear from Mills having Basswood and Red Oak to offer.
300,000 feet Winter-Cut Basswood wanted.

KILN-DRIED BIRCH FLOORING SHEETING .. and .. CEILING
Flooring from $12.00
Ceiling " 10.00
SAMPLES BY MAIL
KNIGHT BROTHERS CO.
Burk's Falls, Ont.

## FOREIGN EXPORTERS AND IMPORTERS

JAMES SMITH & BRO. - 14 Canada Dock, LIVERPOOL
. . Wood Agents . .
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax, N.S.

Is it your wish . .
To Purchase or Sell as quickly as possible
A PARTICULAR LOT OF LUMBER
A MILL PROPERTY
SECOND-HAND MACHINERY
An Advertisement in the "Wanted" and "For Sale" Department of the . . .
CANADA LUMBERMAN WEEKLY EDITION
Will secure for you a Buyer or Seller, as the case may be. Address,
The Canada Lumberman
Toronto, Canada.

SWAN-DONOGH LUMBER CO.
NORTH TONAWANDA, N. Y.
Buyers of..... SOFT ELM, ASH, BIRCH, MAPLE AND BASSWOOD LUMBER & PINE AND CEDAR SHINGLES
Office: Lumber Exchange Building (first floor) Yard: Dodge's Dock

WRIGHT, GRAHAM & CO. & WOOD BROKERS
7 Royal Bank Place,
GLASGOW, SCOTLAND
Cable Address: "Brakridge," Glasgow.
Codes Used: Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of CANADIAN WHITE PINE AND SPRUCE, cut to all sizes—and all kinds of Hardwoods in Log Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

## BELTING

Bowmanville Rubber Co., Bowmanville, Ont.
Fleming, W. A., Montreal, Que.
Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
McLaren, D. K., Montreal.
The Waterous Co., Brantford.
Young, J. S., Montreal.

## BRASS CASTINGS

Magnolia Metal Co., New York.

## DRY KILNS

Standard Dry Kiln Co., Indianapolis, Ind.

## ELECTRICAL APPARATUS

Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

## LUMBERMEN'S SUPPLIES

Eckardt, H. P. & Co., Toronto.
Gartshore, John, Toronto.
Hamelin & Ayers, Lachute Mills, Que.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

## MACHINERY

Baldwin, Tuthill & Bolton, Grand Rapids, Mich.
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston Ont.
Carrier, Laine & Co., Levis, Que.
Darling Bros., Montreal.
Lancaster Machine Works, Lancaster, Ont.
Mershon, W. B. & Co., Saginaw, Mich.
Northey Mfg. Co., Toronto, Ont.
Payette, P. & Co., Penetanguishene, Ont.
Sawyer & Massey Co., Ltd., Hamilton, Ont.
Small & Fisher Co., Woodstock, N.B.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.
The Oxford Foundry & Machine Co., Oxford, N. S.
The Defiance Machine Works, Defiance, Ohio, U.S.A.

## MAGNOLIA ANTI-FRICTION METAL

Magnolia Metal Co., New York.

## PULP MACHINERY

The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.

## PULLEYS

The Dominion Leather Board Co., Montreal, Que.

## RAILROAD BRASSES

Magnolia Metal Co., New York.

## SAW MANUFACTURERS

Burns, E. R., Saw Co., Toronto, Ont.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.
The James Robertson Co., Montreal, Que.

## WHOLESALE LUMBER DEALERS

Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

## MISCELLANEOUS

Axes, Campbell Bros., St. John, N. B.
Ball Nozzle Co., The, Toronto, Ont.
Canadian Photo Engraving Bureau, Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Felts for Pulp Mills, Hamelin & Ayers, Lachute Mills, P.Q.
Illinois Central R.R.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Machine Knives, Peter Hay, Galt, Ont.
Silver Solder, P. W. Ellis & Co., Toronto, Ont.
Typewriters, The Williams Mfg. Co., Montreal, Que
Turbines, Madison Williams, Port Perry, Ont.
The Bradstreet Commercial Agency, New York and Toronto.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, May 25, 1898.

CAR OR CARGO LOTS.

| | | | | |
|---|---|---|---|---|
| 1¼, 1½ and 2 inch cut up and better | $32 00 | $34 00 | 1 inch dressing and better | $20 00 | $22 00 |
| inch picks and uppers | 34 00 | 36 00 | 1 inch siding mill run | 14 00 | 15 00 |
| 1x12 dressing and better, 60% 16 ft. | 22 00 | 24 00 | 1 inch siding common | 11 00 | 12 00 |
| 1x10 fine dressing and better | 21 00 | 23 00 | 1 inch siding ship culls | 10 50 | 11 50 |
| | | | 1 inch siding mill culls | 8 50 | 9 00 |
| 1x10 and 12 Canadian dressing and better | 20 00 | 22 00 | Cull scantling | 8 00 | 9 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 | 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 | 1 inch strips, common | 11 00 | 12 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 | 1 1-4 inch flooring | | 16 00 |
| 1x10 and 12 common | 12 00 | 14 00 | 1 1-2 inch flooring | | 16 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 | XXX pine shingles, 16 inch | | 2 25 |
| 1 inch clear and picks | 28 00 | 30 00 | XX pine shingles 16inch | | 1 40 |
| | | | Lath, No. 1 | | 1 50 |
| | | | Lath No. 2 | | 1 15 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Ash, white, 1 to 2 in. | $26 00 | $28 00 | Cherry | 1 | to 1½ | $50 00 | $60 00 |
| " " 2½ to 4 | 30 00 | 32 00 | " | 2 | " 4 | 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in. | 17 00 | 19 00 | Elm, soft | 1 | " 1½ | 14 00 | 15 00 |
| | | | " " | 2 | " 3 | 15 00 | 16 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in. | 19 00 | 21 00 | " rock | 1 | " 1¼ | 16 00 | 18 00 |
| Ash, M. R., 1 | " 2 | 15 00 | 18 00 | " " | 1½ " 3 | 20 00 | 22 00 |
| Birch, 1 | " 1½ | 18 00 | 20 00 | Hickory | 1½ " 2 | 28 00 | 30 00 |
| " 1½ | " 2 | 20 00 | 23 00 | Maple | 1 " 1½ | 16 00 | 17 00 |
| " sqrs. 4x4 | " 8 x 8 | 24 00 | 26 00 | " | 2 " 4 | 17 00 | 18 00 |
| Basswood, 1sts and 2nds, 1 to 1¼ in. | 16 00 | 18 00 | Oak, red, p'n | 1 | " 1¼ | 26 00 | 30 00 |
| | | | " " | 2 | " 4 | 29 00 | 32 00 |
| 1½ | " 2 | 19 00 | 20 00 | " white | | " 1½ | 28 00 | 30 00 |
| " m. r. 1 | " 1¼ | 14 00 | 16 00 | " " | | " 4 | 30 00 | 35 00 |
| Butternut 1 | " 1½ | 23 00 | 25 00 | " quart'd | | " 2 | 46 00 | 50 00 |
| " 2 | " 3 | 25 00 | 28 00 | Walnut | 1 | " 3 | 85 00 | 100 00 |
| Chestnut 1 | " 2 | 24 00 | 2 00 | Whitewood | 1 | " 2 | 32 00 | 36 00 |

## OTTAWA, ONT.

OTTAWA, May 25, 1898.

| | | | | | |
|---|---|---|---|---|---|
| Pine, good sidings, per M feet, b.m. | $29 00 | 37 00 | Pine, 8 s.c. and better stock | 11 00 | 12 50 |
| Pine, good strips, | 23 00 | 30 00 | Pine, 8 s.c. sidings | 10 00 | 13 00 |
| Pine, good shorts, | 16 00 | 25 00 | Pine, " strips | 8 00 | 10 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m. | 15 00 | 20 00 | Pine, " shorts | 6 50 | 8 00 |
| | | | Pine, box culls | 9 00 | 10 00 |
| | | | Pine mill culls | 6 00 | 9 00 |
| Pine, No. 1 dressing strips, | 13 00 | 18 00 | Lath per M No. 1 | 90 | 1 20 |
| Pine, No. 1 dressing shorts, | 12 00 | 14 00 | Lath per M No. 2 | 60 | 90 |
| | | | 1x10 No. 1 barn | | 18 00 |
| Pine, 10 s.c. and better stock, | 12 00 | 13 00 | 1x10 No. 2 " | 14 00 | 16 00 |
| | | | 1x8 & 9 No. 1 " | 15 00 | 17 00 |
| | | | 1x8 & 9 No. 2 " | 14 00 | 16 00 |

## QUEBEC, QUE.

QUEBEC, May 25, 1898.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Common and railroad, for interior and ordinary according to average, quality, etc., measured off | 21 | @ 24 |
| For 40 to 45 feet average, measured off | 26 | 29 |
| For good and good fair average, measured off | 29 | 33 |
| First class " " | 36 | 39 |
| In shipping order " " | 35 | 38 |
| First class Ottawa waney, 18 inch average | 35 | 37 |
| " " " 19 to 21 inch average | 38 | 40 |
| First class Michigan waney board, 18 inch average | 41 | 43 |
| " " " " 19 to 21 inch average | 44 | 46 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 28 |
| In shipping order, 35 to 45 feet " " | 38 | 40 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 28 | 34 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average an quality | 21 | 25 |
| To average 16 inch | 25 | 27 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 14 | 17 |
| 16 " " | 15 | 19 |
| 18 " " | 21 | 23 |

DEALS.

Bright spruce, according to mill specification, $40 to $43 for 1st, $26 to $28 for 2nd, $23 to $26 for 3rd, and $19 to $22 for 4th quality. F.O.B. batteau

## NEW YORK CITY.

NEW YORK, N. Y., May 25, 1898.

WHITE PINE TIMBER.

| | | | | | |
|---|---|---|---|---|---|
| Bridge timber | $28 00 | @ 40 00 | Building orders | $27 00 | @ 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in. | 14 00 | 14 50 | 10 to 12 in. | 16 25 | 17 00 |
| 6 to 12 in. | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 to 12 in. | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | |
|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, 10 to 16 | | 25 00 |
| 1¼ to 2 in. | " " " | | 26 00 |
| 1 inch, | " Sott Elm, " | | 19 00 |
| 1¼ in and thicker, | " " | | 21 00 |
| 4/4 " " | " Hard Maple, " | | 21 00 |
| " " " | Basswood, " | | 20 00 |
| " " " | Birch, " | | 23 00 |
| " " | Black Ash, Com. and Shipping Cull, M.C.O. | | 14 00 |
| " " | Soft Elm, " " | | 12 00 |
| " " | Hard Maple, " " | | 14 00 |
| " " | Basswood, " " | | 12 00 |
| " " | Birch, " " | | 14 00 |

## ALBANY, N.Y.

ALBANY, N. Y., May 25, 1898.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $52 | $55 | Dressing boards, narrow | $19 | $20 |
| 2½ in. | 52 | 55 | West India shipping boards | 15 | 16 |
| 1 to 2 in. | 45 | 48 | Box boards | 11 | 12 |
| 4 inch uppers | | 55 | 10-in. dressing and better | 26 | 35 |
| Selects, 2½ in. up | | 45 | 10-in. common | 13 | 15 |
| 1 to 2 in. | | 40 | 12-in. dressing and better | 26 | 35 |
| Fine common, 2½ in. and up | 40 | 42 | Common, 1x12 | 13 | 15 |
| 1 to 2 in. | 36 | 40 | No. 1 barn, 1x12 | 21 | 23 |
| No. 1 cut, 1 to 2 inch | 25 | 30 | 1x10 | 18 | 20 |
| No. 2 | 20 | 25 | 1x8 | 16 | 18 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 16 | 17 |
| No. 1 molding, 1 to 2 in. | 30 | 35 | 1x10 | 15 | 17 |
| No. 2 molding, 1 to 2 in. | 23 | 25 | 1x8 | 13 | 15 |
| Stained saps | | 20 | Shaky or star clear, 1 to 2 in. | 19 | 21 |
| Bracket plank | 30 | 35 | Dressing | 16 | 18 |
| Shelving boards, 12-in. up | 30 | 32 | Common | 11 | 15 |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Pine | $1 75 | | Spruce | $1 75 | |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $3 90 | $4 10 | Bound butts, 6 x 18 | $5 00 | $5 25 |
| Clear butts | 2 75 | 3 00 | Hemlock | | 2 00 |
| Smooth, 6 x 18 | 4 50 | 4 75 | Spruce | | 2 00 |

## BOSTON, MASS.

BOSTON, May 25, 1898.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $11 50 | 12 00 | ¾ inch | $ 9 25 | $ 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 11-16 inch | 8 50 | 8 75 |
| Refuse | 13 00 | 13 25 | ⅝ inch | 8 00 | 8 25 |
| Outs | | 9 00 | Clapboards, sap ext. | 45 00 | 48 00 |
| Boxboards, 1 inch | 10 00 | 10 50 | Sap clear | 41 00 | 43 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, 2nd clear | 32 00 | 35 00 |
| | | | No. 1 | 23 00 | 25 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in. | $50 00 | @52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in. | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in. | 58 00 | 62 00 | 1¼, 1½ and 2 in. | 30 00 | 32 00 |
| Selects, 1 in. | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in. | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in. | 52 00 | 55 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in. | 24 00 | 38 00 |
| Fine common, 1 in. | 40 00 | 41 00 | Coffin boards | 19 00 | 22 00 |
| 1¼, 1½ and 2 in. | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in. | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 50 | 1 60 |
| Cedar, extra | 2 50 | 2 65 | Extra No. 1 | 1 25 | 1 35 |
| Clear | 2 10 | 2 25 | | | |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | | | By cargo | 1 80 | @ 1 90 |
| By car | 1 80 | @ 2 00 | | | |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., May 25, 1898.

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in. | $46 00 | 48 00 | No. 3, 1¼ & 2 in. | 17 00 | 18 00 |
| 2½ and 3 in. | 55 00 | 56 00 | Shelving, No. 1, 13 in. and up, 1 in. | 32 00 | @34 00 |
| 4 in. | 58 00 | 60 00 | Dressing 1¼ in. | 27 00 | 30 00 |
| Selects, 1 in. | 41 00 | 42 00 | 1¼x10 and 12 | 28 00 | 30 00 |
| 1¼ to 2 in. | 42 00 | 43 00 | 1½ in. | 28 00 | 30 00 |
| 2½ and 3 in. | | 50 00 | 2 in | 29 00 | 34 00 |
| 4 in. | | 52 00 | Mold st'ps, 1 to 2 in. | 33 00 | 31 00 |
| Fine common, 1 in. | 35 00 | 36 00 | Barn, No. 1, 10 & 12 in. | 22 00 | 23 00 |
| 1¼ and 1½ in. | 35 00 | 37 00 | 6 and 8 in. | 18 00 | 20 00 |
| 2 in | 36 00 | 38 00 | No. 2, 10 in. | 16 00 | 16 00 |
| 3 in. | | 45 00 | No. 2, 12 in. | 17 00 | 18 00 |
| 4 in | | 47 00 | No. 3, 10 in. | 13 00 | 13 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | No. 3, 12 in. | 13 50 | 14 00 |
| 1¼ to 2 in. | 32 00 | 33 00 | 6 and 8 in. | 11 00 | 12 00 |
| No. 2, 1 in. | | 16 00 | Common, 1 in. | 15 00 | 16 00 |
| No. 2, 1¼, & 1½ in | 22 00 | 25 00 | 1¼ and 1½ in. | 17 00 | 18 00 |
| No. 3, 1¼ & 1½ in | 16 00 | 18 00 | 2 in | 18 00 | 20 00 |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 26 00 | 28 00 | 2½ to 4 in. | 34 00 | 38 00 |
| 1¼ to 2 in. | 28 00 | 30 00 | Strips | 17 00 | 18 00 |
| | | | Com. and culls | 9 00 | 10 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 20 00 | 21 00 | Com. & good culls | 8 00 | 9 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 25 00 | 27 00 | 1st & 2nd, white, 6" & up, | 16 00 | 17 00 |
| | | | Com & good culls | 8 00 | 9 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 18 00 | 20 00 | 1st & 2d, soft, 8 in. & up, | 16 00 | 18 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 14 00 | 16 00 | 1st & 2d, soft, 6in. & up, | 14 00 | 16 00 |

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., May 25, 1898.

UPPERS AND SELECTS.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in., 10 n. and up wide | $44 00 | | Selects, 1 in., 8in. and up wide | $40 00 | |
| 1¼, 1½ and 2 in. | 44 00 | | 1¼, 1½ and 2 in. | 41 00 | |
| 2½ and 3 in. | 53 00 | | 2½ and 3 in. | 47 00 | |
| 4 in. | 56 00 | | 4 in. | 50 00 | |

FINE COMMON.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 8 in. and up wide | 33 50 | | 2½ and 3in., 8in. and up wide | 42 00 | |
| 1¼, 1½ and 2 in. | 35 00 | | 4 in. | 45 00 | |

B FINE COMMON OR NO. 1 CUTTING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 7 in. and up wide | 23 50 | | 2½ and 3in., 7in. and up wide | 37 00 | |
| 1¼, 1½ and 2 in. | 30 00 | | 4 in. | 40 00 | |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 34 00 | | 1 in., 4, 5 and 7 in. wide | 32 00 | |
| 6 in. wide | 36 00 | | 6 in. wide. | 36 00 | |

FINE COMMON OR C

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 30 00 | | 1 in., 6 in. wide | 33 00 | |
| 1 in., 4, 5 in. wide. | 29 00 | | | | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 24 00 | | 1 in., 4, 5, 6 in. wide | 22 00 | |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 in | 16 00 | | 1¼ in., 4, 5 and 7 in. | 15 00 | |
| 1 in., 6 in. | 17 00 | | 1¼ in., 6 in. | 17 00 | |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 | | 1¼ in., 4 to 7 inch | 14 00 | |
| 1 in., 6 inch | 14 00 | | No. 3 Fencing, 1 in., 6 inch | 12 00 | |

SHELVING.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 | | No. 2, 1 in., 7 and 8in. stocks | 19 00 | |
| 1 in., 10 in. and up wide | 26 00 | | 1 in., 10 in. stocks | 21 00 | |
| 1 in., 12 in. stocks | 29 00 | | 1 in., 12 in. stocks | 24 00 | |
| 1 in., 12 in. and up wide | 30 00 | | 1 in., 10 in. and up wide | 22 00 | |
| 1¼ in. 1½ and 2in., 8in. and up wide | 29 00 | | 1 in., 13 in. and up wide | 25 00 | |

BARN BOARDS OR STOCKS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 12 in. | 21 00 | | No. 2, 9 in. | 13 50 | |
| 10 in. | 16 50 | | 8 and 7 in. | 13 50 | |
| 9 in. | 16 00 | | No. 3, 12 in. | 12 50 | |
| 8 and 7 in. | 16 00 | | 10 in. | 11 00 | |
| No. 2, 12 in. | 16 00 | | 9 in. | 11 00 | |
| 10 in. | 14 00 | | 8 in. | 11 00 | |

SHIPPING CULLS OR BOX.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4 and 5 in. wide | $ 9 00 | | 1 in., 13 in. and up wide | $1 00 | |
| 1 in., 6 in. wide | 9 50 | | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 | |
| 1 in., 7 in. wide and up | 9 50 | | | | |

SHAKY CLEAR.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9in. wide | 18 00 | | 1 in., 10 in. and up wide | 19 00 | |
| 1 in., 6 in. wide | 20 00 | | 1¼, 1½ and 2 in., 8in. and up wide | 20 00 | |

COFFIN BOARDS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 13in. and up | 22 00 | | No. 1, mill culls | 8 00 | |
| No. 2 | 17 00 | | No. 2, or red horse | 6 50 | |

TIMBER, JOIST AND SCANTLING.

| | | | | | |
|---|---|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $ 9 50 | | Hemlock, 2x4 to 10, 12 to 16 feet | 7 50 | |
| 18 ft. | 10 50 | | 2x12 | 8 50 | |
| 20 ft. | 11 50 | | Add $1 to each additional 2ft. in length. | | |
| 22 and 24 ft | 12 50 | | | | |

SHINGLES, 18-IN.

| | | | | | |
|---|---|---|---|---|---|
| Country brands, XXXX | 2 75 | | Standard brands, river made, XXXX | 3 00 | |
| Clear Butts | 1 75 | | Clear Butts | 2 00 | |

WHITE PINE LATH.

| | | | | | |
|---|---|---|---|---|---|
| No. 1 | 1 60 | | No. 2 | 1 10 | |
| | | | Hemlock | 1 00 | |

## PRICES OF COOPERAGE STOCK.

| | F.o.b. cars at Sutherland Innes Mills | F.o b. Wallaceburg |
|---|---|---|
| No. 1 28½ inch jointed elm staves, per net 1,000 | $5 00 | $5 00 |
| No. 1 30 " " " " " | 5 00 | 5 00 |
| No. 1 32 " " " " " | 5 25 | 5 50 |
| No. 1 24 " " " " " | 4 00 | 4 00 |
| No. 2 28½ " " " " " | 3 25 | 3 25 |
| No. 2 30 " " " " " | 3 25 | 3 25 |
| No. 2 32 " " " " " | 3 75 | 3 75 |
| No. 2 24 " " " " " | 2 00 | 2 00 |
| No. 1 14 in. to 14¾ in. kiln dried basswood heading, per set | 3 | 3 |
| No. 1 15 " 16 " " " " | 3¼ | 3¼ |
| No. 1 17⅞ " " " " " | 3¾ | 3¾ |
| No. 1 18 " 18¾ " " " " | 4¼ | 4½ |
| No. 1 19½ " " " " " | 4½ | 4¾ |
| No. 1 19½ " " " " " | 5 | 5 |

Mill run heading ½ct. per set less, No. 2 heading 1ct. per set less.

| | | |
|---|---|---|
| No. 1 5½ ft. patent coiled elm hoops, per net 1,000 | 5 25 | 5 40 |
| No. 1 6 " " " " " | 5 50 | 5 65 |
| No. 1 6½ " " " " " | 6 00 | 5 90 |

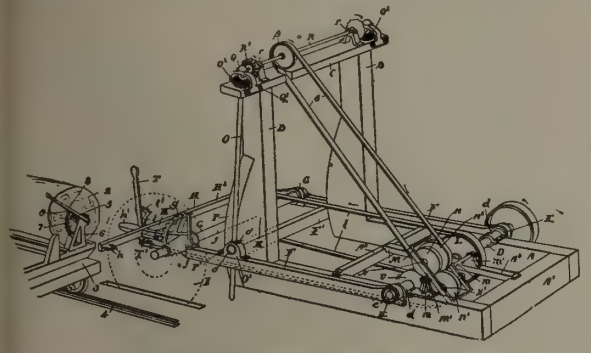
No. 2 hoops about 50 cts. per thousand less.

| | | |
|---|---|---|
| No. 1 28½ in. jointed white ash staves, per net 1,000 | 6 50 | 7 00 |
| No. 2 28½ " " " " " | 3 25 | 3 50 |
| 34 in. to 35 in. elm syrup bbl. staves | 18 00 | 17 00 |
| No. 1 30 inch half syrup barrel staves | 16 00 | 16 00 |

(If bent to shape, $2.00 per thousand more.)

## RECENT CANADIAN PATENTS.

THOMAS Bearman, of Owen Sound, Ont., has been granted a patent, No. 58,754, for a circular saw machine, as herewith illustrated. The claim is for a lumber sawing machine, in combination, a suitable frame, a swinging frame, a saw located at the outer end thereof on the end of a suitable shaft, suitable uprights supported on the frame having suitable bearings on the side bars of the swinging frame, slots in the bearings, screw spindles screwed through the trunnions, means for retaining the screw spindle, means for raising and lowering the outer end of the swinging frame, a supplemental swinging frame, pivoted on an extension of the frame and extending



CIRCULAR SAWING MACHINE.

on each side of the cutting edge of the saw, and means for adjusting and holding the supplemental frame in any desired position; also having bevel pinions at the upper ends of the screw spindles, a ball and socket bearing for the upper end of the screw spindles, a countershaft provided with bevel pinions meshing with the bevel pinions at the upper end of the screw spindles, the pulley on the countershaft, the pulley on the main shaft, the minor swinging frame having two spindles with abutting friction pulleys, a supplemental pulley on one of the spindles of the abutting friction pulleys, and a belt connecting such supplemental pulley to the pulley on the countershaft. The combination with the circular saw, suitably supported and driven, and means for adjusting the same above and below the centre of the log, of the carriage, the lathe points for supporting the log, the lever secured on the square end of the lathe point, and the quadrant with which the lever is designed to co-act, etc., etc.

A patent has been granted to Mr. John Sharp, of Gravenhurst, Ont., for a water wheel, as shown by the accompanying cut. The claim is for a wheel secured to a vertically journalled shaft, and a series of radial buckets inclined from the vertical at substantially an angle of forty-five degrees, and secured to the rim, in combination with a frame surrounding the buckets, a cover therefor provided with a series of openings, each extending over two or more buckets, and a curved conductor

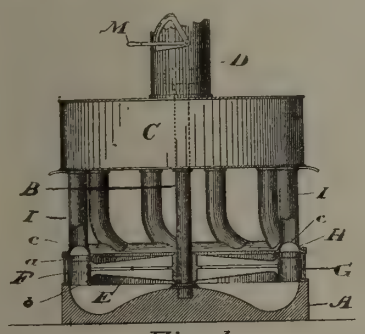



*Fig. 1.*

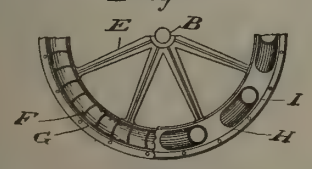



*Fig. 2.*

TURBINE WATER WHEEL.

connected with each of the said openings and with a source of water supply, the arms in the conductors being such as to discharge the water at substantially a right angle to the surfaces of the buckets; a curved conductor connected with each of above said openings, a tank with which the said conductors are connected, a flume connected with the tank, a cut-off valve in the said flume, and a cut-off valve for each conductor, substantially as set forth.

## BOLTON COMBINATION MOVEABLE SAW STRETCHER AND SHEAR.

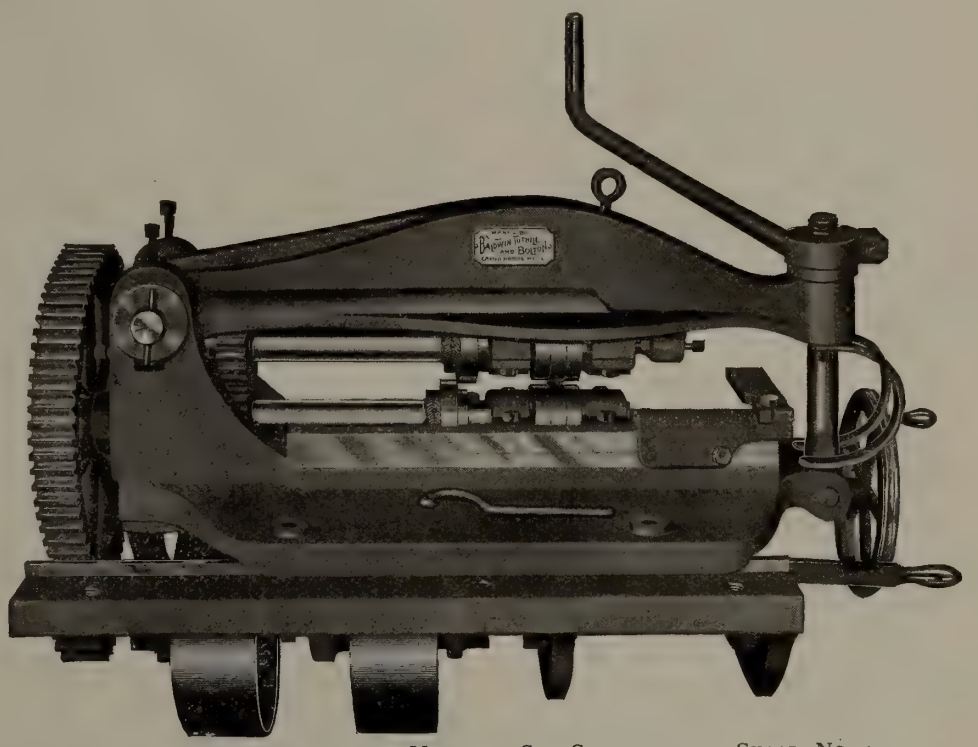
THE fine tensioning of band saws being so essential to the best results in their operation, it stands to reason that a good machine for this purpose is indispensable. The Bolton 12-inch combination movable saw stretcher and shear, No. 5, herewith illustrated, is manufactured by Messrs. Baldwin, Tuthill & Bolton, of Grand Rapids, Mich., and is claimed to be the finest thing on the market for tensioning band saws. A few of the features of advantage claimed by the makers are enumerated below.

The Bolton stretcher No. 5 has geared rolls for tensioning, and a pair of shearing disks adapted to shear either the back or toothed edge of a band or gang saw. It is equipped with reverse motion to drive the rolls instantly in either direction. The entire machine is mounted on a heavy bed plate, with two V tracks, over which the machine is moveable laterally by hand wheel to adapt the rolls to act on any part of the width of the saw. Pressure of rolls is obtained by lever and coarse lead screw, and maximum pressure of rolls is obtained by less than one-quarter turn of the lever. This affords quick application or removal of pressure, advantages that will be apparent to every saw filer.

The shear feature is a very useful one, especially in mills that have to contend with gravel or iron in the logs. The shears feed the saw through the machine at the regular speed of rolls when run in tensioning, and make a straight, clean, smooth cut of any width. Three minutes, or less, are usually sufficient to shear a 50-foot saw. There is no mill that will not at times find this shear an invaluable device for use either in shearing a saw from which the teeth have been stripped or one with edge cracks, or for cutting a strip to proper width to braze in. When the shears are not required for use, they may be set to one side out of the way by use of the spanner wrench furnished with machine. The machine is equipped with guide for back or face of saw for use when shearing, a gauge for use when tensioning, elliptic springs for raising upper roll when pressure is diminished, very heavy, powerful cut gears, and two grip clutch pulleys for motion.

The movable feature, which gives the entire machine a 12-inch lateral movement across the bed plate or track, and so adapts the rolls instantly to act on any part of the width of saw, is a convenience of especial advantage on wide, heavy log band saws, because the filer has no occasion to move or change the position of the saw laterally, which is necessarily heavy and unhandy to move. It is manifest that this system of moving the entire machine bodily across the saw is vastly better than a lateral movement of only the shafts carrying the rolls. By this system we have absolute power, no possible lost motion, no change in the roll shaft bearings with respect to the rolls, while the rolls cannot fail to track perfectly, travel together, with the shafts always parallel and so heavy that they will not spring.

This stretcher is the heaviest and most powerful machine in the market. It will tension or act on the hardest spots in the heaviest gauged saws with absolute certainty of affording desired results. The rolls are made up of solid steel, ground mathematically true on the most approved segments, that never fail to please. In the makeup and grind of the rolls, which are vital elements to the success of a machine, this stretcher has given the best of satisfaction. It renders the use of hammers largely unnecessary, prevents crystallized spots with the resultant cracking and brazing of saws, makes no hammer marks, prolongs the life of the saws, economizes saw bills, saves the saw filer both time and labor, affects all parts of the blade uniformly according to pressure exerted, restores quickly and uniformly the tension lost by strain of too rapid feed, affords straight running saws that cut to a line, soon pays for itself by increased quantity and improved quality of output, makes possible the use of the thinnest blades, thus saving saw kerf and money, and does not require a skilled filer to operate it, but enables the unskilled filer to greatly improve his saws. The requisites of a good machine are a heavy body, shafts that will not spring, perfect alignment and tracking of the rolls, rolls ground on proper segments, and abundant power with short leverage. Given a machine as above described, the make and grind of the rolls are the vital parts. It is in this respect that some machines are defective. The rolls may not travel together, may not track together, may be of different diameters and may not be properly crowned. This machine is free from such defects, the rolls being made up solid of the best imported steel by special process and ground on a grinding lathe built expressly for this work, by means of which they are ground absolutely perfect.




BOLTON 12-INCH COMBINATION MOVEABLE SAW STRETCHER AND SHEAR, NO. 5.

Further information may be obtained from the makers, Messrs. Baldwin, Tuthill & Bolton, Grand Rapids, Mich. Our readers are asked to write for their new 200-page catalogue, containing a valuable treatise on the fitting of all classes of saws, and "Economics for Millmen," which they will mail free to all saw filers and millmen.

---

Mr. N. D. Seaman, Owen Sound, Ont., in remitting for an advertisement in the WEEKLY LUMBERMAN, writes:—"I am well pleased with the returns for the investment. The returns for this 'ad' far exceeded my expectations." To lumber manufacturers and dealers having stock to dispose of, the moral is plain.

In the saw mills of Canada many different methods are employed for doing similar work, each one, perhaps, possessing certain points of merit. Superintendents, sawyers, filers, etc., are respectfully asked to contribute to this journal their views as to the best method of doing certain mechanical work, such as lining and setting up shafting, setting up rotary and other circular saws, rules for finding out and marking off the shape of circular saw teeth for guidance in grinding and filing.

# THE NEWS.

—Craig Bros. have purchased a saw mill at Midland, Ont.

—J. M. Mackney is opening out in the lumber business at Morris, Man.

—S. Salmon & Co. are building a sash and door factory at Avonmore, Ont.

—The Assiniboine Lumber Co., of Brandon, Man., have added a lath machine.

—McIlhaney Bros. are building a steam saw mill at Richmond Corner, N.B.

—The Gillies Bros. Co. are erecting a shingle mill between Arnprior and Braeside.

—R. Gaw's planing mill at Kingston, Ont., was burned last month, the loss reaching $10,000.

—Sawyer Bros., planing mill, of Coldwater, Ont., have gone to Revelstoke, B.C., to engage in same business.

—Frank Lavin has purchased the saw mill and lumber business of the Salmo Lumber Company at Salmo, B.C.

The business men of Baie St. Paul, Que., are endeavoring to organize a company to erect a chemical pulp mill.

—Mr. Kerr, of Walkerton, is considering the erection of a factory at Parry Sound for the manufacture of woodenware.

—The Patent Cloth Board Company, of Parry Sound, Ont., are shipping cloth boards and veneer to Great Britain.

—A. McPherson & Co.'s shingle mill at Longford Mills, Ont., is again in operation. Robert Marshall, of Washago, is in charge.

—L. E. Parsons has removed his steam saw mill from Golden Lake to Barry's Bay, about one mile from the site of the O. A. & P. S. station.

—The Rathbun Co. have sold out their stock of sash, doors, etc., in Winnipeg, to the Rat Portage Lumber Co. and Turnbull & McManus.

—Mr. Savoye, of Brompton, Que., has made a proposition to the town of Sherbrooke, Que., to establish a box factory there, agreeing to employ 25 hands.

—The Assiniboine Lumber Co., of Brandon, Man., have closed their branch at Souris. T. H. Patrick, their manager, will start business there on his own account.

—The Dickson Company, of Peterboro', Ont., have built a new saw mill at Lakefield. The burner in connection is 85 feet high, 23 feet in diameter and 72 feet in circumference.

—J. P. Mosher, of St. Martins, N. B., has made improvements to his saw mill, including new rotary and patent edger, boiler and engine. He now has both steam and water power.

—Joe Beeler is said to have been arrested for stealing government timber in North Idaho and rafting it across Kootenai Lake into Canada. His thefts amount to $25,000 to $30,000 in value.

—Jonas Malott, of Tilbury East, has closed a contract with Frank W. Wilson, of Chatham, to start a nursery, and will plant 50,000 spruce trees on his farm. The trees will be ready for delivery in three years.

—The Moodyville Saw Mill Co., Moodyville, B. C., gives its slabs to Chinamen, who take them away to a burner, where they are turned into charcoal. A market for the charcoal is found amongst the canneries.

—A dispatch from Montreal, dated May 9th, stated that forest fires were raging in the district to the north of Montreal. The mountains and highlands from Ste. Agathe to Labelle were being swept by the fires.

—The Cody saw mill, near Sandon, B. C., has been purchased by Mr. Bascom, and the machinery has been shipped to the line of the Crow's Nest Pass railway, where it will be used in cutting construction timber.

—Woodman & Miller, of St. John, purpose building a large mill on the boundary line between Quebec and New Brunswick, on Madawaska river. They intend having shingle, planing and turning lathes, also rotary, etc.

—A western exchange says that when the Hastings mill people went to Vancouver, B.C., in 1864, to build a saw mill, they took along two cannon to keep off the Indians. The cannon still stand in front of the general office.

—William Clark, of Galt, Ont., has patented a saw-setting machine, which is so constructed that it will automatically and regularly feed the saw to the setting dies, which are so arranged as to set the teeth at any desired angle to the blade.

—Cornell University, Ithaca, New York, has established a college of forestry, with Professor B. E. Fernow, chief of the forestry division of the agricultural department of the government, as director. This university is said to be the first in America to take this important step.

—Wm. Harris, of Day's Mills, Algoma, Ont., offers power and mill site free, with small bonus, to any responsible party who will erect any kind of wood-working, furniture or handle factory. There is any amount of good hardwood and other timber near the site.

—The Vancouver, B.C., World says: The Department of the Interior, by dodgers tacked up in the post-office, is calling for tenders for a timber berth, in this province, of 480 acres. By the merest chance these dodgers can be seen, and certainly not by those engaged in the lumbering trade.

—Gilmour & Co. have just completed a new refuse burner at their Canoe Lake mills. They have lately added to their file-room outfit several new machines, of which one is a lap grinder purchased from Baldwin, Tuthill & Bolton, of Grand Rapids, Mich. This machine is capable of grinding both laps on a 10-inch saw in eleven minutes, and no filing is required after its use.

—West coast lumber is coming largely into use in the building of vessels and the new impetus that has been given to ship-building by the war. Fir for docking is especially in demand, and a United States Pacific coast concern has recently received an order from Philadelphia for a large order. The specifications call for material with not a knot or blemish of any kind, and the west coast lumber is the kind that can be furnished to comply exactly with such requirements.

## CASUALTIES.

—A young man named Ayotte recently had his leg broken in Gilmour & Co.'s mill at Algonquin Park.

—John McDougall, of South River, a river driver for M. Brennan & Sons, was drowned while working on McBrien's rapids.

—James Daly, a mill hand at W. J. Carnwath's steam mill at Chapman Creek, Riverside, N. B., was severely injured. Over 100 logs rolled over his body, but hopes are entertained of his recovery.

## PERSONAL.

Mr. William Gordon, lumber merchant, has been elected as alderman for the city of Stratford, Ont., to fill the vacancy caused by the resignation of Ald Mavor.

Hon. E. H. Bronson, of the Bronsons & Weston Lumber Co., has returned to his home in Ottawa much improved in health. He spent the past winter in California.

Robert Connolly, for many years a lumber operator in Cardwell and Sussex, N.B., has accepted the position of manager for C. M. Bostwick & Co. at Salmon river, St. John county, succeeding Mr. F. M. Anderson.

Mr. William Mackey, the well-known lumber merchant of Ottawa, has again contributed a gold medal to the Central Canada Exhibition, to be offered in this year's prize list live stock department as a special prize for the best team of general purpose horses.

The annual report of the Department of Interior states that Mr. James Leamy has been appointed Crown Timber Agent for British Columbia, in succession to Mr. Higginson, who was removed last year. Mr. Leamy's headquarters are at New Westminster, B.C.

Mr. J. H. Leonard, an esteemed resident of St. John, N.B., died last month after a few day's illness. He came to St. John from London, England, in 1848, being then 16 years old. He engaged in the lumber business with Mr. James Hunter and subsequently with Mr. James Wetmore.

Mr. J. M. Poitras, who entered the employ of the Rathbun Company of Deseronto—then Mill Point—nearly twenty-two years ago as general superintendent of their lumber department, in later years becoming general travelling agent, severed his connection with the firm on the 30th of April last to take a more responsible position with a leading Ottawa house.

It becomes our painful duty to chronicle the death of Mr. Walter McFarlane, of St. Mary's, N.B. Mr. McFarlane was well known in the lumber trade as a manufacturer of peavies and other lumbermen's tools. He had apparently fully recovered from a recent illness, and was attending to business as usual on the day preceding his death, but was suddenly stricken during the night. The deceased was held in high esteem in the community in which he spent the greater portion of his life, as well as by all who had the privilege of his acquaintance.

## MAGNOLIA METAL.

The Magnolia Metal Co. begs to inform users of bearing metals and the trade generally that on the 20th of April, 1898, in the United States Circuit Court for the southern district of New York, before the Honorable William J. Wallace, circuit judge, they secured a permanent injunction against Benjamin and Moses Lowenstein, trading as B. Lowenstein and Brother and as the Nassau Smelting and Refining Co., New York, restraining them from offering for sale or advertising "Mongolia Anti-Friction Metal," which metal they were advertising and selling as Magnolia Anti-Friction Metal, and which was calculated to deceive the public. The following is an extract from the decree of Judge Wallace:

"Ordered, adjudged and decreed that the complainant, the Magnolia Metal Company, is the owner of a good and valid trade mark, consisting of the word "Magnolia" as applied to anti-friction metals and alloys made and sold by it, and is entitled to the sole and exclusive use thereof, and that the defendants Benjamin Lowenstein and Moses Lowenstein (trading as the Nassau Smelting and Refining Company) have by the use of the word "Mongolia" upon anti-friction metal made and sold by them, violated and infringed upon the exclusive rights of the complainant in the premises, and it is further ordered, adjudged and decreed that the defendants Benjamin Lowenstein and Moses Lowenstein and each of them, their and each of their attorneys, agents, servants, clerks, salesmen and employees and each of them and all persons acting under them or their authority be and they hereby are perpetually enjoined and restrained from infringing the complainant's said trade mark and rights; and from marking, designating or advertising an anti-friction or other like alloy or metal as "Mongolia"; and from using on any alloy or metal for anti-friction or like purposes, or in conjuncture with manufacture or sale thereof, the word "Mongolia" or any other word calculated to deceive the public by a like close imitation of the complainant's trade mark "Magnolia," and it is further ordered, adjudged and decreed that the complainant recover from the said defendants as well the damage sustained in or by reason of said infringement as the profits, gains and saving made or realized by the defendants thereby.

## TRADE NOTES.

In a letter to the LUMBERMAN, Messrs. W. B. Mershon & Co., of Saginaw, Mich., state that the Mershon band resaws seem to be as popular as ever, and have now become a staple article. Sales keep up on a steady basis, and they have no reason to complain of a lack of orders in the band resaw department.

Messrs. R. B. Mowry & Son, of Gravenhurst, Ont., have been kept very busy fitting up local mills. The new mill of the Longford Lumber Company was supplied with a large quantity of machinery, including a pair of Mowry steam niggers. Other shipments were made last month as follows: Boss shingle machine to D. Hotte, Chelmsford; complete shingle cutting outfit to Cockburn & Sons, Cache Bay; shingle jointer to J. S. Playfair, Midland; match-making machine to the Rathbun Co., Deseronto.

Mr. Madison Williams, of Port Perry, Ont., reports that he is putting a 56 inch Leffel water-wheel into W. H. Johnston's mill, Pefferlaw, Ont.; a 30 inch Perfection, with shafting, gearing, pulleys, etc., into A. W. Carveth's roller mills, Orono, Ont.; feed grinder, to replace stones, with gears, shafting, etc., into E. Muir's roller mills, Pefferlaw, Ont., and has supplied a 40 ft. Lane saw mill carriage for Morris Shaver's mill, South Indian, Ont., and a 23 inch Vulcan wheel for J. Dugan Gray's mill at Garden Hill, Ont.

Messrs. Baldwin, Tuthill & Bolton, Grand Rapids, Mich., report that the Spanish-American difficulty is not interfering with their business in the least, as they have enough orders now booked to keep them running for a long time to come. They are doing fully twice the volume of business now that they were last year at this time. Among some of the larger orders on the book, and others which have been recently shipped, are complete large band saw filing room outfits to the following: Raine & Raine, Empire, Pa.; W. A. Jones & Co., Caledonia, Pa.; Erie Railroad Co., Buffalo, N.Y. Complete band resaw filing room outfits to Dewing & Son, Point Marion, Pa.; Jonathan Thomas, Topeka, Kans.; Harris Machinery Co., Minneapolis, Minne.; Thomas Merriam, Syracuse, N.Y.; Jones Lumber Co., Williamsburg, Ky.; R. G. Peters Lumber & Shingle Co., Benton Harbor, Mich. Three rift gang filing room outfits to W. M. Wilkin, Erie, Pa. Single machines and partial outfits to Arantz Bros, Decatur, Ala.; Standard Oil Co., Oswego, N.Y.; Maley & May, Evansville, Ind.; F. W. Read & Co., Marquette, Mich.; C. C. Thompson Lumber Co., Washburn, Wis.; C. C. Mengel, Jr. & Bro. Co., Louisville, Ky.; Tatum & Bowen, Portland, Ore; Estate of Thos. Nestor, Baraga, Mich.; W. B. Mershon & Co., Saginaw, Mich.; John A. White Co., Dover, N. H.; Chesbrough Bros., Emerson, Mich.; Howard Lumber Co., Lovett, Pa.; Ward Lumber Co., Whiting, Mo.; W. A. McLean, Cloverdale, Ind.; Paine Lumber Co., Oshkosh, Wis.; W. V. Davidson Lumber Co., Nashville, Tenn.; E. W. Leech, Lodi, O.; Peyton, Kimball & Barber, West Superior, Wis., etc.

## TABLE OF LUMBER WEIGHTS.

BELOW we give a table of weights for hardwood lumber in the rough. In making such a table, says the Hardwood Record, of Chicago, we appreciate the fact that it won't exactly fit everywhere, owing to the difference in texture of the same kind of timber in different localities. In some cases where there is a wide difference in weight, as, for instance, between northern and southern oak, we have given two weights and classified them. In all hardwoods, excepting soft elm, butternut, black ash, basswood, cottonwood and poplar, it has been the usual custom of dealers on this market, in computing freight charges, to figure dry stock at four pounds and green stock at six pounds per foot, and make allowance as in their judgment the character of the wood and locality might warrant. Hardwoods in the south, particularly oaks, are harder and closer grained than in the north, and hence heavier.

We believe, however, that the table presented below is about a general average, and needs only a slight adjustment in a few of the hardwood producing states. The figures given are in pounds per 1,000 feet.

| | Dry. | Green. |
|---|---|---|
| Ash, white | 3,200 | 5,000 |
| Ash, black | 3,000 | 4,500 |
| Basswood | 2,200 | 3,500 |
| Beech | 3,500 | 5,500 |
| Birch | 3,500 | 5,500 |
| Butternut | 3,000 | 5,000 |
| Cedar | 3,000 | .... |
| Cherry | 3,500 | 5,500 |
| Chestnut | 4,000 | 6,000 |
| Cottonwood | 2,800 | 4,000 |
| Cypress | 3,000 | 5,000 |
| Elm, rock | 4,000 | 6,000 |
| Elm, soft | 3,000 | 5,000 |
| Gum | 3,500 | 5,500 |
| Hickory | 4,500 | 7,000 |
| Maple, hard | 4,000 | 6,000 |
| Maple, soft | 3,500 | 5,500 |
| Oak, white, northern | 4,000 | 5,500 |
| Oak, white, southern | 4,200 | 6,000 |
| Oak, red, northern | 3,500 | 5,000 |
| Oak, red, southern | 4,000 | 6,000 |
| Poplar | 2,800 | 4,000 |
| Sycamore | 3,000 | 4,500 |
| Walnut | 4,000 | 6,000 |
| Yellow Pine | 3,000 | .... |

# WOOD PULP DEPARTMENT

## MANUFACTURE OF SULPHITE PULP.

A FEATURE of the paper making industry of Canada that has become very marked is the increasing production of chemical pulp. That, says the Canadian correspondent of the Paper Mill, is a departure of quite recent date. When the chemical mills of Chatham, N. B., were first started they appeared to have fair prospects, but, as a matter of fact, they had to pass through a comparatively long period before they began to earn a return on the capital invested. But their turn came at last. A new and more prosperous era opened for them some time before they were acquired by the company that now owns them, and has continued ever since. From a matter of merely domestic requirements, the demand expanded into one of large dimensions on export account.

The enterprise of the Chatham manufacturers secured so much British custom that they could scarcely attend to it all, and at the same time meet the call of paper mills at home. Having once turned this way the British demand opened out generously. The large capacity and good prices of the English market soon tempted other manufacturers into the business of making pulp sulphite. The several mills projected at St. John, N. B., and at other points in the maritime provinces are to make sulphite pulp. All aim to serve the British market.

Next the Ontario and Quebec manufacturers of sulphite pulp found that they, too, could ship to England at a profit, and they have been doing so. Then, to their surprise, a good healthy demand announced itself from the United States, and they were able to sell to customers in that market at a price which showed a long net advance in the values current at home. Hence, there has lately been a good deal of sulphite pulp manufactured in Ontario for export, both to England and to the United States. For example, the Riordon Paper Company, at Merritton, Ont., has for some time been giving special attention to the manufacture of chemical fibre. Its chemical mill has been greatly improved, driers have been introduced and the most approved means of manufacture have been utilized, with the result that a very choice article has been placed on the market, an article, too, which it is paying the company handsomely to turn out.

The manufacture of sulphite pulp has proved far more profitable than the turning out of news. Sulphite pulp yields a big profit, news does not. Certain it is, however, the Riordon Paper Company is going into the manufacture of chemical pulp on a large scale, and it is agreed on all hands that this product pays better than ground pulp or news. Further, so satisfied is Mr. Charles Riordan that there is money in the manufacture of sulphite pulp that he is contemplating a still greater departure into it. He has just returned from the province of Quebec, where he has been prospecting along the left bank of the Ottawa river to find a site for a big pulp mill. What he wants is a large tract of the right kind of timber, with a conveniently situated water fall. Mr. Barber of the Georgetown paper mills, is associated with him in this quest.

## THE CUSHING PULP MILL.

THE prospectus of the Cushing Sulphite Fibre Co., Limited, of St. John, N. B., has been issued. The directors are Joseph Allison, Thos. McAvity, W. H. Murray, George S. Cushing and Geo. S. Baird. With them as incorporators are George McKean and James Fleming. The solicitor and secretary is L. A. Currey, the consulting engineer James Beveridge, of London, Eng., and the bankers the Bank of Nova Scotia. The capital stock is $500,000.

The incorporators have subscribed $30,000 and as soon as the balance of the $250,000 now sought is subscribed the erection of the mill at Fairville will be begun. Steps have also been taken to introduce the stock in the United States and in England, with what are believed to be excellent prospects of success.

It is announced that when the stock is subscribed buildings will be erected to accommodate plant to produce fifty-six (56) tons of dry pulp per day; but in the meantime machinery for twenty-eight (28) tons per day only will be put down. The company have now made satisfactory arrangements with the City of St. John as to water supply, and are ready to proceed with the work of construction as soon as they are financially in a position to do so.

## PULP NOTES.

A meeting of the Nova Scotia Wood Pulp and Paper Company was recently held at Halifax, N.S., to consider the best method of paying off the present debts of the company.

Mr. Drew, a New Hampshire man, has purchased the seigniory of Mille Vache, below Tadoussac, on the Saguenay, in Quebec, and will erect a pulp mill there. It is a splendid point for shipping.

The Chicoutimi Pulp Company has asked the town for a bonus of $30,000, in consideration of which they agree to build a large sulphite pulp mill, in addition to their present mill. They agree to expend in all some $250,000.

It is announced that negotiations with the view of erecting a very large pulp and paper mill at Keewatin are pending, with a probability that before many months operations may begin on a plant that will produce 100 tons daily.

The Scandinavian market for pulp is very firm, which is attributed to a large extent to the hostilities now going on between the United States and Spain, it being considered likely that the exports from the former country will drop off considerably in the future.

Quebec and Montreal capitalists agreed to expend $4,000,000 in establishing industries at Shawenagan Falls, Que., within thirty months from June, 1897, in return for certain water power privileges. Engineers are now surveying sites for new works, which may include pulp and paper mills.

It is said that Mr. Donald Fraser, of Fredericton, N.B., who is now in England, will endeavor to interest British capitalists in the establishment of a pulp mill near that city. Mr. Fraser has acquired considerable information on the subject, and feels satisfied that such an undertaking would prove a profitable investment.

The new pulp mills of the Laurentide Pulp Company at Grand Mere, Que., are expected to be completed about the first of July. An inspection of the buildings was made last month by Sir Wm. Van Horne, Mr. T. G. Shaughnessy, and others. The iron flume for conveying the water power to the mill is nearly completed. It is 14½ feet in diameter.

The German papers are interested in the discussion as to quality of "news" and the relative values of the different blends of sulphite pulp and mechanical wood pulp, with some filling added if necessary. Some take 15 to 20 per cent. of strong sulphite, and remainder mechanical pulp, while others favor 30 to 40 per cent. cheaper sulphite and remainder mechanical. Some add 8 to 15 per cent. cotton waste to give more softness to the paper.

AGENT FOR CANADA: J. S. YOUNG
15 HOSPITAL STREET - MONTREAL

**FELTS FOR PULP MILLS** 20 years in the business — the first to make Felts in Canada; capacity 1,000 lbs. per day. All our Felts are woven endless, without a splice. Our Felts will last longer and make dryer Pulp. All up-to-date mills use our Felts. New mills, when in need, write for samples and prices.

**HAMELIN & AYERS, Lachute Mills, P.Q.**

**OAK TANNED BELTING**

TORONTO
20 FRONT ST EAST
TELEPHONE 475

THE J.C.McLAREN BELTING Co MONTREAL

## LUMBERING IN CHILE.

In Chile all the small timber is cut down in the winter and left lying where it falls. This is called making the "roze." After the dry season is passed fire is put to this and the ground is well burned off, killing the standing timber. On the ashes wheat is sowed, and the first roze on good ground generally gives a crop of 50 bushels to the acre. After the harvest all the rauli, linge, canela, roble, laurel, and pellin are cut down and "trozada" (sawed in 12 ft. lengths), and logged to the mill. The branches and tops are then cut and strewed over the ground or piled up for the second roze.

The next year they are again burned off and again the ground is sown to wheat, giving an average, on good ground, of 50 bushels to the acre again. The year following, if any timber fit for the mill is left, it is cut down and logged, and a third roze is followed by wheat, giving generally 40 to 45 bushels to the acre. All timber still standing, such as coihue, and a few other varieties of little value, is then cleared off, and a fourth roze follows, again being sown to wheat. This again gives over 40—oftener still 50—bushels to the acre. The next year, providing the yield has not fallen below 40 bushels, wheat is continued, but the moment it falls below 40 bushels rye is sown, and when this falls below 40 bushels the land is seeded down to grass for pasture for the working stock.

Equal to the Best
HALF THE PRICE
of other
standard machines.
THE EMPIRE
Price $55.00.
Send for testimonials
The
WILLIAMS MFG. CO.
Montreal, P.Q.

RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.

JOHN J. GARTSHORE,
49 Front St. West, Toronto.

CHARLES F. CLARK, President. JARED CHITTENDEN, Treasurer.
ESTABLISHED 1849.
THE BRADSTREET
MERCANTILE AGENCY
*THE BRADSTREET COMPANY, Proprietors*
346 & 348 Broadway, NEW YORK.
Offices in the principal cities of the United States, Canada, the European Continent, Australia, and in London, England.

The Bradstreet Company is the oldest, and, financially, the strongest organization of its kind—working in one interest and under one management—with wider ramifications, with more capital invested in the business, and it expends more money every year for the collection and dissemination of information than any similar institution in the world.

TORONTO OFFICES:
*McKinnon Bldg., Cor. Jordan & Melinda Sts.*
THOS. C. IRVING, Superintendent.

OUR EXTRA HAND-MADE
AXE
This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.
CAMPBELL BROS.
Mnfrs.
St. John, N. B.

J. D. SHIER
MANUFACTURER OF
Lumber, Lath & Shingles
BRACEBRIDGE, ONT.

WEST AND SOUTH
run the lines of the Illinois Central Railroad and the Yazoo & Mississippi Valley Railroad reaching into the eleven States of

South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Kentucky, Tennessee, Arkansas, Mississippi, Indiana, Louisiana

Presenting an unequaled territory for diversified industries, and possessing

Fine Sites for New Mills
Best of Freight Facilities—Coal Fields
Close Proximity to Distributing Centers
Intelligent Help of all Kinds
Many Kinds of Raw Material

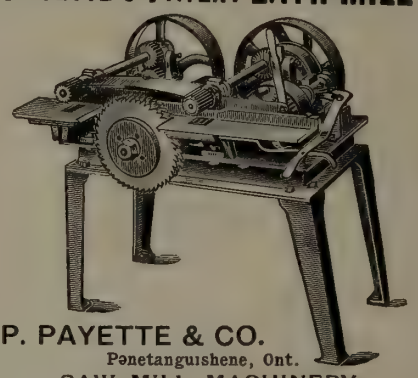
To sound industries, substantial inducements will be given by many of the places concisely described in the pamphlet "100 Cities and Towns Wanting Industries." Write for a copy. Nearly all kinds of Industries are wanted. Very liberal inducements are offered **TEXTILE INDUSTRIES** in the South by a number of good places. GEORGE C. POWER, Industrial Commissioner I. C. R. R. Co., Chicago

Sole Canadian Agents :-: Prices Reduced.
WATEROUS, BRANTFORD, CANADA.

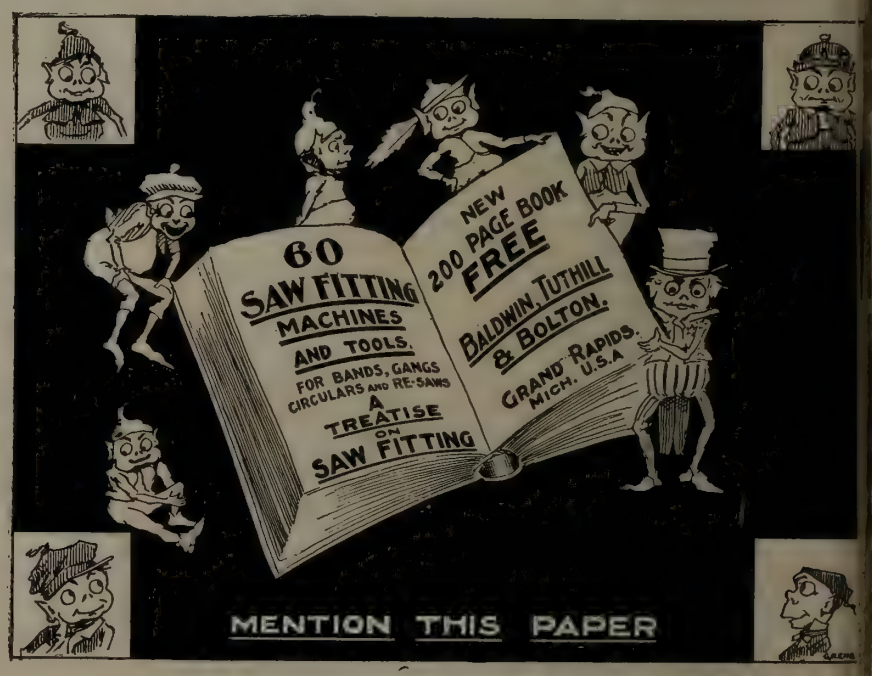
Your Best Interest
Will be served by getting our prices on the following

White Beans
Comadia Figs
Raisins and Currants
Prunes in 25 and 50 cent boxes
Sugars, dark yellow
Syrup and Molasses

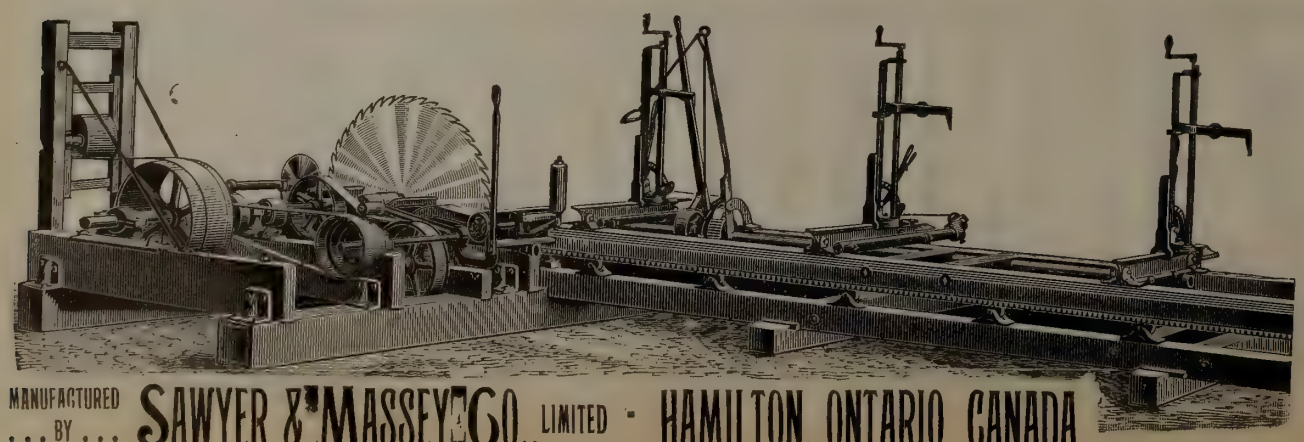
H. P. ECKARDT & CO.,
Wholesale Grocers TORONTO

PAYETTE'S PATENT LATH MILL

P. PAYETTE & CO.
Penetanguishene, Ont.
SAW MILL MACHINERY

SHANTY BLANKETS
Best Value in Canada
Write for Prices and a Free Sample Blanket.
HAMELIN & AYERS
Lachute Mills, P.Q.




NEW PORTABLE SAW MILLS

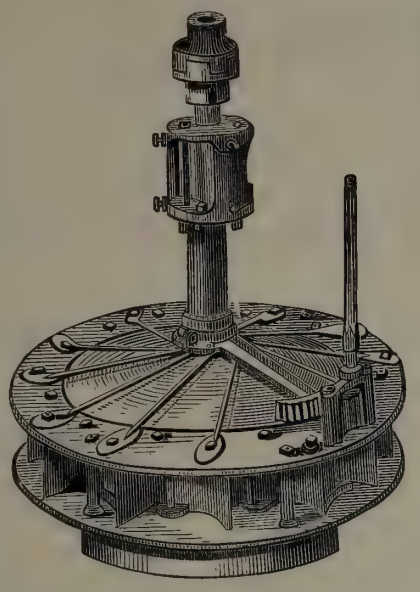


MANUFACTURED ... BY ... SAWYER & MASSEY CO., LIMITED - HAMILTON, ONTARIO, CANADA

*Traction and Plain Engines of different sizes*
*Threshers, Clover Hullers, Horse Powers and Road-Making Machinery.*
SEND FOR CATALOGUE

Readers are asked to contribute freely to the columns of the CANADA LUMBERMAN, and to send in items of news whenever possible. Let each subscriber resolve to report the news of his locality, such as changes of ownership, mill improvements, market conditions, etc., and the whole will comprise a valuable compendium of information.

Two thousand two hundred acres of cedar trees are cut down every year in order to make the wood cases for lead pencils, of which more than two thousand acres are in Florida, says an exchange. There are twenty-six pencil works in Bavaria, of which twenty-three are in Nuremberg, the great European centre of the lead pencil trade. These factories employ from 1,000 to 10,000 workers, and produce 4,000,000 lead and chalk pencils every week. One factory alone has a weekly production of over 1,000,000 pencils.

DRY WEATHER WATER WHEELS

With abundance of water, and indifference regarding results, most any old wheel can be made to go—more or less.

The **TOUCHSTONE** of **MERIT** and **VALUE** is to operate when the water supply is at its lowest, and the need for more is greatest. To-day is the time to provide for such a condition by placing

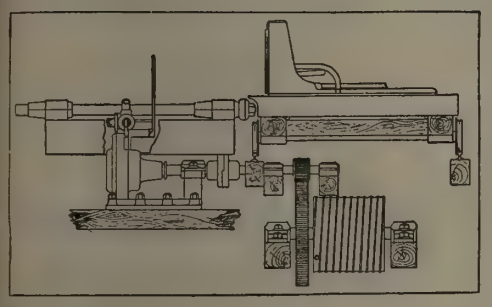
A "LEFFEL" A "VULCAN" OR A "PERFECTION" TURBINE

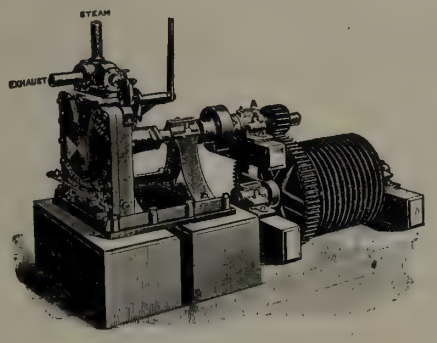
With no other wheel can the water supply be so minimized without destroying the efficiency of the wheel. These wheels give the very highest results under any and all conditions of water. Made to give any power from 1 h. p. to 2500 h. p.

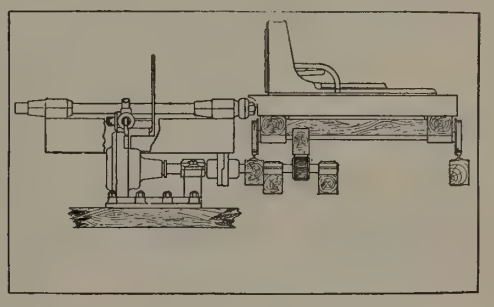
Lane Improved Circular Saw Mills, Automatic Shingle Machines, Shafting, Pulleys, Gears, Hangers, etc.

MADISON WILLIAMS,
Successor to PAXTON, TATE & CO.,
PORT PERRY, ONT.

H. E. PLANT, Agent, Common and Nazareth Sts., Montreal, Que.





The DAKE STEAM FEED

Embodies the following Advantages:
SIMPLICITY OF CONSTRUCTION,
POSITIVE AND EASY MANAGEMENT,
ECONOMICAL USE OF STEAM,
SMALL SPACE OCCUPIED, CHEAPNESS,
EASY ADAPTATION TO EITHER NEW MILLS OR THOSE NOW IN USE.

The movement of the engine in either direction is under the absolute control of the sawyer, thus accomodating the speed of the feed to the size of the logs.

Mill men who have used other makes of Steam Feeds comment favorably on the economical use of steam of our feed over others.

Write for Catalogue and full particulars.

THE JENCKES MACHINE CO. - Sherbrooke Que.
Succeeding the PHELPS MACHINE CO., EASTMAN, QUE.

Pumps & HYDRAULIC MACHINERY

DUPLEX AND SINGLE STEAM AND POWER

The Northey Mfg. Co. Ltd.
TORONTO

THE LAURIE ENGINE CO. - MONTREAL
SOLE AGENTS FOR PROVINCE OF QUEBEC.

TO BELT USERS: Try Our **GENUINE**

**ENGLISH OAK-TANNED BELTING**

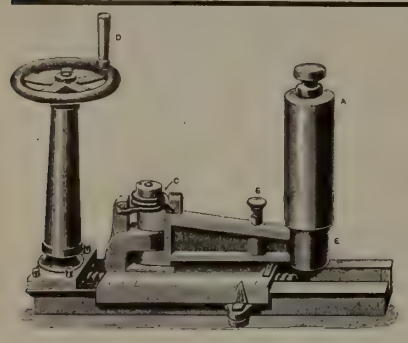
and Our **Lancashire Hair Belting**

D. K. McLAREN
**Victoria Square, MONTREAL**

# FRICTION PULLEY BOARD

The BEST Article Known for the Purpose

MANUFACTURED BY..... THE DOMINION LEATHER BOARD CO'Y. - MONTREAL, QUE.



Good Things are always Imitated

Manufacturers have tried to make imitations of the

**Stafford Timber Gauge**

but they all fail in point of Efficiency.

**LANCASTER MACHINE WORKS**
17 Oak Street - LANCASTER, ONT.

# HERCULES BELTING

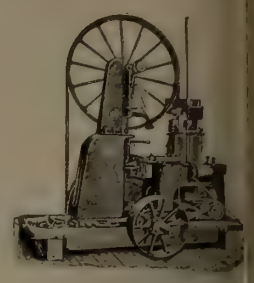
The BEST in the World....

WEARS LONGER and WORKS BETTER than any other Belting on the Market.

HERCULES BELTING is constructed on a scientific plan. The Duck used is Extra Fine, costing nearly twice as much as that used in any other Rubber Belting. Every inch of it is frictioned with good rubber (not shoddy). Drop a postal card for list and discounts to.....

THE BOWMANVILLE RUBBER CO., LIMITED - BOWMANVILLE, ONT.

# WRITE TO US



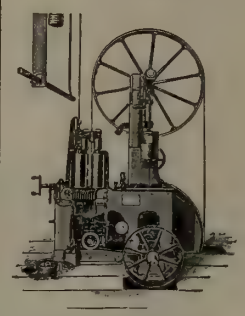
For a List of the Canadian Saw-Mills using our Band Re-Saws.

A number of them are also in use in Canadian Planing Mills and Box Factories.

**THIRTY-TWO**

# MERSHON BAND RE-SAWS

are Running in the Mills in the Saginaw Valley.



W. B. MERSHON & CO.

SAGINAW - MICH.

# LUMBERMEN!

Save your Lumber and the Cost of Insurance by equipping your Mills and Yards with the....

## BALL NOZZLE SYSTEM.

By the proper arrangement of the pipe system and the use of stand pipes with the Ball Nozzle at the top, a lumber yard may be made substantially fire-proof.

Lumber yards can be equipped thus cheaply and effectively, practically obviating the danger of conflagrations of the most destructive character, and effecting *a Large Saving in Cost of Insurance.*

Write us for Full Particulars.

The Ball Nozzle Co. of TORONTO, Limited.

Offices: Room 1, Confederation Life Building, TORONTO


Please mention THE CANADA LUMBERMAN when corresponding with advertisers.


# TELEPHONES

Send for our Illustrated Catalogue and Price List of

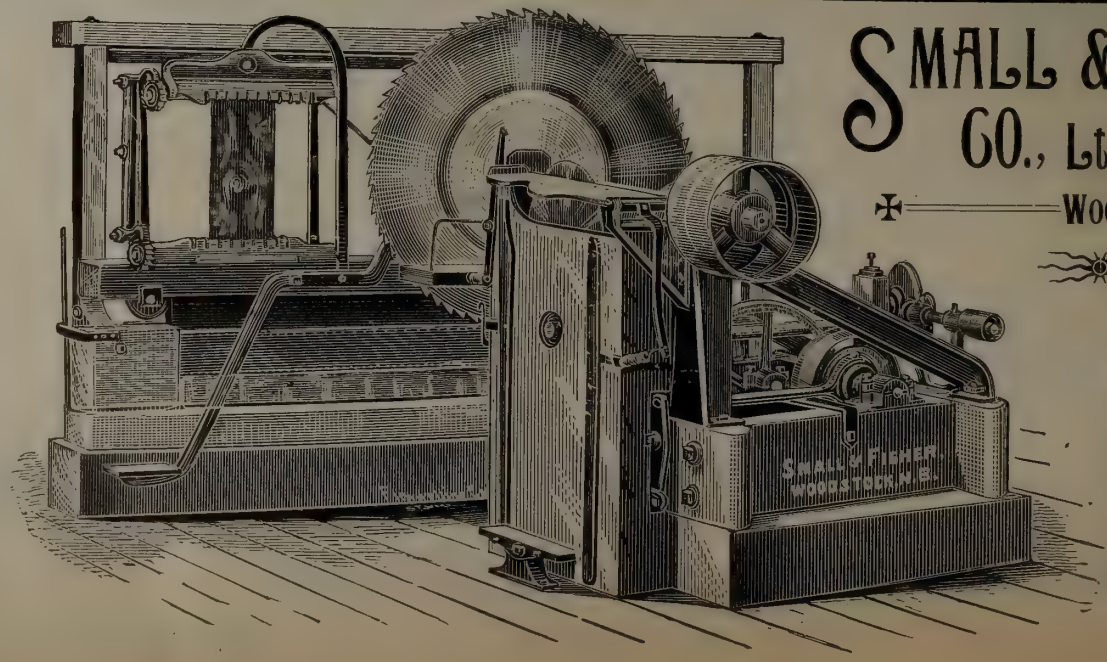
**"UNIQUE" TELEPHONES**

For Main Line and Warehouse Use.

Only Telephone made that does not get out of adjustment. Satisfaction guaranteed. Sold outright at low prices. No exorbitant royalties.

SOLE MANUFACTURERS

JOHN STARR, SON & CO., LIMITED
P. O. Box 448, HALIFAX, N. S.




# SMALL & FISHER CO., Ltd.

Woodstock, N. B.

**Patent Shingle Machine**

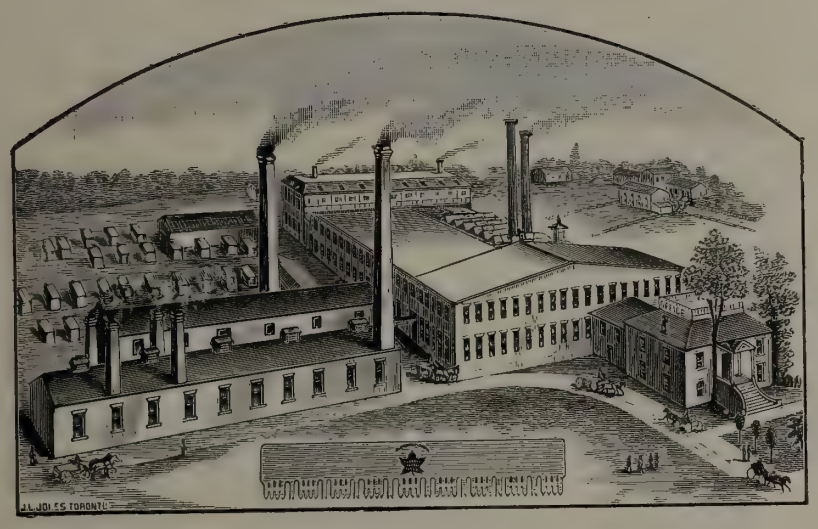
# THE MAPLE LEAF SAW WORKS

# Shurly & Dietrich

GALT, ONT.

Manufacturers of

**CIRCULAR SAWS**
**GANG SAWS**
**MILL SAWS**
**BAND SAWS**
**CROSS-CUT SAWS**



Manufacturers of

**HAND SAWS**
**BUCK SAWS**
**PLASTERING TROWELS**
**BUTCHER SAWS**
**STRAW KNIVES, &c.**

**GROUND THIN ON BACK**

Save Labor — Save Gumming
Save Time — Save Files

## This Saw Stands Without a Rival

AND IS THE

**FASTEST CUTTING SAW IN THE WORLD!**

Its Superiority consists in its Excellent Temper. It is made of "Razor Steel," which is the finest ever used in the manufacture of Saws. We have the sole control of this steel. It is tempered by our secret process, which process gives a keener cutting edge and a toughness to the steel which no other process can approach.

## Maple Leaf Saw Set

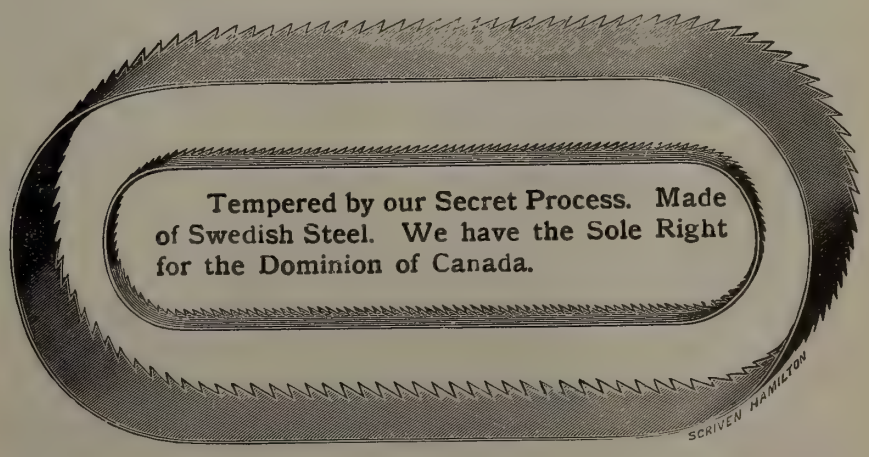
MANUFACTURED BY

**SHURLY & DIETRICH, Galt, Ont.**

**Directions.**—Place the set on the point of tooth, as shown in the accompanying cut, and strike a very light blow with a tack hammer. If you require more set, file the tooth with more bevel.

If you follow directions you cannot make a mistake. Be sure and not strike too hard a blow, and it will set the hardest saw. **On receipt of 40 cents we will send one by mail.**

We are the only manufacturers in the world who export Saws in large quantities to the United States.




We Manufacture

# HIGH GRADE BAND SAWS

of All Widths and Lengths.

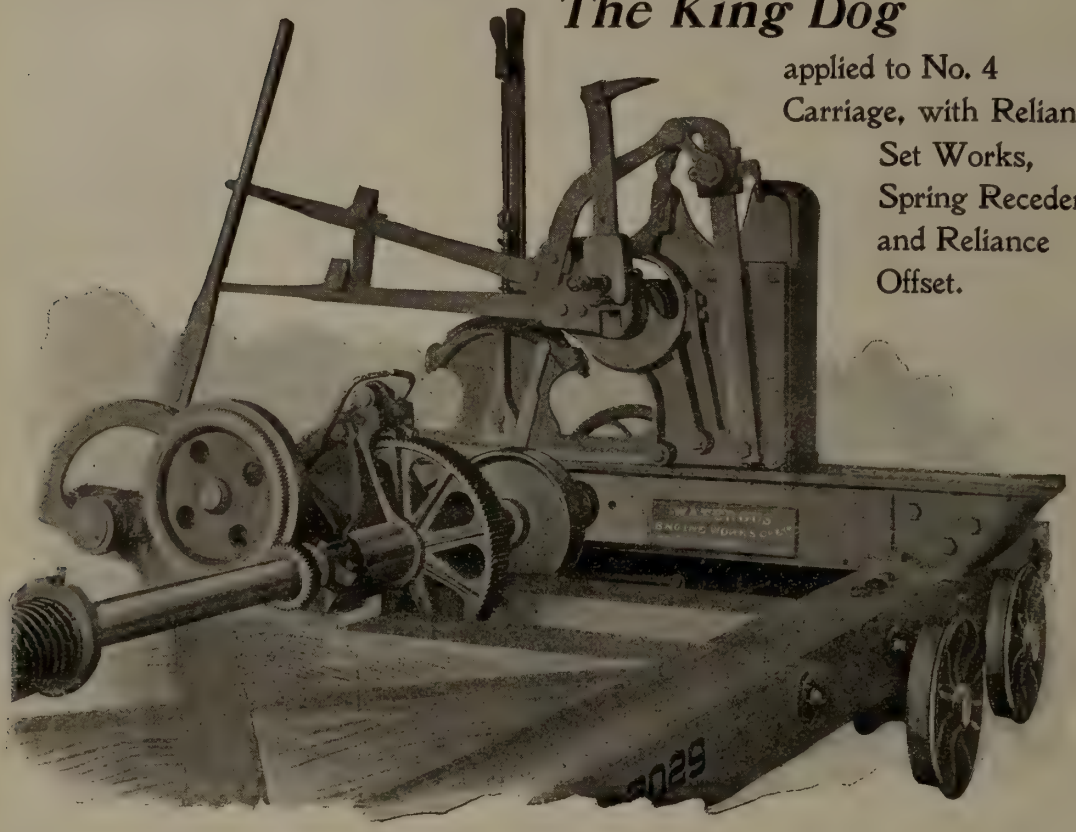
These Saws are made of Refined Swedish Steel imported direct, and tempered by our Secret Process; for Fine Finish and Temper are not excelled.

CONSIDER an Exchange of . . . .

# SAW CARRIAGES with us.

***The King Dog***

applied to No. 4 Carriage, with Reliance Set Works, Spring Receder and Reliance Offset.



**True Lumber**

—Accurately Cut—is always secured with our Carriages, using the **Unbreakable Steel Girder Log Seats, Cut Steel Segments and Pinions, Reliance Set Works with Cut Steel Wheel and Index Wheel, Stiff, Well-Framed Red Pine Frame, Steel Axles and Truck Wheels, running on Heavy Steel Track.**

The utmost daily output is secured with the **Direct-Action Steam Feeds,** made in 8 inch, 9 inch, 10 inch, 11 inch and 12 inch diameter Cylinders, used in connection with our Carriages, and **Kelly Steam Log Kickers, Kline Steam Log Loaders, Hill Steam Niggers, Steam-Acting Transfers and Jump Saws.**

***Contractors' Hoist***

Double Cylinder, Double Friction, Drum with Foot Brakes, for Mining, Bridge-Building, Excavating and other work.

Weight 5,200 lbs.; Hoists 4,000 lbs.; Single Whip, with 1,700 feet ½" Cable on lower drum, and 800 feet on upper drum; one Handle starts, stops, reverses.

LATEST AND BEST PRACTICE IN

**Conveyors**

—Detachable Chain, for Short Runs and Light Work; Giant Detachable Chain for Heavier Work; Steel Welded Chain for Longer Runs and Heavier Work; Steel Cable Conveyor for Longest Runs and Heaviest Work.

**Endless Log Jacks**

—Using Malleable Chain, Detachable; Welded Steel Chain, Forged Steel Log Spurs; Steel-Rivetted Chain with Cast Steel Spurs.

**Everything for the Saw-Mill.**
**Write us for New Catalogue.**

**WATEROUS**

**Brantford, Canada**

# THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office : TORONTO, ONT.

Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

## Electrical Machinery and Apparatus

... FOR ...

**LIGHT and POWER**

SPECIAL ATTENTION GIVEN TO——

**LONG DISTANCE TRANSMISSION OF ELECTRICITY**

FOR LIGHT AND POWER

ALSO FOR

**ELECTRIC PLANTS FOR MILLS**

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

# Galt Machine Knife Works

**MACHINE KNIVES** OF EVERY DESCRIPTION

FOR **Woodworking Machines**

...Send for Price List...

PETER HAY - - - - - Galt, Ont.

*There is always one Right Way to do a thing, and a hundred Wrong Ways.*

*There is only one Right Way to dry Lumber.*

*That way is to dry it from the Centre to the Surface — begin on the Inside and work out. That's the method employed in*

## THE STANDARD DRY KILN

*and known as the "MOIST AIR" PROCESS—It's not an Experiment, but a Successful Success. The "STANDARD" Kiln is used more extensively and is giving more general satisfaction than any other. It is simple—the elements of Drying are under perfect control. It is easily regulated to get just the combination of Drying Influences needed to dry any particular kind of Stock—whether Hard or Soft Wood. It dries rapidly and does its work well. And the Price—well, considering the high grade of equipment furnished, and the Drying accomplished—IT'S CHEAP.*

*LET US FIGURE WITH YOU.*

*Our New Illustrated Catalog you can have for the asking.*

**THE STANDARD DRY KILN CO.**

*195 SOUTH MERIDIAN ST. INDIANAPOLIS, IND.*

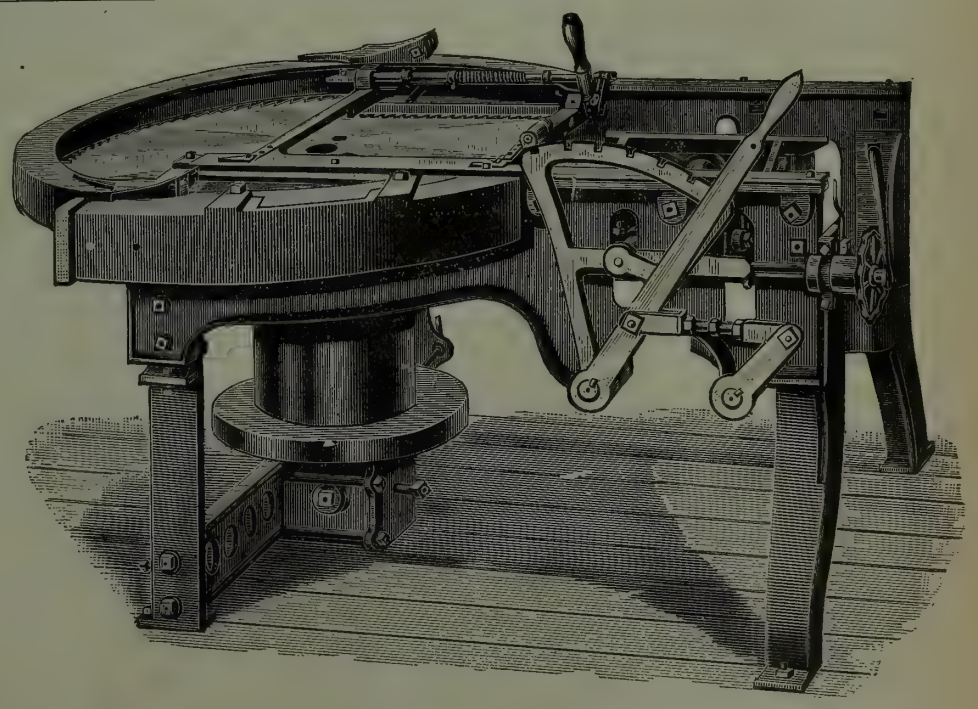
Please mention the CANADA LUMBERMAN when corresponding with advertisers.

# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON · ONTARIO

Manufacture

- Band Saw Mills
- Gang Saw Mills
- Circular Saw Mills
- Portable Saw Mills
- Shingle Mills
- Lath Mills
- Saw Filers, and all of F. J. Drake's Patents



DAUNTLESS SHINGLE AND HEADING MACHINE.

Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter. Capacity 25,000 to 50,000 per day.

Our Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.

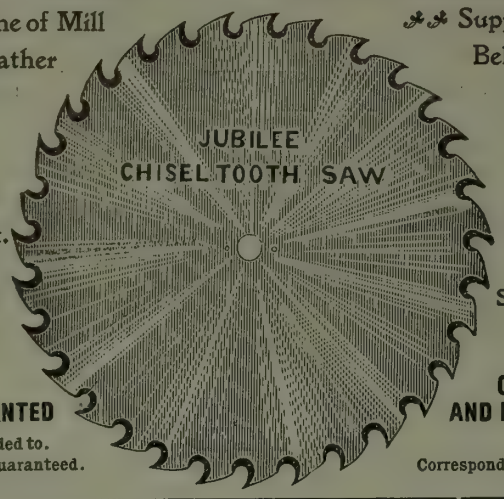
CORRESPONDENCE SOLICITED

# THE JAMES ROBERTSON CO., Limited.

Manufacturers of..... Saws of All Description

A Full Line of Mill Rubber and Leather Metal, &c., always

Supplies, including Belting, Babbit carried in stock.




Head Office: 144 William St. MONTREAL

Factories at MONTREAL, TORONTO, and ST. JOHN, N.B.

ALL OUR SAWS FULLY WARRANTED
Orders promptly attended to. Satisfaction Guaranteed.

CIRCULAR, GANG AND MILL SAWS A SPECIALTY
Correspondence Solicited.

# SUPPLIES
## OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

# RICE LEWIS & SON
(LIMITED)

Cor. King and Victoria Sts. - TORONTO

*The Leading European Lumber Paper*

## The Timber Trades Journal

Published Weekly by WILLIAM RIDER & SON, Ltd., 14 Bartholomew Close, LONDON, E. C.

— SUBSCRIPTION: $5.00 PER ANNUM, POST FREE —

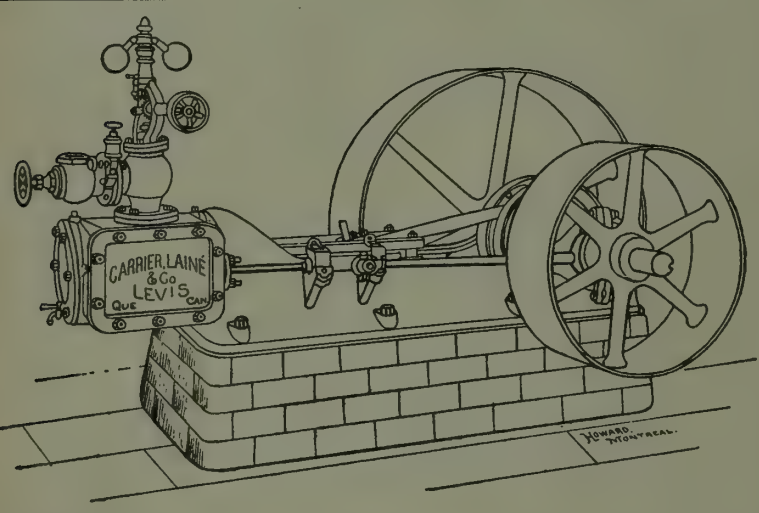
The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .

# Notice to Millmen

THE OXFORD FOUNDRY & MACHINE CO., Oxford, N. S., have rebuilt, and are better prepared to give satisfaction, and would solicit a share of the public's patronage.

We manufacture all kinds MILL MACHINERY; also TRAMWAY OUTFITS.

It Pays to Advertise in the Canada Lumberman




# EXCHANGE

your out-of-date Saw Mill Machinery for a Modern Plant from the works of

**Carrier, Laine & Co., Levis, Que.**

**Portable Engine and Boiler** of the most approved type (either separate or combination.)

**Stationary Engine and Boiler** to suit any requirements.

**Circular and Gang Saw Plants, Shingle and Lath Mills, Re-Sawing Machines, Special Double Edger, Butting Saws, &c., &c.**

Any ideas or plans you may have for fitting up a mill of any description can be put into practical working shape at our works.

We build, equip and guarantee output of Mill Plants. . . .

CARRIER, LAINE & CO., LEVIS, QUE.

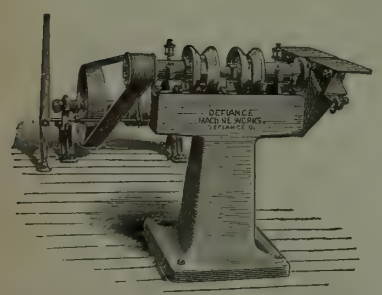
Full value allowed for old machinery in exchange for new. . .

ESTABLISHED 1850

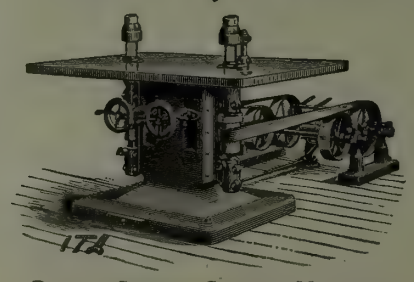
# THE DEFIANCE MACHINE WORKS

Designers and Builders of DEFIANCE, OHIO, U.S.A.

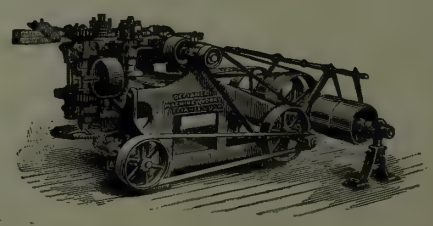
**PATENT HUB, SPOKE, WHEEL, WAGON, CARRIAGE, BENDING, HANDLE AND BARREL HOOP MACHINERY**



PATENT NO. O ROUNDING AND CORNERING MACHINE, WITH 6 INCH BUZZ PLANER ATTACHMENT.



DOUBLE SPINDLE SHAPING MACHINE.



AUTOMATIC SAWED HOOP PLANER.

COMBINED SPOKE TURNING AND SQUARING MACHINE. Capacity, 2,500 Spokes per day.

USE THE FAMOUS .. **PINK LUMBERING TOOLS**

Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks

Cant Hook Handles, Peavy Handles } By Car Load or Dozen

Pike Poles, Skidding Tongs, Boom Chains

Lowest Prices ◎ THOMAS PINK ◎ PEMBROKE, ONT.

# THE CANADA LUMBERMAN
## WOOD-WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XIX. NUMBER 7. | TORONTO, ONT., JULY, 1898 | TERMS, $1.00 PER YEAR. SINGLE COPIES, 10 CENTS.

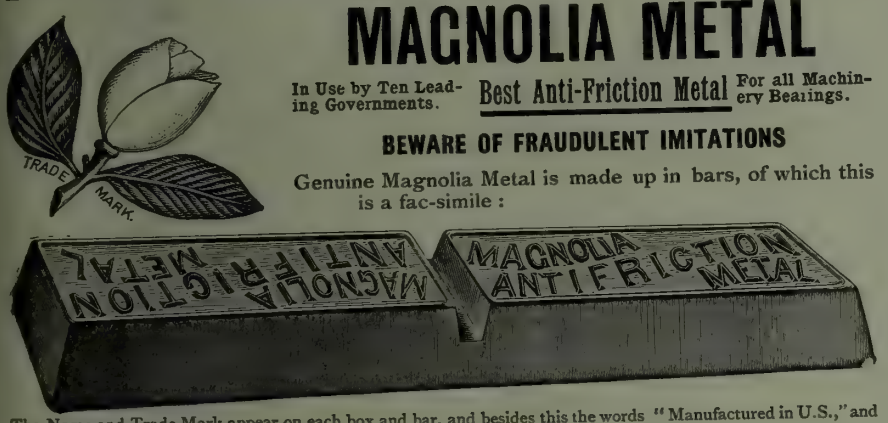


## MAGNOLIA METAL

In Use by Ten Leading Governments. **Best Anti-Friction Metal** For all Machinery Bearings.

**BEWARE OF FRAUDULENT IMITATIONS**

Genuine Magnolia Metal is made up in bars, of which this is a fac-simile :




The Name and Trade Mark appear on each box and bar, and besides this the words "Manufactured in U.S.," and "Patented June 3rd, 1890." are stamped on the under side of the bar.

**MAGNOLIA METAL CO.**

Owners and Sole Manufacturers 266 and 267 West Street, NEW YORK

General Agents for Canada: MESSRS. CAVERHILL, LEARMONT & CO., MONTREAL.
Chicago Office: Traders Building. London Office: No. 49 Queen Victoria Street, London, E. C.

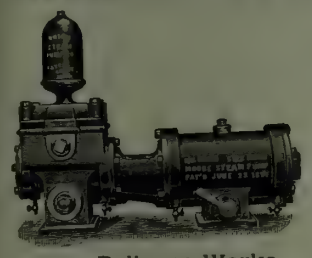
FOR SALE BY ALL DEALERS

## Ottawa Saw Works Co.

Manufacturers of All Descriptions of..... **SAWS** { Circular, Mill and Gang, Shingle, Butting, Concave, Band, Cross-cut-Billet Webs.

Correspondence Solicited. Middle Street, OTTAWA, ONT.

## MOORE STEAM PUMP



For Stationary, Traction and Marine Boilers.

High and Low or Special Duty.

Send for Illustrated Catalogue.

**DARLING BROTHERS**

Reliance Works - MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.
Frank Darling, Agent, Nelson, B. C.

## W. A. FLEMING

Sole agent in Canada for——

REDDAWAY'S

## "Camel" Brand Belting

Cheaper, Stronger and More Durable than best double leather.
Not Affected by Exposure to Water, Heat or Steam.

**57 St. Francois Xavier St. - MONTREAL**

Our cheapest quality of Hair Belting is called "Camel" Hair Belting.

## KLONDYKE OUTFIT

1 Eider Down Sleeping Bag, 14 lbs.; 1 pair Fawn Wool Blankets, 10 lbs.; 1 pair Rubber Hip Boots (Corrugated Soles); 1 pair Moccasin Hip Boots (Hob-Nailed Soles); 1 pair Prospector's Waterproof Raw Hide Knee Boots (laced); 1 only Waterproof Kit Bag (leather bound); 1 suit Duck Clothing (wool lined); 1 suit Mackinaw Clothing (Storm Cuffs); 1 suit Unlined Duck; 1 suit Leather Vest (corduroy lined); 1 suit Leather or Duck Pea Coat (fur lined); 1 suit Underwear (hand knit); 1 suit Underwear, lighter weight; 1 only All Wool Tweed Top Shirt; 1 each Navy and Army Flannel Top Shirt; 1 only Mackinaw Sweater (Knit Collar and Cuffs); 1 pair each Elk and Hand Knit Wool Mitts; 1 pair Hand Knit Wool Sox; 1 pair Elk Moccasins (laced); 1 pair Fur Lined Leather Sleeping Sox; 1 Eider Down Cape Hood; 1 Knit Woolen Tuque; 1 suit Oil Clothing and Hat; Towels, Yarn, Mending Wool, Needles, Shoe Hemp, Wax, Linen Thread, Handkerchiefs, Patent Buttons, Scissors—
**All Complete for $130.00, f.o.b. Ottawa.**

All above Goods of Approved Quality and Make, suitable for Klondyke wear, and most of which we supplied the Mounted Police, and Hon. Mr. Sifton and Major Walsh's parties. Manufactured by.....

**JAMES W. WOODS, Ottawa, Ont.**

Montreal Office, 290 Guy St. Vancouver, B.C., Office, 536 Hastings St.
WHOLESALE

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED.*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING .... AND LACE LEATHER

Danville, Que.

## Silver Solder

For Repairing

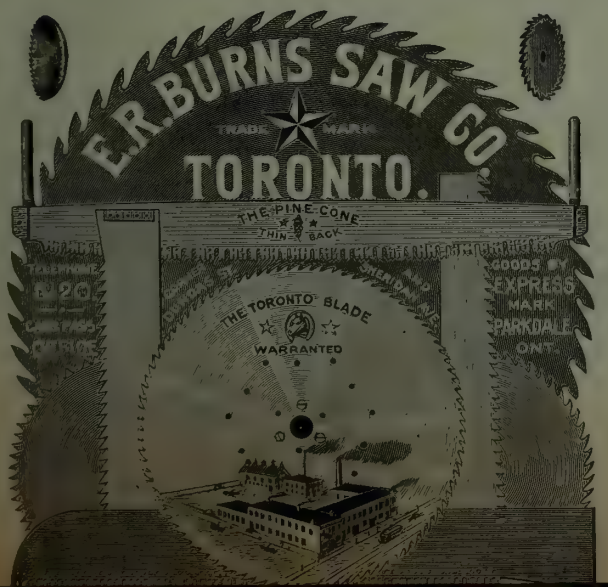
**BAND SAWS.**

Price $1.00 per ounce, in 10 ounce lots.

**P. W. ELLIS & CO.,**

31 Wellington St. East, TORONTO, ONT.

MANUFACTURING JEWELERS.




# MANUFACTURERS OF HIGH GRADE SAWS

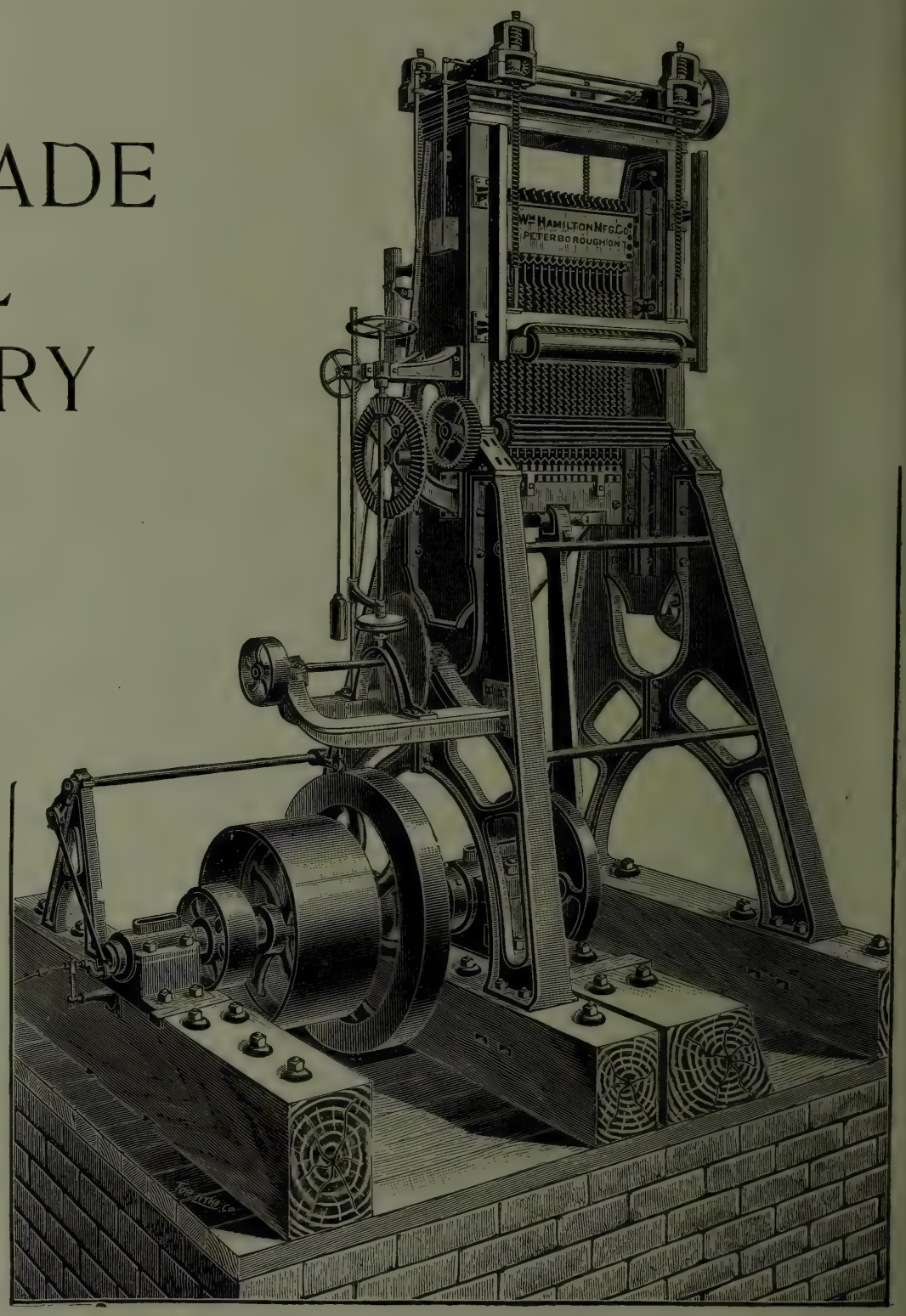
## Up-to-Date Shingle Saws

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a
Complete Line of

HIGH GRADE
SAW-MILL
MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

We are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Limited

**Branch Office: VANCOUVER, B.C.**

**PETERBOROUGH, ONT.**

# THE CANADA LUMBERMAN

VOLUME XIX.
NUMBER 7.

TORONTO, ONT., JULY, 1898

TERMS, $1.00 PER YEAR.
Single Copies, 10 Cents.

## RECORD OF A PROGRESSIVE LUMBERMAN.

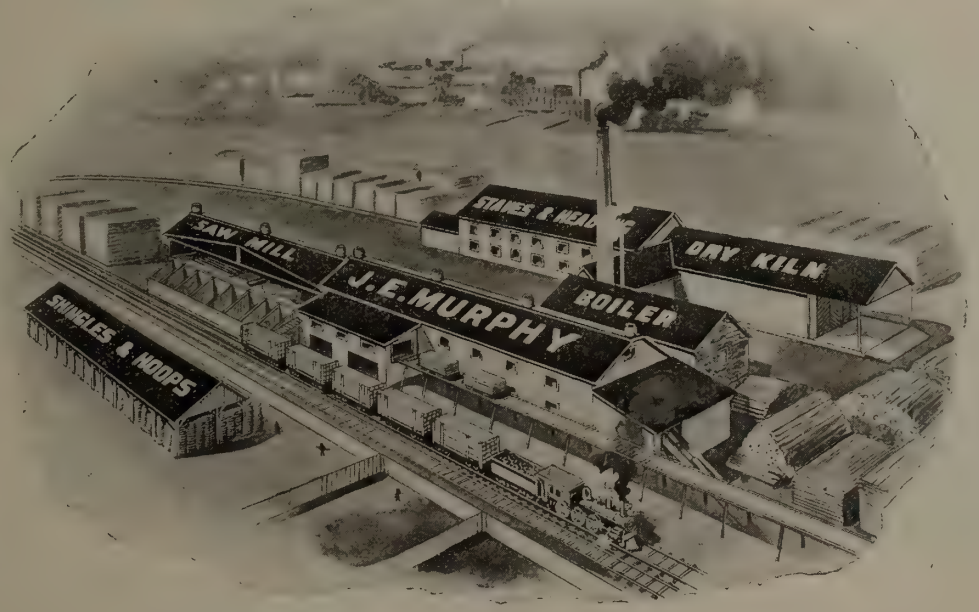
As one of the most enterprising and successful lumbermen in Western Ontario, a portrait of Mr. J. E. Murphy, of Hepworth Station, is presented to our readers. Mr. Murphy is so well known to the lumber trade that any introduction here would seem almost superfluous. Suffice it to say that his operations are confined to hardwoods and hemlock, and that he is one of the foremost advocates of a direct export trade in lumber and manufactures of wood between Canada and foreign countries.

The subject of our sketch left the printer's case in the city of Boston owing to ill health, in 1873, and entered the employ of Jones & Murphy, then a prominent firm of lumbermen in the County of Perth, where at that time considerable quantities of standing pine were owned by the firm in the townships of Elma and Logan. He continued in their employ untill their timber was about exhausted and a dissolution of the firm took place. In 1879 he purchased from his employers one of their mills in Logan township, and operated it for two seasons, when it became necessary to move the mill for want of timber. The G. B. and L. E. railway was then being extended northward from Chesley to the Georgian Bay, and in December, 1881, Mr. Murphy went north in search of a location, visiting Hepworth, Wiarton and Owen Sound, all three of which places he then looked upon as excellent locations for a mill. His capital being limited, he decided to locate at Hepworth, where he could build cheaper than at either of the other places. For the first year or two the business was not very remunerative, owing to the antipathy of the building trade to using hemlock, which was the staple variety of timber there, and which was found in abundance at that period. Things took a change, however, hemlock worked its way to the front steadily, and in a few years it was a difficult matter to yard as many logs as would supply his steadily growing trade. In 1889 Mr. Murphy lost his residence and contents, on which the insurance was unfortunately allowed to lapse, and the loss entailed in replacing the building and furnishings amounted to $4,000.

In the year 1890, in partnership with Mr. George Gates, of Alpena, Mich., Mr. Murphy built a large mill in Owen Sound, for the purpose of manufacturing north shore pine timber, but about the time the mill was ready for operation the export duty was removed and our logs made free to the Americans. The result of this was that logs advanced considerably in price, and loggers found it more to their advantage to sell their logs to Americans than to cut them on our own shores. The partnership was subsequently dissolved, and the mill, together with 2,200 acres of hardwood land on the Bruce peninsula, about 60 miles distant from the mill, sold to Messrs. Pickard & Rowan, who still operate it.

The erection of a new mill five miles west of Owen Sound, on the G. T. R. extension from Park Head, was the next venture of Mr. Murphy. There he built a splendid mill, where he has 500 acres of timber. But after getting two season's cut piled up he was again visited by fire in August, 1896, the whole establishment being destroyed, entailing a loss of $20,000, with only $7,000 insurance. Not easily discouraged, however, he immediately made preparations to rebuild, and the buildings shown in the accompanying illustration are the result. The original buildings have been added to from time to time, until they now include a complete and handy saw mill, shingle mill, stave, heading and hoop factory, and a large dry kiln erected by the McEachren Heating & Ventilating Co., of Galt, than whom Mr. Murphy considers there are no more capable men in their line. With the aid of this kiln he is enabled to turn out staves and heading to order from the stump to the car in two weeks time, recognizing that it is promptness and superior goods that count in building up a trade to-day.

MR. J. E. MURPHY.




MILLS OF J. E. MURPHY AT MURPHY, TOWNSHIP OF KEPPELL, ONT.

The cutting capacity of each saw mill is about 12,000 feet per day; shingle mill, 12,000 cedar shingles; hoop mill, 7,000 per day; stave factory, 20,000 staves per day. The average amount of lumber turned over per year for the past 16 years has been 4,000,000 feet, the greater part of which has been hemlock, and the balance ash, birch, elm, basswood, maple and other minor hardwoods.

Although the largest portion of Mr. Murphy's business is at the Keppell mills, he still continues to reside at Hepworth, where he holds considerable farming lands, as well as a smaller mill that he has operated there for the past sixteen years. The timber is now pretty well cut away within several miles of this mill, and it is his present intention to either sell the mill, or after cutting one more stock, move to some location yet to be selected, where timber is more plentiful. Mr. Murphy is also interested in the Owen Sound Portland Cement Works at Shallow Lake, near Owen Sound.

## WHAT CONSTITUTES A MANUFACTURED ARTICLE.

The United States Supreme Court at Washington has handed down a decision, through Justice Brown, in the case of the Tidewater Oil Company against the United States. The case was instituted to secure a drawback of duty on shooks, sides and bottoms of boxes, and involved the question of what constitutes a manufactured article. The Tidewater Company habitually imported shooks, sides and bottoms of boxes from Canada, which they manufactured into boxes, together with iron rods which they imported from Europe. The completed articles they then exported. Justice Brown decided the question, whether the boxes were wholly manufactured in the United States, in the negative. He held that the sawing of the shooks was an important part of the manufacturing process, and as this was done previous to their introduction into the United States, the boxes could not be said to be wholly manufactured within the United States.

The employees of Ross Bros. and the McLaren Company at Buckingham, Que., recently requested a reduction in the working hours of from 11 to 10 hours, which was granted.

## OBITUARY.

### S. C. KANADY.

WITHIN the past month death has removed a well known Canadian lumber dealer, in the person of Mr. S. C. Kanady, who died in Toronto on Wednesday, June 8th. Deceased had suffered for years from bronchial affection, which it was thought would have proved fatal ere this, and it was only by careful nursing and the best of attention that his life was prolonged.

Mr. Kanady was a thorough lumberman, with an equal knowledge of both pine and hardwoods, obtained during a business career of nearly fifty years. He was associated and familiar with early lumbering operations in Ontario, when the trade was manifestly different from that of today. Of a life of sixty-two years, forty-four were spent in the handling of lumber, a calling which he chose when first launching into the commercial world. He had naturally a very wide acquaintance among lumbermen and throughout the Eastern States.

The late Mr. Kanady was an American by birth, although most of his life was spent in Canada. He was born at Evans Mills, New York State, and when a child removed with his father to Ontario, settling at Vienna, in Elgin county. At the early age of eighteen years he eetablished himself as a lumber dealer, and in a very short time became quite an extensive shipper, supplying large quantities of pine lumber to Easton & Co., of Albany, N.Y. After residing at Vienna for several years, he removed to Detroit, but still cotinued his Canadian business.

Returning again to Ontario, Mr. Kanady located in Toronto, and formed a partnership with Messrs. A. R. Christie and Wm. Kerr under the firm name of S. C. Kanady & Co. This was about twenty-five years ago. For a number of years a very extensive and successful pine trade, both local and export, was done by this firm, and they were recognized as the leading wholesalers. Subsequently, however, largely owing to general commercial depression, they met

THE LATE S. C. KANADY.

with business reversals and became financially involved, the outcome of which was that the partnership was closed out. Then for a short time Mr. Kanady continued alone, but early in the eighties he arranged a partnership with Mr. Ashley R. Ritchies under the former name of S. C. Kanady & Co., which continued until about seven years ago. Of late years Mr. Kanady has confined his business largely to the handling of hardwoods, having an office at his residence on Charles street, Toronto.

Although retiring in his disposition, Mr. Kanady was much respected and had many warm friends. He was a man upright in all his ways, of a sympathetic nature, and always willing to assist those in need. In his death the lumber trade lose an esteemed member.

### WALTER MCFARLANE.

ON May 13th last death claimed as its victim Mr. Walter McFarlane, of St. Marys, N. B. Deceased had been ill for about a month, but had recovered sufficiently to be able to attend to business, and had every appearance of regaining his former robust health. He was, however, again taken suddenly ill, and expired in a few hours.

The late Mr. McFarlane was one of the most successful manufacturers of the Maritime Provinces, and was held in high esteem in the community in which he lived. He was of Scotch descent, having been born in Dunoon, Scotland, in the year 1843. He removed to Canada with his parents when fourteen years of age, and settled with them at Nashwaaksis, N. B., where he learned his trade as a blacksmith. After completing his apprenticeship he removed to Boston,

THE LATE WALTER MCFARLANE.

where he entered the employ of a street car company. Upon his return to St. Marys, he entered into partnership with Mr. Frank Bird, now of Burtt's Corner, and purchased a small blacksmith business at St. Marys. Mr. Bird retired from the firm at the expiration of one year, and Mr. McFarlane continued the business, which, under his judicious management, flourished, and has since developed into one of the most important and successful industrial establishments in York county. Shortly after Mr. Bird's retirement, the surviving partner dropped the carriage and general blacksmith business and took up the manufacture of horse hames, peevies and patent hay lifting machines. Mr. McFarlane's success as a manufacturer of these articles was phenomenal, and demands for his goods came from all parts of the country, from Cape Breton to Vancouver. His factory was destroyed by fire in 1882, but was immediately rebuilt of brick and stone on a somewhat larger scale, to meet the demands of his rapidly growing business. The present large establishment occupies substantially the same site as the small wooden structure in which he commenced business over thirty years ago. In addition to his manufacturing business, Mr. McFarlane controlled and operated a large coal mine at Grand Lake, Queens county, and was also interested in the St. Marys Soap Factory. His estate is valued at $50,000.

### ROBERT SWIM.

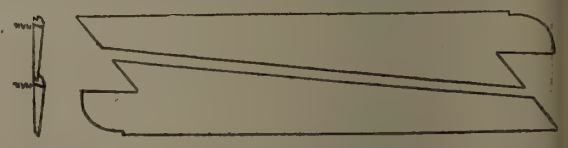
HEREWITH is presented a portrait of the late Robert Swim, of Doaktown, N.B., to whose death reference was made in a former issue.

THE LATE ROBERT SWIM.

Mr. Swim was an extensive lumberman on the south-west branch of the Miramichi river and tributaries from 1870 to 1893, when he sold out his lumber business, timber lands, stores and saw mill to Swim & Co., consisting of F. D. Swim, Alonzo Kelly and Henry Swim. He became the second largest stockholder in the South-west Boom Co., which position he retained until his death. After selling out his lumbering business in 1893, he built a wood-working factory and connected with it a carding mill, which he owned and operated also.

## A MARKETABLE CLAPBOARD.

Messrs. Macpherson & Schell, of Alexandria, Ont., send to the Woodworker the accompanyiny sketch of a clapboard they have been making for the past 28 years, regarding which they say:



"There is no patent on it in Canada, and if there should be any such patent taken out it would be of no value. One and one-quarter inch lumber is used for the wider widths, and for four-inch wide full inch lumber is used. The edge of the clapboard may be made ogee, quarter-round, or as the maker prefers. A four-sided planer or sticker and a resaw are used to make it."

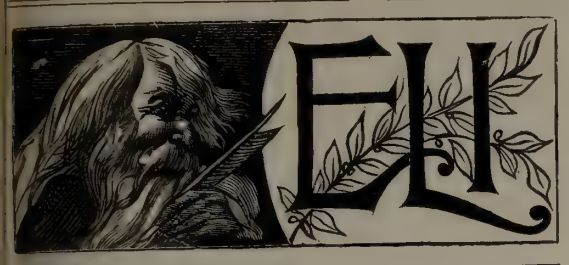
## TESTS OF "NEW AMERICAN" TURBINE.

Messrs. Wm. Kennedy & Sons, Limited, of Owen Sound, Ont., manufacturers of the "New American" turbine in Canada, have handed us a condensed table of the tests of a 36 inch "New American" wheel made at Holyoke testing flume on the 27th and 28th May last, which show the following remarkable results:

| | | | | | |
|---|---|---|---|---|---|
| At 53% | of full | discharge | it developed | 72.36% | efficiency. |
| " 64% | " | " | " | 77.95% | " |
| " 79% | " | " | " | 84.35% | " |
| " 84% | " | " | " | 85.89% | " |
| " 86% | " | " | " | 86.36% | " |
| " 93% | " | " | " | 85.81% | " |
| " 100% | " | " | " | 83.09% | " |

Aver. efficiency from half to full gate = 82.86%
Power developed by wheel under 16.72′ head = 180.90 h. p.

Intending purchasers of water wheels will do well to investigate the merits of this wheel.



WHEN in Ottawa recently it was my privilege to meet Mr. G. B. Perley, the only surviving member of the once prominent Ottawa valley lumber firm of Perley & Pattee. Mr. Perley had just returned from Mexico, and although in his 75th year, showed no signs of being fatigued by his six days' journey on the train. He takes pardonable pride in referring to the early lumbering operations on the Ottawa, with which he is thoroughly acquainted, and relates many an interesting anecdote relative thereto. "For forty years," said Mr. Perley, "our company operated at the Chaudiere, cutting from sixty to seventy-five million feet annually. The river, in the early days, was known as the Grand, and the city of Ottawa as By-town. The first water-power mill on the Chaudiere was built by Levi Young; then came the Bronsons, W. H. Baldwin, and J. R. Booth. The Gilmours at Chelsea and the Hamiltons at Hawkesbury were among the first to export to the British and South American markets. Owing to the death of the other members of our firm, the business ceased about three years ago, when the old Perley & Pattee mill was sold to J. R. Booth, who had previously lost one of his mills by fire. Since that time my attention has been engaged in winding up the affairs of the estate." Mr. Perley's thoughts again reverted to the fifties. "I remember well," he said, "how an employee of the Hamiltons, of Hawkesbury, told of being sent away up the Grand River as shanty clerk to a place called Hull. There, he said, was where we had our shanties. This early shanty site is now surrounded by some of the greatest sawmilling industries in the world."

* * *

A GENTLEMAN conversant with European trade, and one who holds strong views as to how the most can be accomplished for the Canadian lumber industry, recently took occasion to comment on the apparent indifference of the Canadian government to the interests of the lumbermen. In his opinion, it is the duty of the government to appoint a thoroughly practical lumberman to visit the European markets and report fully as to the openings for and methods of securing trade—something more in detail than is furnished by the commercial agents. Some of his views concerning the hardwood trade I will give to my readers, who may find therein food for reflection. "Until the manufacturer and the consumer are brought closer together," remarked this gentleman, "the hardwood trade will enjoy very little prosperity. There is no denying the fact that closer relations between producers and consumers is the tendency of the times. At the present time hardwoods are not taken out in sufficiently large quantities to enable manufacturers to put in the proper machinery for sawing the lumber in the manner required by the European markets, and I look for no improvement so long as the business remains in the hands of small mill men. The hardwood trade should be taken up by a few large dealers, who would be in a position, financially, to handle large contracts. To explain, I recently saw an order that was given to an American firm for 125 car loads of oak and ash. Now, where is there a hardwood firm in Canada that could fill an order such as that?" This question suggested an enquiry as to the extent of our hardwoods, to which my informant replied: "I believe we have sufficient hardwoods to supply fifty per cent. of the British trade. The reason that the local consumption requires nearly all the hardwoods produced is that there is no incentive to manufacture; you must create a market. Our hardwoods are now sold on too small a margin of profit; they are really sacrificed. Of course, you know that one drawback in the past has been that you could not drive hardwood logs, but with the new railways recently completed in different parts of the province there can be obtained immense quantities of hardwoods, and it is quite time that we took advantage of our opportunities. Taking a broader view of the question, and looking at it from a national standpoint, I think the cultivation of the hardwood industry is very desirable. On many so-called pine limits will be found considerable hardwood. Instead of cutting the latter, the tendency of lumbermen in the past has been to confine operations exclusively to pine, even cutting the very small trees. Thus the pine market has been almost ruined, while the country is being rapidly depleted of its forests. It seems to me that the protection of pine is the cultivation of hardwoods, and when this is properly recognized we will enter upon a new era in the lumber trade of Canada. There is a wonderful market in in Europe for forest products."

## DISPOSAL OF REFUSE AT HAMBURG, GERMANY.

IN view of the increased attention which is now being given by lumbermen to the question of the profitable disposal of sawdust and other mill refuse, Mr. W. M. Watson, of Toronto, sends us the following condensed report of the system employed at Hamburg, Germany, for the utilization of the garbage of the city. The particulars are obtained from a report recently issued by Mr. Herr F. Andreas Meyer, City Engineer.

The city of Hamburg, Germany, with its population of 300,000 inhabitants, has an incinerator, comprising 36 furnaces, to destroy the offal, garbage, street and marine refuse, and everything useless and infectious that may set up putrefaction. The destructor has been in operation since 1895. Herr Meyer informs us that the garbage and refuse of Hamburg is composed of market, dock and domestic garbage, sweepings from paved streets and slaughter houses, spoiled fish, etc., but that, on account of the small amount of cinders and coal ashes collected in Hamburg, in comparison to what is collected in British towns, and of the custom in Hamburg of covering the floors of the poorer dwellings, kitchens, yards and other flagged walks with sand, which when dirty is swept up and deposited in the garbage bin and comes to the incinerators, the combined refuse is hard to cremate, because the sand proves a detriment, and there is not the cinder fuel usual in the British refuse to create the heat to destroy wet rubbish.

The 36 furnaces, having 27½ square feet of grate surface, are erected in two rows of 18 each, placed back to back, with the large collecting and combustion chamber between them. The furnaces were built by the Horsfall Syndicate of Leeds, England, who guaranteed that each furnace should consume 11,000 pounds of wet refuse or garbage each day, and the fumes, if any, discharged from the chimney should be odorless and totally free from unhealthy vapors, dust, etc. Six furnaces were first erected, and tested in 1894. They were found to be fully up to the guarantee, and the order was then given for the balance of 30 more, making the full complement of 36, which were finished in 1895 and have been working steadily ever since.

The garbage is collected by wagons that hold five cubic yards, and on arrival at the works are run on to an electric elevator and hoisted up to the tipping platform, then shovelled by hand on to the drying hearth, which is built with a steep incline at the rear of each furnace grate, where all the moisture is dried out, and driven by the blower through a trumpet pipe and along the patented iron box fixed on each side of the fire, delivered at a proper pressure into the ash-pipe, and then upwards through the body of the fire, which generates it into heating gas and completely destroys the fumes. The smoke and firey gases from the fire are brought to the front over the cleaning door, and pass through the crown arch to a combustion chamber of the same size as the fire-place; from this chamber it passes on to the general collecting chamber, and then to the steam boilers, and gives heat sufficient to create steam to propell all the machinery about the place, including the dynamos for 76 lights, clinker crushers, hoists, etc., and it is said there is still an excess of heat from the burnt garbage sufficient to generate 100 horse power of steam. The forced draught is created by centrifugal blowers, and steam can be used when necessary, according to the amount of moisture that is to be extracted from the material treated. The chimney draught is ½" and the forced draught 1¼" water column.

The furnaces employ 18 men for each shift of 8 hours, or 54 men in all. One man charges the drying hearth of six furnaces once every 90 minutes, and one man keeps each set of three furnaces clean. Arrangements are provided so that any six of the 36 furnaces can be stopped and cooled off for repairs. No Sunday work is allowed. All the fires are banked up at midnight on Saturday and started at midnight on Sunday, and to get the brickwork of the combustion chambers to a fierce white heat again, or to the temperature that they were when all was closed down on Saturday midnight, about 1,300 pounds of small coal is used.

The works cover 3½ acres of ground in the centre of the town, together with the disinfecting building, close to the wharf and easy of access from all the main roads and waterways. They are perfectly free from any nuisance, dust or hot gases. The residum is screened and sold by the load, and, besides, 220,000 pounds of scrap metal was collected from the rubbish in a year, which sold for about $200. The dust from the flues is found to be valuable in the manufacturing of artificial stone ornaments.

Lately the sweepings of paved streets have all been sold for manure, for which there is a good demand and price, and owing to the wet atmosphere of Hamburg, the sweepings are often very sloppy, and when burned had to be mixed with dry material to make it suitable to handle and rest on the drying hearths. The income from the sales goes a long way towards paying the expenses of management.

This kind of incinerator, or destructor—as it is called in England—is very applicable to this country, as it would turn any wet refuses from saw mills or tanneries to profitable account, by raising steam that might be used for manufacturing, for electric lighting, pumping or heating. A set of three furnaces will give heat sufficient, without the assistance of coal or other fuel, for one boiler, and when erected all complete, with boiler and first-class brickwork, iron work, and handy appliances for easy working the furnaces, the cost will be about $14,000, not including the cost of chimney or the roads leading to the furnaces.

## HINTS ON BELT DRIVING.

By "MILLMAN," in Woodworker.

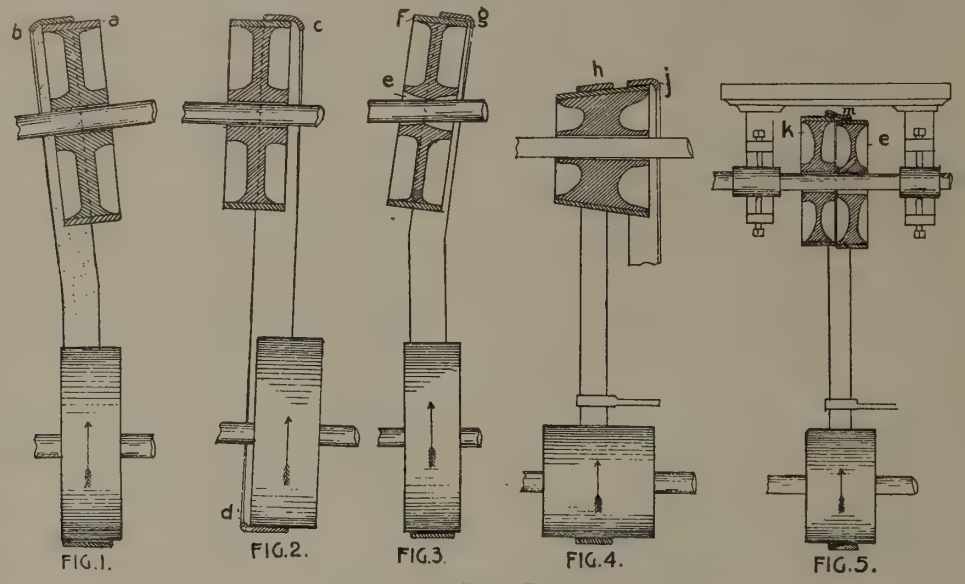
CROWNED pulleys are usually employed where the nature of the drive is such that the belt is liable to run to one side or slip off. The centrifugal force keeps the belt on the crown of the convex rims of the pulleys. This tendency of a belt to hug that part of a pulley where the diameter of the rim is the greatest, has often been misleading. From it came the "high side" theory; and there are many good mechanics who suppose that the only thing needed to keep a belt on the pulleys is a "high side" as a "leader."

Suppose that one edge of the pulley in Fig. 1 is elevated by raising the shaft on that side. A high side is produced at a, and according to the "high side" idea the belt should go there. Instead, the belt goes to b, where it hangs over the edge. This relieves the tension on the outer edge of the belt, while the tension on the inner edge remains. The belt conforms to these conditions and will run in the new plane of rotation indefinitely, but of course can not give good service, as part of the belt is off one of the pulleys. The example is given to show that there are some kinds of "high sides" that repulse belts.

The fact that some belts run like this in their regular work is usually due to the shafts being out of line, pulleys set untrue, rims beveled, etc. In Fig. 2 is an illustration of how belts are sometimes run, due to the shafts of both pulleys being out of parallel. The belt curls over at c on one pulley and at d on the other. This action is disastrous to a belt, and power is lost through slipping. The belt will not, however, slip off, unless other than the regular conditions come in, for the running requirements are filled. Shifting the pulleys on the shafts will not prevent the evil. The shafts must be adjusted parallel, the pulleys examined to see if true, hanger supports set up level, and the whole drive put into proper order.

In Fig. 3 is a pulley worn hour-glass shape in its hub, as shown at e. The belt does not run on the higher side, at f, but goes to g, where it hangs, and goes no further, unless conditions cause it to slip off entirely. The remedy for this type of trouble with loose pulleys consists in boring the hub evenly and putting in a shell, or the hub may be babbited.

Fig. 4 shows a belt on a cone pulley. The difficulties that usually arise with combinations of this description are due to the use of common belts. Belt h hugs the cone more on the side under which the diameter is the greatest. If no guides or belt shippers interfere, the tendency will be for the belt to keep moving towards that part of the cone where the diameter is the greatest. When the belt finally gets to the edge it will hang over, as at i. The shape of the cone having stretched the belt more at this side, which is now hanging over, the tensions are about even and the belt will continue to run in the position shown for some time. Belting which is so made as to sustain an even tension on both edges on a tapered surface overcomes the trouble.

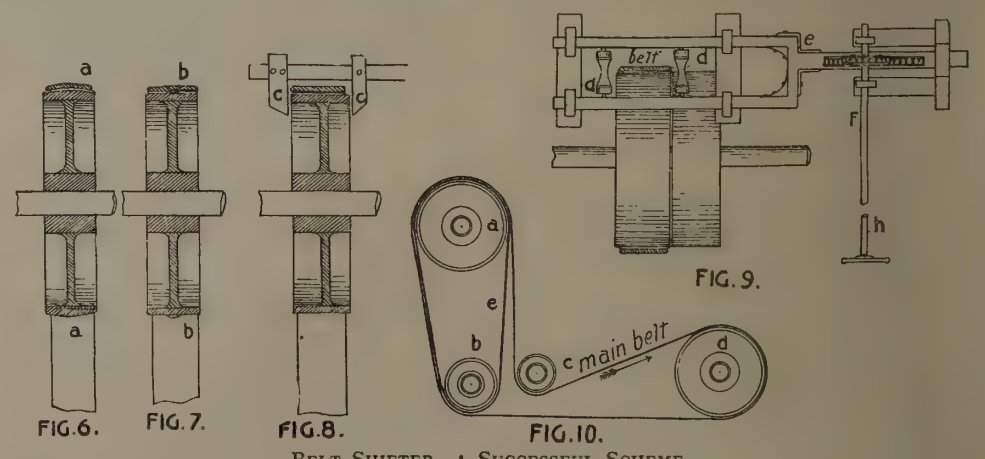



HINTS ON BELT DRIVING.

Fig 5 shows tight pulley k and loose pulley l, the hub of the latter worn, which allows the rim to drop below the level of the fast pulley, producing a high edge, which under ordinary circumstances attracts the belt, as at m. This should be fixed immediately, as not only a part of the driving power of the belt is lost, but the belt itself is unnecessarily worn by being shifted across the uneven surface. A new loose pulley, or a rebabbiting of the bearing of the old pulley, will remedy the trouble.

As stated at the beginning of this article, the proper type of "high side" is that produced by convexing the rim of the pulley, as shown at a, Fig. 6. The centrifugal force causes the belt to hug the crown. This is often accomplished by riveting a leather lag around a flat rim pulley, as at b, Fig. 7. Again, we find the sides of a pulley rim provided with guides—c c, Fig. 8. The belt rubs against these, and although it may not always keep in the centre, it cannot run off. Another and more mechanical method for both keeping the belt in the right place, and for shifting it from a fast to a loose pulley, and vice versa, is shown in Fig. 9. A wood or iron frame (e) is provided with two rollers (d d), set as shown, and just far enough apart to receive the belt. The frame is put in slides and the latter are fastened to supports. The shaft (f) has a little cog wheel keyed to its top end, which wheel engages with a row of cogs screwed to the shaft of the frame. The lower end of rod f is provided with a turning wheel (h), this being near the floor, so that it can be worked. Thus to shift the belt from one pulley to the other requires only the turning of this wheel.

In Fig. 10 is a scheme worked successfully by the writer on a belt system in which the main belt could not be made to keep well on the center of the several wheels. The belt passed over a, a 20-inch diameter wheel, under c, a 7-inch wheel, around d, a 20-inch wheel, beneath b, a 12-inch wheel, then to a again, a being the driver. After much trouble with this system, an additional belt (e) was put around a and b. This overcame the slipping of the main belt and has given satisfaction, for now both belts keep on the center of the wheels.




BELT SHIFTER—A SUCCESSFUL SCHEME.

## ELECTRICALLY-TRANSMITTED POWER.

H. B. WALDA & BROS., Ft. Wayne, Ind., have a wood-working shop with combination saw, shaper, scroll saw and lathes, run by a 12-horse power electric motor. Mr. Walda says: "We had an engine and boiler that cost about $12 a month for fuel. Some days we wanted power for a few minutes only, so we put in a motor and now find we have the advantage of having power at any time at a second's notice. The shafting is lighter and pulleys very much smaller, as the shaft runs over 500. The speed is even and there is a great saving in oil and care, at a cost of less than $12 a month. When not running there is no expense; when running the expense varies exactly with the work. If we are sawing, the meter registers accordingly; if a knot is sawn through, it takes more power, exactly as an engine would use more steam." Mr. Walda is a firm believer in electrically-transmitted power, especially for small wood-working concerns in places where there are electric power plants.

The Tracadie Lumber Co. have recently put in operation their new mill at Tracadie, N.B., which is equipped with band saws instead of the usual gangs. One band saw and three clapboard machines are in operation, and the daily cut will be from fifty to sixty thousand feet. Modern labor-saving devices are included in the equipment.

## REPORTS FROM FOREIGN MARKETS.

Below will be found particulars of foreign markets obtained from late reports of commercial and special agents of the Dominion government. It will be observed that reference is made to some openings for trade in manufacturers of lumber and woodenware.

ARGENTINE REPUBLIC.

Mr. R. M. Rennie, Buenos Ayres, under date of March 11th, 1898, says: "During the two months thirty-seven cargoes arrived at this port. These may be divided as follows:—Twelve spruce, ten white and fifteen pitch pine. Of these five were from Canadian ports, and it is probable that two-thirds of the twenty-two cargoes of spruce and white pine was of Canadian cut. Some spruce from Philadelphia is reported to have been of extra high class. The duty, as per tariff, may lead shippers astray. There is an additional two per cent on all except free goods. The duty on spruce, white and pitch pine figures out $5.75 gold per 100 square metres or $5.35 per M feet (1,000 feet = 92.90 square metres). The market is active, nearly all cargoes being sold to arrive and deliver direct to consumers."

AUSTRALIA.

Mr. J. S. Larke, Sydney, Aus., writes on March 26th as follows: "I have inquiries for oars, ash and spruce. There is a market for several thousand pairs at the right price in the colonies. The dearth of shipping is advancing the price of lumber in the colonies, and good orders could be taken if there was an assurance that charters were available.

Pacific coast lumber is firm and advancing in price. United States exporters have found some ships, as cargoes have been contracted for at advanced figures, and some of these exporters have offered to consign cargoes, as they say they are assured prices will still go up. I have heard of only one Canadian firm that has expressed its ability to find shipping.

DOORS.—I have an inquiry respecting the trade done in doors in this colony. If Canadian manufacturers can meet the price, this is an unusually favorable moment for getting into the market. In 1896 there were imported into New South Wales, nearly all into Sydney, 34,511 doors. Of this number 31,951 came from San Francisco. Tney are made from the sugar pine of California, have flat panels, and are known in the trade as double moulded. Other patterns could no doubt be introduced, but the trade should be begun with the pattern commonly sold. The following is a list of the sizes ordinarily sold, with the cash price as ships' slings of a parcel sold last week:—

6 - 6 x 2 - 6 x 1¼ .....6s.—7d. each
6—6 x 2—6 x 1½ .....7s.—4d. "
6—8 x 2—8 x 1¼ .....7s.—4d. "
6—8 x 2—8 x 1½ .....7s.—11d. to 8s. each.
7—8 x 2—8 x 1⅞ .....9s.—8d. each
6—10 x 2 - 10 x 1½ .....8s.—10d. to 9s.—2d.
6—10 x 2—10 x 1¾ .....10s.—10d. each.
7 x 3 x 1½ .....11s.—2d. "
7 x 3 x 1¾ .....12s.—8d. "

A commission to the agent would be paid from this price. As freight would be an important item of the laid down cost it would have to be most carefully looked into by the Eastern Canada manufacturer, and it would probably be found that the cheapest route would be by sailing vessels from New York. The trade is very conservative, and so far the attempt to introduce cedar doors from British Columbia has failed. There would not be the same difficulty with white pine, as it once was largely sold and is known to the trade. The Californian door trade has been secured by one firm and hence others who formerly shared in it would be glad to have an opportunity to introduce other goods into the market. The great obstacle is the price. It is not likely to get lower for some time.

FREIGHTS.—The importance of strictly inquiring into the best freight routes and getting the best rates will be of greater importance this year than last. The cheapest rate but longest time has been via sailing vessel from New York. To the beginning of the year the business was wholly in the hands of the four firms, who fixed a common rate, which for ordinary goods to Sydney has been eighteen cents per cubic foot, with five per cent primage. A fifth firm has now entered the field, and as it has received strong support from Australian firms it is likely to succeed. Rates have already fallen, as low as twenty cents having been reported. A difference of fifty per cent in freight charges is a matter of great importance and should be taken advantage of. It is largely the paying attention to the details of the business, freight rates, proper transmission of bills of lading and invoices that will determine whether an export will be done at a profit or a loss.

GREAT BRITAIN.

In a letter to the commercial agent at Glasgow, Messrs. Allison, Cousland & Co., Glasgow, Scotland, say: "The trade in lumber and deals with Canada for 1897 continued to expand. The import shows an increase, but although the consumption of deals and boards continues to grow (at the expense of the timber in the log, which is rapidly being displaced), shippers have sent them forward too freely, with the result that prices have given way, and stocks are heavy at the present time. Deals of three inches or thicker have been taken up to much the same extent as formerly, but lumber shows a large increase both in imports and consumption. In regard to the quality of pine lumber, we may state that only first and second grades have been sold freely, the lower grades, shipping culls, &c., not yet having recommended themselves to our comment."

Messrs. Graham, Roxburgh and McLauchlan, Glasgow, write: "In Canadian goods, while the imports in 1897 were large, the demand was steady and prices have continued fairly firm on the whole. In log timber, white pine, red pine and elm have well maintained their values, but the tendency has been rather a drooping one in birch and ash, partly no doubt owing to heavy arrivals, but in the case of birch, more owing to the cheapness of plank imported from New Brunswick and Nova Scotia, and in the case of ash, owing to other cheaper woods taking its place. In lumber of all kinds a very large business has been done this year, and pine of all descriptions—with the exception, perhaps, of fourth quality, which has been imported rather freely—has met with steady demand at firm prices."

MAPLE ROLLERS.—The curator of the Canadian section of the Imperial Institute, referring to maple rollers, says; "In consequence of an inquiry received from the province of Quebec, I made inquiries as to the extent to which hard maple rollers are used by British manufacturers for the purpose of printing wall paper. I understand that a very considerable number is used in Uuited States wall paper factories. Information was readily supplied by several houses which supply the manufacturers, but it would appear that the demand in the United Kingdom is very much less than that which exists in America. However, there are a few dealers who purchase about 1,000 of these from time to time. It appears that these rolls are generally two feet two inches long and the diameter from five and a half inches upwards. Detailed information, with current prices, was furnished to my original correspondent, and to several others. The dealers asked for samples and were quite willing to receive Canadian quotations when next purchasing. Letters have already passed between them and possible purchasers. At the same time I may mention that there is a very large demand for almost similar rollers by washing machine manufacturers. A portion of this is already supplied by Ontario houses, but American competition is very keen, and the larger share of the trade is done by the United States."

SHOE LASTS.—Inquiries regarding the possibility of obtaining a portion of the British trade for shoe lasts show the outlook to be rather unfavorable, the trade now being held almost exclusively by Germany and the United States.

JOINERY.—"The High Commissioner for Canada in his annual report, thus refers to joinery: "A considerable trade is also being built up in joinery work, such as sashes and doors. I am informed that the excellent quality of Canadian made joinery enables it to compete in very favorable conditions with the large importation from Sweden. The Canadian trade is not much hampered by the Swedish goods, which are admittedly of a lower grade than Canadian. The importation from the United States, however, have had an effect upon the Canadian trade. The quality does not reach the Canadian standard, but the goods were sold at prices which render it difficult for the Canadian manufacturer to compete against them, even when the difference in quality is taken into account. It is believed that the American articles have been sold rather under cost price, or at very small profits, in order to create a market. It is not likely that this will continue, and it is generally expected in the trade that Canada may recover the practical monopoly of the American imported joinery market which she enjoyed some years ago."

---

One of the first shipments of pulp from Harvey's pulp mill at Black River, Newfoundland, has just been made. It was put up in bundles weighing about 200 pounds each.

## SPOOL WOOD TABLE.

MR. R. A. Johnston, of Bay City, Mich., sends us the accompanying spool wood table for white birch, concerning which he says: "All spool lumber must be plump to gauge when thoroughly seasoned, with the sides straight and parallel. Sticks cut tapering or even $\frac{1}{32}$ scant cause much waste and annoyance. Those having large knots, wane or other defects may be cut off when two or three feet of sound can be left, reckoned one-half or three-quarter bundles, observing, of course, that they contain the same number of pieces as the 4 foot lengths. Red heart, punkey or discolored stock will not be received. Always put the exact number of sticks of the same size into a bundle and tie with strong string carefully and securely.

TABLE FOR SPOOL WOOD.

| No. of sticks in bundle of whatever length. | Green size. Inches sq. | Dry size. Inches sq. | No. of feet in bundle, 4 feet long. |
|---|---|---|---|
| 120 | $\frac{9}{16}$ | ½ | 10 |
| 76 | $\frac{11}{16}$ | ⅝ | 10 |
| 53 | $\frac{13}{16}$ | ¾ | 10 |
| 45 | ⅞ | $\frac{15}{16}$ | 10 |
| 38 | $\frac{15}{16}$ | ⅞ | 10 |
| 34 | 1 | $\frac{15}{16}$ | 10 |
| 30 | $1\frac{1}{16}$ | 1 | 10 |
| 27 | $1\frac{6}{32}$ | $1\frac{1}{16}$ | 10 |
| 24 | $1\frac{7}{32}$ | 1⅛ | 10 |
| 22 | $1\frac{9}{32}$ | $1\frac{8}{16}$ | $10\frac{1}{3}$ |
| 20 | $1\frac{11}{32}$ | 1¼ | $10\frac{5}{12}$ |
| 18 | $1\frac{13}{32}$ | $1\frac{5}{16}$ | $10\frac{1}{3}$ |
| 16 | $1\frac{15}{32}$ | 1⅜ | $10\frac{1}{12}$ |
| 15 | $1\frac{9}{16}$ | $1\frac{7}{16}$ | $10\frac{1}{3}$ |
| 12 | $1\frac{5}{8}$ | 1½ | 9 |
| 12 | $1\frac{11}{16}$ | $1\frac{9}{16}$ | 9¾ |
| 12 | 1¾ | 1⅝ | $10\frac{9}{16}$ |
| 10 | $1\frac{13}{16}$ | $1\frac{11}{16}$ | 9½ |
| 10 | 1⅞ | 1¾ | $10\frac{1}{8}$ |
| 9 | $1\frac{15}{16}$ | $1\frac{13}{16}$ | $9\frac{5}{6}$ |
| 8 | $2\frac{1}{32}$ | 1⅞ | 9⅜ |
| 8 | $2\frac{3}{32}$ | $1\frac{15}{16}$ | 10 |
| 8 | $2\frac{5}{32}$ | 2 | $10\frac{2}{3}$ |
| 7 | $2\frac{7}{32}$ | $2\frac{1}{16}$ | 10 |
| 7 | $2\frac{9}{32}$ | 2⅛ | 10½ |

# CORRESPONDENCE

Letters are invited from our readers on matters of practical and timely interest to the lumber trades. To secure insertion all communications must be accompanied with name and address of writer, not necessarily for publication. The publisher will not hold himself responsible for opinions of correspondents.

## TRADE OPENINGS IN THE BRITISH MARKET.

TORONTO, June 10, 1898.

Editor CANADA LUMBERMAN:

SIR,—The manufacture of various lines of wood goods has developed very materially in Ontario during the past few years, but there is still room for expansion, and the British market is ready to absorb large quantities of many lines of goods if our manufacturers put themselves in position to supply the kinds needed at prices low enough to meet competition from the United States. Already several new lines of goods have been placed on the market and I believe with success. At Owen Sound is a mill turning out large quantities of butchers' wooden "skewers," and at Parry Sound a well equipped mill is making "cloth boards" for the British market under a patent process. Our foreigh trade in furniture is increasing, and efforts are being made to meet the low prices in Excelsior, shoe lasts and other lines.

There would seem to be a very large demand in Great Britain for wooden handles of various kinds, and lately there have been inquiries for broom handles in quantities. The Bureau of Forestry is advised that the following firms are prepared to do business with Canadian houses making broom handles:

Alfred Field & Co., Edmund street, Birmingham; T. G. Rollins & Co., Ltd., Old Swan Wharf, London Bridge, E.C.; Messrs. Market & Co., 725 Shoe Lane, Holborn Circus, London, E.C.

The sizes required seem to be 50 in. × 1¼, 50 × 1⅛, 60 × 1¼, 66 × 1⅝, 72 × 1¼ and 72 × 1⅝. These are made in basswood, ash and maple.

Mr. Watson, Canadian Curator of the Imperial Institute, writes that the present supply of these goods comes largely from the United States. The prices are low, but these firms or any of them would be prepared to take the whole output of a factory.

The firm of Baker & James, 164 Corporation street, Birmingham, are also desirous of receiving quotations for what they call "birch squares," square sticks of birch, ranging from 2 to 6 feet long and one-half inch to three inches square. I do not at present know what these are used for, but they are prepared to buy large quantities.

Trusting that some of your readers may be able to supply these goods, I remain

Yours truly,
THOMAS SOUTHWORTH,
Clerk of Forestry for Ontario.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

C. H. MORTIMER
PUBLISHER

CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

### *TO VISITING LUMBERMEN.*

*Lumbermen visiting Toronto are invited to use the office of the CANADA LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way they may desire.*

## THE SITUATION AS TO LOGS AND LUMBER.

PRELIMINARY arrangements are well under way for a conference of commissioners representing the governments of the United States and Canada, to be held in the city of Quebec on July 15th next. The purpose of this conference is to discuss the differences which now exist between the two countries, and while no announcement has been made that the trade relations will be included in the subject of negotiations, it is only reasonable to expect that this will be the case. The question of export and import duties on logs and lumber will ceertainly force itself upon the commissioners for consideration, and therefore a brief review of the situation may be timely.

By an Act passed at the last session of the Ontario Legislature, all timber cut on Crown lands after April 30th, 1898, must be manufactured within the province. Thus Michigan mills sawing on Canadian logs will be compelled to close down after the present season unless some new arrangement for a log supply can be made. There is no possibility of obtaining this supply from elsewhere than Ontario, hence the strongest efforts of the Michigan mill owners and their friends will be devoted to influencing the United States government to give such concessions as will provide for securing a supply of timber from the Georgian Bay to keep their mills in operation, thus preventing the almost total destruction of much valuable mill property and the settlements in which the mills are located. In the hope of obtaining free logs, the Michigan interests will demand that a reduction of the import duty on lumber from two dollars to one dollar be made.

Supporters of the present two dollar duty on lumber have proclaimed aloud that the bill passed by the Ontario Legislature restricting the manufacture of timber to the province would be disallowed by the Dominion Government, but this argument is very short-sighted, inasmuch as the bill itself provides that the Lieutenant-Governor may pass an order-in-council imposing additional regulations to carry into effect the intent of the bill. Nothing more than the passing of an order-in-council would be necessary, and this, while producing the same results, would not require the consent of the Dominion government.

Throughout the New England states and New York the sentiment is strongly in favor of free lumber. The position is simply that the manufacturing industries that have used white pine as their raw material fear the loss of their trade owing to competition from southern pine, unless they are allowed to buy in the Canadian market, while from the same motive wholesale dealers are in favor of free lumber. But the greatest faction in influencing the government are the consumers of the Eastern States, who are strongly opposed to any duty on lumber.

Briefly, then, the Michigan interests will fight for a reduction of the duty on lumber, while the Eastern States want free lumber. Opposed to these influences will be the lumbermen of Minnesota and Wisconsin and the Southern States, who will protest against any interference with the present duty of two dollars.

As an international question, let us now look at the situation in Ontario. The lumbermen of this province are favorable to a fair exchange of free logs for free lumber, but that they would be willing to give free logs in consideration of the lumber duty being reduced to one dollar is somewhat doubtful. It is an acknowledged fact that the bill compelling home manufacture of timber would not have been passed but for the combined action of the lumbermen of the Georgian Bay district, and the Legislature will consider very carefully before taking any action to abrogate the measure, more particularly in view of the small majority of the party in power. Public sentiment throughout the province has received an awakening in favor of building up home industries, and the government cannot afford to disregard this sentiment.

It is much to be desired that at the forthcoming conference a settlement of the question of lumber and log duties should be reached. Should this be effected, it will be in the nature of a treaty which would extend over a long term of years. Lumbermen would not then be subject to tariff changes and consequent business interruptions every three or four years, but would be in a position to arrange their plans for the future, which has been inexpedient in the past so far as United States trade is concerned.

The lumbermen of Canada feel that by the course adopted by the Ontario government they have command of the situation, and are very hopeful of an early and satisfactory settlement of the question. A meeting of the Ontario Association of Lumbermen will be held at any early date to discuss the situation, and to decide what action, if any, would be in the best interests of the trade. In the meantime, those who have not identified themselves with the association should, by becoming members, lend a helping hand to any movement that may be decided upon.

## PROFITABLE UTILIZATION OF MILL REFUSE.

LUMBERMEN in Canada have of late years given some attention to a solution of the problem of the profitable utilization of sawdust and mill refuse, but as yet no generally accepted scheme has been devised. The steps which have been taken in this direction have been prompted, in some cases, by a recognition of the wisdom of obtaining, if possible, some commercial returns from the immense quantity of mill refuse, and in others, by the necessity of removing and disposing of the material.

The most successful sawmilling establishments of to-day are those which are equipped with machinery for a wide manipulation of the timber, manufacturing it into numerous by-products. There seems to be a growing appreciation of the expediency of conducting the sawmilling business along these lines, and also of utilizing the sawdust. It is not only desirable that some practical method of disposing of this material should be found, but also that it should be employed in such a way as to bring some returns for the labor and expense involved in removing it from the mill. There have been expended in Canada, as well as in other countries, immense sums of money in the erection of conveyors and burners to consume the sawdust, but there is now reason to believe that there will be discovered, in the near future, some scientific method of utilizing it for commercial purposes.

Recently, this subject has become a very grave one in the great lumbering centre of the Ottawa valley. It will be remembered that three years ago an act was passed by the Dominion Government disallowing the dumping of sawdust into the Ottawa river. The penalty for the first offence was a fine of $20 and costs, for the second $40 and a further penalty of $10 per day for every day during which such offence was continued, and for the third a larger fine and $20 per day. At that time some of the mill-owners erected incinerators to burn the sawdust, but others made no preparation for conforming to the law, which they believed to be illegal. However, no test of the case was made, as at each session of Parliament since the law was enacted an extension for one year has been granted. Six months ago the Minister of Marine and Fisheries sent out circulars warning mill men that the law would become operative on May 1st last, and requesting them to make arrangements accordingly. The Bronson & Weston Company put in a system of carriers, and conveyed the sawdust to the

Eddy factory, where it was used for fuel. For this it was found somewhat unsatisfactory, requiring a large amount of other inflammable material to promote combustion. The largest mill on the Chaudiere continued to dump its sawdust into the river.

On June 6th last, when much speculation was being indulged in as to the course which would be adopted by the government regarding the enforcement of the law, Sir Louis Davies introduced a bill in the House of Commons extending the time to May 1st, 1899. This was subsequently passed. In introducing the bill the Minister said :

"Since the meeting of the House I have been waited upon by some of those who are largely interested in the sawmill business, and the following views were submitted to me, namely, that about a year ago they entered into negotiations with a gentlemen who thought he had discovered a process by which the sawdust could not only be consumed, but utilized, and a very important manufacture introduced into this country. They submitted statements to me regarding the construction of the apparatus for the purpose of testing the efficiency of his device. That being done, I said that after the statements I had made, I did not feel justified in introducing a bill further to extend the time, unless it was with pretty general consent. I submitted the statements to my predecessor in office, and he said that, speaking for himself, the circumstances more than justified the extension. He said that, so far as he was concerned personally, if I introduced the bill, it would have his support. I said I would further require, in order to place the matter fairly before the House, a statement of what proceedings had been taken, and of what stage the proceedings now were in relation to this alleged discovery and experiment."

Sir Louis Davies then read letters from Messrs. W. C. Edwards, M.P., and J. R. Booth, showing the progress that had been made with the scheme. These stated that the process had been demonstrated in laboratory form, and that Professor Ruttan, of McGill College, Montreal, had pronounced favorably upon it. An initial or illustrative plant was said to be in course of construction, and it was expected that six months would be sufficient to demonstrate the commercial possibilities of the scheme.

The proposed project will include the manufacture upon a large scale of calcium carbide, and the commercial and profitable utilzation of all the refuse from the Ottawa river mills. The tar and pyroligneous acid will first be extracted from the sawdust by distillation, and the remainder will be mixed with lime and subjected to a strong current of electricity. This will produce the calcium carbide used extensively in the production of acetylene gas.

Regarding the experiments made recently, Mr. Emerson, the inventor, says : "I have succeeded, after several years of laboratory work, in producing carbon in metallic state, free from any of the objectionable properties, of great density, and practically chemically pure, and converting same into calcium carbide. The raw materials from which the carbon was produced was supplied me by Mr. W. C. Edwards, from his mills at Rockland. Some of the samples ran as high as 92 per cent. in carbon, which is about ten or twenty per cent. better than the best coke."

The establishment of an industry such as is outlined above will be of wonderful benefit to the city of Ottawa and to the lumbermen of the Ottawa valley in particular. There seems reason to believe that success will be attained, and one of the greatest problems of the nineteenth century satisfactorily solved.

## EDITORIAL NOTES.

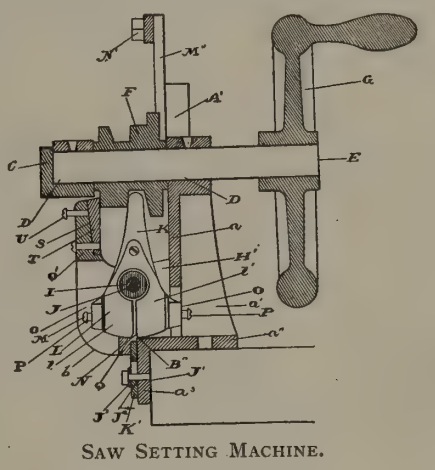
The rules for inspecting hardwood lumber adopted by the National Hardwood Lumber Association of the United States, and published in part in our June issue, are not being favorably received in all sections, and it is probable that some changes will be found necessary. The Northwestern Hardwood Lumbermen's Association and the Lumbermen's Exchange of St. Louis have each rejected the rules, while the lumbermen of Grand Rapids, Mich., have adopted rules of their own. The St. Louis association contends that the rules as adopted are too severe, but still pronounces itself in sympathy with the movement. It could scarcely be expected that difficulty would not be met with in framing rules to meet the requirements of all the markets, but there is reason to believe that ultimately success will be attained.

The lumber trade in the Ottawa valley has been somewhat disturbed of late by a strike of the employees at some of the mills. At the Rockland mills of W. C. Edwards & Co. the situation assumed the most serious aspect, over six hundred men being effected. The demands of the strikers were that the working day be reduced from eleven to ten hours, that higher wages be paid, and that they receive their wages every two weeks instead of monthly. These concessions have been in a measure granted by the company, and at time of writing the employees have returned to work, although further trouble, according to reports, would not be learned as a surprise. Without entering into a discussion of the justice or otherwise of the demands of themill hands, we must express regret that some of the strikers should have resorted to such brutal tactics to endeavor to accomplish the end in view. So long as violence and personal injury is resorted to by labor organizations, the breach between employes and employeers will surely widen.

We have recently heard some expression of indignation at the unfair treatment which is claimed to be accorded to the lumber trade by the railway companies in the matter of freight rates. It is contended that where only one line of railway reaches a certain point, thus giving the company a monopoly of the shipping trade, the freight rates are advanced considerably above the average rate. To prove the statement, it was pointed out that the Grand Trunk Railway carry the C. P. R. freight from North Bay to Toronto for $14 per car of 24,000 lbs., and six cents per 100 lbs. for excess over that amount. Therefore, on a car of lumber weighing 30,000 lbs. the freight charges would be $17.60 for a haul of 226 miles. A similar rate is given by the G. T. R. for carrying C. P. R. freight anywhere over their line in Ontario. But from Huntsville to Thedford, a distance of 250 miles, a rate of 11 cents per 160 lbs., or $33 per car of 30,000 lbs., is charged, which certainly seems an excessive figure. To cite another instance, the rate from Wiarton to Toronto, 160 miles, is 6½ cents per 100 lbs., while a rate of 10 cents is charged from Wiarton to Thedford, 155 miles. It is not to be expected that freight rates can be made uniform, as the number of changes and work of handling must be a factor in fixing the charge, but there is certainly many points in Ontario which may justly lay claim to more favorable rates. The lack of courteous treatment from the Canadian railway companies has caused some lumber dealers in Ontario to enquire into the possibility of obtaining west coast shingles from the United States instead of from British Columbia, and thus giving the carrying trade to American railways. The question is one which might well be investigated by the Lumbermen's Association of Ontario.

## PATENT FOR SAW SETTING MACHINE.

Mr. William Clark, of Galt, Ont., has been granted a patent for a saw setting machine, as illustrated herewith. The claim is for a machine embracing in its constitution a rocker arm, a die connected to the rocker arm in combination with a cam motion, arranged to actuate the rocker arm to move the die alternately in opposite directions, to set the teeth successively on alternate sides of the blade, a feed mechanism to intermittently feed the saw teeth to the setting dies, and a saw holding vise arranged to be automatically closed on the saw during the setting of the tooth, and to be automatically opened during the feed of the next successive tooth to the setting mechanism. In a saw setting machine, a feed mechanism embracing in its construction



Saw Setting Machine.

an arm pivotally connected to the frame of the machine at one side thereof, a lever pivotally connected to the frame at the opposite side of the machine, a link connecting the lever and the arm to cause their united action, a cam engaging the lever, a spring to return the lever and arm to their normal position after being actuated by the cam, a spring actuated dog pivotally connected to the arm, mechanism for regulating the length of the stroke of the arm, in combination with a setting die, a rocker arm to which is connected the setting die, a cam to actuate the rocker arm, a vise to rigidly hold the saw during the setting of the teeth, consisting of a stationary jaw, a movable jaw, a cam, the movable jaw arranged to be closed by the cam against the saw during the setting of the teeth, a spring to open the movable jaw during the feeding of the teeth to the setting dies, a vertically adjustable table to support the saw, and a vertically adjustable gauge for the saw teeth, substantially as specified.

In the saw mills of Canada many different methods re-employed for doing similar work, each one, perhaps, possessing certain points of merit. Superintendents, sawyers, filers, etc., are respectfully asked to contribute to this journal their views as to the best method of doing certain mechanical work, such as lining and setting up shafting, setting up rotary and other circular saws, rules for finding out and marking off the shape of circular saw teeth for guidance in grinding and filing.

## ANNUAL FORESTRY REPORT.

THE 1898 report of Mr. Thomas Southworth, Clerk of Forestry for Ontario, has reached our desk, and is, as usual, a valuable addition to forestry literature. At the outset, Mr. Southworth refers to the rapid strides that have been made in Ontario in late years in acquiring a knowledge of forest conditions and preservation. To-day the public are alive to the necessity of maintaining a due proportion of wooded land. The question of the reforestation of white pine is taken up at some length. Recent investigations prove conclusively that a new crop of white pine timber upon denuded lands may be secured by adequately protecting the young pine from fire and incidentally thinning out in places where it is actually needed. This is in contradiction to the theory held in earlier years.

### EXAMPLE OF FORESTRY.

A good illustration of forestry practice in the absence of trained foresters, whose skill would undoubtedly increase the production, is afforded by Mr. W. P. Greenough, of Portneuf, Quebec. In reply to an enquiry of the Bureau of Forestry, Mr. Greenough says :

"Yours of 13th asking for information concerning principles of forestry adopted by me, came duly to hand. These principles are so extremely simple as scarcely to deserve being dignified by that name. I merely aim to allow timber to be cut no faster than it grows. As I am considering only spruce, which under ordinary conditions may be relied on to reproduce itself without special care, to accomplish this end it is only necessary to limit the size of tree that may be felled. This limit being fixed, I consider it a matter of altogether minor importance whether the lumberman cuts more or less in a given year, or goes over much ground or little. What wood is not taken in one year is certain to be wanted in another, and meanwhile is earning, by actual growth, an interest on its value. If we fix this value at any given rate the interest will thereafter be compounded, by growth upon growth.

My practice fixes the size of trees to be cut at (in effect) between 14 and 15 inches on the stump. Contracts read, "No spruce trees shall be cut that will not yield more than one log of 12 inches in diameter (12 feet long) at the small end, under the bark." The practical result is as above stated. This I consider sufficient to keep up the supply of logs indefinitely, while allowing an annual cut of 50,000 to 60,000 logs from an area of say 70,000 acres, of which I reckon (say) 20,000 acres as water, swamp or hardwood country. It demands a growth, roughly speaking, of about one log per acre annually on an already well timbered country. I think this is a safe calculation.

My limit of size has always been entirely satisfactory to purchasers of stumpage. There is at present a considerable demand for small spruce for pulpwood. I have never sold wood for that purpose, but I should not advise any one having spruce lands that he wishes to utilize to their capacity and at the same time keep up their value to fix the limit of size, whether for logs or pulp, below what I have done. Any considerable deviation from that I should fear would infringe on the capital represented by the present standing value of timber.

As regards care of limits, it is not very burdensome. A competent man makes occasional tours among the shanties during the lumbering season, to see that the terms of the contracts are observed, that no timber is wasted and that the cutting is satisfactory.

For returns I rely on the sworn statements of the cullers of the purchasers of rights to cut. The system most in vogue here of making logs through jobbers or small contractors is in the main favorable in this respect. Every jobber watches the cutting, and if he makes no complaint it is almost certain that I have no reason for any."

Referring to the above, Mr. Southworth says : Mr. Greenough has adopted successfully the simplest form of scientific forestry, and this course is also being followed by some of our own lumbermen. The employment of trained foresters would increase the yield on the same area, but their employment must be regulated by the question of profit and loss. In any event until trained foresters are available, Mr. Greenough's plan would seem to be the wisest under the circumstances.

### MANUFACTURING DEVELOPMENT.

The substitution of steel for wood in the construction of large buildings was thought at one time, the report states, to be likely to cause a great decrease in the consumption of timber. The total and sudden collapse of many of these steel buildings in the event of fire has, to some extent, put a check on this style of building, and new uses are constantly being found for forest products of various kinds. The rapid development of the manufacture of paper from wood has altered the relative values of our forest trees, making some of them, formerly of little use to us, very valuable indeed. This is notably the case with spruce, which in Ontario, south of the "Height of Land," is rarely found large enough for board timber. The seeds of the spruce germinate readily and grow so thickly in many parts of Ontario, especially in moist soil, that they attain but small diameter in a long period of growth, and because of this, lumbermen, in estimating the value of timber limits in former years, when their license included all sorts of timber, took no account of any but pine. The rapidly increasing demand for spruce for paper has recently caused a considerable value to be placed on many limits from which the merchantable pine has been taken. In this reference is made to the limits that were disposed of prior to 1892, since which time the spruce has been reserved by the Crown.

Our furniture manufacturers are said to be doing an increasing business with Great Britain, and until recently they have not been able to fill all the orders offered them from there. The same is the case with our paper mills, and several large orders from over the ocean have been refused. This is being remedied, however, and mills have been recently equipped or are now being fitted up especially for export business.

## THE NORTHWEST LUMBER TRADE.

THE last annual report of the Department of Interior states that the number of timber berths under license and permit in the province of Manitoba and the territories is 283, and on Dominion lands in the province of Britlsh Columbia 149. The timber dues received amounted to $69,493.18, being an increase of $7,291.08 as compared with the previous fiscal year. Of the revenue derived from timber, $23,012.52 was for bonuses, ground rent, royalties and dues on timber cut from lands in the railway belt in the province of British Columbia, being an increase of $4,493.42, as compared with the previous year. The total revenue received from timber in Manitoba and the Northwest Territories up to the 1st of July, 1897, was $1,145,574.46, and the total revenue from timber within the railway belt in British Columbia up to the same date was $303,004.93.

During the year 34,376,599 feet B.M. of lumber were manufactured from timber cut under license in Manitoba, the Northwest Territories and within the railway belt in British Columbia, and 32,894,251 feet B.M. were sold.

The following table shows the imports of lumber from the United States, and marketed in Manitoba for five years :

| Year. | Dressed. | Undressed. |
|---|---|---|
| 1893 | 180,306 ft. | 1,174,747 ft. |
| 1894 | 647,388 " | 3,073,195 " |
| 1895 | 1,108,268 " | 5,668,250 " |
| 1896 | 2,103,857 " | 9,853,883 " |
| 1897 | 1,913,832 " | 14,857,272 " |

The following quantity of lumber, coming from the directions named, was disposed of in Manitoba and at points west as far as Regina, N.W.T., during the year ended June 30th, 1897:

| | Feet. |
|---|---|
| Canadian pine, from the Lake of the Woods | 45,000,000 |
| Canadian pine, from points between Lake of the Woods and Port Arthur | 10,500,000 |
| Canadian spruce (manufactured in Manitoba) | 14,241,909 |
| United States pine and hardwood imported from the State of Minnesota | 16,871,104 |
| British Columbia products | 6,000,000 |

The current price of pine and spruce lumber, f.o.b., at the points below, is as follows :

| | Pine. | Spruce. |
|---|---|---|
| Winnipeg | $15.50 to $17.50 | $13.50 to $15.50 |
| Portage La Prairie | 15.50 " 17.50 | 13.50 " 15.50 |
| Brandon | 15.50 " 17.50 | 13.50 " 15.50 |
| Moosomin | 17.75 " 19.75 | 15.75 " 17.75 |
| Deloraine | 17.75 " 19.75 | 15.75 " 17.75 |
| Minnedosa | 17.00 " 19.75 | 15.00 " 17.00 |

## A GIGANTIC BOG OAK.

An extraordinary discovery, and one which is just now exciting considerable interest in antiquarian circles in Lancashire and Chesire, has been made at Stockport. During the excavations in the construction of sewage works for the town, some workmen came across what has since proved to be a massive oak tree with two immense branches. Professor Boyd Dawkins, the well known antiquary, is of opinion that the tree is one of the giants of prehistoric times, and he says that the tree is certainly 10,000 years old. The corporation of Stockport are at a loss what to do with the gigantic fossil, which is supposed to weigh about 40 tons, and as it is necessary that it should be removed a proposition has been made to blow it up with dynamite. This has aroused the indignation of a large section of the public, who recently presented the following petition to the corporation : "That there is a valuable tree of old oak at present lying upon and exposed in the gravel on and within their property. That the quality of color, grain, and solidity is better than any that can be bought in the open market. That as for artistic work alone it is greatly to be treasured ; for nothing in this country is at present grown which can come up to its dimensions. That it contains within itself sufficient material to make the furniture for any public building or town hall which may be erected for the public benefit within our borough. That it only requires lifting from its bed, which, in the opinion of competent geologists, may be roughly estimated at 15,000 years of occupation. That private effort has failed to achieve its removal. That its destruction would be a public loss and an artistic calamity. That your representatives in council be, and are hereby requested to conserve for the borough this grant of nature to her sons and daughters, whose signatures are hereby affixed."

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.*

VOL. IV. TORONTO, ONT., JUNE 29, 1898 No. 23.



**CANADA LUMBERMAN**

PUBLISHED BY

**C. H. MORTIMER**

*Confederation Life Building - TORONTO.*

Branch Office:

NEW YORK LIFE INSURANCE BUILDING,

MONTREAL.

**Weekly Lumberman,** published every Wednesday Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type; 12 lines make one inch. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

## PROVINCE OF QUEBEC

## Department of Lands, Forests and Fisheries.

### WOODS AND FORESTS.

QUEBEC, 7th May, 1898.

Notice is hereby given that, conformably to sections 1334, 1335 and 1336 of the Consolidated Statutes of the Province of Quebec, the timber limits hereinafter mentioned, at their estimated area, more or less, and in their present state, will be offered for sale at public auction, in the Department of Lands, Forests and Fisheries, in this city, on TUESDAY, THE 16TH DAY OF AUGUST next, at ELEVEN o'clock a.m:

Upper Ottawa—Bloc A, range 6: ½ N. No. 1, 25 m.; ½ S. No. 1, 25 m.; ½ N. No. 2, 25 m.; ½ S. No. 2, 25 m.; ½ N. No. 3, 25 m.; ½ S. No. 3, 25 m.; ½ N. No. 4, 25 m.; ½ S. No. 4, 25 m.; ½ N. No. 5, 25 m.; ½ S. No. 5, 25 m; ½ N. No. 6, 25 m.; ½ S. No. 6, 25 m.

Bloc A, range 5: ½ N. No 3, 25 m.; ½ S. No. 3, 25 m.; ½ N. No. 4, 25 m.; ½ S. No. 4, 25 m.; ½ N. No. 5, 25 m.; ½ S. No. 5, 25 m.; ½ N. No. 6, 25 m.; ½ S. No. 6, 25 m.; ½ N. No. 2, 25 m.

Bloc A, range 4: ½ N. No. 1, 25 m.; ½ S. No. 1, 25 m.; ½ N. No. 2, 25 m.; ½ S. No. 2, 25 m.; ½ N. No. 3, 25 m.; ½ S. No. 3, 25 m.; ½ N. No. 4, 25 m.; ½ S. No. 4, 25 m.; ½ N. No. 5, 25 m.; ½ S. No. 5, 25 m.; ½ N. No. 6, 25 m.; ½ S. No. 6, 25 m.; ½ N. No. 7, 25 m.; ½ S. No. 7, 25 m.; ½ N. No. 8, 25 m.; ½ S. No. 8, 25 m.

Bloc A, range 3: ½ S. No. 12, 25 m.; ½ N. No. 12, 25 m.

Bloc A, range 2: ½ N. No. 12, 25 m.

Ottawa River—No. 98, 50 m.; No. 99, 50 m.; No. 100, 50 m.; No. 101, 50 m.; No. 583, 15 m.; No. 584, 32½ m.; No. 595, 32 m.; No. 596, 19 m.; No. 607, 22 m.; No. 608, 26 m.; No. 609, 11 m.

La Peche River—No. 524, 11½ m.; No. 525, 16½ m.

Lower Ottawa—River Rouge South L., 43 m.; River du Lievre, N.E. Branch, No. 7, 31½ m.; River du Lievre, N.E. Branch No. 8, 27½ m.; Lake Nemiskachingue, 25 m.; River Rouge, south M., 42 m.; River du Lievre, N.E. Branch: No. 3, 50 m.; No. 4, 50 m. No. 5, 50 m.; No. 6, 46 m.; Township Wentworth, No. 3, 5 m.

Saint Maurice—River Saint Maurice, No. 10, E. 47 m.; River Trenche No. 1 W. 24 m.; River Trenche No. 2, W. 50 m.; River Trenche, No. 2, E. 40 m.; River Mattawin, No. 1c, 48 m.; Rear River du Milieu, 29 m.

Manouan A.S., 50 m.; Rear Manouan A.S., 40 m.; Rear Vermillion 7 N., 40 m.; Rear Vermillion B.N., 45 m.; Rear Saint Maurice 13 West, 25 m.; Rear Saint Maurice 14 West, 40 m.; Rear Saint Maurice C, 25 m.; Rear Saint Maurice D, 42 m.; Rear Saint Maurice E, 50 m.; Rear Flamand 1 North, 26 m.; Rear Flamand 2 North, 50 m.; Rear Manouan 2 South, 44 m.; Saint Maurice 15 West, 50 m.; Manouan 3 North, 35 m.; Rear Manouan 3 North, 30 m.; Rear Manouan 4 North, 30 m.; Manouan 4 North, 50 m.; Manouan 8 South, 50 m.; Mancuan 9 South, 35 m.; Rear Manouan C North, 50 m; Rear Manouan D North, 50 m.; Saint Maurice 13 West, 50 m.; Saint Maurice 14 West, 50 m.; Pierriche 1 East, 35 m.; Bostonnais Island, 10 m; Bostonnais 4 North, 25 m.; Bostonnais 4 South, 20 m.; Bostonnais 2 South, 50 m.; Bostonnais 3 South, 50 m.; Bostonnais East half 2 North, 25 m.; Bostonnais 3 North, 50 m.; Croche 4 West, 50 m.; Rear Croche 4 East, 50 m., Rear Croche A, 40 m.; Rear Croche B, 50 m.

Montmagny—Townships Rolette and Roux, Moose River, 37 m.; township Lafontaine, 17½ m.; township Roux, 7¾ m.; township Mailloux, 13 m.; township Ashburton, 3½ m.; township Talon, 3¼ m.

Grandville—Black River, No. 47, 33 1/5 m.; Township Armand: No. 2, 11½ m.; No. 3, 13¼; No. 4, 18 m.; township Escourt, No. 3, 8 4/5 m.; township Parke, No. 2, 9 m.; township Parke, No. 3, 20 m.

Matapedia—Township Awantjish, No. 2, 18½ m.; Rear River Metis, east, 18¼ m.

Rimouski-East—Township Saint Denis, 14 m.; township McNider, No. 3, 7½ m.; township McNider No. 4, 7½ m.; township Matane, No. 3, 8 m.

Rimouski-West—Township Duquesne, No. 3, 8 m., township Duquesne, No. 4, 13 m.; Rimouski River; centre east, 10 m.; Rimouski River, centre west, 32 m.; Lake Temiscouata, 3rd range: block 1, 26 m.; block 2, 26 m.; block 3, 31 m.; Rear Rimouski River, No. 2, west, 18 m.; township Macpes, 7 m.

Gaspe-West—Township Duchesnay, 70 m.; township Christie, 52½ m.; township Tourelle, 84 m.

Gaspe-East—Township Rameau, No. 2, 21 m.

Bonaventure-West—Little River, North Branch, No. 1, 8 m.; River Nouvelle, No. 2, 50 m.; Meadow Brook (Patapedia River), 30 m.; River Patapedia, No. 1, East, 28 m.; Tom Ferguson Brook, 33 m.; Indian Brook, 56 m.; Red Pine and Chamberlain Brooks, 38 m.

Bonaventure-East—River Bonaventure, No. 3, 50 m.

Saint Charles—144 South, 20 m.; 141 West, 20 m.; 143, 18 m.

Lake Saint John-West—River Peribonka, No. 125, 40 m.; River Peribonka, No. 127, 50 m.

LIMITS NORTH OF LAKE SAINT JOHN:

1st range: No. 1, 41 m.; No. 4, 26¼ m.; No. 5, 26¼ m.; No. 6, 38¾ m.; 2nd range: No. 1, 18 m.; No. 2, 21 m.; No. 5, 32½ m.; No. 6, 34 m.; No. 7, 27 m.; No. 8, 18 m.; 3rd range: No. 1, 17 m.; No. 2, 18¼ m.; No. 5, 35 m.; No. 6, 30 m.; No. 7, 25 m.; No. 8, 18¾ m.; No. 9, 26¼ m.

Saguenay—Township Arnault, 30 m.; River Malbaie, No. 1, 27 m.; River Amedee, 40 m.; River a la Chasse et aux Anglais, 34 m.; Saint Lawrence-West, 30 m.; River Mistassini et Sheldrake No. 1, 32¾ m.; River Saint Nicolas, 30 m.; River au Bouleau: No. 1, 32 m.; No. 2, 20 m.; No. 3, 26 m.; No. 4, 28 m.; No. 5, 30 m.; No. 6, 29 m.; River Tortue: No. 1, 26 m.; No. 2, 18 m.; No. 3, 28 m.; No. 4, 30 m.; No. 5, 34 m.; No. 6, 29 m.; River Saint John: No. 1, 24 m.; No. 2, 24 m.; No. 3, 23 m.; No. 4, 18 m.; No. 5, 20 m.; No. 6, 20 m.; No. 7, 12 m.; No. 8, 12 m.; River Saint John, East Branch, No. 1, 22 m.; River Saint John, East Branch, No. 2, 18 m.; River Saint John, East Branch, No. 3, 20 m.; Salmon River, No. 1, 34 m.; River Chambers, No. 1, 44 m.; River Portneuf: No. 1 E, 50 m.; No. 2 E, 50 m.; No. 3 E, 50 m.; No. 4 E, 50 m.; No. 1 W, 50 m.; No. 2 W, 50 m.; No. 3 W, 50 m.; No. 4 W, 50 m.; township Laval, No. 4, 1 m.

CONDITIONS OF SALE.

No limit will be adjudged at less than the minimum price fixed by the Department.

The limits will be adjudged to the highest bidder on payment of the purchase price in cash or by cheque accepted by a duly incorporated bank. Failing payment, they will be immediately re-offered for sale.

The annual ground rent of three dollars per mile, with fire tax, is also payable immediately.

Those timber limits, when adjudged, will be subject to the provisions of all timber regulations now in force, or which may be enacted hereafter.

Plans of limits offered for sale are open for inspection in the Department of Lands, Forests and Fisheries, in this city, and at the office of the Crown lands and timber agents in the different agencies in which said limits are situated, up to the day of sale.

N.B.—No account for publication of this notice will be recognized, if such publication has not been expressly authorized by the department.

S. N. PARENT,
Commissioner of Lands, Forests and Fisheries.


FOR SALE.

ONE GOOD SECOND HAND BAILEY GAUGE Lathe for turning fork handles, stems, curtain poles, &c.; one 24 in. Pony Surfacer; one bolter for pickets, squares, &c. Box 156, Thamesville, Ont.

FOR SALE.

150 THOUSAND FEET SOFT ELM, PARTLY dry, 1, 2 and 3 inches by 10, 12, 14 and 16 feet long; one car Butternut and one car Soft Maple 1¼ and 1½ inches, dry, last year's stock. THOMAS ROBINSON, Newbury, Ont.

FOR SALE.

BUSINESS CHANCE: PINE AND HARDwood lumber yard, with saw and planing mill. A good, growing trade in a prosperous thriving village of 1,000. A rare chance for a practical builder with a small capital. Box 156, Thamesville, Ont.

WANTED.

OFFERS, BY FIRST CLASS SHIPPERS, OF Canadian Spruce Deals, Battens and Boards, 15/16 feet average lengths; c.i.f. East Coast England. Terms cash, less 2½%. First class references required and given. Address "J. B.," care Editor CANADA LUMBERMAN.


# Auction Sale

IN THE MATTER OF

## Gascapedia Pulp & Lumber Co.,

IN LIQUIDATION.

NOTICE IS HEREBY GIVEN THAT ON

## Thursday, the 14th July, 1898,

will be sold at the office of the undersigned, 125 St. Peter Street, Quebec, the following assets belonging to the estate:

A—About forty acres of land in superficies, situate at Maria, County of Bonaventure, P.Q., with the new saw mill of 135 x 45 feet and a wing of 70 x 40 feet, containing an engine of 300 horse power, Circular Saws, Gang of Saws, and the most modern machinery. The mill can deliver 100,000 feet of sawn lumber per day. Also all the buildings erected on the grounds, viz.: Shops, Private Dwellings, 2 Stables and other buildings.

B—The Timber Limits of the Salmon River, containing 76 miles. These limits are very rich in Spruce, Cedar and Pulpwood.

C—The rights of the Company on the Eskiminac Timber Limits, containing 103½ miles. The Eskiminac River, as the Salmon River, discharge into the Grand Cascapedia.

D—About 5,000 feet of Booms.

E—Three Scows, 54 x 19 feet, Boats, Chains and Anchors.

F—The Utensils, Tools, Blankets, &c., &c., required for shanties contained in the shops of Eskiminac and Maria, valued at $1,47c.31.

G—Carts, Harnesses, Horse Blankets, &c., &c., $495.10.

H—Blacksmiths' Tools, Iron in Bars, Iron Lathe and Machines for Mechanics' Shop, $1,056.77.

I—Spare Leather and Rubber Belts, Shingle Machine, Tools, &c., $1,112.31.

J—The Farm Eskiminac, containing about 600 acres of land, with houses, barn and other buildings thereon erected.

Conditions of payment—Cash.

An accepted cheque of $5,000 for item A, and of $2,000 on each item B and J, shall be deposited in the hands of the Liquidator by the highest bidder before adjudication.

Inventory of items F, G, H, I, is deposited in the office of the Liquidator, who will give any information required.

Sale at 10.30 o'clock a.m.

ALFRED LEMIEUX,
Liquidator,
People's Chambers,
Office: No. 125 St. Peter Street, Quebec.

JACQUES & CIE,
Auctioneers.


FOR SALE.

GOOD PORTABLE SAW MILL, WATEROUS outfit, 25 h.p. If not sold, will take contract for sawing. THOS. HOLLIS, Egerton, Ont.

WANTED—SPRUCE HANDLES.

EXPORT HOUSE DESIRES TO CORRESpond with manufacturers of Spruce Broom Handles with view to purchasing supplies. Address "HANDLES," care of CANADA LUMBERMAN, Toronto.

FOR SALE.

FOLLOWING SIDINGS FROM LOG MANUfactured into deals for the English market: Pine, thirds and better, 1, 1¼ and 1½ in.; fourths, 1, 1¼, 1½ and 2 in., being sound knotty lumber; first culls, ⅝, 1, 1¼, 1½, 2 and 3 inch—this has little red and unsound, but good for boxes. Spruce, good 1 and 1¼ inch; cull, ⅝, 1 and 1¼ inch. Deliverable on boat or barge here. Address P.O. Box 59, Three Rivers, Que.


### CURRENT TRADE CONDITIONS.

ONTARIO.

As yet there have been no evidences of the usual falling off in the lumber demand incident to the summer season, but on the other hand, inquiries have increased within the past week. The amount of building in progress and about to be commenced is great that considerable buying of lumber so is likely to be done throughout the whole season. There is now a scarcity of dry stock, for which slightly advanced prices are being offered. From the Ottawa valley there is some movement of lumber, chiefly box grades, to the United States. Reports from the Georgian Bay are to the effect that the cut this year will not be heavy, as many logs are being sold to Michigan manufacturers, who are offering very liberal prices. In white pine, common and mill culls are most asked for. Hemlock is selling freely, but complaint is heard of extremely low prices. Local industries are consuming large quantities of hardwoods, and the outlook for this branch of the trade is more promising than for many years. One manufacturer made a sale last week of 100,000 feet of basswood, mill run, at $11 per thousand, as well as a large amount of hemlock timber for canal work. Soft elm is also much enquired for. Toronto dealers report numerous inquiries, but the difficulty of securing suitable dry stock is restricting business. There is an unusually brisk demand for shingles.

QUEBEC AND NEW BRUNSWICK.

There are a number of vessels loading timber and deals at various Quebec ports for the European market, but shipping is not nearly so active as last year. Apart from the regular yearly contracts, sales have been very light. A greater movement of stock for local consumption is reported, and contracts are about to be awarded for the erection of several large buildings in Montreal, including the new St. Jean Baptiste church and a theatre building for the Western Theatre Company. The feeling among lumbermen in the Maritime provinces is more hopeful. A fair quantity of spruce has been sold for shipment to France and the east coast of England, and in view of the light production of logs last winter, and the apparent decision of shippers to hold stock, it is believed that prices will improve before many weeks. Spruce deals now range from $8.50 to $9, but there is no buying of

any account. There is nothing doing in United States trade.

MANITOBA AND BRITISH COLUMBIA.

Manufacturers and retailers report a heavy distribution of lumber throughout Manitoba and the Northwest. Railway work and new buildings are consuming much more material than usual, while the encouraging crop outlook is stimulating farmers to carry out further improvements. It is expected that all the drives will reach the mills. The export trade is the only branch of the lumber business in British Columbia that is not active. Freights remain very high, and little chartering is heard of. The local and eastern demand is growing in volume.

UNITED STATES.

The demand for lumber in the middle and south-western states continues to swell as a result of abundant crops, and the outlook is very favorable, There will this season be a greater consumption than usual of northern pine in agricultural districts, to the relief of the eastern markets. There are indications of some improvement in the New England states and New York, and more confidence is shown by lumber dealers in future trade. The gain which has shown itself within the past week has been more in the direction of increased inquiries than in movement of stock, but at some points considerable lumber has changed hands. The constant enquiry for box lumber is still the pronounced feature of the eastern trade, and is regarded as indicative of prosperity in general manufacturing. Nor is it anticipated that there will be any falling off in the demand for box grades before late in the fall. Some large sales of piece stuff have also been made at satisfactory figures. It is encouraging to note that prices of pine have not weakened in the east as a result of decreased building operations and lessened requirement. Dry hardwoods have lost nothing since last report either in demand or price. The new cut is not being contracted for as speedily as the conditions would warrant, but a quite heavy fall trade is anticipated. The probable supply is not large, and values should be firmly maintained throughout the year. There is a brisk enquiry for eastern shingles, both pine and cedar. Red cedar shingles seem to have lost ground within the past month.

FOREIGN.

Though in the British market contracting is backward for the season of the year, the consumption from timber on hand continues active, and stocks are becoming reduced. There is every probability that present prices will be maintained throughout the year, and in some lines an advance is expected. A feature of the trade this year is that a number of importers who usually buy quite heavy for early shipment have this season been operating with extreme caution, on account of the rather uncertain state of the market. Owing to the high freight rates and difficulty in securing tonnage, very few c.i.f. offers have been made, shippers preferring to sell f.o.b. The position of spruce deals seems to be improving ; higher prices are asked, and we would not be surprised to witness a fairly brisk fall demand. Pine deals are steadier, and show little fluctuation. In square timber there is little doing, although reports state that there are more inquiries for first-class wood. Ship-building on the Clyde is active.

## STOCKS AND PRICES.

The steamer Ullapool sailed last week from St. John, N.B., for Liverpool with a large cargo of deals.

The steamship Pacific, sailed from St. John, N. B., on Saturday last for Penrith, for orders, with 1,153 standard of deals, shipped by Alex Gibson & Son.

At the Crown Lands office, Fredericton, N.B., a timber berth at head of Jacquet and Tattagouche rivers, 6 miles, was sold to Damery & Vaughn, at $120 per mile.

The Arthur Hill Company, of Midland, Ont., have sold fifteen million feet of logs for export to Michigan, and only a small surplus will be left to be cut at Midland.

It is stated that the cut of lumber on the Miramichi river, both branches, last winter, was 55,000,000 feet. All but a couple of small drives came out.

The lumber trade at Boston continues dull. There have been but few arrivals from the east. Quotations are unchanged at $11 to $12 for spruce cargoes, and $13 to $13.50 for ten inch car lumber.

It is understood that Mr. Churchill, of Bay City, Mich., has purchased a quantity of logs from the Parry Sound Lumber Company. He is also negotiating for the purchase of the Conger Lumber Company's logs.

The Anglo-American Iron Company, Ormsby or Trenton, Ont., want prices from portable saw mill men for sawing three hundred thousand feet of logs, railway ties and shingles at Trenton Grove, on the C.O.R.

Messrs. Craig & Austin, of Kinmount, Ont., have shipped from their saw mill this season 15 carloads of shingles, 25 cars of lumber, 50 cars of mill slabs and 70 cars of R.R. ties. This is independent of the home trade.

The steamer Tiverton finished discharging her cargo of sulphur at Montreal last week, and sailed for Three Rivers, where she will load a full cargo of timber and deals for Glasgow. McLean, Kennedy & Co. are the agents.

Turner & Fisher, of Bay City, Mich., received a raft from French river last week containing 3,200,000 feet of logs. W. & A. McArthur, of Cheboygan, received a raft of 5,000,000 feet of logs, and have 8,000,000 feet more to come from Canada.

Steamer Arbela, which sailed from Miramichi with over 3,000,000 feet of deals for Belfast, is a total wreck on the Newfoundland coast, and vessel and cargo are offered for sale there. The schooner Harry, bound to New York from Shulee, N. S., with piling, is a total wreck on an island down the bay.

On Saturday evening, June 18th, the steamer Pembroke towed to the head of the Calumet the sixth timber tow of the season, comprising the first section of Mr. Thos. Mackey's raft from the Coulonge. On Monday afternoon she arrived with the second section. The two sections together form an immense raft of 204 cribs, which will be delivered in Quebec.

Considerable lumber has been cut in Pictou county, N. S., this spring. At Glengarry Siding something over three million feet of lumber is awaiting shipment ; at Lorne Siding over one million. At Glengarry station there is a large pile. There were three mills in operation all spring, the combined product of which totalled probably 5,00,000,000 feet.

Some eight or nine of the mills at St. John, N. B., are now sawing. There are eleven square rigged vessels and one steamer loading, and a steamer has just finished loading. Eighteen steamers and twenty-two large sailers are chartered to come to that port. Only 1,378,720 feet of long lumber, 2,738,600 laths, 391,000 shingles, 465 pcs. piling and 193 cords wood cleared last week for United States ports. Two cargoes cleared for British ports and one for Spain.

Concerning the timber trade of West Hartlepool, Eng., the Timber News says: Shipbuilding continues very brisk, there being no less than about 20 steamers now building here, representing in all about 80,000 to 90,000 tons d. w. This must mean a tremendous consumption of timber, and as orders have been booked sufficient to keep the yards going well into next year, both here and in the Tees, the demand for shipbuilding sizes will no doubt be heavy before the end of the season.

Referring to a recent auction sale at London, Eng., the Timber Trades Journal says : The little lot of ash timber referred to realized 50s., which does not leave much for the first cost of the wood ; this class of wood, however, has gone out of fashion for furniture work, and the trade in American ash is now limited to very small proportions. The mouldings and doors fetched previous prices, but values depend so much upon the condition of the article and the quantity in stock that there is no current price to guage them by.

## THE COOPERAGE MARKET.

The Sutherland Innes Co., of Chatham, Ont., thus review the cooperage market :

Orders are coming in freely, and on account of the fine weather in the timber belt, a large amount of slack barrel stock is being jointed, and the wants of consumers are being rapidly furnished. Hoops have been drying out nicely, and orders are being rapidly filled. We may, however, state that stocks in manufacturers' hands are unusually small for this season of the year, and with the heavy demand that is probable one month from now, on account of the fruit crop, we believe that manufacturers will be taxed to the utmost to fill orders. There has been considerable sales of fruit barrel stock already made, and manufacturers are cutting a limited quantity of this stock in anticipation of future orders. There is also a considerable quantity of 5½ feet and 6½ feet hoops being manufactured specially for this trade, and on which manufacturers expect to realize good prices. No. 2 stock is exceptionally scarce, and commands high prices. There has been considerable stock exported, both slack and tight barrel stock, ocean freights being considerably easier, and lower rates being quoted via Montreal, New York, Boston and the principal American seaports.

The amount of tight barrel stock that has been exported is unusually large for this season of the year. Prices remain steady, with good demand both for home and foreign trade. The only trade that is unsatisfactory at the present time is the Northwestern markets. Prices in Minneapolis for flour barrel stock, staves, hoops and heading, have been exceptionally low. The demand has been light, and many of the shops are being furnished under contracts made at low figures. Formerly there was a very large quantity of slack barrel stock shipped from Canada to Duluth by water on low freight rates, which went in on Minneapolis markets. This year nothing whatever is going forward from Canada, and the export and home trade will use the bulk of the Canadian production. A large number of the mills in Michigan, Ohio and Indiana find great difficulty in running, on account of the short supply of timber, but with more favorable weather conditions, the bush is drying out fast, and mill owners will shortly be able to put in teams and truck out logs. This will be done at an extra expense, but manufacturers fully believe that the conditions look so favorable that they will be warranted in going to the additional expense, as they will realize much higher prices for their goods this fall and winter.

## FIRES.

A. Smith's saw mill at Fesserton, Ont., was burned recently, entailing a loss of $5,000.

The mills of the Assiniboine Lumber Company at Shell River, N.W.T., were burned recently.

The Coleman planing and lumber mill at Burlington, Ont., was completely destroyed by fire last week.

The saw mill of Alfred McDonald, at Point St. Charles, near Peterboro, Ont., has been consumed by fire.

W. Doherty's saw mill at Campbellton, N.B., was destroyed by fire on June 25th, at a loss of $10,000. There was no insurance.

The saw mill of G. T. Cook, at Cook's Brook, Gay's River, N.S., was destroyed by fire recently. There was no insurance.

A saw mill at Tracey's Mills, N.B., owned by Sloat & Miller, was burned recently. Over 125,000 feet of lumber was also destroyed.

Jos. Bourque's planing mill and lumber yard at Hull, Que., were completely destroyed by fire last month. There were also burned 75,000 feet of lumber and a quantity of doors, sashes and blinds. The loss is $12,000, partially covered by insurance.

The Rat Portage Lumber Company's sash and door factory at Rat Portage, Ont., was destroyed by fire a few days ago, together with about 10,000 feet of lumber. The other buildings on the mill property were saved. The loss will be about $5,000 ; insured.

## SHIPPING MATTERS.

Three steamers which have been fixed to take cargoes of spool wood from Miramichi to Greenock will complete their cargoes with deals at from 41s 3d to 42s 6d.

A report from British Columbia says: Among the latest charters reported is the British ship Pentheselia, which will load for South Africa at a Sound port at a rate of 70s. The British barks Himalaya and Veritas have been chartered to load at Chemainus, in July, at 43s. 3d. for Sydney, with the option of Melbourne on Adelaide at 50. They are both small vessels, their combined carrying capacity being only 2,000,000 feet. Another ship of 1,500,000 feet capacity has been chartered for August, loading for South Africa, at 65s.

The following charters are reported : The Norwegian bark Segrid, Kouchibouguac, N. B., to United Kingdom, deals ; str. Aureola, Bangor to Glasgow, deals, 45s ; str. Islock, St. John, N.B., to Amsterdam, deals ; s.s. Myrtledene, St. John, N.B., to w.c. England, deals, 42s 6d ; str. Zanzibar, Sagnenay River to Liverpool or Greenock, lumber, 75s ; barks Katahdin, Pensacola to Montevideo or Buenos Ayres, lumber, $14.50 ; Cuba, Montreal to Buenos Ayres, lumber, $12, Rosario, $13 ; E. A. O'Brein, Boston to Buenos Ayres, lumber, about $11.

Sieveking, Podmore & Co.
WOOD AGENTS
7 CROSBY SQUARE, LONDON, ENG.
Cable Address: "Sieveking," London. Branch at LIVERPOOL.

JAS. G. CANE & CO.
WHOLESALE HARDWOOD LUMBER
35 Adelaide E., Toronto, Ont.
Send us full description and lowest price for any lumber you have for sale.

MILLS
Having Brown Ash 12, 14 and 16 ft. firsts and seconds, inch Bass firsts and seconds 12 feet, or any other Hardwood Lumber, can sell same for cash by addressing
H. D. WIGGIN
No 89 State St., BOSTON, MASS.
Inspection at mill.

JOHN MCKERGOW, President. W. K. GRAFFTEY, Managing Director.
THE MONTREAL LUMBER CO.
(Limited.)
WHOLESALE LUMBER
OTTAWA PINE A SPECIALTY
Office and Yard : 208 Guy Street,
Bell Telephone 8576. MONTREAL

ORILLIA EXPORT LUMBER CO.
ORILLIA, ONT.
Wholesale Pine and Hardwood
Lumber Dealers
Cabinet Woods, Including Mahogany, A Specialty.
CORRESPONDENCE INVITED QUOTATIONS GIVEN

Do You Use Mahogany?
If so don't buy until you have seen or inquired about our now famous . .
TABASCO MAHOGANY
Finest figured wood on the market ; is hard and takes elegant finish. Brings highest prices in Europe, but we sell here about same prices as ordinary mahogany. Specially adapted for fine cabinet and interior finish . . . . . .
LAWRENCE & WIGGIN
Importers and Manufacturers BOSTON, MASS.

## LUMBER FREIGHT RATES.

### CANADA ATLANTIC RAILWAY.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse and Rome, $2.20 per M ft., (3,000 lbs. and under per M ft.); Ottawa to Montreal, $1.00 per M ft.; Quebec, $2.00; Arnprior to Montreal, $1.50 per M; Quebec, $2.50; Parry Sound to Montreal, $3.00 per M ft.; Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. Arnprior to New York, track delivery 17 cts. per 100 lbs., lightered 19 cts. per 100 lbs. Parry Sound, track, 20 cents, lightered, 22 cents per 100 lbs.; Ottawa to New York, via Albany and Williams Line, seasoned pine lumber and shorts, in lots 50 M feet and over, $2.50 per M; under 50 M feet, $3.00 per M; from Arnprior, lots over 50 M feet, $3.00; under 50 M feet, $3.75 per M; from Parry Sound, lots 50 M feet and over, $4.00 per M; seasoned lath from Ottawa, lots 250 M pieces and over, 50 cents per M pcs.; lots under 250 M pcs., 60 cents per M pcs.; from Arnprior, lots 250 M pcs and over, 60 cents per M pcs.; under 250 M pcs., 70 cents per M; from Parry Sound, 80 cents per M pcs., lots 250 M and over; (rates named on lots under 50 M feet lumber and 250 M pcs. lath subject to extra towage. Rates on 50 M feet lumber and over and 250 pcs. lath are applicable to all points in New York city excepting points above Madison avenue bridge in Harlem river, to all points in Brooklyn, and to Jersey City proper; Ottawa to Boston, Portland and common points, local 15c.; exports 13c. per 100 lbs.; Arnprior to Boston, Portland and common points, local 17 cents; export 15 cents per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cents per 100 lbs.; Ottawa to Burlington, 6 cents per 100 lbs.; Ottawa to Albany, 10 cents per 100 lbs.; Arnprior to Albany, 12 cents per 100 lbs.; Parry Sound to Albany, 17 cents per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N. Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22½ cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

### GRAND TRUNK RAILWAY.

Lumber freight rates for pine on the Grand Trunk Railway, according to the tariff issued 15th February, 1897, will be found below. General instructions in shipping by Grand Trunk are embodied in these words in the schedule: Minimum weight 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination. For instance, the rates from Orillia to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Gravenhurst to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, and the rates from Hanover or Hepworth would not be higher than from Wiarton to the same destination, but in no case are higher rates to be charged than as per mileage table published on page 15 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale Sundridge and South River, to Toronto, 8c.: Trout Creek, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 10c. The rates on hardwoods average about from 1c. per 100 lbs. higher than on pine and softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On spruce and balsam (partly seasoned) for pulp manufacture, the rate from Longford, Wiarton, Penetang, Coldwater, Waubaushene, Victoria Harbor, Haliburton, Kinmount, etc., to Toronto, is $2.20 per cord; and to Merriton and Thorold, $2.60; Katrine, Callendar, North Bay, etc., to same points, $2.45 and $2.60 respectively; Beeton, Allandale, Orillia, etc., $2.20 and $2.60. On green spruce and balsam the rate is 25 per cent. higher.

### CANADIAN PACIFIC RAILWAY.

Mr. George A. Fowler, lumber agent, C.P.R., writes as follows under date of February 14th, 1898: "The rates at present in effect to Toronto and Hamilton are as follows: Pine and soft woods from Klock, Mattawa, Bonfield, North Bay, Sturgeon Falls, Cache Bay and Warren, 9 cents; from Sudbury Jct., Rayside and Chelmsford, 10 cents; from Cartier and Geneva Lake, 10½ cents; from Biscotasing, White Fish, Massey, Cutler, Spragge and Algoma, 12 cents per 100 lbs. The rates on hardwood are one cent per 100 lbs. higher than those on pine. From Ottawa, Hull, Aylmer and Dechenes Mills, also Arnprior, Braeside and Pembroke, to Toronto, the rate is 10 cents both on pine and hardwood. From Ottawa, Hull, Aylmer and Deschenes Mills to station on the Lake Erie and Detroit River, Erie and Huron and Michigan Central railways, specified in special lumber tariff, the rate is 14½ cents on both pine and hardwood. The above rates are based on a minimum of 30,000 lbs. per car."

"Taking effect March 21st, 1898, the rates on seasoned lumber to New York, Brooklyn, Jersey City, etc., via Albany, thence via water, will be as follows: From Ottawa, Ont., Aylmer and Deschenes Mills, Que.—pine and shorts, in lots 50 M feet and over, $3; under 50 M feet, $3.25; hardwood, lots 50 M feet and over, $4; under 50 M feet, $4.25; lath, 250 M pieces and over, 55c. per M pieces; under 250 M pieces, 60c. per M pieces. From Carleton Junction—pine and shorts, lots 50 M feet and over, $3.25; under 50 M feet, $3.50; hardwood, 50 M feet and over, $4.25; under 50 M feet, $4.50; lath, 250 M pieces and over, 60c. per M pieces; under 250 M pieces, 65c. per M pieces. From Arnprior and Braeside—pine and shorts, lots 50 M feet and over, $3.50; under 50 M feet, $3.75; hardwood, 50 M feet and over, $4.50; under 50 M feet, $4.75; lath, 250 M pieces, 65c.: under 250 M pieces, 70c. per M pieces. From Pembroke—pine and shorts, 50 M feet and over, $3.75; under 50 M feet, $4; hardwood, 50 M feet and over, $4.75, under 50 M feet, $5; lath, 250 M pieces and over, 70c.; under 250 M pieces, 75c. per M pieces. The minimum carload of lumber is 10,000 feet and lath 50,000 pieces."

"The summer rates to Montreal go into effect April 1st, and will be as follows: From Ottawa—softwood lumber, $1 per M feet; hardwood and dimension timber, 4c. per 100 lbs.; lath, 20c. per M pieces. From Carleton Junction, seasoned softwood lumber, $1.25 per M feet; hardwood lumber and dimension timber, 5c. per 100 lbs.; lath, 25c. per M pieces. From Arnprior and Braeside—softwood lumber, $1.50 per M feet; hardwood lumber and dimension timber, 6c. per 100 lbs; lath, 30c. per M pieces.

"From Ottawa to Three Rivers and Quebec—softwood lumber, $2 per M feet; hardwood lumber and dimension timber, 8c. per 100 lbs.; lath, 40c. per M pieces. From Carleton Junction—softwood lumber, $2.25; hardwood lumber and dimension timber, 9c. per 100 lbs.; lath, 45c. per M pieces. From Arnprior and Braeside—softwood lumber, $2.50 per M feet; hardwood lumber and dimension timber, 11c. per 100 lbs.; lath, 50c. per M pieces.

"Ottawa rates apply from Hull, Aylmer and Deschenes Mills, Que. Montreal rates also apply to Mile End, Montreal Junction, Westmount, St. Luc Junction, St. Anne de Bellevue, and Vaudreuil. The rates on softwood lumber as above are intended to apply on lumber which will not exceed three thousand pounds per thousand feet, and on lath which will not exceed 600 lbs. per M pieces; excess over these weights will be charged for at rates in effect on dimension timber."


## CANADIAN EXPORTERS AND WHOLESALERS

THOS. MEANEY & CO.
103 Bay Street - TORONTO
WANT 1" Winter Cut Basswood and 1½" and 2" Basswood Mill Run, or No. 1 and 2.
Will pay Good Price for Good Stock.

JAS. PLAYFAIR & CO.
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . .
MIDLAND, ONT.

SPECIAL: FOR SALE
About 600 M feet Inch Box and Sidings, Mixed Lengths.
Pine Bill Stuff cut to order. Sixteen Inch Pine Shingles always in stock.
Please write for Particulars.
HUNTSVILLE LUMBER CO'Y, Limited. - HUNTSVILLE, ONT.

A. & P. WHITE
Manufacturers of and Dealers in.....
Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.
A Large Quantity of Dry Lumber in Stock - PEMBROKE, ONT.

THE PEMBROKE LUMBER CO. LIMITED
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT.

A car-load each of No. 1 and 2 Staves, Jointed, 30" long..... FOR SALE
J. E. MURPHY - Hepworth Station, Ont.

Wm. Mason & Sons
Dimension Timber, Lath and Shingles, Dressed Lumber, Mouldings, Sash and Doors.
LUMBER
Correspondence Solicited. - OTTAWA, CANADA - P.O. Box 1020. 'Phone 135.

ROBERT WATT • WIARTON
MANUFACTURER AND WHOLESALE LUMBER
Pine Lath, Cedar, and Pine Shingles.
CORRESPONDENCE SOLICITED. HEMLOCK BILLS A SPECIALTY. Mills at Wiarton.

CANADA ATLANTIC RAILWAY
Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
R. A. CARTER, Contracting Agent, 115 Board Trade Montreal.
M. A. Overend, Ontario Agent, Union Station, Toronto.
.... Shortest and Quickest Route from ....
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PARRY SOUND and all points on Grand Trunk Ry., TO BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
C. J. SMITH, General Freight Agent, Ottawa, Ont.

T. L. BAILIE, LUMBER DEALER, Penetang
DEALER IN BASSWOOD, OAK AND BIRCH
Wants to hear from Mills having Basswood and Red Oak to offer.
300,000 feet Winter-Cut Basswood wanted.

KILN-DRIED BIRCH FLOORING SHEETING .. and .. CEILING
Flooring from $12.00
Ceiling " 10.00
SAMPLES BY MAIL
KNIGHT BROTHERS CO.
Burk's Falls, Ont.

## FOREIGN EXPORTERS AND IMPORTERS

JAMES SMITH & BRO. - 14 Canada Dock, LIVERPOOL
.. Wood Agents ..
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax, N.S.

SWAN-DONOGH LUMBER CO.
NORTH TONAWANDA, N. Y.
Buyers of..... SOFT ELM, ASH, BIRCH, MAPLE AND BASSWOOD LUMBER & PINE AND CEDAR SHINGLES
Office: Lumber Exchange Building (first floor) Yard: Dodge's Dock

Is it your wish . .
To Purchase or Sell as quickly as possible
A PARTICULAR LOT OF LUMBER
A MILL PROPERTY
SECOND-HAND MACHINERY
An Advertisement in the "Wanted" and "For Sale" Department of the . . .
CANADA LUMBERMAN WEEKLY EDITION
Will secure for you a Buyer or Seller, as the case may be. Address,
The Canada Lumberman
Toronto, Canada.

WRIGHT, GRAHAM & CO.
7 Royal Bank Place,
GLASGOW, SCOTLAND
WOOD BROKERS
Cable Address: "Brakridge," Glasgow.
Codes Used: Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of CANADIAN WHITE PINE AND SPRUCE, cut to all sizes—and all kinds of Hardwoods in Log Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

## BELTING

Bowmanville Rubber Co., Bowmanville, Ont.
Fleming, W. A., Montreal, Que.
Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
McLaren, D. K., Montreal, Ottawa and Galt.
The Waterous Co., Brantford.
Young, J. S., Montreal.

## BRASS CASTINGS

Magnolia Metal Co., New York.

## DRY KILNS

Standard Dry Kiln Co., Indianapolis, Ind.

## ELECTRICAL APPARATUS

Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

## LUMBERMEN'S SUPPLIES

Eckardt, H. P. & Co., Toronto.
Gartshore, John, Toronto.
Hamelin & Ayers, Lachute Mills, Que.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

## MACHINERY

Baldwin, Tuthill & Bolton, Grand Rapids, Mich.
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston Ont.
Carrier, Laine & Co., Levis, Que.
Darling Bros., Montreal.
Kennedy & Sons, Wm., Limited, Owen Sound, Ont.
Lancaster Machine Works, Lancaster, Ont.
Mershon, W. B. & Co., Saginaw, Mich.
Mowry & Son, B. R., Gravenhurst, Ont.
Northey Mfg. Co., Toronto, Ont.
Payette, P. & Co., Penetanguishene, Ont.
Sawyer & Massey Co., Ltd., Hamilton, Ont.
Small & Fisher Co., Woodstock, N.B.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.
The Oxford Foundry & Machine Co., Oxford, N. S.
The Defiance Machine Works, Defiance, Ohio, U.S.A.

## MAGNOLIA ANTI-FRICTION METAL

Magnolia Metal Co., New York.

## PULP MACHINERY

The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.

## PULLEYS

The Dominion Leather Board Co., Montreal, Que.

## RAILROAD BRASSES

Magnolia Metal Co., New York.

## SAW MANUFACTURERS

Burns, E. R., Saw Co., Toronto, Ont.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.
The James Robertson Co., Montreal, Que.

## WHOLESALE LUMBER DEALERS

Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

## MISCELLANEOUS

Axes, Campbell Bros., St. John, N. B.
Ball Nozzle Co., The, Toronto, Ont.
Canadian Photo Engraving Bureau, Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Felts for Pulp Mills, Hamelin & Ayers, Lachute Mills, P.Q.
Illinois Central R.R.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Machine Knives, Peter Hay, Galt, Ont.
Silver Solder, P. W. Ellis & Co., Toronto, Ont.
Typewriters, The Williams Mfg. Co., Montreal, Que
Turbines, Madison Williams, Port Perry, Ont.
The Bradstreet Commercial Agency, New York and Toronto.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, June 29, 1898.

CAR OR CARGO LOTS.

| | | | | |
|---|---|---|---|---|
| 1¼, 1½ and 2 inch cut up and better | $32 00 | $34 00 | 1 inch dressing and better | $20 00 | $22 00 |
| inch picks and uppers | 34 00 | 36 00 | 1 inch siding mill run | 14 00 | 15 00 |
| 1x12 dressing and better, 60% 16 ft | 22 00 | 24 00 | 1 inch siding common | 11 00 | 12 00 |
| 1x10 fine dressing and better | 21 00 | 23 00 | 1 inch siding ship culls | 10 50 | 11 50 |
| 1x10 and 12 Canadian dressing and better | 20 00 | 22 00 | 1 inch siding mill culls | 8 50 | 9 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 | Cull scantling | 8 00 | 9 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 | 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 | 1 inch strips, common | 11 00 | 12 00 |
| 1x10 and 12 common. | 12 00 | 14 00 | 1 1-4 inch flooring | | 16 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 | 1 1-2 inch flooring | | 16 00 |
| 1 inch clear and picks | 28 00 | 30 00 | XXX pine shingles, 16 inch | | 2 25 |
| | | | XX pine shingles 16inch | | 1 40 |
| | | | Lath, No. 1 | | 1 50 |
| | | | Lath No. 2 | | 1 15 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Ash, white, 1 to 2 in | | $26 00 | $28 00 | Cherry | 1 | to 1½ | $50 00 | $60 00 |
| " " 2½ to 4 | | 30 00 | 32 00 | " | 2 | " 4 | 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in | | 17 00 | 19 00 | Elm, soft | 1 | " 1½ | 14 00 | 15 00 |
| | | | | " " | 2 | " 3 | 15 00 | 16 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in | | 19 00 | 21 00 | " rock | 1 | " 1¼ | 16 00 | 18 00 |
| | | | | " " | 1½ | " 3 | 20 00 | 22 00 |
| Ash, M. R., | 1 | " 2 | 15 00 | 18 00 | Hickory | 1½ | " 2 | 28 00 | 30 00 |
| Birch, | 1 | " | 18 00 | 20 00 | Maple | 1 | " 1½ | 16 00 | 17 00 |
| " | 1½ | " 2 | 20 00 | 23 00 | " | 2 | " 4 | 17 00 | 18 00 |
| " sqrs. 4x4 | | " 8 x8 | 24 00 | 26 00 | Oak, red, p'n | 1 | " 1½ | 26 00 | 30 00 |
| Basswood, 1sts and 2nds, 1 to 1¼ in | | | 16 00 | 18 00 | " " | | " 4 | 29 00 | 32 00 |
| | 1½ | " 2 | 19 00 | 20 00 | " white | | " 1½ | 28 00 | 30 00 |
| " m. r. | 1 | " 1¼ | 14 00 | 16 00 | " " | | " 4 | 30 00 | 35 00 |
| Butternut | 1 | " 1½ | 23 00 | 25 00 | " quart'd | | " 2 | 46 00 | 50 00 |
| " | 2 | " 3 | 25 00 | 28 00 | Walnut | 1 | " 3 | 85 00 | 100 00 |
| Chestnut | 1 | " 2 | 24 00 | 2 00 | Whitewood | 1 | " 2 | 32 00 | 36 00 |

## OTTAWA, ONT.

OTTAWA, Jnne 29, 1898.

| | | | | | |
|---|---|---|---|---|---|
| Pine, good sidings, per M feet, b.m | $29 00 | 37 00 | Pine, 8 s.c. and better stock | 11 00 | 12 50 |
| Pine, good strips, | 23 00 | 30 00 | Pine, 8 s.c. sidings | 10 00 | 13 00 |
| Pine, good shorts, | 16 00 | 25 00 | Pine, " strips | 8 00 | 10 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m | 15 00 | 20 00 | Pine, " shorts | 6 50 | 8 00 |
| | | | Pine, box culls | 9 00 | 10 00 |
| Pine, No. 1 dressing strips, | 13 00 | 18 00 | Pine mill culls | 6 00 | 9 00 |
| | | | Lath per M No. 1 | 90 | 1 20 |
| Pine, No. 1 dressing shorts, | 12 00 | 14 00 | Lath per M No. 2 | 60 | 90 |
| | | | 1x10 No. 1 barn | | 18 00 |
| Pine, 10 s.c. and better stock, | 12 00 | 13 00 | 1x10 No. 2 " | 14 00 | 16 00 |
| | | | 1x8 & 9 No. 1 " | 15 00 | 17 00 |
| | | | 1x8 & 9 No. 2 " | 14 00 | 16 00 |

## QUEBEC, QUE.

QUEBEC, June 29, 1898.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Common and railroad, for interior and ordinary according to average, quality, etc., measured off | 21 | @ 24 |
| For 40 to 45 feet average, measured off | 26 | 29 |
| For good and good fair average, measured off | 29 | 33 |
| First class " " | 36 | 39 |
| In shipping order " " | 35 | 38 |
| First class Ottawa waney, 18 inch average | 35 | 37 |
| " " " 19 to 21 inch average | 38 | 40 |
| First class Michigan waney board, 18 inch average | 41 | 43 |
| " " " " 19 to 21 inch average | 44 | 46 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 28 |
| In shipping order, 35 to 45 feet " | 38 | 40 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and uality, 45 to 50 feet | 28 | 34 |
| " " " " 30 to 35 feet | 27 | 3c |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average an quality | 21 | 25 |
| To average 16 inch | 25 | 27 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 14 | 17 |
| 16 " " | 15 | 19 |
| 18 " " | 21 | 23 |

DEALS.

Bright spruce, according to mill specification, $40 to $43 for 1st, $26 to $28 for 2nd, $23 to $26 for 3rd, and $19 to $22 for 4th quality. F.O.B. batteau

## NEW YORK CITY.

NEW YORK, N. Y., June 29, 1898.

WHITE PINE TIMBER.

| | | | | | |
|---|---|---|---|---|---|
| Bridge timber | $28 00 | @ 40 00 | Building orders | $27 00 | @ 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in | 14 00 | 14 50 | 10 to 12 in | 16 25 | 17 00 |
| 6 to 12 in | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 to 12 in | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | | |
|---|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, | 10 to 16 | | 25 00 |
| 1¼ to 2 in. | " " " | " | | 26 00 |
| 1 inch, | " Soft Elm, | " | | 19 00 |
| 1¼ in and thicker, | " " | " | | 21 00 |
| 4/4 | " " Hard Maple, | " | | 21 00 |
| " | " Basswood, | " | | 20 00 |
| " | " Birch, | " | | 23 00 |
| " | " Black Ash, Com. and Shipping Cull, M.C.O. | | | 14 00 |
| " | " Soft Elm, | " " | | 12 00 |
| " | " Hard Maple, | " " | | 14 00 |
| " | " Basswood, | " " | | 12 00 |
| " | " Birch, | " " | | 14 00 |

## ALBANY, N.Y.

ALBANY, N. Y., June 29, 1898.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $51 | $53 | Dressing boards, narrow | $19 | $21 |
| 2½ in. | 50 | 52 | West India shipping boards. | 15 | 17 |
| 1 to 2 in. | 45 | 48 | Box boards | 12 | 14 |
| 4 inch uppers | | 54 | 10-in. dressing and better | 26 | 32 |
| Selects, 2½ in. up | | 44 | 10-in. common | 13 | 15 |
| 1 to 2 in. | | 40 | 12-in. dressing and better | 26 | 34 |
| Fine common, 2½ in. and up | 39 | 42 | Common, 1x12 | 14 | 15 |
| 1 to 2 in. | 36 | 38 | No. 1 barn, 1x12 | 20 | 22 |
| No. 1 cut, 1 to 2 inch | 25 | 30 | 1x10 | 18 | 20 |
| No. 2 | 20 | 25 | 1x8 | 16 | 18 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 16 | 19 |
| No. 1 molding, 1 to 2 in. | 30 | 36 | 1x10 | 15 | 18 |
| No. 2 molding, 1 to 2 in. | 24 | 27 | 1x8 | 15 | 18 |
| Stained saps | | 20 | Shaky or star clear, 1 to 2 in. | 19 | 21 |
| Bracket plank | 30 | 35 | Dressing | 16 | 18 |
| Shelving boards, 12-in. up | 29 | 31 | Common | 11 | 15 |

LATH.

| | | | |
|---|---|---|---|
| Pine | $2 25 | Spruce | $2 00 |

SHINGLES.

| | | | |
|---|---|---|---|
| Sawed Pine, ex. XXXX | $4 00 | $4 25 | |
| Clear butts | 3 00 | 3 25 | |
| Smooth, 6 x 18 | 5 00 | 5 50 | |
| Bound butts, 6 x 18 | $5 50 | $6 25 | |
| Hemlock | | 2 15 | |
| Spruce | | 2 20 | |

## BOSTON, MASS.

BOSTON, June 29, 1898.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $10 50 | 12 00 | ¾ inch | $ 9 25 | $ 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 11-16 inch | 9 00 | 9 50 |
| Refuse | 12 00 | 13 00 | ⅝ inch | 8 00 | 8 75 |
| Outs | | 9 00 | Clapboards, sap ext. | 40 00 | 44 00 |
| Boxboards, 1 inch | 10 00 | 11 00 | Sap clear | 33 00 | 35 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, 2nd clear | 30 00 | 31 00 |
| | | | No. 1 | 19 00 | 23 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in | $50 00 | @52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in | 58 00 | 62 00 | 1¼, 1½ and 2 in | 30 00 | 32 00 |
| Selects, 1 in | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in | 53 00 | 56 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in | 24 00 | 38 00 |
| Fine common, 1 in | 40 00 | 41 00 | Coffin boards | 18 00 | 20 00 |
| 1¼, 1½ and 2 in | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 50 | 1 75 |
| Cedar, extra | 2 50 | 2 65 | Extra No. 1 | 1 25 | 1 50 |
| Clear | 2 25 | 2 40 | | | |

LATH.

| | | | |
|---|---|---|---|
| Spruce | | By cargo | 1 80@ 1 90 |
| By car | 1 80@ 2 00 | | |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., June 29, 1898.

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in | $46 00 | 48 00 | No. 3, 1¼ & 2 in | 17 00 | 18 00 |
| 2½ and 3 in | 55 00 | 56 00 | Shelving, No. 1, 13 in. and up, 1 in | 32 00 | @34 00 |
| 4 in | 58 00 | 60 00 | Dressing 1¼ in | 27 00 | 30 00 |
| Selects, 1 in. | 41 00 | 42 00 | 1¼ x10 and 12 | 28 00 | 30 00 |
| 1¼ to 2 in | 42 00 | 43 00 | 1½ in | 28 00 | 30 00 |
| 2½ and 3 in | | 50 00 | 2 in | 29 00 | 34 00 |
| 4 in | | 52 00 | Mold st'ps, 1 to 2 in | 33 00 | 31 00 |
| Fine common, 1 in | 35 00 | 36 00 | Barn, No. 1, 10 & 12 in. | 22 00 | 23 00 |
| 1¼ and 1½ in | 35 00 | 37 00 | 6 and 8 in | 18 00 | 20 00 |
| 2 in | 36 00 | 38 00 | No. 2, 10 in | 16 00 | 16 00 |
| 3 in. | | 45 00 | No. 2, 12 in | 17 00 | 18 00 |
| 4 in | | 47 00 | No. 3, 10 in. | 13 00 | 13 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | No. 3, 12 in | 13 50 | 14 00 |
| 1¼ to 2 in | 32 00 | 33 00 | 6 and 8 in | 11 00 | 12 00 |
| No. 2, 1 in | | 16 00 | Common, 1 in | 15 00 | 16 00 |
| No. 2, 1¼ & 1½ in | 22 00 | 25 00 | 1¼ and 1½ in | 17 00 | 18 00 |
| No. 3, 1¼ & 1½ in | 16 00 | 18 00 | 2 in | 18 00 | 20 00 |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 26 00 | 28 00 | 2½ to 4 in | 34 00 | 38 00 |
| 1¼ to 2 in | 28 00 | 30 00 | Strips | 17 00 | 18 00 |
| | | | Com. and culls | 9 00 | 10 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 20 00 | 21 00 | Com. & good culls | 8 00 | 9 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 25 00 | 27 00 | 1st & 2nd, white, 6" & up | 16 00 | 17 00 |
| | | | Com & good culls | 8 00 | 9 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 18 00 | 20 00 | 1st & 2d, soft, 8 in. & up, | 16 00 | 18 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 14 00 | 16 00 | 1st & 2d, soft, 6in. & up, | 14 00 | 16 00 |

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., June 29, 1898.

UPPERS AND SELECTS.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in., 10 n. and up wide | $44 00 | | Selects, 1 in., 8in. and up wide | $40 00 | |
| 1¼, 1½ and 2 in. | 44 00 | | 1¼, 1½ and 2 in. | 41 00 | |
| 2½ and 3 in. | 53 00 | | 2½ and 3 in. | 47 00 | |
| 4 in. | 56 00 | | 4 in. | 50 00 | |

FINE COMMON.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 8 in. and up wide | 33 50 | | 2½ and 3 in., 8in. and up wide | 42 00 | |
| 1¼, 1½ and 2 in. | 35 00 | | 4 in. | 45 00 | |

B FINE COMMON OR NO. 1 CUTTING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 7 in. and up wide | 23 50 | | 2½ and 3 in., 7in. and up wide | 37 00 | |
| 1¼, 1½ and 2 in. | 30 00 | | 4 in. | 40 00 | |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 34 00 | | 1 in., 4, 5 and 7 in. wide | 32 00 | |
| 6 in. wide | 36 00 | | 6 in. wide | 36 00 | |

FINE COMMON OR C

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 30 00 | | 1 in., 6 in. wide | 33 00 | |
| 1 in., 4, 5 in. wide. | 29 00 | | | | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 24 00 | | 1 in., 4, 5, 6 in. wide | 22 00 | |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 in | 16 00 | | 1½ in., 4, 5 and 7 in. | 15 00 | |
| 1 in., 6 in | 17 00 | | 1¼ in., 6 in. | 17 00 | |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 | | 1¼ in., 4 to 7 inch | 14 00 | |
| 1 in., 6 inch | 14 00 | | No. 3 Fencing, 1 in., 6 inch | 12 00 | |

SHELVING.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 | | No. 2, 1 in., 7 and 8in. stocks | 19 00 | |
| 1 in., 10 in. and up wide | 26 00 | | 1 in., 10 in. stocks | 21 00 | |
| 1 in., 12 in. stocks | 29 00 | | 1 in., 12 in. stocks | 24 00 | |
| 1 in., 12 in. and up wide | 30 00 | | 1 in., 10 in. and up wide | 22 00 | |
| 1¼ in. 1½ and 2in., 8in. and up wide | 29 00 | | 1 in., 13 in. and up wide | 25 00 | |

BARN BOARDS OR STOCKS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 12 in. | 21 00 | | No. 2, 9 in. | 13 50 | |
| 10 in. | 16 50 | | 8 and 7 in. | 13 50 | |
| 9 in. | 16 00 | | No. 3, 12 in. | 12 50 | |
| 8 and 7 in. | 16 00 | | 10 in. | 11 00 | |
| No. 2, 12 in. | 16 00 | | 9 in. | 11 00 | |
| 10 in. | 14 00 | | 8 in. | 11 00 | |

SHIPPING CULLS OR BOX.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4 and 5 in. wide | $ 9 00 | | 1 in., 13 in. and up wide | $1 00 | |
| 1 in., 6 in. wide | 9 50 | | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 | |
| 1 in., 7 in. wide and up | 9 50 | | | | |

SHAKY CLEAR.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9in. wide | 18 00 | | 1 in., 10 in. and up wide | 19 00 | |
| 1 in., 6 in. wide | 20 00 | | 1¼, 1½ and 2 in., 8in. and up wide | 20 00 | |

COFFIN BOARDS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 13in. and up | 22 00 | | No. 1, mill culls | 8 00 | |
| No. 2 | 17 00 | | No. 2, or red horse | 6 50 | |

TIMBER, JOIST AND SCANTLING.

| | | | | | |
|---|---|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $ 9 50 | | Hemlock, 2x4 to 10, 12 to 16 feet | 7 50 | |
| 18 ft | 10 50 | | 2x12 | 8 50 | |
| 20 ft | 11 50 | | Add $1 to each additional 2ft. in length. | | |
| 22 and 24 ft | 12 50 | | | | |

SHINGLES, 18-IN.

| | | | | | |
|---|---|---|---|---|---|
| Country brands, XXXX | 2 75 | | Standard brands, river made, XXXX | 3 00 | |
| Clear Butts | 1 75 | | Clear Butts | 2 00 | |

WHITE PINE LATH.

| | | | | | |
|---|---|---|---|---|---|
| No. 1 | 1 60 | | No. 2 | 1 10 | |
| | | | Hemlock | 1 00 | |

## PRICES OF COOPERAGE STOCK.

| | F.o.b. cars at Sutherland Innes Mills | F.o b. Wallaceburg |
|---|---|---|
| No. 1 28½ inch jointed elm staves, per net 1,000 | $5 00 | $5 00 |
| No. 1 30 " " " " " | 5 00 | 5 00 |
| No. 1 32 " " " " " | 5 25 | 5 50 |
| No. 1 24 " " " " " | 4 00 | 4 00 |
| No. 2 28½ " " " " " | 3 25 | 3 25 |
| No. 2 30 " " " " " | 3 25 | 3 25 |
| No. 2 32 " " " " " | 3 75 | 3 73 |
| No. 2 24 " " " " " | 2 00 | 2 00 |
| No. 1 14 in. to 14¾ in. kiln dried basswood heading, per set | 3 | 3 |
| No. 1 15 " 16 " " " " | 3¼ | 3¼ |
| No. 1 17⅛ " " " " | 3¾ | 3¾ |
| No. 1 18 " 18¾ " " " " | 4½ | 4½ |
| No. 1 19⅝ " " " " | 4½ | 4¾ |
| No. 1 19½ " " " " | 5 | 5 |

Mill run heading ½ct. per set less, No. 2 heading 1ct. per set less.

| | | |
|---|---|---|
| No. 1 5½ ft. patent coiled elm hoops, per net 1,000 | 5 25 | 5 40 |
| No. 1 6 " " " " " | 5 50 | 5 65 |
| No. 1 6½ " " " " " | 6 00 | 5 90 |

No. 2 hoops about 50 cts. per thousand less.

| | | |
|---|---|---|
| No. 1 28½ in. jointed white ash staves, per net 1,000 | 6 50 | 7 00 |
| No. 2 28½ " " " " " | 3 25 | 3 50 |
| 34 in. to 35 in. elm syrup bbl. staves | 18 00 | 17 00 |
| No. 1 30 inch half syrup barrel staves | 16 00 | 16 00 |

(If bent to shape, $2.00 per thousand more.)

# THE NEWS.

—Kerns & Marks have opened a retail lumber yard at Plum Coulee, Man.

—King Bros., Limited, lumber merchants, Quebec, have been incorporated.

—Tourigny Paul, saw and shingle mill, Victoriaville, Que., is offering his business for sale.

—T. Prefontaine & Co., lumber dealers, Montreal, have obtained charter of incorporation.

—The Eau Clair Lumber Co., of Calgary, have closed their branch business at Regina, N.W.T.

—The Rathbun Co., Deseronto, Ont., are offering their general merchandise bnsiness for sale.

—Patineaud Bros. will establish a saw mill at Dufresne, on the N.P. railway, near LaSalle, Man.

—Mr. George Paget has gone to England to negotiate for the sale of the Sturgeon Falls pulp mill.

—The Patent Clothboard Co., of Parry Sound, Ont., recently shipped two carloads of clothboards to Scotland.

—Messrs. Lennox & Kerr, of Walkerton, are preparing to erect a spool and bobbin factory at Owen Sound, Ont.

—A change has been made in the Dominion tariff, by which the duty on rubber belting is increased from 20 to 25 per cent.

—It is said that the Rat Portage Lumber Company are considering the equipment of its yards and buildings with electric light.

—It is reported that John O'Donnell, lumberman, of Bobcaygeon, Ont., was recently held up and robbed of $500 near Selwyn.

—The Imperial Lumber Co., of Toronto, has established a branch at Tonawanda, with office in Cowper & Co.'s building on Main street.

—Messrs. Dillon & Thompson, of Shebishekong, Muskoka, have taken the machinery out of the shingle mill there and put in saw mill machinery.

—The Prest Lumbering Co. is preparing to erect a new steam mill at Arlington, N. S., on the site of the one destroyed by fire last summer.

—Hon. C. B. Buckman has purchased an interest in the Beaver Mills saw mill on Rainy river, and will open an office and lumber yard at Rat Portage, Ont.

—Messrs. Shipe & Avery, of Toronto, manufacturers of bicycle rims, are looking for a site in Western Ontario for a factory which they propose to establish.

—The McEachren Heating & Ventilating Co., of Galt, Ont., has placed an order with the Jenckes Machine Co., of Sherbrooke, Que., for one of their patent Dake engines.

—Surveys are being made to determine the boundaries of certain timber limits on the Rouge river, the Ottawa Lumber Co. and Mr. J. K. Ward being the interested parties.

—The Sarnia Post says that the Ontario Lumber Co. will establish a large planing mill at Point Edward, using the roundhouse as a nucleus. The company already have large lumber yards and docks at the Point.

—H. B. Mitchell, lumber manufacturer, of Selkirk, Man., has undergone a number of operations owing to a gunning accident in which his hand sustained serious injury, but up to date he has not found much relief.

—The New York Lumber Trade Association has organized a movement to boycott commission men, and to induce builders and others to buy only of the regular dealers who carry stock or buy and sell on their own capital.

—Messrs. Matthews Bros. & Co., picture frame manufacturers, have recently purchased the planing mill at the Dundas bridges, Toronto, and are adding new stickers and resawing machinery adapted to their requirements.

—Between ten and fifteen thousand logs have been boomed at Tweed, Ont. Louis Fobear, who has a complete portable saw mill in operation on the Easterbrook mill property, has the contract with the Rathbun Co. for cutting them into ties and lumber.

—John Gillies, James Gillies and David Gillies, of Carleton Place, Louis Laconture, Montreal, and Joseph Octave Blondin, of Baie des Peres, are applying for incorporation as the Temiscamingue Navigation Company. The head office is to be in Ottawa.

—The E. B. Eddy Company, of Hull, Que., are about to erect a new match factory, to be equipped with the most improved labor-saving machinery. It is said that where 40 men are now employed, four will be sufficient to do the work with the new appliances.

—The Arrowhead Saw and Planing Mills Co. has established a saw and planing mill on the south arm of Arrow Lake, south of Revelstoke, B.C., with a capacity of 20,000 feet per day. A sash and door factory in connection will employ about 30 men. The company has opened yards at Nelson and Revelstoke. The officers of the company are J. C. DeCew, president; W. M. DeCew, manager; T. H. DeCew, secretary.

—Messrs. Geo. M. Webster & Co., coal handlers, of Quebec, are improving their facilities for unloading steamers, and for this purpose have placed an order with the Jenckes Machine Co., of Sherbrooke, Que., for four of their double cylinder rapid coal hoisting engines, with boilers.

—The Canadian Yukon Lumber Company is applying for incorporation, with headquarters at Montreal. The applicants are Richard Wilson Smith, William Miller Ramsay, Thomas George Roddick, M.P., Edgar Francis Hand and Henry Bulmer. The capital is placed at $100,000.

—The Canadian Copper Co., of Copper Cliff, Ont., are fitting a new shaft, and have placed an order with the Jenckes Machine Co., of Sherbrooke, for two 100 h.p. special steel boilers, one 12 x 15 double cylinder double drum winding engine, three large steam pumps and rock breaker, and necessary gear for operating same.

—Concerning end matched flooring, about which we recently received an enquiry, a correspondent writes: "We do not see any advantage in having this class of flooring end matched, and our opinion is that it is simply a craze or fad fostered by manufacturers in the United States, who use it for the purpose of securing trade."

—The Bell Asbestos Co., of Thedford Mines, Que., are changing over their system of operating their mine hoist, and for this purpose have placed an order with the Jenckes Machine Co., of Sherbrooke, Que., for one of their 100 h.p. steel tubular boilers, and have also purchased from the same company one of their small locomotives, for shifting cars in pits.

—Application has been made for the incorporation of the H. R. McLellan Co., Limited, to carry on a lumber business, with headquarters at Ottawa. The capital stock of the company is $500,000. Among those interested are H. R. McLellan, of St. John, N.B.; David Maclaren, of Ottawa; and Alex. Maclaren, of Buckingham. The new mill of the company is located at St. Margarets' Bay, N. S., and has a daily capacity of 75,000 feet.

—Messrs. King Bros., the enterprising lumbermen of Quebec, have closed a contract with the Jenckes Machine Co., of Sherbrooke, Que., for a complete saw mill, consisting of two 60 h.p. boilers, one 100 h.p. engine, one rotary saw mill with Dake steam feed, one double edger, one resawing machine, and entire shafting and pulleys. It is the intention of Messrs. King Bros. to erect this mill on the lower St. Lawrence the coming summer.

—Mr. Moore, of the British Columbia Mills, Timber and Trading Company, Vancouver, B.C., in a recent interview with a representative of the Commercial, said: "A good local and eastern business is doing at the coast mills, but foreign business has been quiet, owing to the scarcity and high rates of freight. Recently, however, rates were tending lower, and some charters have been made at reduced rates. Logs are scarce, and the mills have not material with which to do a very large export business. Shingle bolts are scarce."

## CASUALTIES.

—Thos. Train had the first finger of his right hand cut off by a shingle saw in Rathbun's mill at Lindsay.

—A workman named Vizina had one of his legs broken in the Hull Lumber Company's saw mill at Hull last month.

—David Asselin, employed on Gilmour & Hughson's drive, was drowned at Windfall Lake while jumping from one log to another.

—A man named Grosselle, working on the drive for the Ontario Lumber Co., fell off a log in Doller's creek and was drowned.

—While driving logs on one of McLachlin Bros.' drives upon the Bonnechere river, Charles St. Louis, of the township of Grattan, fell into the water and was drowned.

—Alex. McLennan, lumber manufacturer, of Casselman, Ont., had his hand badly crushed in his mill last month. Blood poisoning set in, which necessitated partial amputation.

—The eleven-year old son of John Buckham, of Aylmer, Que., was killed in Bailey's mill at that place by being caught in one of the pulleys and whirled around several times with terrific force.

—W. McGillivray, engineer at Tait's saw mill on False Creek, Vancouver, B.C., was caught in the fly-wheel of the engine and whirled around at a tremendous rate. One leg was broken, and internal injuries received.

## PERSONAL.

Mr. Frank Hillock, lumber merchant, Toronto, has gone on an extended European trip.

Mr. J. Ryan, of Three Rivers, Que., has been appointed woods and forests agent for the district of St. Maurice.

Mr. H. J. Pettifer, representing a syndicate of English newspapers, is at present in this country on a business trip.

Capt. Jas. Hamilton, for the past 18 years with M. M. Boyd & Co., of Bobcaygeon, Ont., has resigned, and has accepted the command of the steamer North Star, plying on the Peterboro' waters.

Mr. Geo. Thomson, late of Wingham, Ont., with his two sons, are now operating the Goderich Lumber Company's mill at Goderich, and report trade very good. The logs are towed from the peninsula.

Mr. Frank E. Coombe, who has been appointed manager in England of the Canadian Furniture Exporting Company, with headquarters at Manchester, left Kincardine last month to assume his new duties.

Allan Gunn, formerly of Barrie, and during the sixties one of the wealthiest and most prominent lumbermen in Canada, died at Orillia on May 18th. Mr. Gunn was 82 years of age, and was a schoolmate of the late Sir John A. Macdonald.

Mr. James Stark, lumberman, of Paisley, Ont., will soon enjoy a re-union with friends in his Mother-land, after an absence of 27 years, having sailed on June 25th for England. THE LUMBERMAN wishes Mr. Stark a safe and pleasant voyage.

Mr. J. W. Taylor, who operates a sash and door factory at Exeter, Ont., was a recent visitor at THE LUMBERMAN office. Mr. Taylor appeared pleased at the increased present and prospective trade, remarking that building operations have not been so active for many years.

It is understood that upon the resignation of Mr. C. P. Higgins, Mr. H. Cartwright has been promoted to the assistant registrarship of the Ontario Crown Lands Department, and that Mr. Michael P. Doherty, of East Peterboro', has been appointed in Mr. Cartwright's place.

Mr. H. J. W. Carbray has been transferred from Quebec to Montreal, where he will manage that branch of the well-known shipping firm of Carbray, Routh & Co. Mr. Carbray was for fifteen years Collector of Crown Timber Dues for the province of Quebec, which office was abolished last October.

## TRADE NOTES.

We regret to learn of the financial embarrassment of McMillan & Haynes, saw manufacturers, of St. Catharines, Ont.

A. N. Bishop, Annapolis, N. S., is enlarging his saw mill, and has purchased an engine and boiler from the Goldie & McCulloch Co., Galt, Ont.

The Lancaster Machine Works report numerous inquiries for their Stafford timber gauge. A large order was recently booked by this firm for Holland.

N. P. Tanguay, of Weeden, Que., has placed an order with the Jenckes Machine Co., of Sherbrooke, Que., for one of their patent Crocker turbines, complete with gate, draft, tub and gearing.

D. S. McArthur & Co., of Nelson, B. C., are developing their properties, and recently purchased, through the Rossland branch, of the Jenckes Machine Co., one of their complete hoisting plants.

The Jenckes Machine Co., of Sherbrooke, Que., recently supplied the Sydney Mine at North Sydney, Cape Breton, with one of their special coal hoisting engines, to be operated by compressed air. The compressor was supplied by the Canadian Rand Drill Co., of Sherbrooke, Que.

Mr. O. E. Young, of Magog, is building a small pleasure boat for Mr. L. B. Ward, of Brooklyn, N. Y., to be used on Lake Memphremagog, and an order has been placed with the Jenckes Machine Co., of Sherbrooke, Que., for one of their 7 h.p. Dake marine engines, with boiler to run the same.

Under date of May 25th, Mr. D. K. McLaren, manufacturer oak tanned leather belting and mill supplies, Montreal, advises us that his factory is busily engaged turning out a belt order for Messrs. W. Doherty & Co.'s new factory at Clinton, Ont. This order amounts to upwards of three thousand feet, and was placed through his Galt stock depot.

## ONE OF THE BEST.

MESSRS. J. & R. Miller, Mount Elgin, Ont., in renewing their subscription to THE CANADA LUMBERMAN, write:—"We consider your paper to be one of the best on the continent for those engaged in any branch of lumbering. If the ideas given in its columns in regard to saw mill machinery and methods of working up what would otherwise be waste material were acted upon, they would materially increase the mill owners' profits."

## THE LUMBER SURVEYOR.

In our rich virgin forests, which have thrived since time began,
With their tinted crests—the maple, spruce and pine,
Tread the ruthless devastators—the hardy lumbering man
And surveyor with his scaling rule and line.
The grand old trees primeval, which for centuries have withstood
The assault of countless seasons' cold and heat,
Are robbed of their bright beauty, and put, by reckoning good,
Into plain, prosaic, superficial feet.

Amid the deaf'ning rumble and the hiss of buzzing saws,
Where backbone and sinew tug with might and main,
Where the trees that formed the forest are grasped in iron jaws
And by teeth which rend their fibrous veins in twain ;
There, amid the blinding sawdust and the roar of flying wheels,
The surveyor with his red chalk takes his stand ;
And in that never-ending, ceaseless line of running deals
His own brain must be the force that speeds his hand.

By the steamer's rugged steel sides, which loom up black and vast
O'er the waters of the harbour's placid tide,
Where the throbbing engines rattle as slings of deals are passed
From the schooner's deck that nestles at her side ;
And the men who do the labor, nor pain nor ache they feel,
Nor yet care they aught for cold or heat or wet,
And swift the slingers sling them with their brawny arms of steel
To the hold wherein the sturdy stowers sweat.

The eye that takes the length and breadth and thickness must be keen,
And the hand that makes the tally swift must be,
And the look must needs be cautious to tell a rot or seam
Or the bark that still clings to its mother tree.
And though we may not be well versed in lit'rature or art,
And dead languages be far beyond our ken,
The thews, and brawn and sinews of our country, and the heart
And the backbone are the lab'ring lumbermen.

—W. PAUL MCCORMICK, St. John, N.B.

## NEW USE FOR SAWDUST.

THE London Timber Trades Journal thus describes a new fuel lately patented in England : It is for a new fuel, which appears to possess much merit and to deserve careful consideration of wood-workers. It is of the briquette class, but formulated on entirely new lines. The large blocks heretofore employed give way to a cube 2½ in. x 2 in. x 2 in., experience proving this the best universal size. It lights readily, gives out more heat, and burns longer, weight for weight, than the best coals. It is very hard, there are neither dust nor "blacks," and, what is particularly to the point, it costs less than coals. Sawdust forms an appreciable percentage of the composition, and in these days of economical uses for by-products, the opening of a new field for the advantageous disposal of wastes from saw mills is pleasant to hear of.

## EXPERIENCE OF A LUMBER SALESMAN.

THE Toronto World is responsible for the following : "One American who thought, as thousands of his countrymen do, that only Yankees can fight found out to his cost, at Trout Creek, near North Bay, yesterday that Canadians know something about it too. In an hotel at Trout Creek an American traveller for the Delta Lumber Co., of Detroit, stopped in his brag about whipping Spaniards to remark that Canadians were little better, and then rehearsed the old story that if "Gatling Gun" Howard had not appeared on the scene during the last Indian trouble the starving halfbreeds would have whipped them. A Canadian who was quietly reading his paper dropped it at this point to remark : 'We can't fight, eh?' and throwing off his coat, had the Yankee licked and lying in the corner before the astonished crowd knew what happened."

# WOOD PULP DEPARTMENT

## CANADIAN WOOD PULP IN THE BRITISH MARKET.

IN his annual report of the Department of Trade and Commerce, the High Commissioner for Canada refers at some length to the probable market for Canadian wood pulp in Great Britain. Among other things he says : "I am informed, by those engaged in the trade, that Canadian sulphite pulp is liked by most buyers who have placed sample orders, but that before it can replace, or compete successfully with that from Scandinavia, Canadian makers will require to study uniformity in quality and uniformity in moisture. This want of uniformity is a serious fault which Canadian makers are stated to underestimate. The Scandinavian makers are quite alive to its necessity, and as the result they practically command the market at the present time.

Canadian mechanical pulp is popular, and the trade, I am informed, would largely extend if the produce was covered with cheap canvas instead of being shipped in loose bundles. Being without covering and with fifty per cent. moisture, the pulp seems to absorb the dirt and dust inseparable from quay sides. Much good pulp is therefore lost through being handled in this condition, and the money value which it represents would go far to provide the canvas, which need only be of very inferior quality.

Some of my correspondents seem inclined to enter into a discussion upon the position of Canada and the United States in regard to this trade. Various suggestions have been made to me by which Canada might command the business. One is, that a duty should be levied on pulp wood exported from Canada. A step of this kind, it is claimed, would stop the import of paper into England from the United States, which tends to interfere with the use of Canadian pulp by the makers here owing to the low prices at which American paper is placed on the market. The following is an extract from a letter from one of my correspondents :—

"We beg to say we are of the opinion that a duty on pulp wood on leaving Canada would stop the import of paper into England from the United States and give that trade to Canada. Our experience is that Canada can compete with Scandinavia in the export of wood pulp to England and hold her own, so if she can do this, she will equally as well be able to compete with Scandinavia in the supply of paper to this country. The keenest competition in the pulp trade is to supply mechanical pulp for newspaper and wall paper manufacturing, and for this purpose the Canadian spruce pulp is superior.

"The low price at which the United States are dumping their paper on England is interfering very much with the English paper mills, and consequently with our import of Canadian pulp, so that the Americans are getting your wood, and with the manufactured paper, spoiling your English demand for pulp. We have to bring the pulp over with fifty per cent water, so that the cost of freight on the extra ton of water to each ton of pulp enables the States (by shipping paper and saving this extra freight and the cost of pressing the pulp) to ruin the English mills, and consequently stop the demand for Canadian pulp. There is a grand future in our paper and pulp trade for Canada if she does not allow the States to deprive her of the full benefit of the value of her forests."

Below will be found an extract from another letter from a gentleman who recently went to Canada to inquire into the possibility of developing a trade in paper between the Dominion and the United Kingdom :

"I must confess I was somewhat disappointed to find so few manufacturers alive to the great possibilities of a trade with this country. As a matter of fact, I found only one company making any serious and adequate efforts to meet the needs of the market. They see clearly the probabilities of a great trade, and are building very fine mills and erecting machinery capable of a large turn-out in both pulp and paper suitable for England and the continent. I am quite certain, after seeing for myself the vast timber tracts and water resources of the eastern provinces, that Canada need fear no rival so long as wood remains the cheapest material for paper making, and it is certainly a pity that the States are allowed to deplete her best forests for the benefit of paper makers outside of Canada, where, despite the low prices of certain grades of paper here, she could secure good profits and give employment to large bodies of workmen by manufacturing pulp and paper on a large scale herself.

"For the successful achievement of the ends in view, it is necessary that paper and pulp should be easily shipped at Canadian ports all the year round to all the chief English and continental ports. Mills and paper buyers situated in Scotland want pulp or paper shipped direct to nearest ports, and so all over the country. With a new trade especially, all should be done that possibly can be to induce custom.

"London and Liverpool are fairly well looked after, even in winter, from St. John, but I have so far found it very difficult to get a quotation for freights from St. John in winter and Montreal in summer to Newcastle, Glasgow, Leith, Dundee or Cardiff. All these are large pulp and paper using centres readily reached from American ports, but not in direct touch to any appreciable extent with Canada. If something could be done to arrange for regular sailings between Canada and these ports, business would be materially helped.

The following is another letter that has reached me from a consumer of wood pulp :

"We beg to say that we have done a fairly large business in Canadian wood pulp. Large contracts have been made with some of the United States pulp mills, but we find that as soon as trade looks up in the latter country they do not carry out their arrangements as to delivery. So far we have not had this difficulty with the Canadian contracts, and for this reason we are anxious to encourage the Canadian business. We understand that an immense quantity of wood for pulp making purposes is sent from Canada to the United States, and that several attempts have been made to put a duty on it. If this were done, we are strongly of opinion that it would encourage the wood pulp making industry in Canada and foster the trade between that country and our own."

## PULP NOTES.

The capacity of the Dominion Pulp Company's mill at Chatham, N.B., is to be doubled, so that it will within a short time turn out 30 tons of pulp per day.

The Tobique Manufacturiug Company has been granted incorporation, to do a lumbering and pulp business on the Tobique river, in New Brunswick. Fred. A. Hale, M. P., and Hon. John Costigan are interested.

What is expected to prove an important factor in the building up of Canada's export pulp trade is the line of steamships which a company has been formed to put on the route between Manchester and certain ports designated in this country. Manchester is proving a most promising market for Canadian pulp exporters.

The Grand Falls Power Company, which is composed of Senator Proctor, of Vermont, Mr. James Manchester, Mr. G. F. Baird and Col. H. H. McLean, of St. John, N. B., purpose commencing the development of the power of the Grand Falls at an early date. The plans of the company include the construction of a large canal to develop 80,000 horse power, and the erection of extensive paper and pulp mills. The work to be carried on immediately will necessitate an expenditure of $1,000,000, but the whole work will require a capital of more than double that amount.

N. P. Tanguay has bought the saw mill of R. H. Cross at Weedon, Que., and will replace the steam power by electricity.

Messrs. B. R. Mowry & Son, of Gravenhurst, Ont., are now manufacturing the Automatic band saw sharpener. This machine is built on a new principle, insuring uniformity of teeth, and being positive in its action. This is said to be the great failing of many other machines. Saw mill men should give this new sharpener a trial.

No matter in what port of the Dominion you are situated, an expression of your views on any subject relative to the lumber trade is solicited by the publisher of this journal. No reader should wait for a personal invitation. Assistance thus rendered, as well as suggestions for making this journal more valuable to subscribers, will be much appreciated.

It seems that Commodore Dewey, the hero of Manilla, was once a lumberman. When a young man he was employed by Dewey, Palmer & Co., a wealthy New York firm, to establish stave factories in Ohio, and while thus engaged he located the little town of Deweyville. The Mr. Dewey of the firm named is said to have been an uncle of the admiral. Whatever may have been the success of the gallant Dewey as a stave manufacturer, it is certain that he has made a staving good naval officer, and moreover, has coopered the enemy tight as a barrel, and hooped it to the Spanish war vessels in great style, says a correspondent.

## OVER THE TREE TOPS.

In these years of advanced engineering, railways have sought and conquered many remarkable places, says the Philadelphia Press. Here we can ride up and down mountains just as if they were little hills, and hurry along the brink of gorges that make us shiver when we look down. From California, however, comes the strangest railroad story and picture for a long time. It tells and shows a train that actually runs over tree tops.

What a singular sensation it must be to realize that one is following a fuming, spitting locomotive over the very places where kind nature intended birds should rest, and that delightful quiet found among dense foliage reigns supreme. This railroad, down in Sonama County, California, between the Clipper mills and Stewart Point, is not exactly a passenger, but is a railroad in every sense of the word.

It so happens that when the railroad comes to a place about equi-distant from the two points mentioned, a huge ravine is encountered, the side and bottom of which are heavily wooded, two giant redwood monarchs of the forest towering far above the less pretentious growth and imparting an air of almost regal impressiveness.

Now, it was very necessary that the railroad should cross this ravine. It was also true that the building of a regulation railroad bridge would hardly pay. And this is where real genius came to the rescue. If the reader could stand either at the edge of this ravine or on one of its sloping sides, he would see that strangely enough the growth of the trees and their position is such that their tops can be cut off and an almost level surface of stumps be secured.

This is what genius saw, and hence the railroad across the tree tops. In the first place, the big redwoods were sawed off 75 feet from the ground, this being the exact height from the bottom of the ravine to the level of the tops of the trees. Next, trees on either side were sawed off of sufficient length to render their tops in a direct line with the tops of the redwoods, as well as of the edges of the banks.

In this fashion was nature made to provide the piers and superstructure of the desired bridge. To the lumbermen, even the California veterans, the project seemed almost chimerical, but the builders pushed ahead, and presently one day with a shout of triumph a little logging engine pulled four flat cars and a caboose over the tree tops.

**FELTS FOR PULP MILLS** 20 years in the business — the first to make Felts in Canada; capacity 1,000 lbs. per day. All our Felts are woven endless, without a splice. Our Felts will last longer and make dryer Pulp. All up-to-date mills use our Felts. New mills, when in need, write for samples and prices.

**HAMELIN & AYERS, Lachute Mills, P.Q.**

**Your Best Interest**

Will be served by getting our prices on the following

| | |
|---|---|
| White Beans | Prunes in 25 and 50 cent boxes |
| Comadia Figs | Sugars, dark yellow |
| Raisins and Currants | Syrup and Molasses |

**H. P. ECKARDT & CO.,**

Wholesale Grocers TORONTO

**DICK'S Patent Driving Belts**

GUTTA PERCHA, CANVAS AND BALATA

ENORMOUS GRIPPING POWER :-: NO SLIPPING OR STRETCHING

STEADY SMOOTH WORKING. Has proved by far the Best and Cheapest for Pulp and Paper Manufacturing. NO LOSS OF TIME. The Only Belting that can work in Dampness and give No Trouble. Unexcelled for Cone Working.

NO SEAMS OR JOINTS ALL OF A PIECE EASILY FASTENED

AGENT FOR CANADA: **J. S. YOUNG,** MONTREAL

15 HOSPITAL STREET,

NOTICE.—This Belt is the only and original Balata Belting manufaceured. All others so called Balata are Spurions Imitations. J. S. Y.

**OAK TANNED BELTING**

TORONTO 20 FRONT ST EAST TELEPHONE 475

**THE J.C.McLAREN BELTING Co** MONTREAL

**B. R. Mowry & Son**

Manufacturers of...

SAW MILL AND SHINGLE MILL MACHINERY

Automatic Band Saw Sharpener

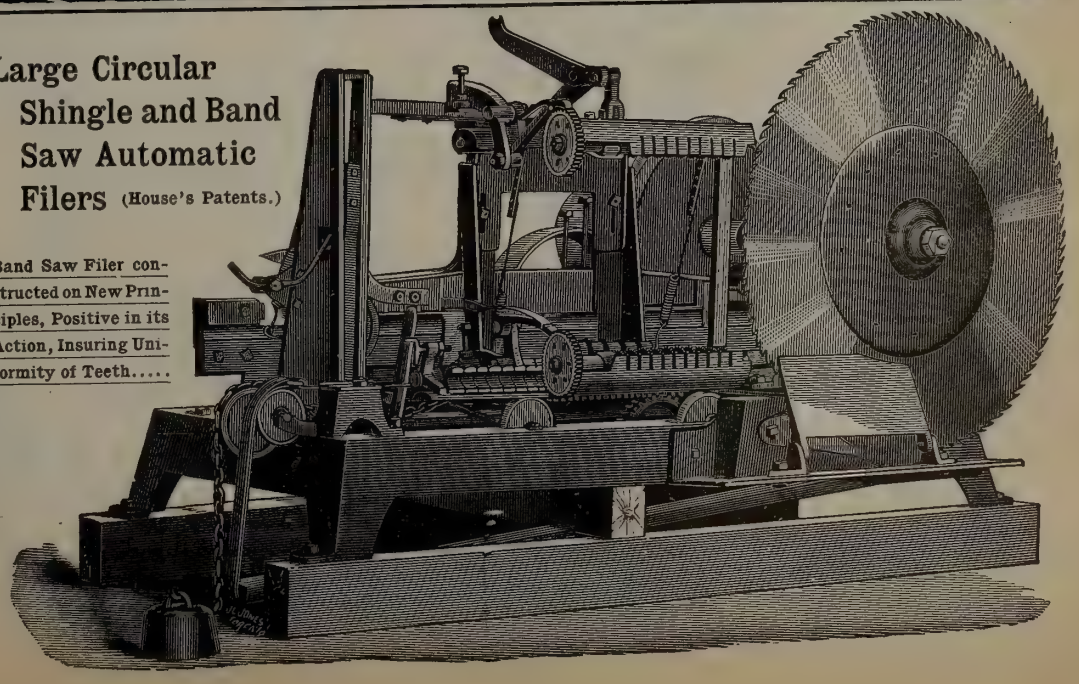
Shingle Machinery a Specialty

REPAIRING PROMPTLY AND CAREFULLY EXECUTED

Gravenhurst, Ont.

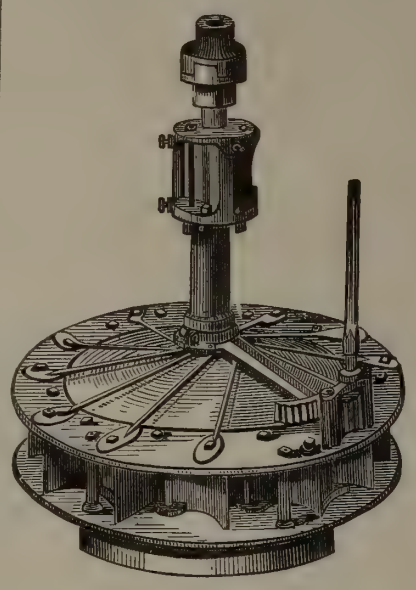
Large Circular Shingle and Band Saw Automatic Filers (House's Patents.)

Band Saw Filer constructed on New Principles, Positive in its Action, Insuring Uniformity of Teeth.....



Readers are asked to contribute freely to the columns of the CANADA LUMBERMAN, and to send in items of news whenever possible. Let each subscriber resolve to report the news of his locality, such as changes of ownership, mill improvements, market conditions, etc., and the whole will comprise a valuable compendium of information.

The most extraordinary forest in the world is one discovered by Dr. Welwitsch, which occupies a table land some six miles broad, at a height of 300 feet or 400 feet above the sea, near the west coast of Africa. The trunks of the trees of this peculiar forest are four feet in diameter, and yet they only attain a height of 1 foot, giving the tree the appearance of a round table. There are never more than two leaves, which attain a length of 6 feet and a breadth of 2 feet, the flowers forming crimson clusters.

IT is well to think before putting in a Turbine, so that you think in the right direction. But don't think too long. Don't expect your stream to do high duty at low water mark with anything but the best Turbine to be had. That means

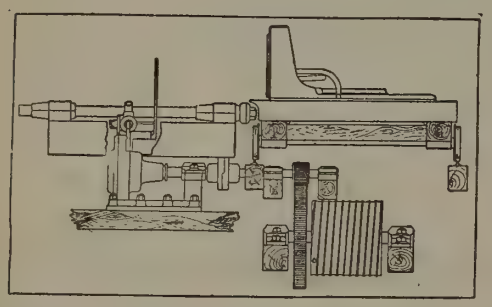
**"LEFFEL" "VULCAN" OR "PERFECTION"**

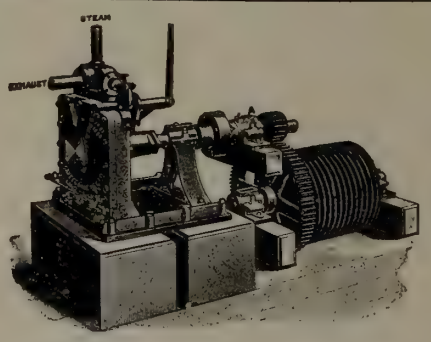
Which are guaranteed to perform with the utmost efficiency and economy. The following sizes are in stock :

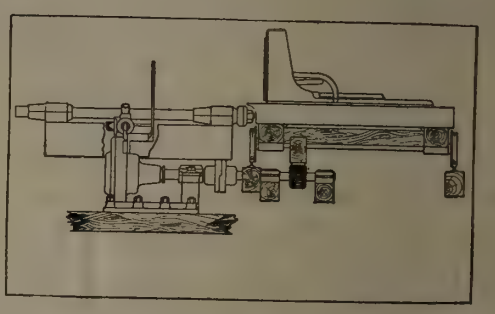
| Leffel. | Vulcan. | Perfection. |
|---|---|---|
| 23 inch L.H. | 15¼ inch L.H. | 14 inch L.H. |
| 26 " " | 20 " " | 16 " " |
| 30 " R.H. | 23 " " | 18 " " |
| 30 " L.H. | 23 " R.H. | 21 " " |
| 35 " R.H. | 26 " " | |
| 40 " " | | |

NOTE: 1 Saw Mill Carriage, 20 ft., very heavy, well equipped, only run one season, Cheap. ✠ Lane Improved Saw Mills, Automatic Shingle Machines, Gears, Shafting, Hangers, &c.

MADISON WILLIAMS, Successor to PAXTON, TATE & CO.
PORT PERRY, ONT.





The DAKE STEAM FEED

Embodies the following Advantages:
SIMPLICITY OF CONSTRUCTION,
POSITIVE AND EASY MANAGEMENT,
ECONOMICAL USE OF STEAM,
SMALL SPACE OCCUPIED, CHEAPNESS,
EASY ADAPTATION TO EITHER NEW MILLS OR THOSE NOW IN USE.

The movement of the engine in either direction is under the absolute control of the sawyer, thus accomodating the speed of the feed to the size of the logs.
Mill men who have used other makes of Steam Feeds comment favorably on the economical use of steam of our feed over others.
Write for Catalogue and full particulars.

THE JENCKES MACHINE CO. - Sherbrooke Que.
Succeeding the PHELPS MACHINE CO., EASTMAN, QUE.

Pumps & HYDRAULIC MACHINERY

DUPLEX AND SINGLE STEAM AND POWER

The Northey Mfg. Co. Ltd.
TORONTO

THE LAURIE ENGINE CO. - MONTREAL
SOLE AGENTS FOR PROVINCE OF QUEBEC.

TO BELT USERS: Try Our **GENUINE**
**ENGLISH OAK-TANNED BELTING**
and Our **Lancashire Hair Belting**
D. K. McLAREN
**Victoria Square, MONTREAL**

## J. D. SHIER

MANUFACTURER OF

## Lumber, Lath & Shingles

BRACEBRIDGE, ONT.

## RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.

JOHN J. GARTSHORE,
49 Front St. West, Toronto.

## WEST AND SOUTH

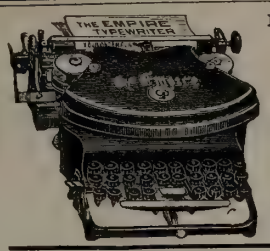
run the lines of the Illinois Central Railroad and the Yazoo & Mississippi Valley Railroad, reaching into the eleven States of

South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Kentucky, Tennessee, Arkansas, Mississippi, Indiana, Louisiana

Presenting an unequaled territory for diversified industries, and possessing

**Fine Sites for New Mills**
**Best of Freight Facilities—Coal Fields**
**Close Proximity to Distributing Centers**
**Intelligent Help of all Kinds**
**Many Kinds of Raw Material**

To sound industries, substantial inducements will be given by many of the places concisely described in the pamphlet "100 Cities and Towns Wanting Industries." Write for a copy. Nearly all kinds of Industries are wanted. Very liberal inducements are offered TEXTILE INDUSTRIES in the South by a number of good places. GEORGE C. POWER, Industrial Commissioner I. C. R. R. Co., Chicago.




Equal to the Best
HALF THE PRICE of other standard machines.
**THE EMPIRE**
Price $55.00.
Send for testimonials
The WILLIAMS MFG. CO.
Montreal, P.Q.

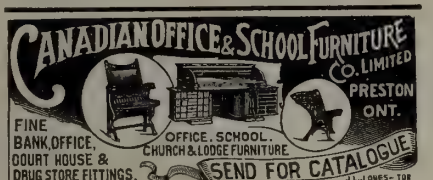
## SHANTY BLANKETS

Best Value in Canada

Write for Prices and a Free Sample Blanket.

HAMELIN & AYERS
Lachute Mills, P.Q.

Sole Canadian Agents :-: Prices Reduced.
WATEROUS, BRANTFORD, CANADA.




CHARLES F. CLARK, President. JARED CHITTENDEN, Treasurer.
ESTABLISHED 1849.

## THE BRADSTREET MERCANTILE AGENCY

*THE BRADSTREET COMPANY, Proprietors*

**346 & 348 Broadway, NEW YORK.**

Offices in the principal cities of the United States, Canada, the European Continent, Australia, and in London, England.

The Bradstreet Company is the oldest, and, financially, the strongest organization of its kind—working in one interest and under one management—with wider ramifications, with more capital invested in the business, and it expends more money every year for the collection and dissemination of information than any similar institution in the world.

TORONTO OFFICES:
*McKinnon Bldg., Cor. Jordan & Melinda Sts.*
THOS. C. IRVING, Superintendent.

OUR EXTRA HAND-MADE

## AXE

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N.B.

It Pays to advertise in the CANADA LUMBERMAN. Try it.

## The WM. KENNEDY & SONS, Limited

Manufacturers of — Owen Sound, Ont.

THE VERY LATEST AND MOST POWERFUL

# TURBINES

**Accurately Machine Dressed Gearing, Iron Bridgetrees, Pulleys, Shafting, Trevors Swing Shingle Machines, &c.**
**Propeller Wheels from 12" to 12' diameter and for any Purpose.**

NOTHING BUT FIRST CLASS WORK.

## Lloyd Manufacturing Co'y

JOHN I. LLOYD, Proprietor

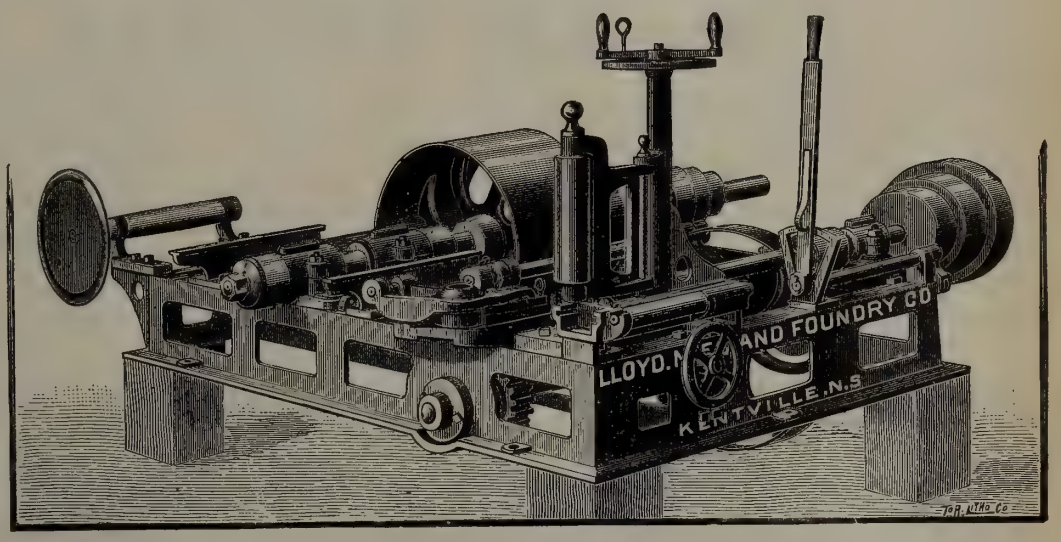
# SAW MILL OUTFITS

**Pulp Machinery, Belting, Etc.**

OUR SPECIALTIES:

Band Saw Mill Machinery,
Improved Rotary Saw Mills, with Green Mountain Dogs,
Also Screw Post Dogs,
Turbine Water Wheels,
Power Feed Gang Edgers,
Buzz and Surface Planers,
Heading Rounders,
Stave Machines, Stave Jointers,
Stave Planers.

KENTVILLE, N.S.

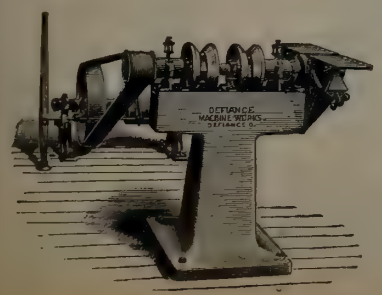



ESTABLISHED 1850

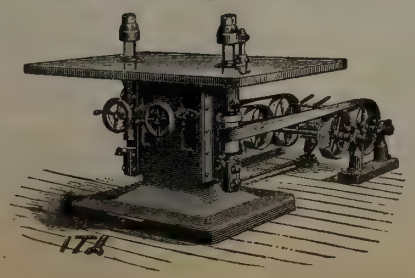
## THE DEFIANCE MACHINE WORKS

Designers and Builders of — DEFIANCE, OHIO, U.S.A.

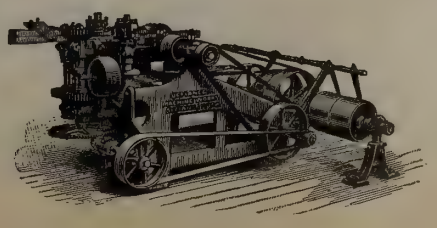
**PATENT HUB, SPOKE, WHEEL, WAGON, CARRIAGE, BENDING, HANDLE AND BARREL HOOP MACHINERY**



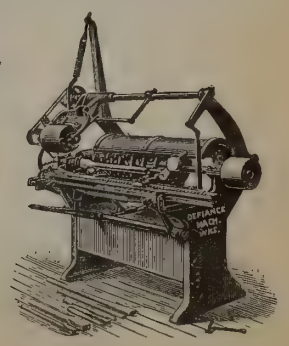
PATENT NO. O ROUNDING AND CORNERING MACHINE, WITH 6 INCH BUZZ PLANER ATTACHMENT.



DOUBLE SPINDLE SHAPING MACHINE.



AUTOMATIC SAWED HOOP PLANER.

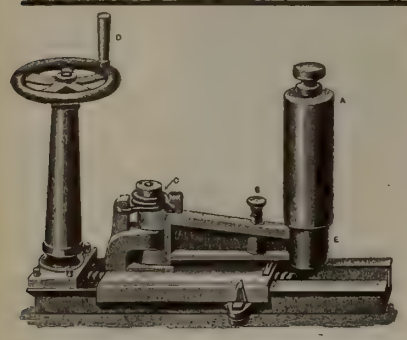


COMBINED SPOKE TURNING AND SQUARING MACHINE.
Capacity, 2,500 Spokes per day.

# FRICTION PULLEY BOARD

The BEST Article Known for the Purpose

MANUFACTURED BY..... THE DOMINION LEATHER BOARD CO'Y, - MONTREAL, QUE.



The Value of an Article is Its Worth

**The Stafford**

## TIMBER GUAGE

is of Great Value to Every Mill.

LANCASTER MACHINE WORKS
17 Oak Street - LANCASTER, ONT.

# HERCULES BELTING

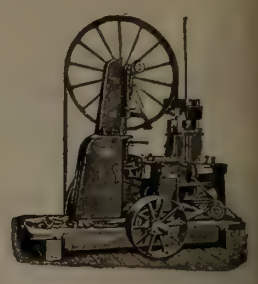
The BEST in the World....

WEARS LONGER and WORKS BETTER than any other Belting on the Market.

HERCULES BELTING is constructed on a scientific plan. The Duck used is Extra Fine, costing nearly twice as much as that used in any other Rubber Belting. Every inch of it is frictioned with good rubber (not shoddy). Drop a postal card for list and discounts to.....

THE BOWMANVILLE RUBBER CO., LIMITED - BOWMANVILLE, ONT.

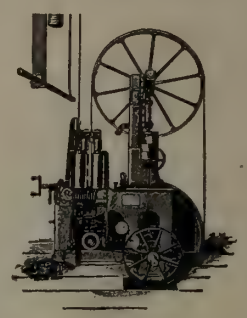
# Band Re-Saws



## 50 SAGINAWS

In SAW MILLS

If you want a Band Re-Saw for **Any Purpose,** write to Headquarters :



W. B. MERSHON & CO.

SAGINAW - MICH.

# LUMBERMEN!

Save your Lumber and the Cost of Insurance by equipping your Mills and Yards with the....

## BALL NOZZLE SYSTEM.

By the proper arrangement of the pipe system and the use of stand pipes with the Ball Nozzle at the top, a lumber yard may be made substantially fire-proof.

Lumber yards can be equipped thus cheaply and effectively, practically obviating the danger of conflagrations of the most destructive character, and effecting *a Large Saving in Cost of Insurance.*

Write us for Full Particulars.

The Ball Nozzle Co. of TORONTO, Limited.

Offices: Room 1, Confederation Life Building, TORONTO


Please mention THE CANADA LUMBERMAN when corresponding with advertisers.


# TELEPHONES

Send for our Illustrated Catalogue and Price List of

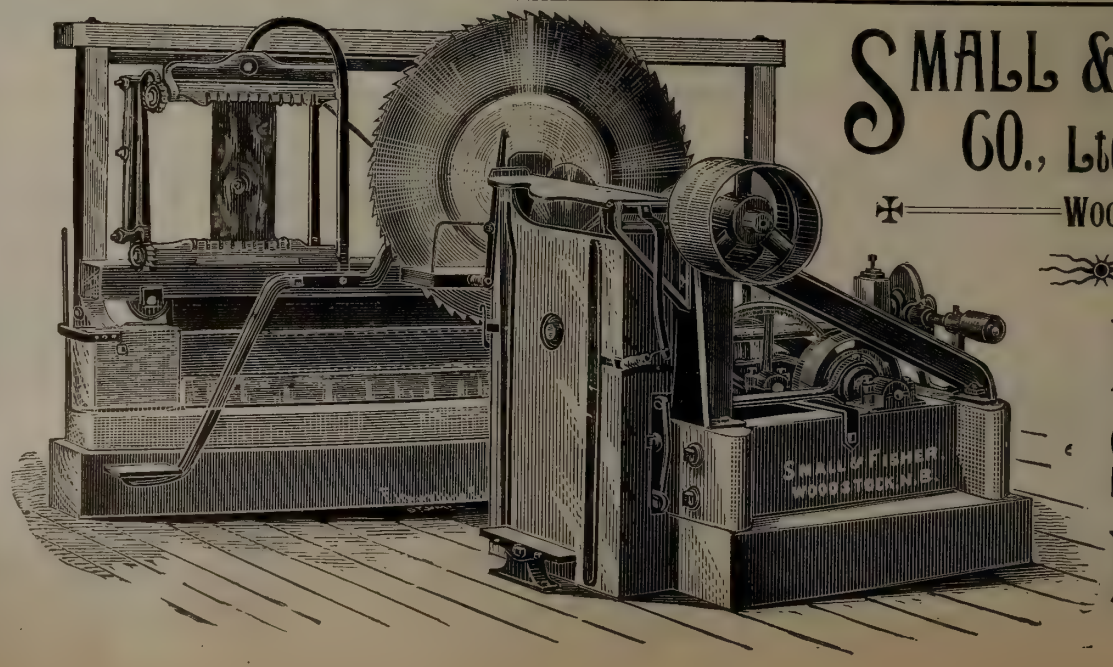
"UNIQUE" TELEPHONES

For Main Line and Warehouse Use.

Only Telephone made that does not get out of adjustment. Satisfaction guaranteed. Sold outright at low prices. No exorbitant royalties.

SOLE MANUFACTURERS

JOHN STARR, SON & CO., LIMITED
P. O. Box 448, HALIFAX, N. S.

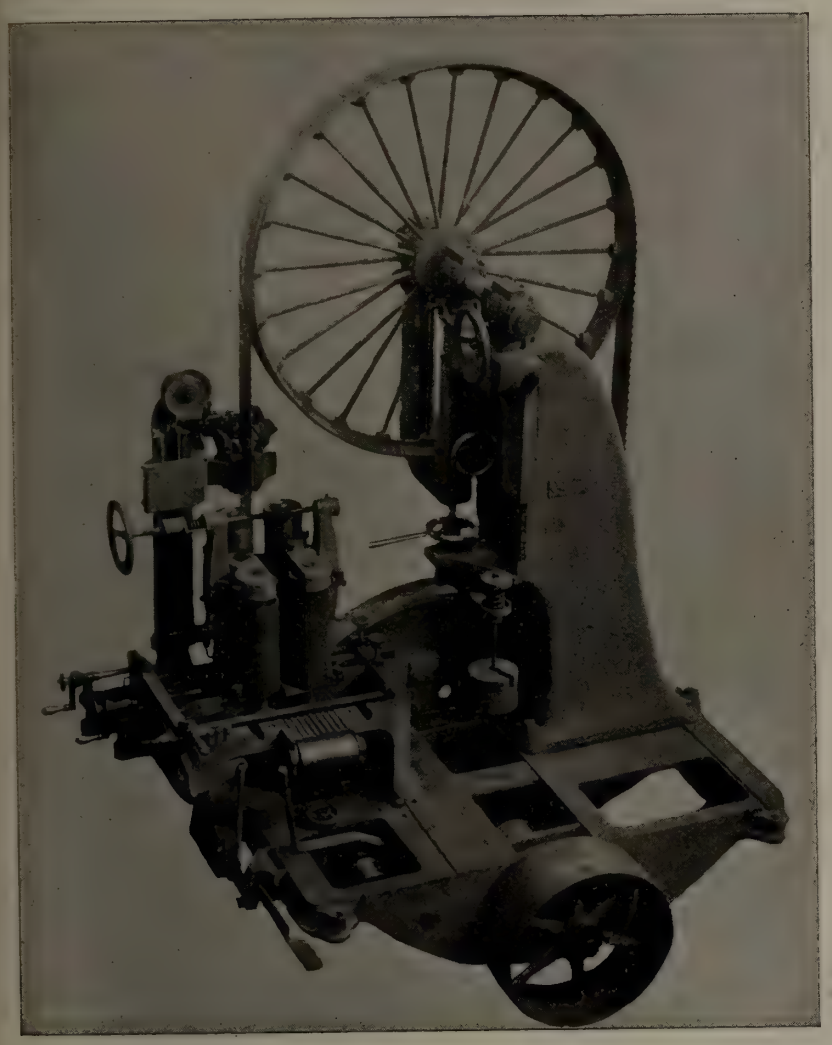


# SMALL & FISHER CO., Ltd.

Woodstock, N. B.

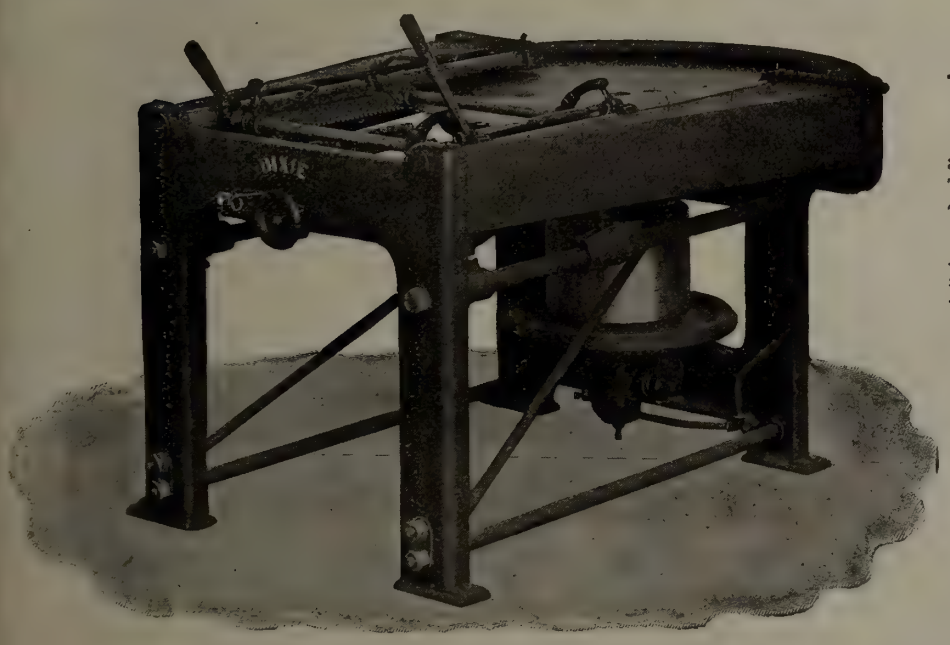
Patent Shingle Machine

# The Waterous Band Re-Saw



## THE BEST PRACTICE

in the large Saw Mills of to-day is to use a **Band Mill**, and in connection with it a **Band Re-Saw.** By means of the Re-Saw the capacity of the Mill is nearly doubled, and with but a slight increase in the cost of operating it. Then in box, furniture and other factories, where there is splitting or re-sawing to be done, a **Band Re-Saw** not only does more work in a given time than any other machine, but works more economically, as it produces a minimum of saw kerf. If you have re-sawing to do, let us hear from you; we will be pleased to give you further information.



## The Dixie Hand-Feed Shingle and Box-Board Machine

**The Most Desirable Hand-Feed Shingle Machine ever offered.**

It possesses all improvements in the way of simplicity, durability, and quick and accurate adjustment. Carriage is made of Bicycle Tubing, light and stiff. Only one Screw Adjustment for Changing Tilt, viz., Hand Wheel in front of Machine.

**The first and every cut with this machine is a Shingle. Turn your slabs and cull lumber into Shingles and Box Boards with the Dixie**

### BOX BOARD MACHINE

The Single Screw Adjustment for varying the thickness makes this machine superior for this class of work.

No. 1 Machine, with 36 in. Saw.
No. 2 Machine, with 38 in. Saw.
No. 3 Shingle and Box Board Machine, with 40 in. Saw.
No. 4 Shingle and Box Board Machine, taking Bolts 24¼ in. long, with 42 in. Saw.
No. 5 Shingle and Box Board Machine, taking Bolts 24¼ in. long, with 44 in. Saw.

MACHINES CARRIED IN STOCK

**We make a Specialy of Steam-Acting Saw Mill Machinery.**

**Conveyors** AND **Endless Log Jacks**

—Detachable Chain, for Short Runs and Light Work; Giant Detachable Chain for Heavier Work; Steel Welded Chain for Longer Runs and Heavier Work; Steel Cable Conveyor for Longest Runs and Heaviest Work.

—Using Malleable Chain, Detachable; Welded Steel Chain, Forged Steel Log Spurs; Steel-Rivetted Chain with Cast Steel Spurs.

THE LATEST AND BEST PRACTICE

**Everything for the Saw-Mill.**
**Write us for Prices.**

# WATEROUS, BRANTFORD, CANADA

# R. H. SMITH CO., LIMITED

## St. Catharines, Ont.

We are the Sole Manufacturers of Saws under the **Simonds' Process** in the Dominion of Canada.

There is no process its equal for tempering circular saws. Other makers recognize this fact, as some of them, in order to sell their goods, claim to have the same process. **All such Claims are FALSE,** as the patentee in the U. S. and ourselves are the only firms in the world who use it.

MILL STREAM, QUE., on I. C. R'y, December 17th, 1894.

R. H. SMITH CO., LTD., St. Catharines, Ont.

DEAR SIRS,—Driving a 20 in. 13 gauge saw into frozen hardwood, using a 9 in. 4-ply belt, if it can be done satisfactorily, is a very severe test. Your saws have stood that test better than any I have tried. I have been experimenting with different makes—both home and imported—during the last five years, and give yours the preference. Last order is just to hand and will report on them by and bye.

Yours very truly, JAMES McKINLAY.

CAMPBELLTON, N.B., Nov. 17th, 1894.

R. H. SMITH CO., LTD., St. Catharines, Ont.

DEAR SIRS,—In regard to your Shingle Saws, you can say that I have been using Shingle Saws of your make (Simonds) for the past four years, and they have given good satisfaction. I am running nine machines and use a good many saws, but have never had a saw yet that did not work satisfactorily. Before using your saws I used saws of American make, which worked well, but after giving your saw a trial have continued to use yours, as they are cheaper, and in regard to working qualities are all that is needed.

Yours truly, KILGOUR SHIVES.

CLAVERING, ONT., May 3rd, 1897.

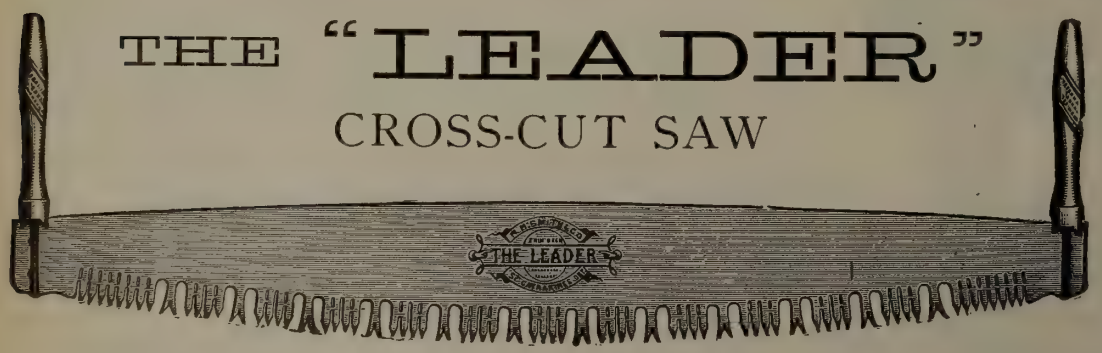
R. H. SMITH CO., LTD., St. Catharines, Ont.

GENTS,—In reply to your letter asking me how I liked the 62" SIMONDS Saw, I must say in all my experience I never had a saw stand up to its work like the one purchased from you last month. Having used saws for the last 22 years, and tried different makes, I can fully say it is the best saw I have ever had in my mill, and would recommend the SIMONDS' Process Saws to all mill men in need of circular saws.

Yours truly, W. G. SIMMIE.

P.S.—I am sending you my old saw to be repaired; please hammer to same speed as ew one. W.G.S.

## THE "LEADER" CROSS-CUT SAW




These Saws are made from the best DOUBLE REFINED SILVER STEEL, warranted four gauges thinner on back than front, and the only Saws on the market that are a perfect taper from the points of the teeth to the back, and require less Set than any other Cross-Cut Saw.

They are tempered by the Simonds' Patent Process, insuring a perfectly uniform temper throughout the plate, and stand without a rival as the BEST, FASTEST, AND EASIEST-CUTTING SAW KNOWN. A gauge to regulate the clearing teeth is furnished with each saw.

Directions for Setting and Filing are plainly Etched on every Saw. None genuine without our Registered Trade Mark as shown in cut.

## THE "LEADER" SAW SWAGE

**Made in 3 Sizes—$2.00, $2.50, $3.00 Net.**

OUR PRICES ARE RIGHT. KINDLY ALLOW US TO QUOTE YOU BEFORE PURCHASING.

# R. H. SMITH CO., Limited, St. Catharines, Ont.

# THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office : TORONTO, ONT.

Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

## Electrical Machinery and Apparatus

... FOR ...

**LIGHT and POWER**

SPECIAL ATTENTION GIVEN TO———

**LONG DISTANCE TRANSMISSION OF ELECTRICITY**

FOR LIGHT AND POWER

ALSO FOR

**ELECTRIC PLANTS FOR MILLS**

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

# Galt Machine Knife Works

**MACHINE KNIVES** OF EVERY DESCRIPTION

FOR **Woodworking Machines**

...Send for Price List...

PETER HAY - - - - - Galt, Ont.

Please mention the CANADA LUMBERMAN when corresponding with advertisers.

## MODERN LUMBER DRIERS

The dry kiln of to-day is born of the desire of manufacturers of lumber to make a short cut from the tree to the consumer. Much thought has been devoted to the subject of drying lumber quickly; many theories have been advanced, and some degree of success, in many instances, attained. In one instance only, however, has absolute, unqualified correctness of theory been demonstrated in actual, every-day practice. Success has crowned our efforts, and

## The Standard Improved Compression Dry Kiln

Stands **alone** to-day, the embodiment of the **only** correct principle of drying green lumber artificially. It is the **only** kiln which will dry **every board** from the top course to the bottom, and from the sides to the centre of the pile, **quickly, thoroughly** and **evenly,** leaving them bright, straight and stainless—perfect lumber.

This is the **only** kiln in which heavy, cast-iron headers, and "made-to-order" pipes and fittings are used. They cost more than the common kind, and are worth more, but are none too good for the "Standard," in which every inch of material and every detail of construction is of the most exacting quality.

**Moist Heat,** absolutely controlled in every part of the drying room, is the drying agent employed in this kiln.

Elaborate, illustrated Catalog for the asking.

## THE STANDARD DRY KILN CO.

195 South Meridian Street, INDIANAPOLIS, IND.

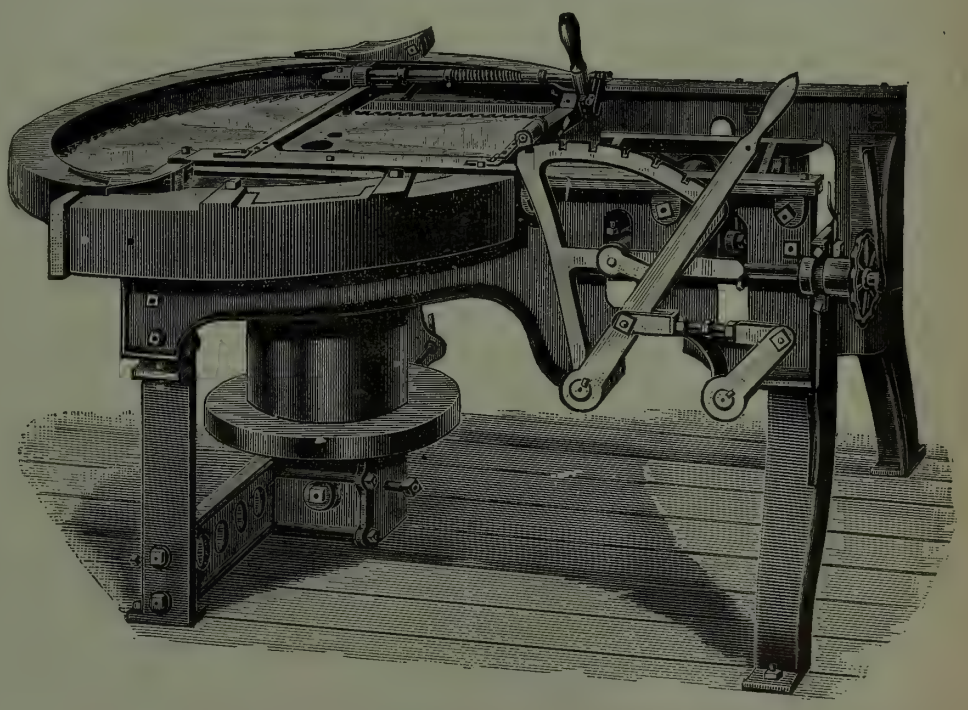
THE DRY KILN THAT DOES NOT Disappoint

# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON - ONTARIO

Manufacture

- Band Saw Mills
- Gang Saw Mills
- Circular Saw Mills
- Portable Saw Mills
- Shingle Mills
- Lath Mills
- Saw Filers, and all of F. J. Drake's Patents



DAUNTLESS SHINGLE AND HEADING MACHINE.

Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter.
Capacity 25,000 to 50,000 per day.

Our Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.

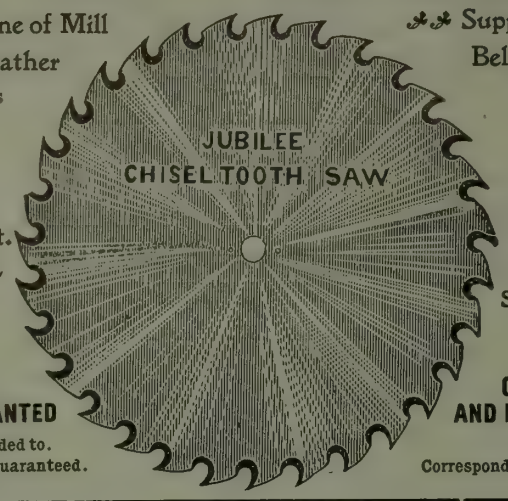
CORRESPONDENCE SOLICITED

# THE JAMES ROBERTSON CO., Limited.

Manufacturers of..... Saws of All Description

A Full Line of Mill Rubber and Leather Metal, &c., always

Supplies, including Belting, Babbit carried in stock.




Head Office:
144 William St.
MONTREAL

Factories at
MONTREAL,
TORONTO,
and
ST. JOHN, N.B.

ALL OUR SAWS FULLY WARRANTED
Orders promptly attended to.
Satisfaction Guaranteed.

CIRCULAR, GANG AND MILL SAWS A SPECIALTY
Correspondence Solicited.

*The Leading European Lumber Paper*

## The Timber Trades Journal

Published Weekly by WILLIAM RIDER & SON, Ltd.,
14 Bartholomew Close, LONDON, E. C.

SUBSCRIPTION: $5.00 PER ANNUM, POST FREE

The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .

# SUPPLIES
## OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

## RICE LEWIS & SON
(LIMITED)

Cor. King and Victoria Sts. - TORONTO

Every Lumberman wants it — 35 cents buys it

## Scribner's Lumber and Log Book

SAVES TIME SAVES MISTAKES SAVES MONEY

BRIMFUL OF EVERY-DAY, PRACTICAL INFORMATION

Address: THE CANADA LUMBERMAN, Toronto

USE THE FAMOUS .. PINK LUMBERING TOOLS

Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks

Cant Hook Handles, Peavy Handles } By Car Load or Dozen

Pike Poles, Skidding Tongs, Boom Chains

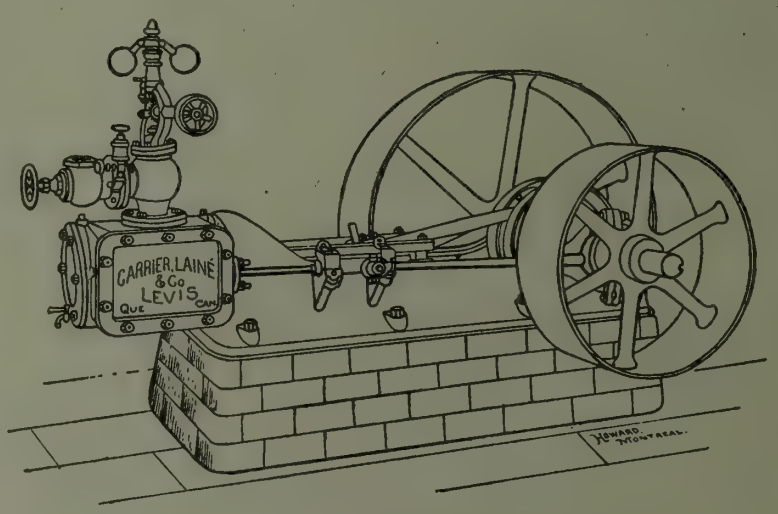
Lowest Prices ◎ THOMAS PINK ◎ PEMBROKE, ONT.

7 3 10

# "DEAD EASY"

But if that "3" represents Middlemen's commission on the Machinery you buy, you had better make a change and deal at headquarters.

No better Mill Machinery is made in Canada or elsewhere than that supplied "DIRECT" from our Machine Shops.




## Portable and Stationary Engines and Boilers

CIRCULAR SAW MILL PLANTS
GANG AND BAND SAW MILLS
SHINGLE MILLS, LATH MILLS
EDGERS,
PLANERS and
BUTTERS

Modern Patterns in Every Line.

Tools, Belting and Supplies.

We are equipped to build any special machine you may require.

IF YOU HAVE PLANT TO EXCHANGE GET OUR ESTIMATES

## CARRIER, LAINE & CO.,
LEVIS, QUE.

# THE CANADA LUMBERMAN

WOOD-WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XIX. NUMBER 8. | TORONTO, ONT., AUGUST, 1898 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

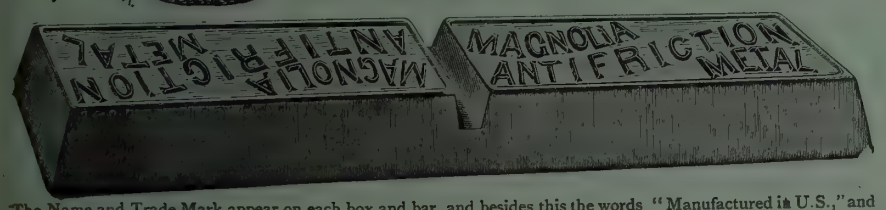


## MAGNOLIA METAL

In Use by Ten Leading Governments. **Best Anti-Friction Metal** For all Machinery Bearings.

**BEWARE OF FRAUDULENT IMITATIONS**

Genuine Magnolia Metal is made up in bars, of which this is a fac-simile :




The Name and Trade Mark appear on each box and bar, and besides this the words "Manufactured in U.S.," and "Patented June 3rd, 1890." are stamped on the under side of the bar.

**MAGNOLIA METAL CO.**

Owners and Sole Manufacturers 266 and 267 West Street, NEW YORK

General Agents for Canada: MESSRS. CAVERHILL, LEARMONT & CO., MONTREAL.
Chicago Office: Traders' Building. London Office: No. 49 Queen Victoria Street, London, E. C.

FOR SALE BY ALL DEALERS

## Ottawa Saw Works Co.

Manufacturers of All Descriptions of..... **SAWS** { Circular, Mill and Gang, Shingle, Butting, Concave, Band, Cross-cut, Billet Webs.

Correspondence Solicited. Middle Street, OTTAWA, ONT.

## MOORE STEAM PUMP

For Stationary, Traction and Marine Boilers.

High and Low or Special Duty.

Send for Illustrated Catalogue.

DARLING BROTHERS

Reliance Works MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.

Frank Darling, Agent, Nelson, B. C.

## W. A. FLEMING

Sole agent in Canada for

REDDAWAY'S

## "Camel" Brand Belting

Cheaper, Stronger and More Durable than best double leather.

Not Affected by Exposure to Water, Heat or Steam.

**57 St. Francois Xavier St. - MONTREAL**

Our cheapest quality of Hair Belting is called "Camel" Hair Belting.

**TENTS, Sails, Tarpaulins, Camp Beds, Blankets, Underwear, Kersey Top Shirts, Tweed, Flannel, Mackinaw, Etoffe, Cotton, Moleskin, Cottonada, Denim and Fancy Top Shirts, Etoffe and Tweed Pants;** Overalls, Smocks, Sou'wester and Tweed Caps; Beef, Buck and Oil Tan Moccasins; Hand Knit Mitts and Hosiery; Buck and Elk Choppers' Mitts, Oil Clothing, Pipes, Pocket Knives, Stationery, Towelling, etc., etc., including everything for Lumber Camps. Manufactured WHOLESALE, only by

**JAMES W. WOODS**

Klondyke Outfitter 75 Queen St., OTTAWA, ONT.

Agent for Josiah Fowler's Axes; Hodgson, Sumner & Co., Wholesale Dry Goods, Montreal; Alaska Feather & Down Co., Mattresses, Pillows, etc., Montreal.

SAVE WHOLESALERS PROFIT BY BUYING DIRECT FROM MAKER

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED.*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING .... AND LACE LEATHER

Danville, Que.

## Silver Solder

For Repairing

**BAND SAWS.**

Price $1.00 per ounce, in 10 ounce lots.

**P. W. ELLIS & CO.,**

31 Wellington St. East, TORONTO, ONT.

MANUFACTURING JEWELERS.

# MANUFACTURERS OF HIGH GRADE SAWS

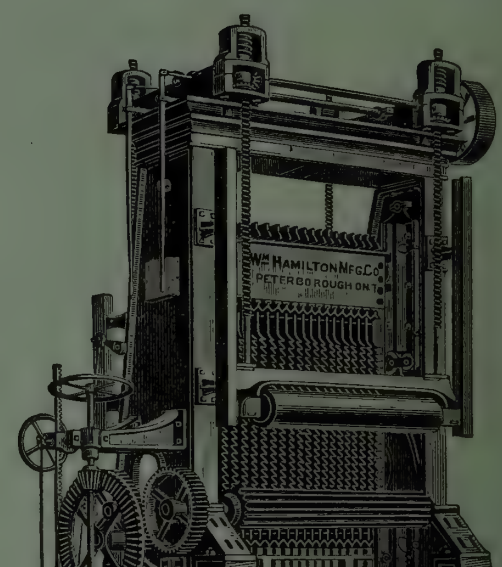
## Up-to-Date Shingle Saws

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

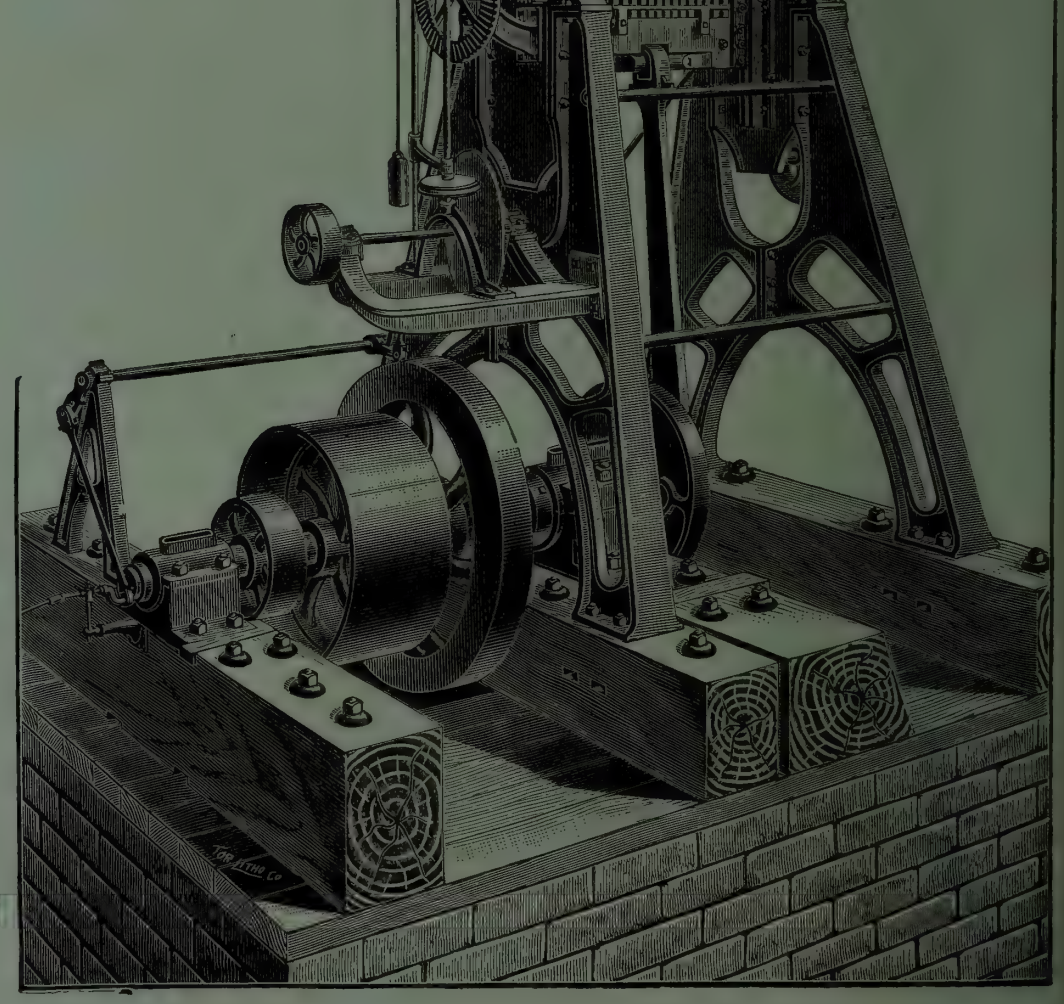
We manufacture a Complete Line of

HIGH GRADE SAW-MILL MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION



We are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Limited

**Branch Office: VANCOUVER, B.C.** **PETERBOROUGH, ONT.**

# THE CANADA LUMBERMAN

VOLUME XIX. NUMBER 8. | TORONTO, ONT., AUGUST, 1898 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

## REMINISCENCES OF THE LUMBER TRADE.

THE following historical notes on the early lumber trade of Canada were written by Hon. J. K. Ward, of Montreal, who is now 79 years of age, and who has spent 53 years of his life in the sawmilling business. He was one of the pioneers of the trade, having done much to develop the lumber industry of Canada.

Mr. Ward is about to retire from active business. He has disposed of his timber limits on the Rouge river to the Riordan Paper Mills Company, and after the present season will lease or sell his mill property.

### HISTORICAL NOTES.

The first timber shipped from Canada of which we have any record was sent by Talon to Larochelle in 1667. Hocquast sent some timber and sawed lumber to Rochefort in 1735. After the conquest in 1760 the trade with Britain increased very rapidly, so much so that as many as 800 sailing ships have arrived in one year at Quebec, seeking timber cargoes. At present it is a rarity to see one, steamships almost monopolizing the trade, the character of which has changed, much less square timber being made than formerly and most of the sawed pine lumber that comes from the Ottawa being shipped from Montreal, in place of Quebec, as was once the case.

I think I can fairly claim the credit of shipping the first cargo of lumber from the St. Lawrence to South America; this was in 1866, from Three Rivers, on the bark Annie McKenzie, on account of A. & S. V. Spring, of Portland, Maine, for Buenos Ayres. I continued for many years shipping lumber to the east and west side of South America, for German and American firms, also sending many ship loads of sugar box shooks to Havana and Cardenas. The trade with South America has been a very precarious one. I have known as much as $28 per 1000 feet being paid for freight to Buenos Ayres, and have seen as low as $9 per M feet paid for same. Cargoes have also been sold for less than the charges, and abandoned by the owners.

In the early part of the present century the Montmorency mills were built by a Mr. Usborne. The late Peter Paterson, a Yorkshire man, ship's carpenter by trade, who had spent some time in Russia, became an employee of Mr. Usborne's, and finally proprietor of the property, and became one of the largest manufacturers of lumber in Canada, drawing his supply of logs largely from the Beconcour, the St. Maurice and other streams running into the St. Lawrence and Ottawa rivers.

Sir John Caldwell was largely interested in lumbering on the St. John, N.B., Rivier du Loup in Batiscan and Etchemin, but did not make a success of it financially.

The late Wm. Price, father of the Hon. J. Price, of Quebec, established mills at Chicoutimi, St. Alexis, L'Anse St. Jean, St. Ettiene, on the Saguenay, Metis, Matane, St. Thomas, Batiscan and many other places, leaving an immense business to his sons, but all is now conducted by the one above named, the others having died some years ago.

Philomene Wright, the first lumberman on the Ottawa river, came from Woburn, in the United States, arrived at the Chaudiere Falls—or the Asticou, as called by the Indians—as early as the year 1796. It was not until 1797 that he finally decided to make his home in Canada, and on the 20th of October, 1789, he and two companions pitched upon the site of the future city of Hull. He finally quitted Woburn for Canada on the 2nd of February, 1800. He was accompanied by five families, and had in the train fourteen horses, eight oxen and seven sleighs. The first tree was felled on the site of the homestead on the 7th of March of the same year. He brought the first square timber from the Ottawa to Quebec in the year 1807. He built the first slide on the Hull side of the river in 1829. He was elected the first member to represent the County of Ottawa in 1830. He died in 1839, and sleeps, an honored memory, in the little cemetery on the Aylmer road. Philomene Wright built his first saw and grist mills 1808, they were, unfortunately, burned down, but were rebuilt in 60 days.

About eighteen years prior to this the first saw mill on the Ottawa had been built at Point Fortune by a Mr. Story. It boasted one upright saw, and it is recorded that when the man in charge gigged back the carriage for a fresh cut he would sit down on the log to take his dinner, and was about through by the time the cut was finished. With our present saws the same can be done in four seconds.

Among our successful lumbermen have been the late James McLaren, of Buckingham; Peter McLaren, of Perth; Bronson, Weston & Co., Perley & Pattee, J. R. Booth, Alex. Fraser, of Westmeath; W. Mackey and the late firm of Hamilton Bros., whose father was one of the first in the trade at Hawkesbury, Ont. Many others have taken an active part in the business, with more or less success.

Our shantymen, whether English or French, as a rule are as good axemen, as expert drivers and canoemen, as can be found in any country. Our people are well up in dam building, as well as in making slides and clearing away the rivers to facilitate driving. Our rivers, as a general thing, being very precipitous and rapid, require extensive improvements, especially for the running of square timber.

Mr. Hale, of Sherbrooke, gave an amusing history of a stick at the Forestry Congress in this city in 1882; "As an example of the far-reaching benefit of arboriculture, I will give the history of probably the first importation of any new variety of tree ever made into the eastern townships. Many years ago a 'solitary horseman might have been seen wending his way' from the central part of Vermont, bearing in his hand a riding stick broken from a tree as he left his home. His destination was Lennoxville, and in due course of time he arrived, and taking up his abode at a farmhouse about one mile east of the village, stuck his now useless switch into the ground. Like Aaron's rod, in due time it budded and grew apace—a scion of the then unknown white willow. From this little stranger have come all the original magnificent trees for which Lennoxville and the surrounding country have been so long and so justly famous, and which have done so much towards clothing the countryside for miles around with its rich and luxuriant foliage; into many other towns and villages have they spread, until the offsprings of this embryotic willow might be numbered by the thousands."

The late Hon. Jas. Skead and his brother, Robert, were prominent lumbermen and respected citizens in their day. Ben. McConnell and his brother and many others, were all pioneers in a business that entails more hardships and excitement than but few can appreciate.

## THE LATE TIMOTHY H. DUNN.

ONE of the oldest and most highly respected lumberman of Quebec recently crossed the bar, in the person of the late Mr. T. H. Dunn, whose death occurred at his summer home on the Isle of Orleans. Deceased was born at St. Ursule, Que., in 1816. In 1841 he entered the Quebec office of the great timber firm of Calvin, Cook & Counter, of Kingston, and later on became the head of the firm of Dunn, Calvin & Co. After the dissolution of that firm his business ability and success won the confidence of all those connected with the trade, and in conjunction with the late Thomas Benson, he transacted business under the name of T. H. Dunn & Co., and in 1860 formed a new partnership with the late Wm. Home, the firm being known as Dunn & Home. The firm was succeeded by his two sons, the late Logie H. Dunn and Stuart H. Dunn, under the name of Dunn & Co. He was also one of the founders of St. Mary's chapel and parsonage at the Island of Orleans, and for many years was a prominent member of the Quebec Board of Trade. Mr. Dunn was always foremost in identifying himself with all local enterprises. He was one of the original promoters of the Montmorency Electric Power Co., the Cold Storage Co., also the Quebec District Railway, and was a director of the two former companies, also of the Great Northern Railway, and always looked forward to seeing the entering of the Parry Sound into Quebec. He was a director at one time of the Quebec Bank, and at the time of his death was a new director of the Merchants' Bank of Canada, Montreal, and the Standard Drain Pipe Co., of St. Johns, P.Q. He was altogether an exemplary type of man, and leaves behind a cherished memory.

## ESTIMATING STANDING TIMBER.

A SUBSCRIBER of the Lumberman asks me to give him some advice about estimating standing timber. He states that his firm has occasionally a case where knowledge of the subject would be valuable to them, but "never to such an extent as to justify the employment of an expert timber estimator." He requested that I should state, "in a few short sentences," some rules for his guidance in such cases, writes "An Old Estimator" in the Northwestern Lumberman.

It is well to say at the outset that no intelligible advice can be given in any "few short sentences," for the art of estimating standing timber involves so many different questions that it is impossible to give any kind of an explanation that would be of any practical benefit, except by means of a somewhat lengthy communication.

No two estimators follow exactly the same methods, and I can only undertake to give as concise an idea of my own as possible. I would state further that these methods were learned from association with practical estimators of long and varied experience, whose estimates had been carefully checked up when the timber was cut and manufactured.

I spent a great amount of time in the woods years ago, learning the business with those men, and afterward in making estimates on my own account, on which large tracts of timber land changed hands, and I have yet to learn that any of my estimates were ever disputed.

As I learned the business of timber estimating, I formulated for myself a sort of system, which may be outlined briefly as follows, leaving out many of the minor details, which one in the business must learn to fit special conditions :

When undertaking to estimate the timber on a given tract, my first work, after establishing a headquarters camp on the land or near by, was to carefully go around its entire boundaries and make an outline map on a blank with which I was always provided. On it were laid out townships, sections, quarters and eighths, with the numbers and fractions to be filled up as required; hills, valleys, streams, etc., to be drawn in as found by actual examination. After outlining the body of timber I made careful notes of the lay of the land on each and every side, and the character of the standing timber closely adjoining it.

My next move was always to carefully cross and recross the tract in every direction, making my lines of crossing so near that I could observe correctly the kind and character of the timber between the lines I made, and also to observe the character of the ground, its actual topography, the hills, valleys and streams which crossed it. I made these preliminary explorations in both directions, practically marking the tract off like a checker board, making copious notes as I went. By this means I got a general photograph in my mind of the appearance of the entire tract.

My next move was to go over the ground carefully, pacing distances closely, following the compass always, and sometimes using the surveyor's chain where especial exactness was required, and from these second explorations I filled in as perfect a topographical map as could be made, showing every stream, if there were any, in its actual position, its comparative size, and any branches that it might have, also in actual position. Every hill or elevation, and every valley was drawn exactly, though roughly, of course, but so as to allow all the difficulties in the way of getting out the timber, and the direction in which it would have to be hauled to get it to a stream, or railroad, or any other landing. It often happened that a copy of this topographical map would go a long way toward determining the cost of logging the tract, which, in its turn, would have a great bearing upon the value of the timber.

After making my map my next step was usually to divide the tract into smaller ones, according to the size of the whole, the density of the timber, and the roughness or smoothness of the ground, rough ground or dense timber requiring smaller divisions. These divisions were made by careful pacing and by blazing the lines, or by otherwise marking them, where there is much underbrush, by cutting enough to mark paths. My next step was to take one of these small subdivisions, go carefully over it, count the number of trees on an average acre, or two or more acres, from which to draw an average. At first I used a tape measure to obtain the girth of trees, which once obtained, with a careful estimate of the height, would give me a scale by any of the commonly used log rules, mentally cutting the tree into logs of merchantable length, and lowering the scale, which any scaler will understand, from the butt log up, as is done in measuring long logs.

Where the land was thinly timbered and there were but one or two species, it was an easy matter to determine the amount of timber of each species in each subdivision, and when the first examination has discovered little variation in the quality of the timber over different parts of the tract, it will usually only be necessary to estimate two or three of these small subdivisions to be sure of a fair average, when a total can be struck. But where, as in the case of hardwoods, there may be a number of species unevenly distributed, and where the land is unevenly forested, no accurate estimate can be obtained without going over every one of the subdivisions as a unit, carefully classifying the quality of the timber of each species and the proportion of each species in each subdivision.

When I had this work all done, if especial accuracy was required and the timber much mixed, and the quality variable under different sections of the tract, I usually retraced my work of actual estimating, with my first figures in my pocket, not to be referred to until the second estimate was complete. I aimed to allow a little time to elapse between the making of these two estimates, as the mind will often work differently under reversed conditions of looking at things.

After a few years' experience in the business, and having my mind well filled with pictures of different tracts I had estimated, and of the amount of timber found on each, always bearing in mind also the results of cutting and sawing on the same tracts, and the comparison of the mill scales with my estimates, I was enabled to make very close estimates of large tracts, after my topographical map was once made, and after what I might call my preliminary explorations, perhaps repeated once or twice, without any actual counting, or actual measuring of individual trees, simply passing over the different squares of the checkerboard, as I may express it, and comparing them in my mind with pictures of other tracts, the actual figures of which I had at hand.

I was enabled, during the last years of my experience in the woods as an estimator, to make very accurate estimates on this basis, but I would not recommend it as safe for anyone but a long-time expert or one specially endowed with a natural gift for estimating things by sight.

That there is a gift in this line I must claim, for I have known men to work in the woods for years, under good instructors, and who were honest and conscientious, but who never became reliable estimators. On the other hand, I have known men who seemed to be able to estimate almost by intuition. They really had no special system, but outlined the tract they were estimating, and then walked over it back and forth until they had a fixed idea in their minds of the amount, character and species of timber on the land, and I am free to confess that these men habitually made remarkably close estimates.

I believe it is a rule with all professional land-lookers or timber estimators to make some sort of a topographical map at some stage of the proceedings, some preferring to leave it until the very last. I always found the making of the map at the outset a decided help in reaching accurate conclusions as to the quantity and character of the timber on the different parts of the tract.

These rules, or suggestions, whatever the reader may be pleased to call them, apply to all kinds of timber, with certain modifications, of course. In the hardwoods it is necessary for the estimator not only to be able to scale the trees and get their contents, but to know the natural defects, whether on the surface, or apparent only by certain external signs. He should also know something of the effects of different soils and surface upon the quality of the growing timber. Without such knowledge, any estimate he may make would practically only be a gross one of scale of the timber sawed through and through. In the general run of hardwood timber such a gross estimate should be scaled down say from 25 to 40 per cent. in order not to overrun a subsequent mill tally.

It is quite an easy matter to estimate white pine on ordinary level dry pine land. But where the land is interspersed with streams with marshy borders, with swampy or boggy places, clayey hillsides, or cobbly ridges, it requires all the skill of the most wideawake man in the business to avoid making the most glaring mistakes, at least in the quality of the timber.

In the hardwoods, where the prevailing timber is white or red oak, and the land is of a generally uniform soil, and is high and dry, the work is quite easy, and there should be little or no trouble in making an almost absolutely accurate estimate of what the tract would cut in board feet. But where the land is rolling, with variable soil, as has been said of pine land, and the oak is only one of several prevailing species, there is more difficulty, and more skill is required.

I might say in conclusion that the business of timber estimating is one that cannot be learned from any book, or by any mere theoretical instruction, but preferably under a well posted teacher, and in actual field work. It is all right

to have a theory at one's tongue's end beforehand, and to have some system outlined to follow, but the real education of the timber estimator can only be obtained by actual work in the woods. Such education can be obtained without the aid of an instructor, but probably at the expense of many mistakes in regard to the quality of the timber, and at the expense of many wild guesses as to quantity.

I would say further that anyone intending to purchase any considerable tract of timber, unless well conversant with land looking and timber estimating himself, had better pay a practical estimator for his services than to undertake to estimate the timber for himself, even after carefully reading and digesting the rules I have here laid down. More purchasers have been fooled by confidence in their own ability to make an estimate of timber than would fill a page of this paper if their names were printed in the finest solid type. I am out of the business, and have no interest it it whatever, but I would say to any prospective investor in timber land, who proposes to take these rules, or any other estimator's rules (and these I affirm are as good as can be drawn up) don't do it, but hire some well known, trustworthy landlooker or estimator to do the work for you. It will be money in your pocket in the end.

## QUESTIONING THE SPRUCES.

Austin Cary, forestry specialist for the United States Department of Agriculture, believes that spruces, growing under average conditions, make an annual increase of 2.3 to 3 per cent. It is evident that, in reaching this conclusion, Mr. Cary has left nothing to guesswork. He has spent nearly two years in the woods of New Hampshire and Maine, during which time he and his assistants measured more than 10,000 individual spruce logs and trees, says "Popular Science News."

While the figures thus obtained are not encouraging to men who have bought townships of young spruce for permanent investments, they afford a most potent argument in favor of scientific forest culture. During the first twenty years in the life of a young tree the growth is rapid; but as soon as the stems get big enough to be of value as poles or pulp wood, and long before they are worth cutting for timber, the per cent. of increase drops to a low figure, and holds there during the life of the forest. In dense growths, where the trees run up tall and slim in order to push their tops to the light and air, fully seventy-five per cent. perish in the struggle for existence, and stand there, while they undergo a slow decay, greatly impeding the development of living trees.

Under the present system of management, which is simply nature's way of doing things, the Northern spruces are not big enough to make mill logs until they are 100 to 120 years of age. During the time of growth ninety-five per cent. of the original seedlings have been killed from suffocation or inadequate nutrition, and about seventy-five per cent. of the wood—counted in board or cubic measure—has gone to waste from decay. In choppings that were culled for the best logs twenty and thirty years ago Mr. Cary found that the surviving trees had grown four, six, and sometimes ten per cent. a year, owing to the thinning.

Hence it is argued that if the landowners who are now stripping off their young spruces for pulp wood were to thin out the growths, leaving the tallest and best to grow for logs, they would get nearly as much as they do now for pulp, and still have their timber land in better condition for logs than it was before the weeding out was made. Owing to the danger from winds, no lot should be entirely thinned in one season; but the work must be done gradually, so as to enable the surviving trees to withstand the gales.

Now that spruce is gone from all the waterways and the lumbermen are pushing private railroads among the mountains to reach what still remains, the owners have learned that, by following Mr. Cary's advice they may make their townships yield good incomes from pulp wood and at the same time enhance the coming values of the trees that are left to stand. It is a case where a man may eat his cake and still keep it to eat at some future time. When it is remembered that nearly all the white paper now used is made from spruce pulp, and that about three-fourths of spruce growth in New England has been swept away during the past fifteen years, it would seem that it was time for the landowners to show some interest in what concerns them so much.

## PRICES AND TERMS OF FOREIGN MARKETS.

A LUMBERMAN correspondent states that he has been quoted offers on American lumber to be delivered in European ports, at so many francs per cubic meter, and he wishes to know how to find out the value of this offer in English, in other words, in Yankee board measure and Yankee dollars and cents, says the Hardwood Record.

The French meter is 39.37 inches in length. This cubed, or multiplied into itself twice equals 61,023.37 inches, which divided by 1728, the number of cubic inches in a cubic foot English measure, gives 35.51 cubic feet, or 35.3, which is near enough for all practical purposes. Multiply this by 12 and it gives 423.75 feet board measure in a cubic meter, or 424 feet in round numbers, which is the amount used in ordinary commercial transactions of American exporters. They use this as an equivalent of the French cubic meter.

To reach the number of feet, board measure, in any number of cubic meters, therefore, simply multiply the number of cubic meters by 424, which is near enough for accuracy except in very large amounts, when 423¾ feet is almost the exact equivalent, the fraction lost being infinitesimal.

The French franc equals 19 cents and a very small fraction. It is ordinarily computed roughly at 20 cents, American money, although 19 cents is usually the nearer. The value of the franc is fixed periodically by the Treasury Department at Washington, but its fluctuations are in very small fractions of a cent, seldom reaching quite as high as 20 cents under any ordinary circumstances.

There are various terms used in connection with the shipment of lumber to Europe, which are somewhat enigmatical to the average shipper. For instance, the correspondent mentioned states that he has the offer of so many francs per cubic meter for cottonwood, delivered C. I. F. These calibilistic letters C. I. F. are somewhat of the nature of our letters F. O. B., and mean simply cost, insurance and freight, or, in other words, that the lumber is to be delivered at the European port for so many francs per cubic foot, including original cost, insurance and all freight charges. Shippers are advised to be careful about signing contracts including anything more than the letters C. F., as the question of insurance is not always a readily known quantity and certain restrictions should be placed upon the scope of the word freight, as, for instance, whether it should include freight from the mill to the seaboard and the straight ocean freight only, or whether it should include charges that might occur from moving the lumber from really the exterior port of delivery to some exterior point, as through the Kiel or Manchester canals. These minor things ought to be well understood by the shipper before signing a contract with all these calibilistic letters and provisos.

To reduce any number of feet, board measure, to cubic meters, divide the amount by 424, number of feet, board measure, in a cubic meter, and vice versa. To reduce American money to francs reduce it to cents and divide by 19½, which will be near enough for practical purposes.

Another correspondent inquires with regard to certain English measurements which have been explained several times in the Record and other lumber papers, but it will do no harm to explain them briefly again. In English measurement a "load" is 50 cubic feet, or 600 feet board measure. This is a term quite commonly used in the English timber trade. The term "standard" is probably used more often, and it means what is commonly termed the St. Petersburg standard, which is equal to 1,980 feet, board measure. The Irish standard is sometimes used, but not often, and it is equivalent to 3,240 feet, board measure. When this latter is used it is sufficiently designated, and there is seldom any chance for a mistake as to which is which, for unless otherwise specified the term "standard" means St. Petersburg standard of 1,980 feet.

The whole timber and lumber business in England is carried on in a regular old podauger fashion, and it is a wonder the English people do not rebel and adopt some more common-sense system of measuring lumber, and in connection with it, some more common-sense coinage, or rather, a more common-sense money system. Both systems, the measurement of timber or lumber, and the denominations of currency, are cumbersome, inconvenient and provincial. The only common-sense system for either is a decimal one, and many of the English people are already of that opinion. There is no reason why a decimal money system should not have been adopted years ago, as well as the decimal system for the measurement of timber, except the one reason which the Englishman usually gives, a dislike to change, and perhaps a dislike also to concede anything to the notions or wishes of other nations with whom the English people do business.

The Winnipeg branch of the Waterous Engine Works Co. have supplied a saw-mill and shingle mill plant to the Indian Department, to be set up at the Edmonton Indian Agency. The Shuswup Milling Co., of Kamloops, B.C., have purchased a new boiler for their saw-mill from the same company.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

C. H. MORTIMER
PUBLISHER

CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

### *TO VISITING LUMBERMEN.*

*Lumbermen visiting Toronto are invited to use the office of the CANADA LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way they may desire.*

## UNIFORM INSPECTION RULES WANTED.

MORE than once we have pointed out in this journal the necessity of the lumber trade of Canada adopting some uniform system for the grading of lumber, and it affords us at least some satisfaction to learn that the movement in favor of so doing is spreading. A faint hope may be indulged that at some time in the future there will be inaugurated a system of classifying lumber which will be recognized by the trade as the standard.

Even in the Ottawa valley, where the trade is known to be very conservative, there is quite a strong feeling in favor of standard inspection. True, the foremost advocates are the dealers, the large manufacturers having conducted their business along the one line for so many years as to be loath to court any change; but it is not believed that they would offer any opposition, but would gradually fall into line.

That we have no proper inspection rules does not speak well for the Canadian lumber trade. Every centre in the United States has a set of rules upon which the business is transacted, and now an effort is being made by the hardwood lumbermen to secure the adoption of a national inspection for hardwoods. The movement has so far met with success, although some difficulty has been experienced in deciding upon the rules which would serve all the markets to the best advantage.

The question may be asked why some steps have not been taken in this direction in Canada. One reason is that our lumbermen have depended too much upon the United States inspection. Indifference and lack of organization may be cited as another cause. Now that we have an association of lumbermen in Ontario, let this question be brought forward and carried to its ultimate conclusion. We feel free to state that, among our hardwood mill men and dealers at least, there is no lack of appreciation of the necessity of taking action to secure the adoption of standard rules. The trade realize the benefits to be derived therefrom, and if an earnest move was made in the matter it would surely receive a hearty support.

## LABOR IN SAW MILLS.

THE recent strike of workmen in some of the saw mills of the Ottawa valley has, perhaps, created an impression in the minds of the public hat employees of lumbermen are subject to extraordinary hardships, and that they receive from their employers very unfair treatment. Certainly only circumstances such as these should cause a general uprising of workmen against the person or persons who, by their enterprise, are furnishing necessary employment to hundreds of men. But unfortunately, these disturbances are too often the result of thoughtless agitation by a few individuals who pose as friends of the laboring man, and give little or no consideration to the justice of their demands. Many men are thus forced to become identified with strikes against the dictates of their own consciences.

That saw mill hands are underpaid is not generally believed by those who have a knowledge of the lumbering industry and know the inner working of the business. The question of wages will always be governed by the law of supply and demand, and cannot be fixed by labor organizations.

We believe that the misapprehension exists in the minds of many, and particularly mill employees, that immense profits have been and are being made by saw mill owners. Because large industries have been established, the inference is drawn that the business is a particularly remunerative one, and that the proprietors have accumulated great personal wealth. Generally, this is not true. Considering the amount of capital invested, the profits in the saw milling business are no greater, if as great, as in other lines of industry. Indeed, we could point to numerous instances in which the promoters of saw milling enterprises have suffered the total destruction of their capital, owing to the precarious nature of the trade. It is admitted that by speculation in timber limits considerable sums of money have been made, but in the process of sawing and marketing lumber the profits have been none too substantial. Heavy losses have been met with by many lumbermen in late years, owing to the general depression in the trade. These losses may have rendered a reduction in wages necessary, in order that the business might be continued, and in this the workmen should feel iointly interested with the proprietors.

In comparison with earlier years, the position of men working in saw mills is much improved. Their remuneration is quite as great, while the ten-hour day has been adopted almost universally. When working eleven hours per day, they are paid for the extra hour.

It is very desirable that employers and employees should work in harmony; otherwise the interests of both are likely to suffer. The usual result of strikes is anything but favorable to the participants, hence this method of securing a settlement of difficulties should be discouraged.

## HARDWOOD FLOORS.

CANADIAN white maple, when properly seasoned, makes a good durable floor if care is taken in laying it, and placing it where it will not be exposed to damp, or likely to be soaked with water at any time. Where possible, the material used should be weather seasoned, as maple that has been kiln dried is apt to swell with the least possible moisture, such as being washed, or by absorbing the damp from newly plastered walls, and expands to such an extent that injury may result. Weather seasoned maple does not swell so readily nor so much when moist, and experience has proven that its lasting qualities are greater than when kiln dried. As of maple, so of black birch, that which is weather seasoned is, in many respects, better than when kiln dried. In weather seasoning maple, birch, cherry and beech, it should be so placed that neither rain or sun will get on it, as the first will be sure to doze it, while the second will crack, split or warp it. If intended for flooring, warping does not much matter, as it will be ripped into strips less than three inches in width, so that when it is run through the flooring machine the warping will be pretty well taken out of it. Beech makes a very handsome floor, and if used in a room where it is intended there will be no carpet, it may be waxed or polished, and will have a fine metallic lustre. Red beech, of course, is the wood intended. Cherry, while one of the handsomest of woods, is not very well adapted for flooring, as it is rather soft, and shoes with sharp angles, or having metal nails in them, would be apt to mark it if the floor was left bare and polished. Perhaps, after all, there is no wood grown in Canada that so well fills the requirements needed for a good floor as our white oak. This wood makes at once a handsome, durable and lasting floor; and if quarter sawn and wisely selected, is superior in appearance, when properly finished, to any other wood grown. A quartered oak floor, laid in a room where all the woodwork is quartered oak finished, is a sight that is sure to impress everyone who sees it with an idea of solidity and worth, that never obtains in the use of other woods. It is not a very good method to mix maple and birch together in the one floor. They do not last equally, neither do they wear equally, and when a floor wears out in one part, the whole of it must come up, the worn and the unworn, whereas, if it had been of one kind of material it would have worn evenly, and throughout. Another reprehensible custom is that of laying flooring in dark and light strips alternately. By so doing it gives the floor a sort of "cheap John" appearance, and every joint is so empha-

sized, that what would not be noticed if the boards were all of one color, will be sure to attract the eye when the joint is defined by a change of color. The flooring should be selected for color as well as for widths, and all that of one color should be laid together.

## EDITORIAL NOTES.

Reverting to the paragraph in our July issue concerning the relations between lumbermen and the Canadian railway companies, we desire to say a few words in explanation of our remarks. We do not contend that the lumbermen as a body complain of discourteous treatment from the railway companies, nor that they have ground for such complaint. There are instances, however, where friction has arisen between lumbermen and the railway companies, over the question of damages or other points in dispute, and where the former claim to have been treated unfairly, while, possibly, the railway authorities have acted according to their best judgment. It is very desirable that instances of this character should be reduced to the minimum, in order that no incentive may be given Canadian dealers to purchase lumber in the United States. Points upon which we believe the lumbermen agree collectively are that the freight rate on hardwoods should be made the same as that on pine, and that some sections are entitled to more favorable rates, as pointed out in our previous article.

Of the many improvements that have been made in saw mill machinery, few have attracted greater attention than the double-acting band saw which has been put in operation in a Minneapolis mill. For a number of years such a thing as a band saw that would cut upon the return as well as the forward movement has been known, but lumbermen have been inclined to doubt that it would ever prove a success in practical operation. Mr. F. S. Farr is one lumberman at least who does not hold this view, he having invented and tested such a saw with very satisfactory results. The saws used are fourteen inches wide and have teeth on both sides. In connection therewith, several new inventions have been added. A scheme has been worked out for the raising and lowering of the whole mechanism of a band mill, thus doing away with the guide, and by bringing the upper wheel down close to the log, the saw is made more rigid at that point. The live rolls have been extended back through the saw and along the lower edge of the log deck, while extended arms keep the log over the rolls on their way to the carriage. The setter on the carriage occupies a position on the other end, so that he can see the sawyer when the return trip is started. The inventor believes that he can saw one-third more lumber than by an ordinary single band saw.

Certain lumbermen in the state of Maine are up in arms against the Treasury Department at Washington on account of a decision given in connection with the duty on lumber. The Dingley bill provides that lumber manufactured by American workmen in the province of New Brunswick, from logs obtained from the state of Maine and owned by American citizens, may be shipped back into the United States free of duty. This provision was made to protect the property of some United States lumbermen who have extensive saw mills at St. John, and who obtain their log supply from limits on the St. John and St. Croix rivers and their tributaries. Messrs. Stetson, Cutler & Co. are among these. Recently they imported from New Brunswick 12,000 feet of spruce scantling, planed on one edge, on which the collector at Boston levied a duty of two dollars per thousand feet as lumber, and in addition 50 cents per thousand feet for being planed on one side, under the provision of paragraph 195 of the act. The importers contended that this was unfair, and that if any duty was imposed on the lumber, it should only be for the planing of one edge. The decision was, however, upheld by the Treasury Department, the authorities pointing out that provision was made only for the free entry of sawed and hewed lumber. We fail to see from what standpoint the ruling could be called in question, as it is undoubtedly the correct interpretation of the tariff.

## SELECTION, HANDLING AND CARE OF BELTS.

Nearly every engineer of a saw mill has one or more belts under his care, and from the condition many of them are in it would seem that a word of advice as to their selection and care would not be amiss, writes Charles H. Garlick, in Lumber.

If, when in need of a belt, the engineer would, instead of simply ordering a certain number of feet of a certain width and thickness, try the experiment of personally selecting the same for the work which he wishes to have the belt do, and then use the same care in placing the belt in use that he does in starting any other piece of new work or new machine, much better results would be obtained than is usually the case. There are many, very many, rules and formulæ for ascertaining the width of belt necessary for transmitting a certain amount of power. No two of these rules agree, because there are so many conditions that enter into the problem that no hard and fast rule can be used.

From the writer's experience he prefers to use the following formula, which in ordinary cases will be found nearly correct :

$$W = \frac{\text{H.P.} \times 5{,}500}{\text{Velocity} \times \text{contact in feet.}}$$

This is single thickness. For double thickness belts :

$$W = \frac{\text{H.P.} \times 3{,}600}{\text{Velocity} \times \text{contact in feet.}}$$

Or the width of the belt can be found by multiplying horse power to be transmitted by 3,600, and dividing the product by the number of feet of the belt that will pass over the pulley per minute, multiplied by the number of feet of belt in contact with the driving pulley. A very good "rule of thumb" for single belts is : Belting 1 inch wide having a velocity of 600 feet per minute, will transmit 1 horse-power.

It should be borne in mind, however, that the width of the belt necessary to transmit a certain horse power depends on several conditions, one of which is the tension of the belt. When a belt is too tight there is a constant waste in journal friction, and when too loose a great loss in efficiency from "slip." A belt should be procured that will deliver the power required in a fairly slack condition.

Between a slow speed and a wide belt and high speed and a narrow belt, choose high speed and narrow belt wherever practicable, in designing for the transmission of power. A velocity of belt up to a mile a minute is practicable and advantageous.

In taking lengths for belts, where it is not convenient to measure with a tape-line the length required, this rule will be found of service : Add the diameters of the two pulleys together, divide the result by 2, and multiply the quotient by 3¼ ; add the product to twice the distance between the centres of shafting, and you have the length required, very nearly.

In buying, be sure that the leather is oak tanned, has a smooth, polished surface and a fine fiber. It is a good idea to have the belt unrolled and examine it to see that laps are thoroughly made and fastened. Note whether the belt is of the same uniform thickness throughout its entire length, also that the belt is pliable and not harsh and brittle. Note if possible whether the hides which make up the belts are of uniform thickness, or whether the thickness of belt is obtained by splitting the hides, and if the latter is the case reject it.

As to whether you purchase single or double belts, it may be said that single belts can be used successfully up to twelve or fourteen inches in width, but where more power is required than a belt of this width will transmit under the conditions that exist in your plant, belts of double thickness should be used. With single belts, care should be taken to have them of ample width, so that there need be no necessity of having them tight. Double belts should be used when a great strain is to be put on the leather, or for slow speed, or when a belt is to be run at one-fourth turn ; belts which you are called upon to shift frequently, or which are to run on vertical shafts, should be double.

As to the respective value of rubber or leather belts : Rubber belts do not cost as much as leather, nor do they, under favorable conditions, last as long. They cannot be used in places where the belt rubs, nor where it becomes necessary to shift often ; neither can they, as a rule, be run successfully as cross belts. They should not be used where oil is likely to drop on them, nor where they will freeze. They usually last longer than leather belts in damp localities. Rubber belts will adhere to pulleys better than leather. When a rubber belt commences to wear out it is almost impossible to do anything to repair it. Having purchased a new leather belt, it should, if time will permit, be stretched before being placed in work. This can be done in a variety of ways, depending on the width and length of belt and the time at the engineer's disposal. One way is to stretch it over two pulleys placed some distance apart, and attach weights to either end of the belt. During the stretching period a little oil should be applied to the leather.

Belting for electric lighting machinery must have some characteristics all its own. For ordinary machines a positive steady motion is not absolutely necessary, but with an electric plant it is different. It is necessary for the belt to be endless and of a uniform thickness. Even so small a thing as uneven laps will cause a slight but constant jumping or flickering of lamps. With most dynamos as built to-day provision is made for the purpose of taking up any stretch that may

occur in a properly-constructed, designed and well-stretched belt. Yet, should it become necessary to shorten one of these belts, it may be done by using clamps. Care should be taken and the laps made as long as possible, and sufficient time given the work before removing the clamps.

While endless belts are to be preferred for almost all work, yet in many places the time, care and experience required to join them is such that recourse is had to the more convenient method of lacing or fastening with clamps or hooks, and of all the different methods the writer has been more successful with and prefers lacing. But even such a simple piece of work as that of joining a belt by means of lace—a narrow strip of rawhide—is sometimes done in a manner to very materially reduce the life of the belt, and very seldom is sufficient time or care given to this work. The ends of the belts should be cut exactly square, using an ordinary tri-square for this purpose. Punch the holes exactly opposite each other in the two ends of the belt to be joined. It is best to use an oval punch for this purpose, the longest diameter of holes being parallel with the belt. Two rows of holes should be made in each end of the belt, the same being staggered. The edges of holes should all be at least seven-eighths of an inch from the end or side of belt ; be sure and keep the belt square, and lace both ends equally tight. The laces should not be crossed on the side that runs next to the pulley, but on that side laces should run parallel with the belt. Fig. 1 shows the inside

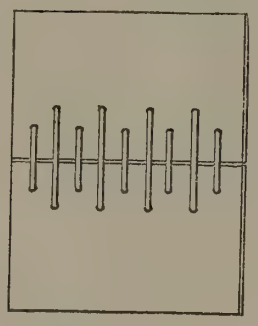


Fig. 1—Side of lacing running next to pulley.

of the lacing, or the side that should run next to the pulleys, and Fig. 2 shows the outside of the lacing, the side that is not in contact with the pulley.

In placing the belt on pulley, put it on so that pulley in slipping will run with, and not against, splice or joint. While authorities differ as to which side of the belt should be placed next to the pulley, the writer's experience has been that

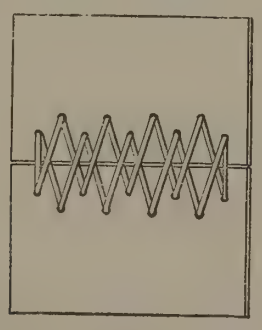


Fig. 2—Outside of lacing.

the best results are obtained when the grain side is placed next to the pulley. Experience has proven that it will drive more than when the flesh side is in contact with the pulley, and that the belt will last longer.

If the belt is to be crossed, do not put it on in such a manner that at the places of passing joints or laps will meet and be turned up and ruined in a short time.

How to place a belt on a pulley is one of the little things one can become an adept in only by practice. If the belt is a heavy one and the pulley runs at a high speed, it is best to slow down the machine, then place the belt on the loose pulley or the pulley at rest. Secure a firm footing, and with the right hand slowly work the belt up to top of pulley, when a quick jerk down or up, according to the direction the pulley is running, will throw the belt on. When the belt is heavy, or the operator lacks experience, it is best to shut off the power, place the belt on pulley as far as possible, then take a small leather belt, or even a rope, double it, slip one end through the arms of the pulley and around the belt and rim of the pulley, and the other end through the loop formed by the double of the small belt or rope ; then stand on the floor on the opposite side and draw on the small belt or rope, when the belt will be drawn to the rim of the pulley. When the machine is placed in motion, the belt may be slipped on without any trouble ; then, by letting go of the small belt or rope when the belt is on the pulley, the noose will be undone and the small belt will be free.

If the belt does not stay on the pulley, do not erect guards to keep it on, as they are an eyesore, and soon wear the belt out. Besides, the guards simply cure an effect, while the cause remains. The cause may be that the pulley is not in line, or that the belt is not joined squarely, or one side is stretched more than the other. Sometimes a belt running at high speed, transmitting scarcely any power, will wave from one side of the pulley to the other, and if a load is not thrown off will eventually come off. In places where it was not convenient to either put in pulleys of larger diameter, or even wider belts, and where the use of resin, oil and other adhesive matter would not cause the belt to adhere to the pulley, the difficulty has been overcome by running a narrow belt, drawn tightly, with ends laced, over the main belt. In one place where occurred a continual slipping of a ten-inch belt, the writer took an old two-inch belt, placed it upon the ten-inch, and the two belts carried the load for years without trouble.

## MACHINERY BEARINGS.

Any mechanic will inform you that the common plummer-block should be a little easy at the sides, and that the bearing should receive oil from the top. He seldom knows the reason for this rule, however, and though his ignorance does not prevent his mill shaft bearings running cool, not "knowing why" makes him experience trouble with many bearings not so simply loaded.

John Dewrance, in a paper on the subject, detailed experiments which ought to clear ideas and rectify erroneous practices.

Bearings were clamped upon a shaft so that the load upon its underside was this same clamping pressure, while on the top this was augmented by weight of brasses, clamps and springs.

An oil hole at the top refused entirely entry to oil, which could be given, however, at either side. The bearing—which ran fairly cool—ejected oil under a pressure of 2,300 lbs. per square inch through the upper oil hole. The bearing was then taken out and surface dressed in order to obtain still greater pressures ; but when replaced, instead of this great positive ejecting pressure, there was a suction at the upper oil hole measured by a vacuum gauge at thirty inches ; the whole still running cool and well. The blocks when taken out showed at first sight no explanation for so great a change in pressure, but close examination made the matter clear. The under side of the top brass at first was not quite flat, the central portion taking all the load ; this sprung the brass and ground the central part ; so, when replaced under diminished load, there was a vacant space around the oil hole, where formerly had been the greatest pressure.

In any bearing to run cool and well means that a film of oil keeps forcibly apart the sliding pieces. The total pressure on this oil must be the total load. The surface tension of the oil and capillarity alone provide the power the oil has to resist this pressure, therefore the pressure is the greatest where space between the surfaces is least. And since, moreover, oil is carried on by sliding, it follows that to keep up the supply the space must taper to the point of greatest pressure.

If we lay a flat plate on a well oiled shaft, and gauge the pressure at a hole drilled through it, as we approach the point of nearest contact pressure will rise, to fall again—and fall down below zero as we pass it.

Tapering spaces must then be provided in all our bearings of this class ; and oil supplied at that point where the load is least. The series of experiments referred to was first taken up in order to discover whether "brasses" of different metals differed in their capacity for bearing loads without increase or friction. As one might have anticipated, it was found that no such difference existed ; so long as a sufficient film of oil remains it matters little—in this connection—what the metals are. Given that they are strong and stiff enough the one great point is that the bearing should be softer than the shaft ; for then at times of failure in the oiling the shaft is coated with the scraped-off softer metal, more or less evenly around its surface. But if the shaft should be the softer of the two, its heaped-up scraping will accentuate local unevenness in the bearing.

The main point in the paper is, however, the light thrown on the simple point of oiling. In ordinary mill shaft plummer blocks this is done rightly from the top. At first our railway axle bearings were likewise—but wrongly—fed ; that fault was soon detected and set right ; but still mechanics' ignorance upon the subject causes much trouble with some engine bearings ; and since it is a fact that pressures over one ton per square inch can be endured by properly constructed brasses, while costly troubles are often caused by far less loads, the question certainly deserves attention until our errors are set right.

Mr. John McKay, representing the Standard Dry Kiln Co., of Indianapolis, Ind., paid a short visit to Canada recently, en route to his home in Boston. Mr. McKay knows pretty nearly all about lumber drying, and claims to represent the best apparatus on the market for that purpose. His company has recently made a number of large sales on the Pacific Coast, including British Columbia, in addition to filling orders for Russia and Mexico. Mr. McKay states that his company have received a large number of enquiries as a result of their advertisement in The Canada Lumbermen.

## THE BY-PRODUCTS OF SAW-MILLING.

The average operator of a saw-mill relies for his profit on the good timber he is able to turn out, says a writer in the Hardwood Record. He measures the chances of loss and gain wholly by the percentage of clear stock his logs will cut, and the price of such lumber in market. The mill culls are waste anyway, and if he gets within a moderate percentage of the cost of his common and shipping culls, he congratulates himself upon his closeness in figuring and economy in operating his mill. His profits necessarily depend on his ability to get enough from his high grade lumber to cover the greater part of the cost of his logs and all his profit.

It is not difficult to figure out something ahead in this, by assorting his lumber so that it will run well to good, but such liberality not uncommonly defeats itself, for when the stock gets into market, and is inspected under the buyer's severer construction of the rules, the unlucky shipper very likely finds that he has a heavy freight to pay on much of it that will not bring cost at the delivery point. More than one saw-mill enterprise that promised fairly enough in the beginning has landed the owner in bankruptcy because the timber would not make enough clear lumber to carry it. And are they not falling around us every day for a like reason !

This result is largely due in nearly every case to the neglect of the by-products of the saw-mill. Many mill operators look upon anything but lumber as unworthy their attention, and so they run everything that will not make boards or plank or dimension stock that is fit to ship into the conveyor and up the incline, to the slab pile or refuse burner.

Thousands—yes, millions — of dollars of as good profit as was ever made has been thrown away in this fashion, and few that lost it could tell where it had gone. They may know that they got back for their lumber less than the timber and sawing cost, and that their operation as a whole was a losing one, but they do not realize that the gain which would have served to turn the scale might readily have been made out of the stuff they burned up to get out of the way.

No saw-mill man can be said to have fully mastered his business until he has learned that every cent he is able to get out of stock that will not bear shipment, or sell at a profit, is so much made. It all goes to swell the profits, because the stuff must be made in order to make the good lumber, of which it is the refuse. All the by-products of the saw-mill have this advantage, that they are the savings from what is practically worthless, and hence their cost represents only the labor put into them after they pass the saw. It is the conversion of the useless into the valuable, and so long as the bare expense of the manipulation costs less than the value of the resulting product, there is money in it.

This is a matter which has received more attention in the pine mills than among those sawing hardwoods, for one reason, because the former are larger establishments as a rule, and are operated in a more scientific way. With many hardwood producers the sole problem they undertake to solve is to get a certain quantity of logs into such shape that they are marketable, and to get the money for them. Their prime object does not seem so much to make the largest possible profit as to turn their investment into cash quickly. This is a condition made necessary sometimes by the limited capital available, but it rapidly grows into a habit, and many never get beyond it. They begin and end their career as saw-mill men without developing the scientific side of their business at all, being content with merely buying trees and logs, cutting them with more or less economy into boards and plank, and burning everything that will not make such lumber.

The notion is widely prevalent among such operators that small mills are incompatible with the requirements of economy, and that in order to take advantage of the chances for profit in the close utilization of material a big mill with all imaginable appurtenances is a necessary prerequisite. This is a mistake. The man cutting five or six thousand a day is just as able to take care of the waste as one cutting four or five times as much.

The writer has in mind now a little single circular mill, located at a place which it has practically created, and where there is no other business, cutting from six to eight thousand feet a day, where the principle of working up the waste is carried out in detail. Besides the regular outfit of machinery, it has a band saw for making felloes, a sawing table, a lathe for making chair legs and for turning wood into various irregular shapes, cross-cut saws, etc. The result is that no cull stock is shipped from this mill, and what is left of the slabs and edgings needs very little grinding to make it as fine as sawdust. The owners have no difficulty in realizing a good profit from rather inferior logs, and their books show that a good deal of it comes from what they save out of the waste.

In some large mills what is ordinarily regarded as the refuse becomes the basis of a distinct business. The waste is sold by the saw mill man at a certain price, small, of course, and the buyer takes it and works it up. Every piece big enough to make a pill box is saved and utilized, and even when the cost of the material is added a good profit remains. In many cases this plan of utilization will prove practical and economical, relieving the mill man of the details attending the working up of his refuse stock, and furnishing another man with the means of making money.

Another way is for the mill operator to furnish the machinery and the stock, and let out the job of working it up on shares or at an agreed price for the product. A shrewd, enterprising mechanic can easily be found who will gladly supply the skill, push and all needed help in keeping up the department for an interest in its results. By such methods as these and others that will suggest themselves to a practical mill man, a deal of good money may be recovered from the slab pile that now represents nothing but loss to the owner. The machinery for working up wood into small shapes is not expensive and does not require such skill in handling as to make it difficult to secure competent men to operate it.

The hardwood mill men are fortunate in having a larger variety of by-products than pine, where they are mainly lath and pickets, small pieces of pine being of little use for anything but kindling. But hardwoods of nearly all kinds can be worked up very closely, and made to yield a handsome revenue. They are used in so many shapes and so largely in small pieces, that attention to the utilization of everything about a hardwood mill becomes of first importance. All mill owners cannot adopt the same plan, of course, but all should have some method of working the refuse into by-products, as they may if they will but give the subject proper study.

When everything possible has been made in the way of small articles of wood, there will still remain something of value in the residue—the sawdust, bark and chips that go into the furnace or the refuse burner. All this is material, just as good as an entire tree, for the manufacture of the numerous products derived from the destructive distillation of wood.

In several places already large works are in operation turning out such things as wood alcohol, creosote, acetate of lime, pitch, ether, wood oil and other things which sell readily and bring prices that show a large profit over the cost of making. There was an exhibit of an apparatus for this work, and of its products, in the forestry building at the World's Fair, which showed that remarkable results can be obtained with a comparatively small investment and at little cost. Figures are given in connection with it which indicate a profit of $5 on the carbonization of one cord of wood, allowing $2 as the cost of it, and a further margin if the wood tar obtained is redistilled. Using the refuse of saw mills, which could be placed in the apparatus as cheaply as in a refuse burner, the margin ought to be large enough to make the process one of value to lumber dealers. Possibly all mill owners might not find it practicable or advisable to carry the utilization of their waste material to this extent, but many of them might do so to their own profit and to the general advantage of the business."

## WHEN WE PLANT THE TREE.

What do we plant when we plant the trees?
We plant the ship which will cross the seas ;
We plant the mast to carry the sails ;
We plant the plank to withstand the gales,
The keel, and keelson, and beam and knee—
We plant the ship when we plant the tree.

What do we plant when we plant the tree ?
We plant the houses for you and me ;
We plant the rafters, the shingles, the floors ;
We plant the studding, the laths, the doors ;
The beams and siding, all parts that be—
We plant the house when we plant the tree.

What do we plant when we plant the tree ?
A thousand things that we daily see.
We plant the spire that outtowers the crag ;
We plant the staff for our country's flag ;
We plant the shade, from the hot sun free—
We plant all these when we plant the tree.

—Henry Abbey.

We learn with regret of the death of Mr. James Smith, senior member of the firm of James Smith & Bro., Liverpool, England. The late Mr. Smith first became connected with the timber trade by entering the office of James Houghton. He afterwards accepted a position with Messrs. Farnworth & Jardine, afterwards carrying on a prosperous business under the style of Robert Coltart, Smith & Co. His present partners are Messrs. G. J. Harrison, C. T. Tyrer and his brother, Charles T. Smith, their offices being at 14 Canada Dock, Liverpool, England. Their Canadian representatives are Smith, Tyrer & Co., Halifax, N.S,

# THE RETAILER AND Wood-Worker

## CRACKS IN SMALL CIRCULAR SAWS.

AFTER reading of the various causes of cracks in small circular saws, I am desirous of calling attention to one source of this evil not usually considered. It is found in the sensitiveness of the high grade steel to heat, and the great force with which it will expand and contract under varying temperatures. This expansion and contraction is positive in its action. For every degree of heat added there is a definite amount of expansion. The contraction, however, lags, and will stop short of its starting point. That is to say, by way of illustration, that if the expansion of a given piece of steel when heated from 60 degrees Fahrenheit to a red heat was one-fourth of an inch, the contraction, when it was cooled down again to 60 degrees, would not be quite one-fourth of an inch.

There are two ways in which this effect of heat on steel is manifested in circular saws—besides being responsible for cracks. One can be noted in the change in the tension, which is doubtless a familiar one to most sawyers. Another can be observed in saws, especially those of heavy gauge, which have been heated to a degree which causes a dark blue or black spot. Careful examinations will show that such spots are thicker than the metal surrounding them. Further tests would show that the temper of such spots was greatly modified, and this is also involved in the expansion, as the same piece of steel is not of the same dimensions at a high and low temper.

But to return to the subject of cracking. How much heat is developed in a saw while cutting is problematical, but under some circumstances it no doubt reaches 400 degrees Fahrenheit. Cross-cut saws give the most trouble by cracking. As we shall see, they are under special provocation to do so. If the rim of a cut-off saw becomes heated during a cut, or a series of cuts, made in close succession, what occurs as soon as it is out of the cut? It begins to cool off, rapidly at the teeth, much more slowly just below. It is a well established principle that heat escapes from any projecting points on a metal body much more freely than it can from a plain surface, and especially a bright polished surface. The teeth rushing through the air lose their heat faster than the plate just below their base. This unequal cooling sets up a severe strain in the saw blade. The fast cooling teeth are contracting over a plate which is expanded beyond its normal dimensions. This contraction proceeds, in many instances, with such force that small checks are made at the sharp corners at the bottom of the teeth. These sharp corners render the steel less resisting at these points, on the same principle that nicking a bar of iron all round with a cold chisel weakens it so that it may be easily broken.

These small checks, when first made, are sometimes so fine that they escape notice, but the labor of sawing soon extends them into the body of the plate. Where one crack is developed in a saw and a hole is drilled at the bottom of it, the strain when heated again may be concentrated at the bottom of the first crack and cause it to extend further into the body of the plate.

Rip saws seldom show cracks due to heating. There are several reasons for this, based upon the size and shape of the teeth, and the manner of use.—St. Louis Lumberman.

## MANUFACTURE OF WOOD NOVELTIES IN MAINE.

THE manufacture of wood novelties in Maine, according to the Industrial Journal, of Bangor, has become one of the important industries of the state. The growth of the industry covers a period extending back as far as 1857, and it has now assumed very large proportions. In the term "wood novelties" is included a large variety of small articles turned from wood. Closely allied to the wood-novelty industry, and often included under that head, is the production of fruit boxes and veneers. The average annual output of wood novelties in Maine, including these allied industries, has a value of over a million dollars, and the number of firms in the state engaged in the business proper is seventeen, in orange-box making four, and in veneer manufacture one.

One of the most interesting branches of the industry is the manufacture of wood rims for bicycles. The Maine plant is one of but three factories of this kind in the country. The average daily output is about 1,800 rims, and the value of the yearly product is about $120,000. The rims are made of rock maple, and each is composed of three pieces, glued and pressed together with such force and nicety that the rim appears like one piece, and only the most searching examination can detect the joints.

The tooth-pick industry in the state was established in 1857. There are two plants now in operation, one producing 525,000,000 tooth-picks per year, and the other about six billion. The annual product of these two mills has an average value of about $40,000. Another mill is to be opened soon, and operated by a newly-formed company in Androscoggin county.

A large plant in South Paris is devoted to the manufacture of children's carts, wagons and wheelbarrows, school desks, sleds, swings and similar articles. The name "wood novelty" is, in short, a very inclusive term, and the articles embraced are practically without end. Almost all kinds of wood found in the state are utilized in these plants in one way or another. In the orange-box factories, yellow birch, maple and beech woods are used.

The real benefit of the wood-working industries to Maine can be appreciated when it is remembered that before spool and wood-novelty making, and orange-box and wood veneer manufacture were introduced into the state, the raw material they now use was considered worthless except as fuel. This wood has now become a product of great value, and the sale of the articles manufactured in these mills brings into the state each year a large amount of money.

## AUTOMATIC BOX MACHINE.

A MARVELLOUS piece of automatic machinery for the purpose of making boxes has been invented by W. T. McRae, of Philadelphia, Penn., and recently set up for a practical test, after working five years on its perfection, says the Philadelphia Record. It is known as the Eureka, and is novel in its design, and does its work in an entirely new way as compared to the old machines designed for this work. It is fed from four sides with boards which have been previously cut the desired size, and a box is turned out at every revolution of the machine, the wooden cubes being thrown off at an astonishing rate. A single operator, who need not be a skilled person by any means, can work off 1000 boxes an hour, the work of the attendant being only to feed the press with the wood. The machine may be readily adjusted in a few minutes to make a box of any size within reasonable limits. One press, for instance, is made to take in all the various sizes of cigar boxes, while for larger ones another size machine is made. After the machine is started its action is automatic, and at each revolution a box is shot out, one following the other so rapidly that the question of carrying them off becomes an embarrassing one. The box is turned out complete, with the exception of the lid. Lock corner boxes are as readily handled as straight-edged ones, the hammers used in nailing them being taken off and plates substituted, which squeeze the parts together instead of nailing them. The capacity of this machine is said to be nearly ten times that of the box-making machines now in use.

No matter in what part of the Dominion you are situated, an expression of your views on any subject relative to the lumber trade is solicited by the publisher of this journal. No reader should wait for a personal invitation. Assistance thus rendered, as well as suggestions for making this journal more valuable to subscribers, will be much appreciated.

A very good rule for the power that a belt will transmit is as follows: Multiply the number of square inches in contact with the smallest pulley by the speed in feet per minute and divide by 36,000. The result will be the horse power that may be transmitted, by a double belt, under the most favorable conditions. Deductions must be made according to the judgment of the engineer, for with a single belt under poor conditions but one-half of the above will be realized in practice.

When we have tight and loose pulleys and a belt to ship we naturally put the belt shipper as near the driven pulleys on the countershaft as possible. There are many mechanics who have never thought of putting the shipper anywhere else and who probably could only with difficulty be persuaded to do so. As a matter of fact there are many cases in which, where the tight and loose pulleys are of the same diameter, with straight faces, and where very quick and frequent shipping of the belt is not required, it is much better to place the shipper near the driving pulley on the lineshaft, to operate on the belt as it approaches that pulley.—American Machinist.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.*

VOL. IV. TORONTO, ONT., JULY 27, 1898 No. 27.



**CANADA LUMBERMAN**

PUBLISHED BY

**C. H. MORTIMER**

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING,
MONTREAL.

**Weekly Lumberman,** published every Wednesday Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.


**Lumbermen visiting Toronto are invited to call at the office of the CANADA LUMBERMAN. We shall have pleasure in giving them any information desired.**

## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type; 12 lines make one inch. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

## AUCTION SALE

— OF —

# Timber Limits

### At the Russell House, Ottawa.

THERE WILL BE OFFERED FOR SALE AT public auction at the Russell House, in the City of Ottawa, on the 15TH DAY OF SEPTEMBER NEXT, at 2 o'clock p.m., subject to reserved bid, the following TIMBER LIMITS in the Province of Quebec:—

**PARCEL 1.**

Mattawa Limits, 127 square miles, permanent numbers 346, 347, 348, 470, 471. (The small quantity of shanty plant, etc., on these Limits must be taken by the purchaser at valuation.)

**PARCEL 2.**

Lake Pennechango, River Gatineau Limits, 14 square miles. Permanent number 489.

**PARCEL 3.**

Grand Lake Limits, 71 square miles, permanent numbers 529 Berth Q.I., 528 Berth P.I. (These are virgin limits and well watered.)

Terms—One-third cash, balance in two or more equal annual payments, with interest at six per cent. per annum, satisfactorily secured. For further particulars, apply to

**THE RATHBUN CO.,**
**Deseronto, Ont.**

### FOR SALE

**300,000** FT. 1 x 4/7" x 12/16' WHITE PINE, good dressing strips; 100,000 ft. 1" x 8" x 12/16' dressing strips; thoroughly dry. A. & P. WHITE, Pembroke, Ont.

### HARDWOODS WANTED.

ADVERTISER WISHES TO COMMUNICATE with firms who can ship Beech, Elm and Birch Logs to the British markets. Reply to "BEECH," CANADA LUMBERMAN office.

### FOR SALE.

ONE GOOD SECOND HAND BAILEY GAUGE Lathe for turning fork handles, stems, curtain poles, &c.; one 24 in. Pony Surfacer; one bolter for pickets, squares, &c. Box 156, Thamesville, Ont.

### FOR SALE.

BUSINESS CHANCE: PINE AND HARDwood lumber yard, with saw and planing mill. A good, growing trade in a prosperous thriving village of 1,000. A rare chance for a practical builder with a small capital. Box 156, Thamesville, Ont.

### WANTED.

OFFERS, BY FIRST CLASS SHIPPERS, OF Canadian Spruce Deals, Battens and Boards, 15/16 feet average lengths; c.i.f. East Coast England. Terms cash, less 2½%. First class references required and given. Address "J. B.," care Editor CANADA LUMBERMAN.

### FOR SALE.

FOLLOWING SIDINGS FROM LOG MANUfactured into deals for the English market: Pine, thirds and better, 1, 1¼ and 1½ in.; fourths, 1, 1¼, 1½ and 2 in., being sound knotty lumber; first culls, ⅝, 1, 1¼, 1½, 2 and 3 inch—this has little red and unsound, but good for boxes. Spruce, good 1 and 1¼ inch; cull, ⅝, 1 and 1¼ inch. Deliverable on boat or barge here. Address P.O. Box 59, Three Rivers, Que.

# LIMITS AND MILL FOR SALE

## By Public Auction

THERE WILL BE EXPOSED FOR SALE BY public auction, in the Russell House, Ottawa, Ontario, on WEDNESDAY, 17TH AUGUST NEXT, at 12 o'clock noon, about Two Hundred and Seventy-One Miles of very desirable TIMBER LIMITS in the country tributary to Prince Albert, Sask., and about Seventy-Four Miles tributary to Edmonton, the whole estimated to contain over three hundred million feet board measure of Spruce and Tamarac Timber, large and of fine quality.

The Limits are easy of access. Those at Edmonton are directly on the Saskatchewan, and those at Prince Albert are tributary to the same river. They are well watered and the creeks easily driven.

Also, that well-known and valuable saw mill property, known as Moore & Macdowall's, in the Town of Prince Albert, Territory of Saskatchewan, comprising saw mills fitted with modern machinery, having a capacity of 2,500,000 feet per month, together with a planing mill in separate building, containing planer, matcher, etc., with railway siding, large boarding house, one cottage, two large dwelling houses, and piling ground, the whole property comprising an area of about one hundred and fifty acres.

The Prince Albert Limits will be offered in one block, together with the mill property above described, making together an exceedingly desirable investment.

The Limits in the neighborhood of Edmonton will be offered separately.

For further particulars apply to:

WILLIAM LITTLE, Prince Albert, Sask.
JOHN C. BROWNE, Ottawa.
R. B. KESSEN, Temple Building, Toronto.
J. B. MONK, Winnipeg, Man.

From whom maps of the Limits and other information may be obtained; also from

W. H. LEWIS,
Auctioneer.

WANTED.—Situation in Mill or Factory by Young Man (26), where $1,000 invested this fall would secure interest in same. Box 200, CANADA LUMBERMAN.

## PROVINCE OF QUEBEC

## Department of Lands, Forests and Fisheries.

### WOODS AND FORESTS.

QUEBEC, 21st July, 1898.

Notice is hereby given that the sale of Timber Limits advertised to take place on 16th August next, has been postponed to WEDNESDAY, THE 26TH OCTOBER NEXT.

S. N. PARENT,
Commissioner of Lands, Forests and Fisheries.

## CURRENT TRADE CONDITIONS.

### ONTARIO.

All things considered, lumber manufacturers and dealers in this province have reason to feel satisfied with present trade conditions and the future outlook. It is a fortunate circumstance that a decided improvement in business conditions throughout Canada should have immediately followed the putting in force of the Dingley bill. The large increase in the demand of the home market, coming at a time when stocks were unusually low in consequence of the heavy shipments into the United States prior to the imposition of the duty, tended to maintain equilibrium in the trade. No large shrinkage either in prices or volume of trade has been perceptible. The wise determination on the part of manufacturers to restrict the output of their mills has likewise had a very beneficial effect upon the situation. Stocks are reported to be unusually light, and the demand for the commoner grades of pine lumber, as well as for hemlock and shingles is uncommonly good. Canadian factories are reported to be demanding much larger supplies of lumber than for several years past, and prices are considered satisfactory. There continues to be an active demand for basswood, ash and elm. If the harvest of the present season compares favorably in quantity and quality with that of last year, lumbermen may look forward with confidence to an active fall trade.

### QUEBEC AND NEW BRUNSWICK.

As a result of the recent drop in carrying charges, an increased number of shipments are being made from Montreal and Quebec, as well as from St. John and other New Brunswick ports. The British market is not sufficiently active to warrant extensive shipments from these provinces, and unless care is exercised by shippers in this respect, a weakening of prices may be looked for as the natural result. 12,126,185 feet of deals and 1,000 tons of birch timber were recently shipped from St. John to England, Ireland and Holland. Eight steamers and fifteen schooners are under charter to load deals at St. John. Freights to Liverpool range from 38s 9d to 41s 3d. The rate to west coast of England is about 42s 6d. There is no inducement to ship to the United States, and there has accordingly been a heavy falling off in exports.

### MANITOBA AND BRITISH COLUMBIA.

The condition of the trade in Manitoba is on the whole satisfactory, the demand being sufficiently active to warrant the mills in increasing prices somewhat. A new retail schedule based upon these increased prices has been prepared at Winnipeg, but has not been formally agreed to by the dealers, and in consequence prices in that city are somewhat irregular. The mills at Selkirk are in active operation, cutting large quantities of spruce lumber, and shipping to all parts of the province. It is reported that 3,500,000 feet of logs from Crane Lake and 3,000,000 feet from the Manitou are now on the way to the mills at Rat Portage. The Dominion government have just issued the following new regulations governiug the granting of licenses to cut timber on Dominion lands in Manitoba and the territories: "The licensee shall pay an annual ground rent of $5 per square mile, except for lands situated west of Eagle pass, in the province of British Columbia, in which case the yearly ground rent shall be five cents an acre. The following crown dues will be collected: Sawn lumber, 50 cents per thousand feet B.M.; railway ties, eight feet long, 1½ cents each; railway ties, nine feet long, 1¾ cents each; shingle bolts, 25 cents per cord, and 5 per cent. on the sales of all other products of the berth. A rebate of 40 cents per thousand feet B.M. will be allowed on lumber exported from British Columbia to places outside of the Dominion of Canada, provided the licensee can produce evidence to the crown timber agent as to the quality exported." In British Columbia the local demand is active, consequent to a large extent upon railway and bridge construction, building and mining enter-

prises. Foreign demand is dull, with few shipments. It is reported that Mr. A. C. McArthur, of McMillen, Idaho, has been given the contract to supply 14,000,000 feet of lumber to Mr. Peter Larson for use in railway construction in British Columbia. The shingle situation on the American side is unusually dull, and this of course, affects injuriously the industry in British Columbia.

UNITED STATES.

The feeling of uncertainty occasioned by the war has caused a large falling off in building operations in the larger cities, with a proportionate lack of demand for lumber, particularly the better grades. On the other hand the demand throughout the country, especially for improvements to farm buildings, is unusually good, and is furnishing a market for large quantities of low grade lumber, such as could not in other years be disposed of to advantage. The success which has attended the American arms, and the prospect of an early close of hostilities, is expected to lead to a resumption of business on a large and active scale, and to result in a good fall trade in lumber. Lake shipments are likely to materially increase as the result of the drop due to the failure of the Carriers' Association to maintain rates. Rates from Lake Superior ports to Buffalo have declined to $1.50, and to Chicago to $1.62½. Boston advices state that the spruce trade is exceedingly dull. This is attributed to the large importations from Canada last year and the fact that spruce is being superseded by North Carolina pine. Ordinary spruce frames are quoted at Boston as low as $12.50. A moderate demand is reported from Buffalo and Tonawanda for export stock, cutting and better, shelving, siding, ceiling and flooring, common box and culls, ash, elm, basswood and thick maple. Hardwood conditions remain to a large extent unchanged—the shortage of certain kinds of stock, notably white ash and thick oak, being perceptible.

FOREIGN.

A British Board of Trade return just issued shows a heavy decline in timber imports. The figures for the first six months of the present year, in comparison with 1896-7, are as follows :

| HEWN. | 1896. Lds. | 1897. Lds. | 1898. Lds. |
|---|---|---|---|
| From Russia | 62,798 | 57,080 | 55,496 |
| " Sweden and Norway | 60,451 | 49,882 | 54,578 |
| " Germany | 20,777 | 18,912 | 21,703 |
| " United States of America | 16,132 | 20,974 | 15,154 |
| " British East Indies | 2,680 | 5,349 | 4,849 |
| " British North America | 19,264 | 16,929 | 9,154 |
| " Other Countries | 74,189 | 69,606 | 30,634 |
| Total | 256,291 | 238,732 | 191,568 |
| SAWN. | Lds. | Lds. | Lds. |
| From Russia | 181,068 | 179,961 | 142,074 |
| " Sweden and Norway | 378,379 | 370,097 | 280,564 |
| " United States of America | 70,593 | 80,792 | 73,925 |
| " British North America | 152,199 | 258,217 | 129,051 |
| " Other Countries | 7,647 | 7,205 | 10,073 |
| Total | 789,886 | 898,272 | 635,687 |

To the unusually high freight rates, consequent upon the employment of vessels for war purposes, is doubtless due the large falling off in Canadian shipments. Now that freights are returning to a normal condition, a much larger quantity of goods will probably go forward. There is danger that this may have the effect of weakening prices, which, owing to restricted shipments from the United States and Canada, and also from Baltic ports, have been fairly well maintained. Dissatisfaction with the terms of the new form of charter which Baltic ship owners are seeking to introduce, is greatly lessening the number of shipments from that quarter at present. Pine and spruce are reported more active. High prices are being paid in the London market for favorite sizes, such as 4 in., 2½ and 2 in. battens. At Messrs. Churchill & Sims' last fornightly sale, Canadian 3 x 11 1st pine realized £18 10s. to £19, 3 x 8/7 3rd pine £6 10s. to £7 5s., with 3 x 9 at £7 15s., 3 x 11 4th pine £7, 3 x 10 3rd spruce £6 10s. to £6 15s., with 3 x 9 at £7 10s., 3 x 11 4th spruce £5 15s., with 3 x 10 at £6. At Messrs. A. & D. Mackay's sale on the 8th inst., a parcel of 388 bright birch logs, containing 14,210 feet, brought prices varying from 16½d. to 2s. 1d. per ft., or an average of 18½d. per ft. for 16¼ in. Another parcel averaged 16¾d. per ft. for 15¼ in. Small lots of elm and maple logs sold at 17¾d. per ft. Importations are said to be somewhat excessive at Liverpool and Glasgow. Charters are reported for July from the Saguenay at 42s. 6d., St. John at 40s. and 41s. 3d., Montreal at 40s. to 42s. 6d. to named ports in the United Kingdom, and will repeat for August. The East Coast Timber Importers' Association has been formed to establish an accepted and generally recognized code of rules for carrying on the timber trade on the east coast or elsewhere to protect the status and interests of recognized timber importers.

## STOCKS AND PRICES.

The total shipments for Bay City during June amounted to 6,430,000 feet, which is rather light.

It is estimated that during this season the Fredericton Boom Co. will raft 113,000,000 feet of timber.

Consignments of Canadian logs were last week rafted from French river to Bay City, Mich., for Turner & Fisher and Moore, Glover & Co., amounting to 5,184,211 feet b.m.

Churchill & Sims, London, Eng., give the following as the stock of wood in public docks at London for three years :

| | 1896. Pieces. | 1897. Pieces. | 1898. Pieces. |
|---|---|---|---|
| Foreign deals and ends | 1,281,000 | 1,329,000 | 1,158,000 |
| " battens | 1,501,000 | 1,628,000 | 1,657,000 |
| Pine deals and battens | 704,000 | 791,000 | 857,000 |
| Spruce " " | 236,000 | 633,000 | 697,000 |
| Boards, rough | 1,478,000 | 1,664,000 | 2,397,000 |
| " prepared | 5,558,000 | 6,236,000 | 5,486,000 |
| Total | 10,758,000 | 12,281,000 | 12,252,000 |

## THE NEW BRUNSWICK SPRUCE DEAL MARKET.

Timber, of London, Eng., in its last issue, contains the following review of the spruce deal market, which will be interesting to manufacturers on this side :

New Brunswick spruce deals are again attracting the serious attention of buyers and sellers, but owing to the bitter experience of last autumn, most of the large operators are displaying great and commendable caution. With the exception of the Irish business, which is a special one, and seldom fluctuates much, nothing like an average supply has been contracted for by importers, and the total imports up to date this year are far below those of 1897. An open winter and spring, with plenty of building work, has reduced stocks nearly everywhere to a low point, so much so that during the past three months values have been exceedingly steady, with a slight upward tendency. This has at length been checked by a few recent arrivals, coupled with the near approach of numerous floating cargoes, now being freely offered to dealers. In the opening months of the year several thousand standards were placed by shippers or their agents around the coast at a slight advance on the lowest prices of 1897, and those who thus bought early have so far no reason to regret it. Some large lines of special sizes, principally 2 and 2½-inch battens, were also placed on the east coast at fully 10s. above present quotations, but this business is now a thing of the past, Baltic whitewood having again come into vogue at lower figures, such as make spruce competition impossible.

Our Canadian friends, whose increasing hopes of a large spruce demand were referred to in our last issue, may, therefore, take it for granted that whenever Russian or Swedish sawn whitewood can be offered at the same, or a slightly higher price, it will, with a considerable number of buyers, especially on the east coast, always have the preference. It is mainly a question of money, and, taking an average of ten years, America cannot compete with the Baltic at many large British ports, apart from the great relative value of whitewood for planed floorings and other joinery purposes. About 1,200 standards of St. John spruce deals lying at Fleetwood, but belonging to a well-known Liverpool firm, were offered by auction at the latter port on Friday week last with practically a barren result. Only two lots of 9 x 3 changed hands at £6 17s. 6d., although it is reported that a few others were sold by private treaty afterwards. There can be but little doubt that this excellent stock would have fared much better if it had been offered a short time ago, when many dimension sizes were so scarce, and it was probably a mistake in tactics to try to sell it last week, as against newer arrivals at more favorable places of distribution.

The position at Liverpool is fairly strong, the import and consumption for June being nearly identical, with the further advantage that the existing stock only equals an ordinary month's requirements. Supplies generally on the west coast are also low, so that with a good demand, such as is undoubtedly in evidence, and with prospective moderate supplies, it does not seem possible for the fiasco of last season to repeat itself. A rapid advance in freights, brought about by corn speculations, delayed chartering so seriously that many usual operators lost all confidence in the market, and have since been playing a waiting game. While values in this direction have eased down 5s. to 7s. 6d. per standard, they have not lost all the rise as compared with several recent years, and this forms the only uncertain feature yet to be reckoned with. St. John deals are selling freely ex quay at £6 15s. to £7, while West Bay, Halifax, etc., may be quoted at £6 10s. to £6 12s. 6d. One or two shipments of poor specification are offering at 2s. 6d. to 5s. less, but these consist largely of 7-inch and 8-inch, with practically no 11-inch deals included.

## THE GLASGOW MARKET.

Edmiston & Mitchell's monthly timber circular of 30th June gives the following particulars of the Glasgow market :

The month of June has been an active one on the Clyde as far as import goes. The liners from Montreal have brought about 1,548 standards of pine and spruce deals, boards, ends, etc., and, in addition, two full cargoes of pine deals, etc., containing 2,113 standards, are to hand ; also, two full cargoes of spruce with 1,666 standards. An approximate comparison of the import from British North America up to 30th June, for the last two years, shows the following : Pine deals, boards, etc., 5,626 standards, against 6,256 last year ; spruce deals, etc., 3,819 standards, against 4,577 last year.

The Clyde shipbuilding returns are highly satisfactory, and no less than 47,800 register tonnage has been launched, making the total for the half-year a record one, viz., 207,500 tons. Although the amount of new orders booked is only about 17,000 tons, still the quantity of work on hand assures us of a continuance of activity for at least six months.

House-building maintains the activity which has characterized it for many years.

The strike in the cabinet trade, which has now lasted three months, is, we regret to report, no nearer a settlement, and it is having a serious effect on the timber trade.

## FIRES.

The Ottawa Mining & Milling Co.'s saw mill, at North Bend, B.C., was recently burned.

Cayonette's shingle mill at St. Moise, on the Intercolonial Railway, was burned on the 20th inst. Two watchmen lost their lives.

## SHIPPING MATTERS.

Large quantities of pulp are being shipped from Montreal to Liverpool and Glasgow.

The Cutler & Savage Lumber Co., of Cutler, Ont., have ceased shipping to the United States market for the present, owing to the duty and low prices.

A cargo of 25,000 feet of waney pine was recently brought by steamer Niagara from Ashland, Wis., via Welland Canal to Kingston, Ont., for re-shipment to England.

The schrs. Moss Glen and Walter Summer, from Liverpool, N.S., and Keewaydin, from St. John, N.B., with cargoes of white pine and spruce lumber, and schrs. Dawn, Nellie Morrow, Minnie and Neva, from Paspebiac, with shingles, arrived at Barbadoes July 9th.

## BUSINESS NOTES.

Mr. Tegart will erect a saw mill near Golden, B.C.

James Richards, saw mill owner, Kinlough, Ont., is dead.

Mr. A. R. Chisholm has just opened out in the lumber business at Edmonton, N.W.T.

R. E. L. Brown has purchased the Bell saw mill property and timber rights at Kaslo, B.C.

Lumbermen are notified to use the north instead of the south channel of the St. Lawrence river at Cornwall Island during the construction of the New York and Ottawa R.R. bridge.

## LUMERMAN'S INSPECTION BOOK.

Send four 3-cent Canadian postage stamps for a copy of the LUMBERMAN'S VEST-POCKET INSPECTION BOOK, containing rules for the inspection of Pine and Hardwood Lumber in the leading markets of Canada and the United States.


**WANTED**

**Black Ash, all thicknesses.**
**1-inch, 1½-inch and 2-inch Basswood.**
**1-inch Red Oak.**

State quantity and price.

JAS. G. CANE & CO.,
35 Adelaide St. E., Toronto, Ont.

**Sieveking, Podmore & Co.**

**WOOD AGENTS**

7 CROSBY SQUARE, LONDON, ENG.

Cable Address: "Sieveking,' London. Branch at LIVERPOOL.

**MILLS**

Having Brown Ash 12, 14 and 16 ft. firsts and seconds, inch Bass firsts and seconds 12 feet, or any other Hardwood Lumber, can sell same for cash by addressing

*H. D. WIGGIN*
No 89 State St., BOSTON, MASS.
Inspection at mill.

JOHN MCKERGOW, President. W. K. GRAFFTEY, Managing Director.

**THE MONTREAL LUMBER CO.**
(Limited.)

**WHOLESALE LUMBER**

OTTAWA PINE A SPECIALTY

Office and Yard : 208 Guy Street,
Bell Telephone 8576. MONTREAL

*ORILLIA EXPORT LUMBER CO.*
ORILLIA, ONT.

Wholesale Pine and Hardwood

***Lumber Dealers***

*Cabinet Woods, Including Mahogany, A Specialty.*

CORRESPONDENCE INVITED QUOTATIONS GIVEN

**Do You Use Mahogany?**

If so don't buy until you have seen or inquired about our now famous . .

**TABASCO MAHOGANY**

Finest figured wood on the market ; is hard and takes elegant finish. Brings highest prices in Europe, but we sell here about same prices as ordinary mahogany. Specially adapted for fine cabinet and interior finish . . . . . .

LAWRENCE & WIGGIN
Importers and Manufacturers
BOSTON, MASS.

## LUMBER FREIGHT RATES.

CANADA ATLANTIC RAILWAY.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse and Rome, $2.20 per M ft ,(3,000 lbs. and under per M ft.); Ottawa to Montreal, $1.00 per M ft.; Quebec, $2.00; Arnprior to Montreal, $1.50 per M; Quebec, $2.50; Parry Sound to Montreal, $3.00 per M ft.; Ottawa to Buffalo, 12 cents per 100 lbs.: Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. Arnprior to New York, track delivery 17 cts. per 100 lbs., lightered 19 cts. per 100 lbs. Parry Sound, track, 20 cents, lightered, 22 cents per 100 lbs.; Ottawa to New York, via Albany and Williams Line, seasoned pine lumber and shorts, in lots 50 M feet and over, $2.50 per M; under 50 M feet, $3.00 per M; from Arnprior, lots over 50 M feet, $3.00; under 50 M feet, $3.75 per M; from Parry Sound, lots 50 M feet and over, $4.00 per M; seasoned lath from Ottawa, lots 250 M pieces and over, 50 cents per M pcs.; lots under 250 M pcs., 60 cents per M pcs.; from Arnprior, lots 250 M pcs and over, 60 cents per M pcs.; under 250 M pcs., 70 cents per M; from Parry Sound, 80 cents per M pcs., lots 250 M and over; (rates named on lots under 50 M feet lumber and 250 M pcs. lath subject to extra towage. Rates on 50 M feet lumber and over and 250 pcs. lath are applicable to all points in New York city excepting points above Madison avenue bridge in Harlem river, to all points in Brooklyn, and to Jersey City proper; Ottawa, Rockland and Hawkesbury to Boston and common points, local 15c.; exports 11c. per 100 lbs.; Arnprior to Boston and common points, local 17 cents; export 13 cts. per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cts. per 100 lbs.; Ottawa, Rockland and Hawkesbury to Portland, &c., 15 cts.; Arnprior to Portland, 17 cts.; Ottawa to Burlington, 6c. per 100 lbs.; Ottawa to Albany, 10 cts. per 100 lbs.; Arnprior to Albany, 12 cts. per 100 lbs.; Parry Sound to Albany 17 cts. per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N.Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22½ cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

GRAND TRUNK RAILWAY.

Lumber freight rates for pine on the Grand Trunk Railway, according to the tariff issued 15th February, 1897, will be found below. General instructions in shipping by Grand Trunk are embodied in these words in the schedule: Minimum weight 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination. For instance, the rates from Orillia to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Gravenhurst to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, and the rates from Hanover or Hepworth would not be higher than from Wiarton to the same destination, but in no case are higher rates to be charged than as per mileage table published on page 15 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale Sundridge and South River, to Toronto, 8c.: Trout Creek, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 10c. The rates on hardwoods average about from 1c. per 100 lbs. higher than on pine and softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On spruce and balsam (partly seasoned) for pulp manufacture, the rate from Longford, Wiarton, Penetang, Coldwater, Waubaushene, Victoria Harbor, Haliburton, Kinmount, etc., to Toronto, is $2.20 per cord; and to Merriton and Thorold, $2.60; Katrine, Callendar, North Bay, etc., to same points, $2.45 and $2.60 respectively; Beeton, Allandale, Orillia, etc., $2.20 and $2.60. On green spruce and balsam the rate is 25 per cent. higher.

CANADIAN PACIFIC RAILWAY.

Mr. George A. Fowler, lumber agent C.P.R., writes as follows under date of February 14th, 1898: "The rates at present in effect to Toronto and Hamilton are as follows: Pine and soft woods from Klock, Mattawa, Bonfield, North Bay, Sturgeon Falls, Cache Bay and Warren, 9 cents; from Sudbury Jct., Rayside and Chelmsford, 10 cents; from Cartier and Geneva Lake, 10½ cents; from Biscotasing, White Fish, Massey, Cutler, Spragge and Algoma, 12 cents per 100 lbs. The rates on hardwood are one cent per 100 lbs. higher than those on pine. From Ottawa, Hull, Aylmer and Dechenes Mills, also Arnprior. Braeside and Pembroke, to Toronto the rate is 10 cents both on pine and hardwood. From Ottawa, Hull, Aylmer and Deschenes Mills to station on the Lake Erie and Detroit River, Erie and Huron and Michigan Central railways, specified in special lumber tariff, the rate is 14½ cents on both pine and hardwood. The above rates are based on a minimum of 30,000 lbs. per car."

"Taking effect March 21st, 1898, the rates on seasoned lumber to New York, Brooklyn, Jersey City, etc., via Albany, thence via water, will be as follows: From Ottawa, Ont., Aylmer and Deschenes Mills, Que.—pine and shorts, in lots 50 M feet and over, $2.50; under 50 M feet, $3.25; hardwood, lots 50 M feet and over, $4; under 50 M feet, $4.25; lath, 250 M pieces and over, 50c. per M pieces; under 250 M pieces, 60c. per M pieces. From Carleton Junction—pine and shorts, lots 50 M feet and over, $2.75; under 50 M feet, $3.50; hardwood, 50 M feet and over, $4.25; under 50 M feet, $4.50; lath, 250 M pieces and over, 55c. per M pieces; under 250 M pieces, 65c. per M pieces. From Arnprior and Braeside—pine and shorts, lots 50 M feet and over, $3 00; under 50 M feet, $3.75; hardwood, 50 M feet and over, $4.50; under 50 M feet, $4 75; lath, 250 M pieces, 60c.: under 250 M pieces, 70c. per M pieces. From Pembroke—pine and shorts 50 M feet and over, $3.25; under 50 M feet, $4; hardwood, 50 M feet and over, $4.75, under 50 M feet, $5; lath, 250 M pieces and over, 65c.; under 250 M pieces, 75c. per M pieces. The minimum carload of lumber is 10,000 feet and lath 50,000 pieces."

"The summer rates to Montreal go into effect April 1st, and will be as follows: From Ottawa—softwood lumber, $1 per M feet; hardwood and dimension timber, 4c. per 100 lbs.; lath, 20c. per M pieces. From Carleton Junction, seasoned softwood lumber, $1.25 per M feet; hardwood lumber and dimension timber, 5c. per 100 lbs.; lath, 25c. per M pieces. From Arnprior and Braeside—softwood lumber, $1.50 per M feet; hardwood lumber and dimension timber, 6c. per 100 lbs; lath, 30c. per M pieces.

"From Ottawa to Three Rivers and Quebec—softwood lumber, $2 per M feet; hardwood lumber and dimension timber, 8c. per 100 lbs.; lath, 40c. per M pieces. From Carleton Junction—softwood lumber, $2.25; hardwood lumber and dimension timber, 9c. per 100 lbs.: lath, 45c. per M pieces. From Arnprior and Braeside—softwood lumber, $2.50 per M feet; hardwood lumber and dimension timber, 10c. per 100 lbs.; lath, 50c. per M pieces.

"Ottawa rates apply from Hull, Aylmer and Deschenes Mills, Que. Montreal rates also apply to Mile End, Montreal Junction, Westmount, St. Luc Junction, St. Anne de Bellevue, and Vaudreuil. The rates on softwood lumber as above are intended to apply on lumber which will not exceed three thousand pounds per thousand feet, and on lath which will not exceed 600 lbs. per M pieces; excess over these weights will be charged for at rates in effect on dimension timber."


## CANADIAN EXPORTERS AND WHOLESALERS

THOS. MEANEY & CO.
103 Bay Street - TORONTO
WANT 1" Black Ash Mill Run, or No. 1 and 2.

JOHN HARRISON
MANUFACTURER OF
PINE AND HARDWOOD LUMBER
Short and Long Dimension Timber, in Pine, Hemlock, Cedar or Rock Elm.
Contractors Supplied. Inside Finish, &c.
Saw and Planing Mills: OWEN SOUND, ONT.
C. P. R. and G. T. R. Railways.
WRITE FOR ESTIMATES.

SPECIAL: FOR SALE
About 600 M feet Inch Box and Sidings, Mixed Lengths.
Pine Bill Stuff cut to order. Sixteen Inch Pine Shingles always in stock.
Please write for Particulars.
HUNTSVILLE LUMBER CO'Y, Limited. - HUNTSVILLE, ONT.

THE PEMBROKE LUMBER CO. LIMITED
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT.

Wm. Mason & Sons
Dimension Timber, Lath and Shingles, Dressed Lumber, Mouldings, Sash and Doors.
LUMBER
Correspondence Solicited. - OTTAWA, CANADA - P.O. Box 1020. 'Phone 135.

JAS. PLAYFAIR & CO.
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . .
MIDLAND, ONT.

A. & P. WHITE
Manufacturers of and Dealers in.....
Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.
A Large Quantity of Dry Lumber in Stock - PEMBROKE, ONT.

A car-load each of No. 1 and 2 Staves, Jointed, 30" long..... FOR SALE
J. E. MURPHY - Hepworth Station, Ont.

ROBERT WATT • WIARTON
MANUFACTURER AND
WHOLESALE LUMBER
Pine Lath, Cedar, and Pine Shingles.
CORRESPONDENCE SOLICITED. HEMLOCK BILLS A SPECIALTY. Mills at Wiarton.

T. L. BAILIE, LUMBER DEALER, Penetang
DEALER IN BASSWOOD, OAK AND BIRCH
Wants to hear from Mills having Basswood and Red Oak to offer.
300,000 feet Winter-Cut Basswood wanted.

KILN-DRIED BIRCH FLOORING SHEETING .. and .. CEILING
Flooring from $12.00
Ceiling " 10.00
SAMPLES BY MAIL
KNIGHT BROTHERS CO.
Burk's Falls, Ont.

## FOREIGN EXPORTERS AND IMPORTERS

JAMES SMITH & BRO. - 14 Canada Dock, LIVERPOOL
. . Wood Agents . .
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax, N.S.

CANADA ATLANTIC RAILWAY
Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
. . . . Shortest and Quickest Route from . . . .
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PARRY SOUND and all points on Grand Trunk Ry., TO BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
R. A. CARTER, Contracting Agent, 115 Board Trade Montreal.
M. A. Overend, Ontario Agent, Union Station, Toronto.
C. J. SMITH, General Freight Agent, Ottawa, Ont.

SWAN-DONOGH LUMBER CO.
NORTH TONAWANDA, N. Y.
Buyers of..... SOFT ELM, ASH, BIRCH, MAPLE AND BASSWOOD LUMBER + PINE AND CEDAR SHINGLES
Office: Lumber Exchange Building (first floor) Yard: Dodge's Dock

WRIGHT, GRAHAM & CO. + WOOD BROKERS
7 Royal Bank Place,
GLASGOW, SCOTLAND
Cable Address: "Brakridge," Glasgow.
Codes Used: Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of CANADIAN WHITE PINE AND SPRUCE, cut to all sizes—and all kinds of Hardwoods in Log Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

## BELTING

Bowmanville Rubber Co., Bowmanville, Ont.
Fleming, W. A., Montreal, Que.
Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
McLaren, D. K., Montreal, Ottawa and Galt.
The Waterous Co., Brantford.
Young, J. S., Montreal.

## BRASS CASTINGS

Magnolia Metal Co., New York.

## DRY KILNS

Standard Dry Kiln Co., Indianapolis, Ind.

## ELECTRICAL APPARATUS

Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

## LUMBERMEN'S SUPPLIES

Eckardt, H. P. & Co., Toronto.
Gartshore, John, Toronto.
Hamelin & Ayers, Lachute Mills, Que.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

## MACHINERY

Baldwin, Tuthill & Bolton, Grand Rapids, Mich.
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston Ont.
Carrier, Laine & Co., Levis, Que.
Darling Bros., Montreal.
Kennedy & Sons, Wm., Limited, Owen Sound, Ont.
Lancaster Machine Works, Lancaster, Ont.
Mershon, W. B. & Co., Saginaw, Mich.
Mowry & Son, B. R., Gravenhurst, Ont.
Northey Mfg. Co., Toronto, Ont.
Payette, P. & Co., Penetanguishene, Ont.
Sawyer & Massey Co., Ltd., Hamilton, Ont.
Small & Fisher Co., Woodstock, N.B.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.
The Oxford Foundry & Machine Co., Oxford, N. S.
The Defiance Machine Works, Defiance, Ohio, U.S.A.

## MAGNOLIA ANTI-FRICTION METAL

Magnolia Metal Co., New York.

## PULP MACHINERY

The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.

## PULLEYS

The Dominion Leather Board Co., Montreal, Que.

## RAILROAD BRASSES

Magnolia Metal Co., New York.

## SAW MANUFACTURERS

Burns, E. R., Saw Co., Toronto, Ont.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.
The James Robertson Co., Montreal, Que.

## WHOLESALE LUMBER DEALERS

Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

## MISCELLANEOUS

Axes, Campbell Bros., St. John, N. B.
Ball Nozzle Co., The, Toronto, Ont.
Canadian Photo Engraving Bureau, Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Illinois Central R.R.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Machine Knives, Peter Hay, Galt, Ont.
Silver Solder, P. W. Ellis & Co., Toronto, Ont.
Turbines, Madison Williams, Port Perry, Ont.
The Bradstreet Commercial Agency, New York and Toronto.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, July 27, 1898.

CAR OR CARGO LOTS.

| | | | | |
|---|---|---|---|---|
| 1¼, 1½ and 2 inch cut up and better | $32 00 | $34 00 | 1 inch dressing and better | $20 00 | $22 00 |
| inch picks and uppers | 34 00 | 36 00 | 1 inch siding mill run | 14 00 | 15 00 |
| 1x12 dressing and better, 60% 16 ft | 22 00 | 24 00 | 1 inch siding common | 11 00 | 12 00 |
| 1x10 fine dressing and better | 21 00 | 23 00 | 1 inch siding ship culls | 10 50 | 11 50 |
| | | | 1 inch siding mill culls | 8 50 | 9 00 |
| | | | Cull scantling | 8 00 | 9 00 |
| 1x10 and 12 Canadian dressing and better | 20 00 | 22 00 | 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1-2 and thicker cutting up plank | 24 00 | 26 00 | 1 inch strips, common | 11 00 | 12 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 | 1 1-4 inch flooring | | 16 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 | 1 1-2 inch flooring | | 16 00 |
| 1x10 and 12 common | 12 00 | 14 00 | XXX pine shingles, 16 inch | | 2 25 |
| 1x10 and 12 mill culls | 9 00 | 10 00 | XX pine shingles 16inch | | 1 40 |
| 1 inch clear and picks | 28 00 | 30 00 | Lath, No. 1 | | 1 50 |
| | | | Lath No. 2 | | 1 15 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Ash, white, 1 to 2 in. | $26 00 | $28 00 | Cherry | 1 | to 1½ | $50 00 | $60 00 |
| " " 2½ to 4.. | 30 00 | 32 00 | " | 2 | " 4.. | 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in.... | 17 00 | 19 00 | Elm, soft | 1 | " 1½ | 14 00 | 15 00 |
| | | | " " | 2 | " 3.. | 15 00 | 16 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in..... | 19 00 | 21 00 | " rock | 1 | " 1¼ | 16 00 | 18 00 |
| | | | " " | 1½ | " 3.. | 20 00 | 22 00 |
| Ash, M. R., 1 | " 2.. | 15 00 | 18 00 | Hickory | 1½ | " 2.. | 28 00 | 30 00 |
| Birch, 1 | .. | 18 00 | 20 00 | Maple | 1 | " 1½ | 16 00 | 17 00 |
| " 1½ | " 2.. | 20 00 | 25 00 | " | 2 | " 4.. | 17 00 | 18 00 |
| " sqrs. 4x4 | " 8 x 8 | 24 00 | 26 00 | Oak, red, p'n | 1 | " 1½ | 26 00 | 30 00 |
| Basswood, 1sts and 2nds, 1 to 1¼ in.... | 16 00 | 18 00 | " " | | " 4.. | 29 00 | 32 00 |
| | | | " white | | " 1½ | 28 00 | 30 00 |
| 1¼ | " 2.. | 19 00 | 20 00 | " " | | " 4.. | 30 00 | 35 00 |
| " m. r. 1 | " 1¼ | 14 00 | 16 00 | " quart'd | | " 2.. | 46 00 | 50 00 |
| Butternut 1 | " 1½ | 23 00 | 25 00 | Walnut | 1 | " 3.. | 85 00 | 100 00 |
| " 2 | " 3.. | 25 00 | 28 00 | Whitewood | 1 | " 2.. | 32 00 | 36 00 |
| Chestnut 1 | " 2.. | 24 00 | 2 00 | | | | | |

## OTTAWA, ONT.

OTTAWA, Jnly 27, 1898.

| | | | | | |
|---|---|---|---|---|---|
| Pine, good sidings, per M feet, b.m. | $29 00 | 36 00 | Pine, 8 s.c. and better stock | 10 00 | 12 00 |
| Pine, good strips, | 24 00 | 27 00 | Pine, 8 s.c. sidings | 9 00 | 10 00 |
| Pine, good shorts, | 16 00 | 25 00 | Pine, " strips | 8 00 | 10 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m. | 15 00 | 18 00 | Pine, " shorts | 6 50 | 8 00 |
| | | | Pine, box culls | 9 00 | 10 00 |
| | | | Pine mill culls | 6 00 | 9 00 |
| Pine, No. 1 dressing strips, | 13 00 | 16 00 | Lath per M No. 1 | 1 00 | 1 10 |
| | | | Lath per M No. 2 | 60 | 90 |
| Pine, No. 1 dressing shorts, | 12 00 | 14 00 | 1x10 No. 1 barn | | 18 00 |
| | | | 1x10 No. 2 " | 14 00 | 16 00 |
| Pine, 10 s.c. and better stock, | 12 00 | 13 00 | 1x8 & 9 No. 1 " | 15 00 | 17 00 |
| | | | 1x8 & 9 No. 2 " | 14 00 | 16 00 |

## QUEBEC, QUE.

QUEBEC, July 27, 1898.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Common and railroad, for interior and ordinary according to average, quality, etc., measured off | 21 | @ 24 |
| For 40 to 45 feet average, measured off | 26 | 29 |
| For good and good fair average, measured off | 29 | 33 |
| First class " " | 36 | 39 |
| In shipping order " " | 35 | 38 |
| First class Ottawa waney, 18 inch average | 35 | 37 |
| " " " 19 to 21 inch average | 38 | 40 |
| First class Michigan waney board, 18 inch average | 41 | 43 |
| " " " " 19 to 21 inch average | 44 | 46 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 28 |
| In shipping order, 35 to 45 feet " | 38 | 40 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and uality, 45 to 50 feet | 28 | 34 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average and quality | 21 | 24 |
| To average 16 inch | 25 | 26 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 15 | 18 |
| 16 " " | 16 | 20 |
| 18 " " | 22 | 24 |

DEALS.

Bright spruce, according to mill specification, $39 to $42 for 1st, $25 to $27 for 2nd, $22 to $25 for 3rd, and $18 to $21 for 4th quality. F.O.B. batteau.

## NEW YORK CITY.

NEW YORK, N. Y., July 27, 1898.

WHITE PINE TIMBER.

| | | | | | |
|---|---|---|---|---|---|
| Bridge timber | $28 00 | @ 40 00 | Building orders | $27 00 | @ 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in | 14 00 | 14 50 | 10 to 12 in | 16 25 | 17 00 |
| 6 to 12 in | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 to 12 in | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | | |
|---|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, 10 to 16 | | | 25 00 |
| 1¼ to 2 in. | " | " | " | 26 00 |
| 1 inch, | " | Soft Elm, | " | 19 00 |
| 1¼ in and thicker, | " | " | " | 21 00 |
| 4/4 | " | Hard Maple, | " | 21 00 |
| " | " | Basswood, | " | 20 00 |
| " | " | Birch, | " | 23 00 |
| " | " | Black Ash, Com. and Shipping Cull, M.C.O. | | 14 00 |
| " | " | Soft Elm, | " " | 12 00 |
| " | " | Hard Maple, | " " | 14 00 |
| " | " | Basswood, | " " | 12 00 |
| " | " | Birch, | " " | 14 00 |

## ALBANY, N.Y.

ALBANY, N. Y., July 27, 1898.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $51 | $53 | Dressing boards, narrow | $19 | $21 |
| 2½ in. | 50 | 52 | West India shipping boards | 15 | 17 |
| 1 to 2 in. | 45 | 48 | Box boards | 12 | 14 |
| 4 inch uppers | | 54 | 10-in. dressing and better | 26 | 32 |
| Selects, 2½ in. up | | 44 | 10-in. common | 13 | 15 |
| 1 to 2 in. | | 40 | 12-in. dressing and better | 26 | 34 |
| Fine common, 2½ in. and up | 39 | 42 | Common, 1x12 | 14 | 15 |
| 1 to 2 in. | 36 | 38 | No. 1 barn, 1x12 | 20 | 22 |
| No. 1 cut, 1 to 2 inch | 25 | 30 | 1x10 | 18 | 20 |
| No. 2 | 20 | 25 | 1x8 | 16 | 18 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 16 | 17 |
| No. 1 molding, 1 to 2 in. | 30 | 36 | 1x10 | 15 | 16 |
| No. 2 molding, 1 to 2 in. | 24 | 27 | 1x8 | 13 | 15 |
| Stained saps | | 20 | Shaky or star clear, 1 to 2 in. | 15 | 21 |
| Bracket plank | 30 | 35 | Dressing | 16 | 18 |
| Shelving boards, 12-in. up | 29 | 31 | Common | 11 | 15 |

LATH.

| | | | |
|---|---|---|---|
| Pine | $1 | 75 | Spruce $2 00 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $4 | 00 $4 25 | Bound butts, 6 x 18 | $5 | 50 $6 25 |
| Clear butts | 3 | 00 3 25 | Hemlock | | 2 15 |
| Smooth, 6 x 18 | 5 | 00 5 50 | Spruce | | 2 20 |

## BOSTON, MASS

BOSTON, July 27, 1898.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $10 50 | 12 00 | ¾ inch | $ 9 25 | $ 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 11-16 inch | 9 00 | 9 50 |
| Refuse | 12 00 | 13 00 | ⅝ inch | 8 00 | 8 75 |
| Outs | | 9 00 | Clapboards, sap ext.. | 40 00 | 44 00 |
| Boxboards, 1 inch | 10 00 | 11 00 | Sap clear | 33 00 | 35 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, 2nd clear | 30 00 | 31 00 |
| | | | No. 1 | 19 00 | 23 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in. | $50 | @52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in. | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in. | 58 00 | 62 00 | 1¼, 1½ and 2 in | 30 00 | 32 00 |
| Selects, 1 in. | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in. | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in. | 53 00 | 56 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in | 24 00 | 38 00 |
| Fine common, 1 in. | 40 00 | 41 00 | Coffin boards | 18 00 | 20 00 |
| 1¼, 1½ and 2 in. | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 | 30 1 50 | Second Clear | 1 | 50 1 75 |
| Cedar, extra | 2 | 50 2 65 | Extra No. 1 | 1 | 25 1 50 |
| Clear | 2 | 25 2 40 | | | |

LATH.

| | | | |
|---|---|---|---|
| Spruce | | By cargo | 1 80@ 1 90 |
| By car | 1 80@ 2 00 | | |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., July 27, 1898.

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in. | $46 00 | 48 00 | No. 3, 1¼ & 2 in | 17 00 | 18 00 |
| 2½ and 3 in. | 55 00 | 56 00 | Shelving, No. 1, 13 in. and up, 1 in. | 32 00 | @34 00 |
| 4 in. | 58 00 | 60 00 | Dressing 1¼ in. | 27 00 | 30 00 |
| Selects, 1 in. | 41 00 | 42 00 | 1¼x10 and 12 | 28 00 | 30 00 |
| 1¼ to 2 in. | 42 00 | 43 00 | 1½ in. | 28 00 | 30 00 |
| 2½ and 3 in. | | 50 00 | 2 in | 29 00 | 34 00 |
| 4 in. | | 52 00 | Mold st'ps, 1 to 2 in. | 31 00 | 33 00 |
| Fine common, 1 in. | 35 00 | 36 00 | Barn, No. 1, 10 & 12 in. | 22 00 | 23 00 |
| 1¼ and 1½ in. | 35 00 | 37 00 | 6 and 8 in. | 18 00 | 21 00 |
| 2 in | 36 00 | 38 00 | No. 2, 10 in. | 16 00 | 16 00 |
| 3 in. | | 45 00 | No. 2, 12 in. | 17 00 | 18 00 |
| 4 in | | 47 00 | No. 3, 10 in. | 13 00 | 13 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | No. 3, 12 in. | 13 50 | 14 00 |
| 1¼ to 2 in. | 32 00 | 33 00 | 6 and 8 in. | 11 00 | 12 00 |
| No. 2, 1 in. | 15 00 | 16 00 | Common, 1 in. | 15 00 | 16 00 |
| No. 2, 1¼, & 1½ in | 23 00 | 25 00 | 1¼ and 1½ in. | 17 00 | 18 00 |
| No. 3, 1¼ & 1½ in | 16 00 | 18 00 | 2 in | 18 00 | 20 00 |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 28 00 | 30 00 | 2½ to 4 in. | 34 00 | 38 00 |
| 1¼ to 2 in. | 31 00 | 33 00 | Strips | 18 00 | 20 00 |
| | | | Com. and culls | 9 00 | 10 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 25 00 | 26 00 | Com. & good culls | 8 00 | 9 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 28 00 | 30 00 | 1st & 2nd, white, 6" & up, | 18 00 | 19 00 |
| | | | Com & good culls | 9 00 | 10 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 20 00 | 22 00 | 1st & 2d, soft, 8 in. & up, | 18 00 | 20 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 18 00 | 20 00 | 1st & 2d, soft, 6in. & up, | 18 00 | 20 00 |

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., July 27, 1898.

UPPERS AND SELECTS.

| | | | | |
|---|---|---|---|---|
| Uppers, 1 in., 10 n. and up wide | $44 00 | Selects, 1 in., 8 in. and up wide | $40 00 | |
| 1¼, 1½ and 2 in. | 44 00 | 1¼, 1½ and 2 in. | 41 00 | |
| 2½ and 3 in. | 53 00 | 2½ and 3 in. | 47 00 | |
| 4 in. | 58 00 | 4 in. | 50 00 | |

FINE COMMON.

| | | | | |
|---|---|---|---|---|
| 1 in., 8 in. and up wide | 33 50 | 2½ and 3 in., 8 in. and up wide | 42 00 | |
| 1¼, 1½ and 2 in. | 35 00 | 4 in. | 45 00 | |

B FINE COMMON OR NO. 1 CUTTING.

| | | | | |
|---|---|---|---|---|
| 1 in., 7 in. and up wide | 23 50 | 2½ and 3 in., 7 in. and up wide | 37 00 | |
| 1¼, 1½ and 2 in. | 30 00 | 4 in. | 40 00 | |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | | |
|---|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 34 00 | 1 in., 4, 5 and 7 in. wide | 32 00 | |
| 6 in. wide | 36 00 | 6 in. wide | 36 00 | |

FINE COMMON OR C.

| | | | | |
|---|---|---|---|---|
| 1 in., 4, 5 in. wide | 29 00 | 1¼ in., 4, 5 in. wide | 30 00 | |
| 1¼ in., 6 in. wide | 34 00 | in., 6 in. wide | 33 00 | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | | |
|---|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 24 00 | 1 in., 4, 5, 6 in. wide | 22 00 | |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | | |
|---|---|---|---|---|
| 1 in., 4, 5 and 7 in | 16 00 | 1¼ in., 4, 5 and 7 in. | 15 00 | |
| 1 in., 6 in | 17 00 | 1¼ in., 6 in. | 15 00 | |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | | |
|---|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 | 1¼ in., 4 to 7 inch | 14 00 | |
| 1 in., 6 inch | 14 00 | No. 3 Fencing, 1 in., 6 inch | 12 00 | |

SHELVING.

| | | | | |
|---|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 | No. 2, 1 in., 7 and 8 in. stocks | 19 00 | |
| 1 in., 10 in. and up wide | 26 00 | 1 in., 10 in. stocks | 21 00 | |
| 1 in., 12 in. stocks | 29 00 | 1 in., 12 in. stocks | 24 00 | |
| 1 in., 12 in. and up wide | 30 00 | 1 in., 10 in. and up wide | 22 00 | |
| 1¼ in. 1¼ and 2 in., 8 in. and up wide | 29 00 | 1 in., 13 in. and up wide | 25 00 | |

BARN BOARDS OR STOCKS.

| | | | | |
|---|---|---|---|---|
| No. 1, 12 in. | 21 00 | No. 2, 9 in. | 13 50 | |
| 10 in. | 16 50 | 8 and 7 in. | 13 50 | |
| 9 in. | 16 00 | No. 3, 12 in. | 12 50 | |
| 8 and 7 in. | 16 00 | 10 in. | 11 00 | |
| No. 2, 12 in. | 16 00 | 9 in. | 11 00 | |
| 10 in. | 14 00 | 8 in. | 11 00 | |

SHIPPING CULLS OR BOX.

| | | | | |
|---|---|---|---|---|
| 1 in., 4 and 5 in. wide | $ 9 00 | 1 in., 13 in. and up wide | $1 00 | |
| 1 in., 6 in. wide | 9 50 | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 | |
| 1 in., 7 in. wide and up | 9 50 | | | |

SHAKY CLEAR.

| | | | | |
|---|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9 in. wide | 18 00 | 1 in., 10 in. and up wide | 19 00 | |
| 1 in., 6 in. wide | 20 00 | 1¼, 1½ and 2 in., 8 in. and up wide | 20 00 | |

COFFIN BOARDS.

| | | | | |
|---|---|---|---|---|
| No. 1, 1 in., 13 in. and up | 22 00 | No. 1, mill culls | 8 00 | |
| No. 2 | 17 00 | No. 2, or red horse | 6 50 | |

TIMBER, JOIST AND SCANTLING.

| | | | | |
|---|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $ 9 50 | Hemlock, 2x4 to 10, 12 to 16 feet | 7 50 | |
| 18 ft. | 10 50 | | | |
| 20 ft. | 11 50 | 2x12 | 8 50 | |
| 22 and 24 ft. | 12 50 | Add $1 to each additional 2ft. in length. | | |

SHINGLES, 18-IN.

| | | | | |
|---|---|---|---|---|
| Country brands, XXXX | 2 75 | Standard brands, river made, XXXX | 3 00 | |
| Clear Butts | 1 75 | Clear Butts | 2 00 | |

WHITE PINE LATH.

| | | | | |
|---|---|---|---|---|
| No. 1 | 1 50 | No. 2 | 1 10 | |
| | | Hemlock | 1 00 | |

## PRICES OF COOPERAGE STOCK.

| | F.o.b. cars at Sutherland Innes Mills | F.o.b. Wallaceburg |
|---|---|---|
| No. 1 28½ inch jointed elm staves, per net 1,000 | $5 00 | $5 00 |
| No. 1 30 " " " " " | 5 00 | 5 00 |
| No. 1 32 " " " " " | 5 25 | 5 50 |
| No. 1 24 " " " " " | 4 00 | 4 00 |
| No. 2 28½ " " " " " | 3 25 | 3 25 |
| No. 2 30 " " " " " | 3 25 | 3 25 |
| No. 2 32 " " " " " | 3 75 | 3 73 |
| No 2 24 " " " " " | 2 00 | 2 00 |
| No. 1 14 in. to 14¾ in. kiln dried basswood heading, per set | 3 | 3 |
| No. 1 15 " 16 " " " " | 3¼ | 3¼ |
| No. 1 17⅛ " " " " " | 3¾ | 3¾ |
| No. 1 18 " 18¾ " " " " | 4¼ | 4½ |
| No. 1 19⅛ " " " " " | 4½ | 4¾ |
| No. 1 19½ " " " " " | 5 | 5 |

Mill run heading ½ct. per set less, No. 2 heading 1ct. per set less.

| | | |
|---|---|---|
| No. 1 5½ ft. patent coiled elm hoops, per net 1,000 | 5 25 | 5 40 |
| No. 1 6 " " " " " | 5 50 | 5 65 |
| No. 1 6½ " " " " " | 6 00 | 5 90 |

No. 2 hoops about 50 cts. per thousand less.

| | | |
|---|---|---|
| No. 1 28½ in. jointed white ash staves, per net 1,000 | 6 50 | 7 00 |
| No. 2 28½ " " " " " | 3 25 | 3 50 |
| 34 in. to 35 in. elm syrup bbl. staves | 18 00 | 17 00 |
| No. 1 30 inch half syrup barrel staves | 16 00 | 16 00 |

(If bent to shape, $2.00 per thousand more.)

# WOOD PULP DEPARTMENT

## BRITISH IMPORT OF PULP AND PAPER.

Some interesting statistics relative to the import of pulp and paper by Great Britain are found in a recent issue of Paper and Pulp, of London, Eng. These statistics are particularly valuable, inasmuch as heretofore there has been an absence of detailed information of this character.

The following figures show the quantity and value of pulp imported into Great Britain during the years named :

| | Quantity in Tons. | Value. |
|---|---|---|
| 1893 | 215,920 | £1,184,265 |
| 1894 | 279,765 | 1,432,400 |
| 1895 | 297,095 | 1,574,302 |
| 1896 | 327,080 | 1,684,647 |
| 1897 | 388,304 | 1,939,761 |

The above quantities were obtained from the different countries in the following proportions :

| From | Norway. Tons. | Sweden. Tons. | Germany. Tons. | United States. Tons. | Canada. Tons. |
|---|---|---|---|---|---|
| 1893 | 125,889 | 48,049 | 11,096 | 5,569 | 7,870 |
| 1894 | 162,346 | 51,998 | 7,422 | 13,191 | 23,751 |
| 1895 | 173,898 | 83,704 | 4,835 | 976 | 16,768 |
| 1896 | 205,677 | 94,917 | 4,379 | 847 | 2,714 |
| 1897 | 239,133 | 93,620 | 5,686 | 7,148 | 25,873 |

It will be observed that in four years the import of pulp into Great Britain has increased over seventy-five per cent., and that while Norway, Sweden and Canada are capturing the bulk of the trade, Germany and the United States are showing signs of decline.

Turning to paper, the imports by Great Britain for five years are given as follows :

| | Quantity in Cwts. | Value. |
|---|---|---|
| 1893 | 2,922,882 | £2,347,080 |
| 1894 | 3,381,732 | 2,654,070 |
| 1895 | 3,690,562 | 2,845,730 |
| 1896 | 4,040,892 | 2,138,438 |
| 1897 | 4,845,021 | 3,480,574 |

These figures show that the paper trade of that country is also expanding, and that the market is worthy of the cultivation of our paper makers, who have abundance of the raw material—spruce. The figures showing the imports of paper from different countries may prove interesting :

| | United States. | Germany. | Sweden. | Norway. |
|---|---|---|---|---|
| 1893 Cwts. | 37,174 | 594,505 | 333,455 | 277,190 |
| 1894 " | 113,053 | 775,001 | 438,805 | 293,117 |
| 1895 " | 112,928 | 746,528 | 468,477 | 392,162 |
| 1896 " | 127,459 | 756,033 | 541,759 | 454,828 |
| 1897 " | 641,340 | 726,263 | 578,323 | 607,043 |

| | Canada. | Holland. | Belgium. | Russia. |
|---|---|---|---|---|
| 1893 Cwts. | 53 | 1,225,672 | 220,022 | 126,281 |
| 1894 " | 1,325 | 1,281,943 | 236,955 | 146,926 |
| 1895 " | 2,440 | 1,476,835 | 242,882 | 141,311 |
| 1896 " | 3,481 | 1,569,034 | 313,683 | 138,034 |
| 1897 " | 18,833 | 1,719,270 | 281,892 | 136,671 |

France also contributed, but very lightly, to the British supply of paper.

## PROPOSED PULP MILL AT HAWKESBURY.

It is expected that work will shortly be commenced on the erection of a new pulp mill at Hawkesbury, Ont. Messrs. Riordan & Co., of St. Catharines, Ont., are the promoters of the scheme. They have purchased from Hon. J. K. Ward extensive spruce limits on the River Rouge, whose outlet is about 7 miles above Hawkesbury. The Canada Atlantic Railway Co. is putting in a spur, or siding, from their present station to where the pulp mills are to be erected. The town has voted a bonus of $7,500, to be paid the Canada Atlantic Railway to put in this spur.

Hawkesbury is situated on the Ottawa river, at the head of the Longue Sault, where the Hawkesbury Lumber Co. have their mills, which are run by water power. This place is half way between Ottawa and Montreal, and goods can be shipped by water or by rail. The Canadian Pacific Railway is recognizing the advantages of Hawkesbury for freight and passengers, and proposes putting in an extension from their present line to that place. It will therefore be seen that Messrs. Riordan & Co. have made a very judicious choice in locating there.

The Great Northwestern has been again communicating with the town council there with regard to their line which will cross the Ottawa river at Hawkesbury, and which is to be worked in connection with Mr. Booth's line, forming another outlet for his Parry Sound Railway to Quebec and other intermediate points.

## PAPER FLOORS.

Paper floors are increasing in popularity, which is readily explained by the many advantages they possess over wooden flooring. An important advantage consists in the absence of joints, whereby accumulations of dust, vermin and fungi dangerous to health are done away with. The new paper floors are bad conductors of heat and sound, and, in spite of their hardness, have a linoleum-like, soft feel to the foot. The cost is considerably lower than that of floors made of hardwood. The paper mass receives a small addition of cement as binder and is shipped in bags in powder form. The mass is stirred into stiff paste, spread out on the floor, pressed down by means of rollers and painted with oadwood, nutwood or mahogany color after drying.

## THE UNITED STATES DEPENDENT ON CANADA.

Senator Warner Miller, of Nicaragua Canal fame, was in Montreal recently with his friend, Mr. Warren Curtis, treasurer and general manager of the Hudson River Pulp & Paper Co. To a representative of the Montreal Star the latter gentleman stated that they were on private business connected with the purchase of supplies of wood for their mills. "We find," he said, "Canadian spruce about the best material in the world for the manufacture of pulp and will use about 3,000 car loads of it this year. We take it all down by train, so that it arrives at our mills in a dry condition, which gives it a decided advantage over the Adirondack wood which is floated to us, and consequently comes to us thoroughly soaked. I do not understand," he went on, "why Canada is not doing more in the manufacture of paper. You have every advantage as regards material, power and cheap labor. We are shipping to-day 25 per cent. of our product to England, supplying as we do Pall Mall Gazette, World and Echo, of London. We also ship extensively to Austria, sometimes as much as 200 tons a week. As things are at present it costs 50 per cent. more to make paper in England than it does in the States, and considering the extent which we have to depend upon Canada for our supply of wood it seems as if with some enterprise Canadians ought to be able to compete with us. Paper is manufactured to-day on so close a margin that steam power cannot be used, and that is a powerful factor in favor of the makers on this side. In Canada you have plenty of water privileges ready to be utilized, and I should not be astonished to see some Englishmen establishing plants here. As regards American capital coming here for the purpose, the chances of tariff changes forms a detrimental element and makes capitalists timid, but I know that if there was any certainty that no adverse legislation would take place Americans would be quick to avail themselves of the advantages which a Canadian location of their mills would give them."

## PULP NOTES.

Some particulars are furnished of the new pulp mill of the Laurentide Pulp Co. at Grand Mere, Que. The paper mill will have a daily capacity of 40 tons of paper and 30 tons of cardboard, while the daily output of the pulp mill will be 75 tons sulphite and 100 tons ground wood pulp.

The steamer Louisiana recently sailed from Chicoutimi, Que., with the first full cargo of pulp ever exported from Canada. The cargo consisted of 2,200 tons, of a valuation in the English market of $25,000. Another similar shipment is expected to be made this month. In the mill of the Chicoutimi Pulp Co. there are 80 hands employed day and night, the present output being 60 tons net weight.

Concerning the British market for wood-pulp, Paper and Pulp, of London, Eng., says : "There is nothing fresh to report about mechanical pulp, as there is little doing. We have not heard of any sales for next year yet, and there is not much left for this. The price for the finest qualities is about 43s. c.i.f. Manchester, and for ordinary 41s., so that it may be taken for granted that speculators are offering at 38s. or 39s. There are some extraordinary rumors abroad as to the low prices mechanical pulp can be bought at just now, but we have not been able to trace their origin. The market for sulphite for prompt and early delivery is in a depressed condition at present. Some sales have been concluded for next year, at rather lower prices than last.

## CANADA'S COMMERCIAL AGENTS.

Following is the correct official list of Canada's Commercial Agents in Great Britain, British possessions and foreign countries :

J. S. Larke, Sydney, N.S.W., agent for Australasia.

G. Eustace Burke, Kingston, Jamaica, agent for Jamaica.

Robert Bryson, St. John, Antigua, agent for Antigua, Montserrat and Dominica.

S. L. Horsford, St. Kitts, agent for St. Kitts, Nevis and Virgin Islands.

Edgar Tripp, Port of Spain, Trinidad, agent for Trinidad and Tobago.

C. E. Sontum, Christiania, Norway, agent for Sweden and Denmark.

D. M. Rennie, Buenos Ayres, Argentine Republic, agent for Argentine Republic and Uruguay.

In addition to their other duties, the undermentioned will answer inquiries relative to trade matters, and their services are available in furthering the interests of Canadian traders.

J. G. Colmer, 17 Victoria street, London, S.W., England.

Thomas Moffat, 16 Church street, Cape Town, South Africa.

G. H. Mitchell, 15 Water street, Liverpool, England.

H. M. Murray, 40 St. Enoch Square, Glasgow, Scotland.

Harrison Watson, Curator, Imperial Institute, London, England.

It is announced that Queen Victoria has appointed as High Commissioners, to discuss the differences existing between Canada and the United States, the following gentlemen : Ex-Lord High Chancellor Baron Herschell ; the Premier of Canada, Sir Wilfrid Laurier ; Sir Richard Cartwright, Minister of Trade and Commerce, and Sir Louis Davies, Minister of Marine and Fisheries.

# THE NEWS.

—Senator Poirier is building a shingle mill at Sackville, N.B.

—While working in Currie's saw-mill at Fredericton, N.B., Alex. Mersereau had his left hand cut off.

—John Whitesides is erecting a shingle mill at Huntsville, Ont., upon the site of his saw-mill burned some years ago.

—A team of horses belonging to the Hull Lumber Co. were drowned in the Ottawa river near the Chaudiere last month.

—The Hawkesbury Lumber Co. are making some improvements on the Colonge river, in preparation for next season's operations.

—William Barnes had his foot crushed by the machinery in Edwards & Co.'s mill at New Edinburgh, and amputation was found necessary.

—Mr. David Richard's saw mill and lumber yard, at Campbellton, N.B., was burned on July 18th. Loss, $18,000 ; insurance, $10,000.

—S. A. McAuley, of Lower Millstream, N. B., has added some new machinery to his saw-mill. He now employs about twenty hands.

—Argue & Son, whose saw-mill is at Otter Lake, have the contract for lumber to build the spool and bobbin factory at Parry Sound for Lennox & Kerr.

—Rupert Newcombe has started an industry at Clementsville, Annapolis County, N.S., for the manufacture of coiled hoops, hardwood staves and heads.

—The Holland and Emery Lumber Company are constructing a new shingle mill and placing a new pony gang in connection with their band mills at Byng Inlet, Ont.

—The Dickson Company recently started their new saw-mill at Lakefield. The mill is very complete in point of equipment, and will manufacture over 100,000 feet of lumber per day.

—Peter McArthur is putting in a mill at Lake Winnipegoosis, Man., for cutting railway ties. The plant was furnished by the Waterous Engine Works Company, through their Winnipeg branch.

—Mayor Bingham, of Ottawa, has a number of men engaged in rafting square timber on the Gatineau river. It is stated tnat some very fine pine was last year cut on the Upper Gatineau by Gilmour & Hughson.

—Adam Beck, of London, Ont., has purchased the business of the late William Beck at Montreal, and has opened a cigar box factory there. Mr. Beck's factory at London will supply the trade west to the coast, and his Toronto and Montreal factories the eastern trade.

—W. Harris, of Day Mills, Ont., writing to the Toronto Globe, offers free water and site and a bonus to any person who will erect a wood-working factory there. He states that there is an abundance of good timber, including pine, spruce, hemlock, oak, ash, maple and birch.

—D. A. McDonald, of Trout Creek, Ont., recently cut a birch tree, which is claimed to be the largest yet found in Canada. The log is 32 feet long, and the butt end girths 10 feet 8 inches. The top end girths 8 feet 9 inches. About 36 feet from the stump, the top separated into three branches, one measuring 24 inches in diameter and another 17 inches.

—Mitchell Bros., of Berkeley, Ont., and Liverpool, Eng., are negotiating for the exportation of maple blocks from New Brunswick to England. Large quantities of these blocks are exported from Ontario via St. John, N.B., in winter, and it is thought that the opportunity is favorable for the opening up of the market for the native hardwoods of New Brunswick.

—There has recently been constructed at Portland, Oregon, by Messrs. Inman, Poulsen & Co., an immense raft of lumber containing 5,000,000 feet. This raft will be towed from the Columbia river to San Francisco. Johann Poulsen invented and superintended the construction of the raft, which will be a floating island of lumber 330 feet long, 30 feet wide and drawing 20 feet of water. The cables for towing are laid well back to the centre of the raft, and emerge in the square bow just above the water line. The promoters express every confidence in the success of the undertaking.

## PRACTICAL NOTES.

It has been noticed that the heavy chains used in the log haul-ups of saw mills after a time become crystallized and it is necessary to heat them. The heating changes the particles back to their original form, breaks up the crystallization and makes the chain practically as good as new, though it would have to be hammered to put it back exactly to a new chain.

Why does it cost less to run a condensing engine than a non-condensiug one with the same machinery running in the factory ; Simply because the former develops less total power than the latter. The area of the card will be the same, but the average height above the vacuum line will be less in the former case, and this is what determines the total power developed at a given speed.

Owing to the scarcity of black walnut and cherry, birch is largely taking the place of each. Black birch is much the same color as cherry, and is as easy to work as either cherry or walnut, and is as suitable for nearly all the purposes that those woods are used for. When properly stained, it is nearly impossible to distinguish it from either walnut or cherry. It is susceptible to a high and beautiful polish, is considered as good as many of the best furniture woods, and is now largely used by the leading furniture manufacturers.

A United States government report says heavy wood is harder than lighter wood ; the wood of the butt is therefore harder than that of the top ; the darker summer wood is harder than the lighter spring wood. Moisture softens, and seasoning, therefore, hardens wood. Wood is much harder when pressed longitudinally than when pressed transversely to the fibres, and it is somewhat stronger tangentially than radially. Though harder wood resists saw and chisel more than softer wood, the working quality is not always a safe criterion of its hardness.

The Industrial Journal, Bangor, Me., says the saw mill of William Engle & Co., at Orono, Me., is run by compressed air. The air compressor, located under the mill floor, is operated by a water wheel, forcing the air into a large storage tank, whence it is distributed, through pipes, to any part of the mill desired. The pressure in the tank is kept at 95 pounds. The machines directly dependent upon the compressed air for power are the carriage, nigger, log loader, log flipper, band log saw and two cut-off saws. This is claimed to be, and probably is, the only saw mill in the world operated in this manner.

Heretofore it was generally believed that the heating capacity of hardwood was greater than that of soft wood, but according to Staats Zeitnng this is not so. The greatest heating power is possessed by one of the softest woods, viz., the linden. Taking its heating capacity per unit, the second best heater is also a soft wood—fir with 0.99 heating power ; next follow the elm and the pine with 0.98 ; willow, chestnut, larch, with 0.97 ; maple and spruce fir with 0.96 ; black poplar with 0.95 ; alder and white birch with 0.94 only ; then comes the hard oak with 0.92 ; the locust and the white beech with 0.91, and the red beech with 0.90. Hence hard wood heats the least.

CEMENT FOR LEATHER BELTING.—The importance of suitable cement for making joints in leather driving belts has led the Society of Chemical Industry to endorse the following formula : First, equal parts of good hide glue and American isinglass, softened in water for 10 hours, then boiled with pure tannin until the whole mass is sticky, the surface of the joints to be roughened and the cement applied hot ; second, one kilogramme of finely shredded gutta percha digested over a water bath with 10 kilogrammes of benzol until quite dissolved, when two kilogrammes of linseed oil varnish are stirred in ; third, one and a half kilogrammes of finely shredded india rubber are completely dissolved in 10 kilogrammes of carbon bisulphide by heating, and while hot one kilogramme of shellac and one of turpentine are added, and the solution heated until the two latter ingredients are also dissolved ; fourth, one kilogramme of best glue is dissolved at a moderate heat in one and a half kilogrammes of water, and thickened to the consistency of syrup. One hundred grammes of thick turpentine and five grains of carbolic acid are carefully stirred in while hot ; the mixture to be poured into flat tin pans and allowed to cool, then cut into pieces and dried in the air. The cement is made liquid with a little vinegar and applied to the point with a brush ; this being done, the two ends of the joint are properly placed together and thoroughly pressed between two iron plates heated to a temperature of about 86 deg. Fah.

## STEAM BOILERS AND FROST.

AMONG the enemies which threaten the destruction of steam boilers, says the Journal of the Bavarian Society for the Inspection of Steam Boilers, frost is by no means the least formidable. The following two examples go to show that even boilers built of heavy plate and tested at high pressure cannot be exposed to the rigors of cold weather with impunity.

The boiler was, because of the scarcity of orders during the winter months, fired only two or three times per month, each time for several days, and was the rest of the time allowed to stand idle, filled with water. One fine day when the boiler, which consisted of upper and lower boiler, was being emptied and put in readiness for an inspection of the interior, it was found that the manhole cover in the rear head of the lower boiler had been forced out, and the rim of the manhole badly rent and bent out of shape.

Further examination revealed a cone of ice behind the damaged boiler head. The water in the upper boiler, which was at the proper level, was covered with a crust of ice about one centimeter, 0.4 inches thick. There could be no doubt that the ice cone in question had caused the damage, the mass of ice, in freezing trom the outside toward the interior, having found sufficient hold on the heads of the rivets and irregularities of the flue to cause the pressure developed by the final freezing of the core of the cone to act, instead of toward the free interior, upon the head of the boiler, until the latter gave way and became rent at its weakest point—the unfortified rim of the manhole. The process of destruction was favored by the fact that the door leading from the boiler-house into the open air was only a short distance from and directly opposite the unprotected boiler head.

Another boiler, which was used only once a week, was situated in a small stone building in the middle of the farmyard.

When on a certain winter day the boiler was to be heated, it was noticed that it was rent from the mud-hole of the cross-tube along the lengthwise seam to a point beyond the fourth rivet, but that no water flowed from the rent. On opening the man-hole over the crown of the fire-box it was found that the water between the shell and fire-box, as well as in the cross-tube, had frozen, and this at once explained the cause of the damage. The cylinder of ice which had formed in the cross-tube had pressed against the shell of the boiler and had caused it to burst along the seam—its weakest spot.

These two examples demonstrate that boilers which are little used and exposed to the cold must be protected in winter against freezing, and this is effected best by discharging the water or by maintaining on cold days a light fire under the boiler or in the boiler-room.

---

A saw-mill near Dumbarton Station, N. B., was destroyed by fire a fortnight ago. The mill was owned by Mr. Johnston.

Kelly's saw-mill at Buckingham, Que., was destroyed by fire on July 12th. It is probable that the mill, which was valued at $5,000, will be rebuilt immediately.

The Willow Creek Gold Mining Co., of Bell City, Rainy River district, have purchased a shingle machine and planer from the Waterous Engine Works Co., Winnipeg, which is being added to the plant of the company at Bell City. Mr. E. Todd, of Brantford, is manager of this company.

## SCARCITY OF STAVE AND HOOP TIMBER.

The Sutherland, Innes Co., of Chatham, Ont., in a letter in the National Coopers' Journal, comment upon the scarcity of timber for staves and hoops. When we look even around this immediate neighborhood, what do we find? they ask. Ten years ago, for 30 or 40 miles north, east and west, and for 12 miles south, we had what were thought to be illimitable forests, and now, where are they? Gone, and in their place the garden of Canada, and perhaps the richest agricultural soil in the world. Don't let our American friends pooh-pooh this, for land that will produce 12,000 to 15,000, and even 25,000 feet of elm alone to the acre, not counting other timber, we believe is unexcelled, while the climate of this peninsula is the most equable on the North American continent east of the Rockies.

The mills that are gone used over 100,000,000 feet of elm per annum. And the mills that are left, what are they? Where a one-knife mill used to have to turn away logs every winter, or nearly so, half a million feet is a large stock now, and the larger mills are stocked in proportion, except, in a few instances, where the manufacturers are able, from their own standing timber, purchased years ago, to stock up their mills in something like the old style. A few more years, very few, and the timber around here will be a thing of the past, and it puzzles us where the mills will go.


This Space Reserved....

FOR THE ADVERTISEMENT OF

MR. CHARLES BARBER

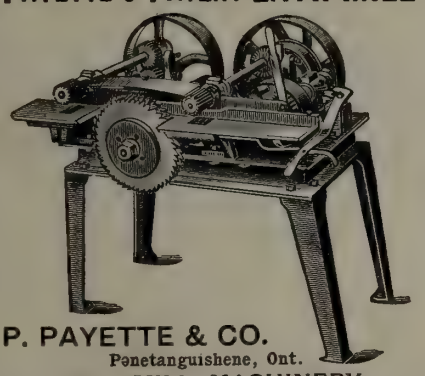
MANUFACTURER OF

Water-Wheels, &c.

MEAFORD, ONT.

THE CANADIAN Photo Engraving Bureau
TELEPHONE 2150
16 ADELAIDE ST WEST
TORONTO
COPPER-WOOD ZINC ENGRAVINGS FOR ALL KINDS OF ILLUSTRATING HALF-TONE OUR SPECIALTY

PAYETTE'S PATENT LATH MILL



P. PAYETTE & CO.
Penetanguishene, Ont.
SAW MILL MACHINERY

Your Best Interest

Will be served by getting our prices on the following

White Beans
Comadia Figs
Raisins and Currants

Prunes in 25 and 50 cent boxes
Sugars, dark yellow
Syrup and Molasses

H. P. ECKARDT & CO.,
Wholesale Grocers TORONTO

THE JENCKES MACHINE CO. SHERBROOKE QUE.
BUILDERS OF
CROCKER PATENT SPECIAL WATER WHEELS AND TURBINE PLANTS, FOR VERTICAL OR HORIZONAL SETTING,
STEEL FLUME WORK, SHAFTING, GEARING & POWER TRANSMISSION MACHINERY.
MACHINERY FOR MILLING SMELTING AND CONCENTRATION OF ORE.
GENERAL OFFICE & WORKS SHERBROOKE QUE

DICK'S Patent Driving Belts

GUTTA PERCHA, CANVAS AND BALATA

ENORMOUS GRIPPING POWER :-: NO SLIPPING OR STRETCHING

STEADY SMOOTH WORKING. Has proved by far the Best and Cheapest for Pulp and Paper Manufacturing. NO LOSS OF TIME. The Only Belting that can work in Dampness and give No Trouble. Unexcelled for Cone Working.

NO SEAMS OR JOINTS ALL OF A PIECE EASILY FASTENED

AGENT FOR CANADA: J. S. YOUNG,
15 HOSPITAL STREET, MONTREAL

NOTICE.—This Belt is the only and original Balata Belting manufactured. All others so called Balata are Spurious Imitations. J. S. Y.

OAK TANNED BELTING

TORONTO 20 FRONT ST EAST TELEPHONE 475
THE J.C.McLAREN BELTING Co MONTREAL

B. R. Mowry & Son

Manufacturers of...

SAW MILL AND SHINGLE MILL MACHINERY

Automatic Band Saw Sharpener

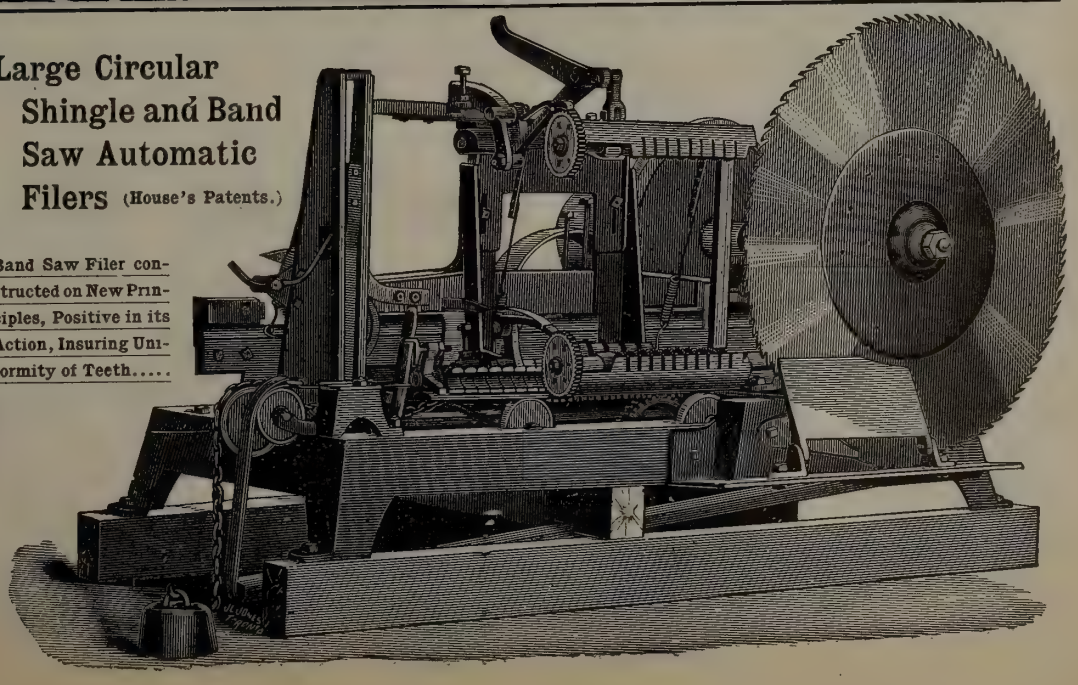
Shingle Machinery a Specialty

REPAIRING PROMPTLY AND CAREFULLY EXECUTED

Gravenhurst, Ont.

Large Circular Shingle and Band Saw Automatic Filers (House's Patents.)

Band Saw Filer constructed on New Principles, Positive in its Action, Insuring Uniformity of Teeth.....



## THE J. C. McLAREN BELTING COMPANY.

THE following is the substance of a very neat folder addressed "To the Management of Electric Light and Power Stations," and distributed to the attendants at the recent convention of the Canadian Electrical Association at Montreal:

It is very gratifying to us to be able to say that we have handled the largest individual order for belting an electric plant that has so far been placed in Canada.

Doubtless you will be visiting our city shortly, when the annual convention of the Canadian Electrical Association will be in session this month.

In all probability amongst other points of interest that will be visited will be the generating station of the Montreal Street Railway system, acknowledged by all to be the best equipped on this continent, and in this connection we beg to draw your attention to the belting trasmitting the 7,000 h.p.

Our contract for this work covered the maintenance of these belts for two years from their starting up. It will surprise you to learn that the total expense to us in this connection did not amount to 1½ per cent. of the total value of the purchase.

These belts are all made from genuine English oak-tanned stock, a tannage that has properties especially adapted for the exacting work peculiar to electric plant.

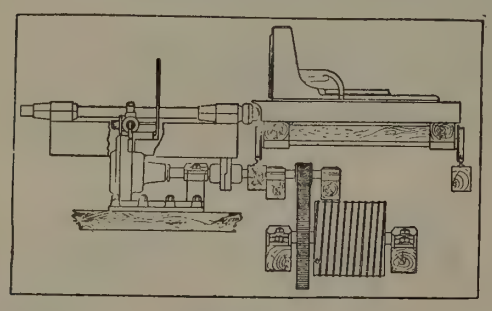
So that you may better appreciate the magnitude of this contract, we give below a memo covering the number of hides and total weight of the leather, also a memo of the lengths and widths that comprised the various drives, consisting as you will note of twelve twenty-four inch double, and three fifty-four inch three ply belts.

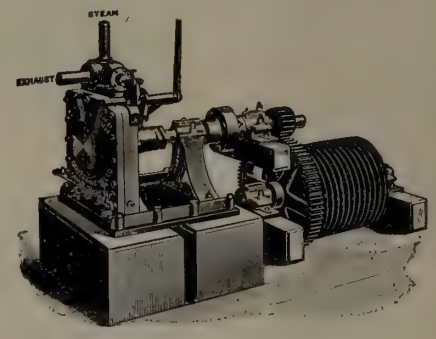
Number of hides, 1,630; total weight of leather, 15,000 lbs.

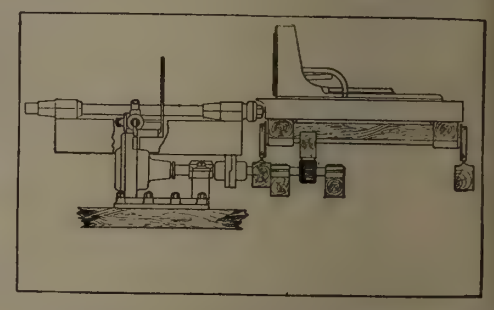
| | | | | | |
|---|---|---|---|---|---|
| One belt, | 140 | feet long, | 54 | inches wide, | 3 ply. |
| " | 138 | " | 54 | " | " |
| " | 132 | " | 54 | " | " |
| " | 128 | " | 24 | " | 2 ply. |
| " | 143 | " | 24 | " | " |
| " | 135 | " | 24 | " | " |
| " | 147 | " | 24 | " | " |
| " | 125½ | " | 24 | " | " |
| " | 122 | " | 24 | " | " |
| " | 138½ | " | 24 | " | " |
| " | 125 | " | 24 | " | " |
| " | 136 | " | 24 | " | " |
| " | 178 | " | 24 | " | " |
| " | 136 | " | 24 | " | " |
| " | 124 | " | 24 | " | " |

In the saw mills of Canada many different methods re employed for doing similar work, each one, perhaps, possessing certain points of merit. Superintendents, sawyers filers, etc., are respectfully asked to contribute to this journal their views as to the best method of doing certain mechanical work, such as lining and setting up shafting, setting up rotary and other circular saws, rules for finding out and marking off the shape of circular saw teeth for guidance in grinding and filing.

Steam pipes and wood in close contact make a combination from which fire is always liable to result. No doubt a great many dry kiln fires start from this cause. A. L. Artz, inspector for the Lumber Mutual Fire Insurance Co., of Boston, Mass., thinks the steam pipes in a dry kiln should be overhead and the ventilators below. To quote his words: "However, if steam pipes are beneath stock, and it is thought they can not well be changed, they should at least be six inches above the floor, and have the slatted floor above them made in small sections, so that it can be easily taken up and all refuse swept out frequently. It will pay in the effectiveness of operation. Steam pipes covered with dirt, dust and sticks will self-evidently not give near as much heat as clean pipes, nor will they be cleaned unless arranged so as to cleaned easily."



The DAKE STEAM FEED

Embodies the following Advantages:
SIMPLICITY OF CONSTRUCTION,
POSITIVE AND EASY MANAGEMENT,
ECONOMICAL USE OF STEAM,
SMALL SPACE OCCUPIED, CHEAPNESS,
EASY ADAPTATION TO EITHER NEW MILLS OR THOSE NOW IN USE.

The movement of the engine in either direction is under the absolute control of the sawyer, thus accomodating the speed of the feed to the size of the logs.

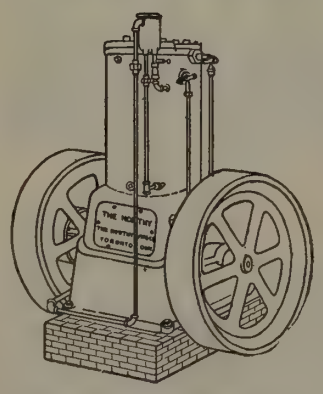
Mill men who have used other makes of Steam Feeds comment favorably on the economical use of steam of our feed over others.

Write for Catalogue and full particulars.

THE JENCKES MACHINE CO. - Sherbrooke Que.
Succeeding the PHELPS MACHINE CO., EASTMAN, QUE.

Northey Gas and Gasoline Engine

Safe Powerful Economical



"Built for Hard Work."

Can be used to advantage for Lath and Stave Mills, Shingle and Deal Machinery, Portable Saw Mills, Barking or Pulping Machinery.

Our Booklet tells all about it. Write for it.

Pumps "FOR ALL DUTIES"

Simple Strong Durable

*Single and Duplex Types*
*Steam and Power*

Write for Catalogues.

Northey Mfg. Co., Ltd.
1016 King Street Subway, Toronto.

TO BELT USERS: Try Our GENUINE
ENGLISH OAK-TANNED BELTING
and Our Lancashire Hair Belting
D. K. McLAREN
Victoria Square, MONTREAL

## J. D. SHIER

MANUFACTURER OF

**Lumber, Lath & Shingles**

BRACEBRIDGE, ONT.

**RAILS FOR TRAMWAYS**

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from lbs. per yard and upwards; estimates given for complete outfit.

JOHN J. GARTSHORE,
49 Front St. West, Toronto.

## WEST AND SOUTH

run the lines of the Illinois Central Railroad and the Yazoo & Mississippi Valley Railroad, reaching into the eleven States of

South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Indiana, Kentucky, Tennessee, Arkansas, Mississippi, Louisiana

presenting an unequaled territory for diversified industries, and possessing

**Fine Sites for New Mills**
**Best of Freight Facilities—Coal Fields**
**Close Proximity to Distributing Centers**
**Intelligent Help of all Kinds**
**Many Kinds of Raw Material**

To sound industries, substantial inducements will be given by many of the places concisely described in the pamphlet "100 Cities and Towns Wanting Industries." Write for a copy. Nearly all kinds of Industries are wanted. Very liberal inducements are offered TEXTILE INDUSTRIES in the South by a number of good places. GEORGE C. POWER, Industrial Commissioner I. C. R. R. Co., Chicago.

BEST MAIN DRIVE. GANDY'S PATENT REGISTERED TRADE MARK GUARANTEED.

GANDY'S AMERICAN COTTON BELTING

Sole Canadian Agents :-: Prices Reduced.

WATEROUS, BRANTFORD, CANADA.

CANADIAN OFFICE & SCHOOL FURNITURE CO. LIMITED PRESTON ONT.

FINE BANK, OFFICE, COURT HOUSE & DRUG STORE FITTINGS. OFFICE, SCHOOL, CHURCH & LODGE FURNITURE

SEND FOR CATALOGUE

CHARLES F. CLARK, President. JARED CHITTENDEN, Treasurer.

ESTABLISHED 1849.

**THE BRADSTREET MERCANTILE AGENCY**

*THE BRADSTREET COMPANY, Proprietors*

346 & 348 Broadway, NEW YORK.

Offices in the principal cities of the United States, Canada, the European Continent, Australia, and in London, England.

The Bradstreet Company is the oldest, and, financially, the strongest organization of its kind—working in one interest and under one management—with wider ramifications, with more capital invested in the business, and it expends more money every year for the collection and dissemination of information than any similar institution in the world.

TORONTO OFFICES:
*McKinnon Bldg., Cor. Jordan & Melinda Sts.*
THOS. C. IRVING, Superintendent.

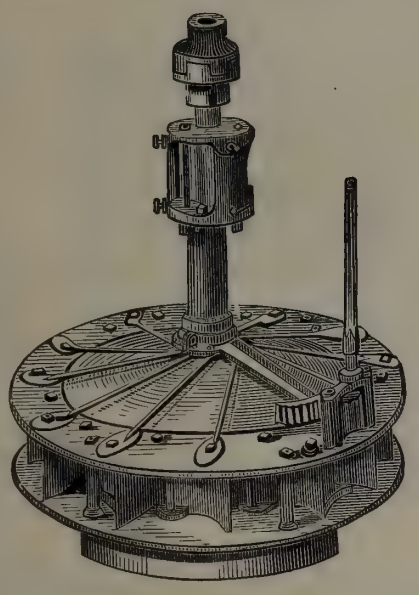
OUR EXTRA HAND-MADE

**AXE**

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N. B.

It Pays to advertise in the CANADA LUMBERMAN. Try it.



AN **"IDEAL"** Mill might be defined as one in which the turning of the hand wheel admits the full power of a stream to a

**"LEFFEL" "VULCAN" OR "PERFECTION" TURBINE**

and without any vexatious loss of power through false principles of design and construction, conveys through the wheel every horse power due the head to a **"LANE IMPROVED CIRCULAR" SAW MILL,** a **"LANE AUTOMATIC" SHINGLE MACHINE** and such other auxiliary machines as may be utilized.

**RESULT:** A constant and economical conversion of logs into **MONEY'S WORTH.**

If you have any doubts a trial will convince you, and if not satisfied you will have nothing to pay.

If you wish further information you have only to ask for it.

Some wheels of each kind always in stock.

**Fairbank's Guage Rolls, Gears, Shafting, etc., to order.**

**A Good Second-Hand Saw Mill Carriage Cheap.**

MADISON WILLIAMS, Successor to PAXTON, TATE & CO.
PORT PERRY, ONT.

# NEW PORTABLE SAW MILLS

MANUFACTURED ... BY ... SAWYER & MASSEY CO., LIMITED - HAMILTON, ONTARIO, CANADA

*Traction and Plain Engines of different sizes*

*Threshers, Clover Hullers, Horse Powers and Road-Making Machinery.*

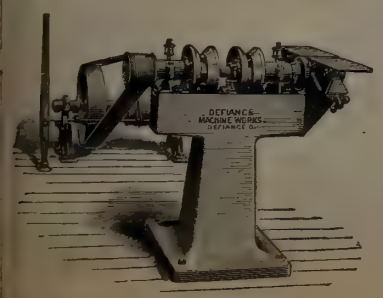
SEND FOR CATALOGUE

ESTABLISHED 1850

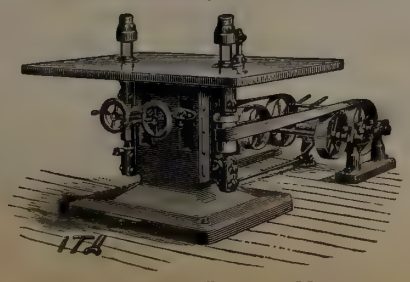
# THE DEFIANCE MACHINE WORKS

Designers and Builders of DEFIANCE, OHIO, U.S.A.

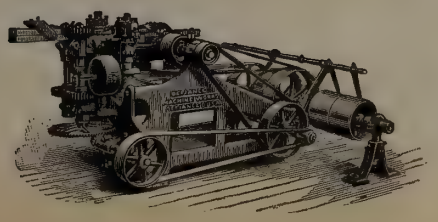
**PATENT HUB, SPOKE, WHEEL, WAGON, CARRIAGE, BENDING, HANDLE AND BARREL HOOP MACHINERY**



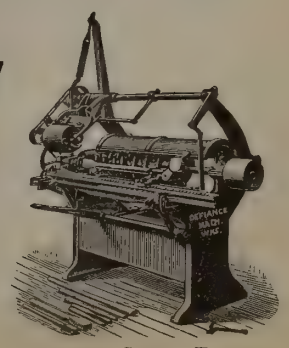

PATENT NO. O ROUNDING AND CORNERING MACHINE, WITH 6 INCH BUZZ PLANER ATTACHMENT.



DOUBLE SPINDLE SHAPING MACHINE.



AUTOMATIC SAWED HOOP PLANER.

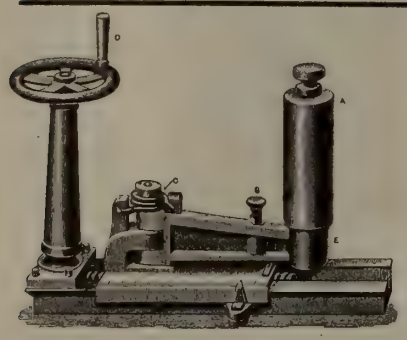



COMBINED SPOKE TURNING AND SQUARING MACHINE.
Capacity, 2,500 Spokes per day.

# FRICTION PULLEY BOARD

The BEST Article Known for the Purpose

MANUFACTURED BY..... THE DOMINION LEATHER BOARD CO'Y. - MONTREAL, QUE.



MAKE UNIFORM LUMBER

## THE STAFFORD TIMBER GUAGE OR SET ROLLER

Will Insure This Result

Moncklands, Ont., Dec. 3, 1892.

Dear Sirs,—The Set Roller purchased from you gives universal satisfaction, and I have no hesitation in recommending it as the best machine made for the purpose.

Yours truly, R. J. McLeod,
Foreman for Messrs. McArthur & Son.

LANCASTER MACHINE WORKS
17 Oak Street - LANCASTER, ONT.

# HERCULES BELTING

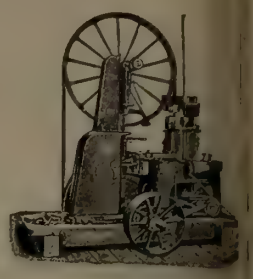
The BEST in the World....

WEARS LONGER and WORKS BETTER than any other Belting on the Market.

HERCULES BELTING is constructed on a scientific plan. The Duck used is Extra Fine, costing nearly twice as much as that used in any other Rubber Belting. Every inch of it is frictioned with good rubber (not shoddy). Drop a postal card for list and discounts to.....

THE BOWMANVILLE RUBBER CO., Limited - BOWMANVILLE, ONT.

# WRITE TO US



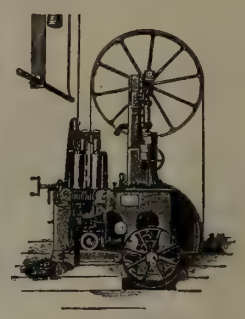
For a List of the Canadian Saw-Mills using our Band Re-Saws.

A number of them are also in use in Canadian Planing Mills and Box Factories.

THIRTY-TWO

# MERSHON BAND RE-SAWS

are Running in the Mills in the Saginaw Valley.



W. B. MERSHON & CO.

SAGINAW - MICH.

# LUMBERMEN!

Save your Lumber and the Cost of Insurance by equipping your Mills and Yards with the....

## BALL NOZZLE SYSTEM.

By the proper arrangement of the pipe system and the use of stand pipes with the Ball Nozzle at the top, a lumber yard may be made substantially fire-proof.

Lumber yards can be equipped thus cheaply and effectively, practically obviating the danger of conflagrations of the most destructive character, and effecting *a Large Saving in Cost of Insurance.*

Write us for Full Particulars.

The Ball Nozzle Co. of Toronto, Limited.

Offices: Room 1, Confederation Life Building, TORONTO


Please mention THE CANADA LUMBERMAN when corresponding with advertisers.


# TELEPHONES

Send for our Illustrated Catalogue and Price List of

"UNIQUE" TELEPHONES

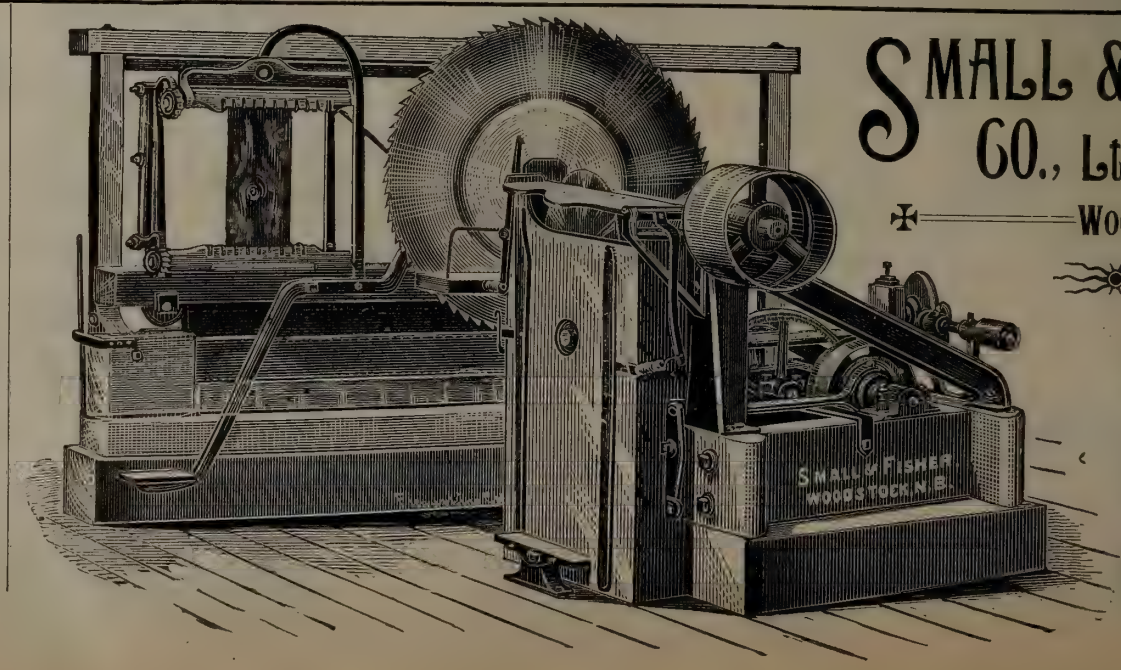
For Main Line and Warehouse Use.

Only Telephone made that does not get out of adjustment. Satisfaction guaranteed. Sold outright at low prices. No exorbitant royalties.

SOLE MANUFACTURERS

JOHN STARR, SON & CO., LIMITED

P. O. Box 448, HALIFAX, N. S.




# SMALL & FISHER CO., Ltd.

Woodstock, N. B.

Patent Shingle Machine

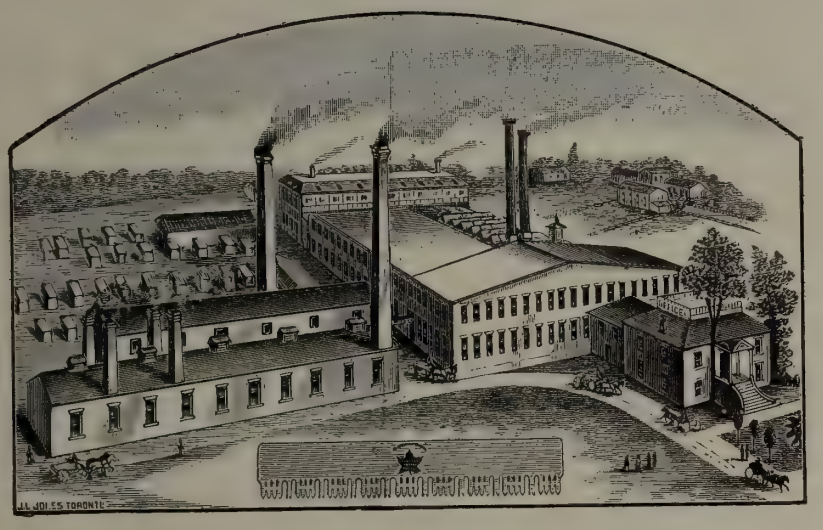
# THE MAPLE LEAF SAW WORKS

# Shurly & Dietrich

GALT, ONT.

Manufacturers of

**CIRCULAR SAWS**
**GANG SAWS**
**MILL SAWS**
**BAND SAWS**
**CROSS-CUT SAWS**



Manufacturers of

**HAND SAWS**
**BUCK SAWS**
**PLASTERING TROWELS**
**BUTCHER SAWS**
**STRAW KNIVES, &c.**

**GROUND THIN ON BACK**

**Save Labor** **Save Gumming**
**Save Time** **Save Files**

## This Saw Stands Without a Rival

AND IS THE

**FASTEST CUTTING SAW IN THE WORLD!**

Its Superiority consists in its Excellent Temper. It is made of "Razor Steel," which is the finest ever used in the manufacture of Saws. We have the sole control of this steel. It is tempered by our secret process, which process gives a keener cutting edge and a toughness to the steel which no other process can approach.

## Maple Leaf Saw Set

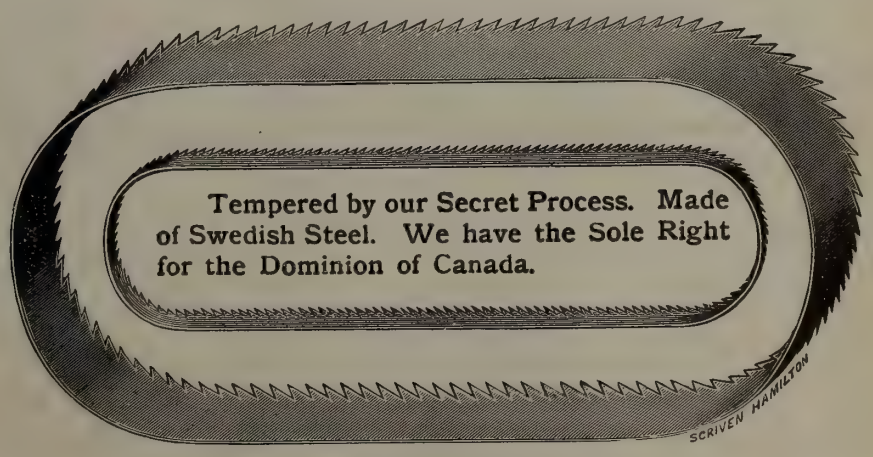
MANUFACTURED BY

**SHURLY & DIETRICH, Galt, Ont.**

**Directions.**—Place the set on the point of tooth, as shown in the accompanying cut, and strike a very light blow with a tack hammer. If you require more set, file the tooth with more bevel.

If you follow directions you cannot make a mistake. Be sure and not strike too hard a blow, and it will set the hardest saw. **On receipt of 40 cents we will send one by mail.**

We are the only manufacturers in the world who export Saws in large quantities to the United States.




We Manufacture

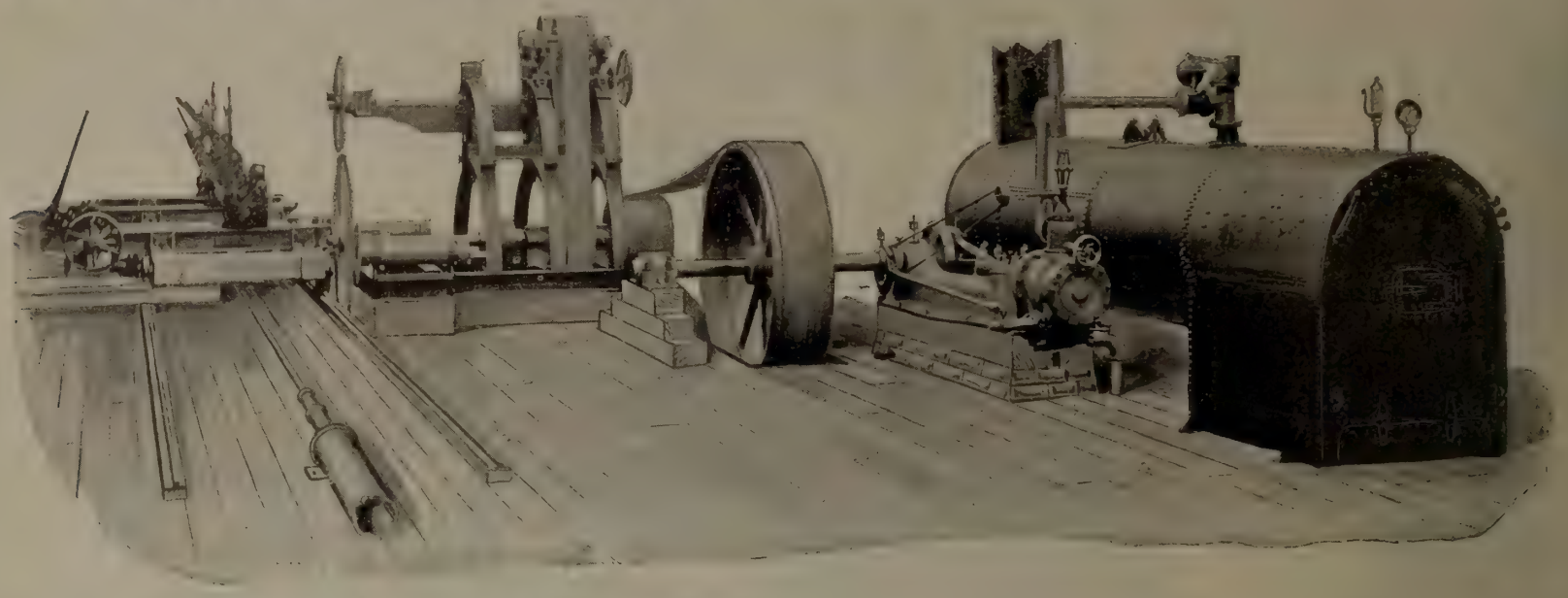
# HIGH GRADE BAND SAWS

of All Widths and Lengths.

These Saws are made of Refined Swedish Steel imported direct, and tempered by our Secret Process; for Fine Finish and Temper are not excelled.

# PORTABLE SAW MILLS

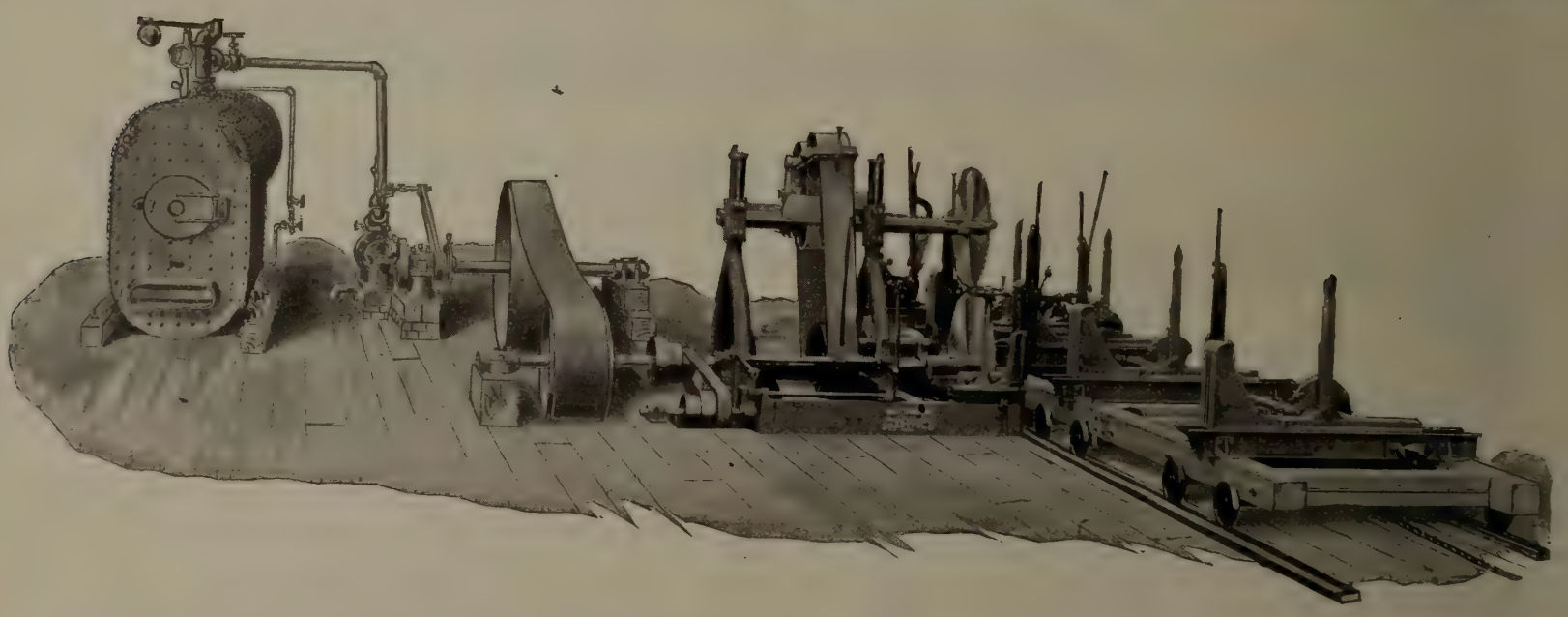
**in many instances are indispensable. Our Experience in building them extends over Half a Century.**



## 100 H.P. "PACIFIC COAST MILL"

With No. 4 Saw Frame, 72″ Lower and 56″ Upper Saw; No. 7 Girder Steel Unbreakable Carriage, opening 72 inches from Saw—all portions of Carriage either Rolled or Cast Steel, Direct-Acting Steam Feed, etc.

**Waterous, Brantford, Canada**



## 60 H.P. "ONTARIO AND WESTERN MILL"

With No. 3 Saw Frame, having 12 inch face Friction Feed Works, taking 60″ Lower Saw and 40 inch Upper Saw. A No. 3½ 5 Block Girder Steel Carriage opening 50 inches from Saw, with Peel and Reliance Cant Hook Double Spud Dogs—Rope Feed, Automatic coupling in Carriage between 3rd and 4th blocks—extras when required Bull Wheel, Slab Saw, Single or Double Edger, Trimmer, Live Rolls, Planer and Matcher, etc.

THE above are our Large Portable Saw Mills. We Manufacture all sizes down to 12 H.P., with Saw Irons of Smallest and Lightest Dimensions for Mule Back or Dog Train Transportation to the Mines. One of our 12 H. P. mills has been operated for years by the Hudson Bay Co., at Fort Churchill, H. B., and many are scattered throughout the Dominion. We have shipped several of the smallest to Ashcroft, B. C., for transportation 600 miles north into the Omenica and Cassiar districts; several for Dawson City, Kootenay, Rat Portage and Sudbury mining camps. Write or Wire Us for Prices and Delivery Date.

**Everything for the Saw Mill**
**Pulp Wood and**
**Pulp Making Machinery**

# Waterous, Brantford, Canada

# The Royal Electric Company

MONTREAL, QUE. Western Office: TORONTO, ONT.

Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

## Electrical Machinery and Apparatus

... FOR ...

**LIGHT and POWER**

Special Attention Given to

**LONG DISTANCE TRANSMISSION OF ELECTRICITY**

FOR LIGHT AND POWER

ALSO FOR

**ELECTRIC PLANTS FOR MILLS**

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

# Galt Machine Knife Works

**MACHINE KNIVES** FO EVERY DESCRIPTION

FOR **Woodworking Machines**

...Send for Price List...

PETER HAY - - - - - Galt, Ont.

## MODERN LUMBER DRIERS

The dry kiln of to-day is born of the desire of manufacturers of lumber to make a short cut from the tree to the consumer. Much thought has been devoted to the subject of drying lumber quickly; many theories have been advanced, and some degree of success, in many instances, attained. In one instance only, however, has absolute, unqualified correctness of theory been demonstrated in actual, every-day practice. Success has crowned our efforts, and

## The Standard Improved Compression Dry Kiln

Stands **alone** to-day, the embodiment of the **only** correct principle of drying green lumber artificially. It is the **only** kiln which will dry **every board** from the top course to the bottom, and from the sides to the centre of the pile, **quickly, thoroughly** and **evenly**, leaving them bright, straight and stainless—perfect lumber.

This is the **only** kiln in which heavy, cast-iron headers, and "made-to-order" pipes and fittings are used. They cost more than the common kind, and are worth more, but are none too good for the "Standard," in which every inch of material and every detail of construction is of the most exacting quality.

**Moist Heat**, absolutely controlled in every part of the drying room, is the drying agent employed in this kiln.

Elaborate, illustrated Catalog for the asking.

THE DRY KILN THAT DOES NOT Disappoint

## The Standard Dry Kiln Co.

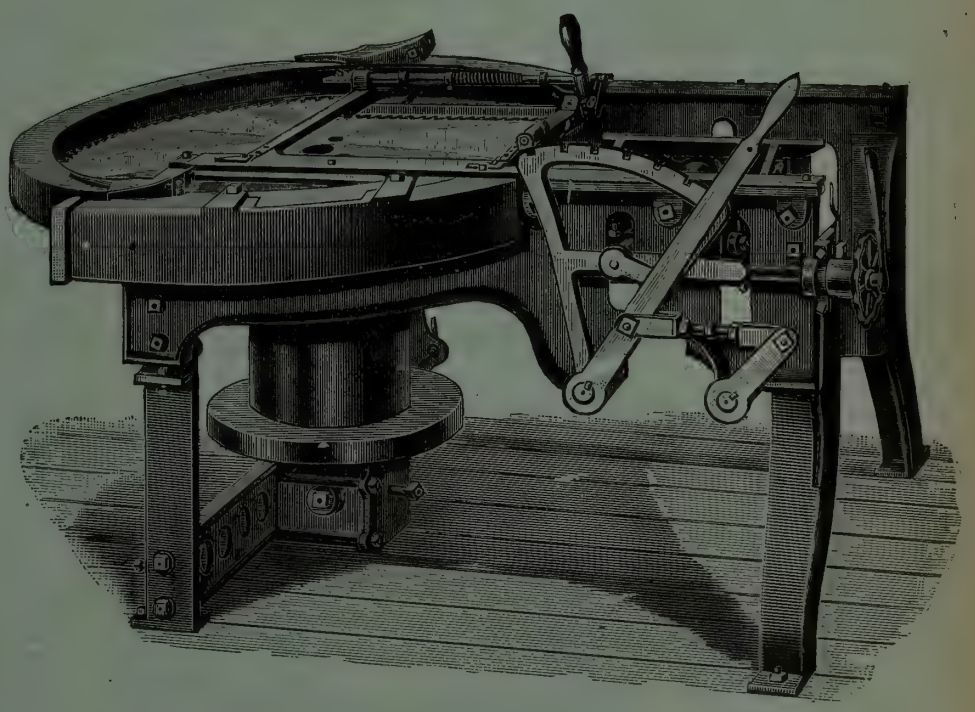
195 South Meridian Street, INDIANAPOLIS, IND.

# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON - ONTARIO

Manufacture

- Band Saw Mills
- Gang Saw Mills
- Circular Saw Mills
- Portable Saw Mills
- Shingle Mills
- Lath Mills
- Saw Filers, and all of F. J. Drake's Patents



DAUNTLESS SHINGLE AND HEADING MACHINE.

Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter. Capacity 25,000 to 50,000 per day.

Our Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.

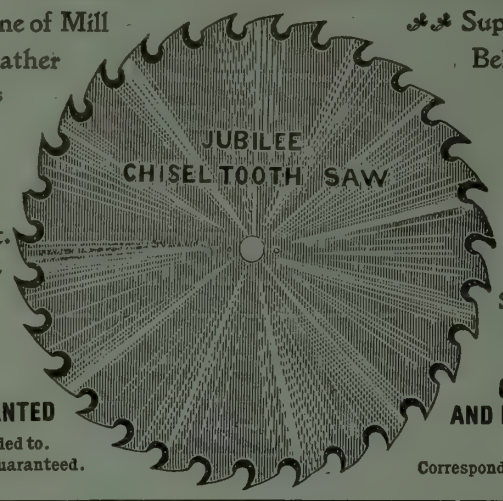
CORRESPONDENCE SOLICITED

# THE JAMES ROBERTSON CO., Limited.

Manufacturers of..... **Saws of All Description**

A Full Line of Mill Rubber and Leather Metal, &c., always

Supplies, including Belting, Babbit carried in stock




Head Office: 144 William St. MONTREAL

Factories at MONTREAL, TORONTO, and ST. JOHN, N.B.

**ALL OUR SAWS FULLY WARRANTED**
Orders promptly attended to. Satisfaction Guaranteed.

**CIRCULAR, GANG AND MILL SAWS A SPECIALTY**
Correspondence Solicited.

# SUPPLIES
## OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

# RICE LEWIS & SON
(LIMITED)

**Cor. King and Victoria Sts. - TORONTO**

*The Leading European Lumber Paper*

## *The Timber Trades Journal*

**Published Weekly by WILLIAM RIDER & SON, Ltd., 14 Bartholomew Close, LONDON, E. C.**

**SUBSCRIPTION: $5.00 PER ANNUM, POST FREE**

The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .

# Notice to Millmen

**THE OXFORD FOUNDRY & MACHINE CO., Oxford, N. S.,** have rebuilt, and are better prepared to give satisfaction, and would solicit a share of the public's patronage.

We manufacture all kinds MILL MACHINERY; also TRAMWAY OUTFITS.

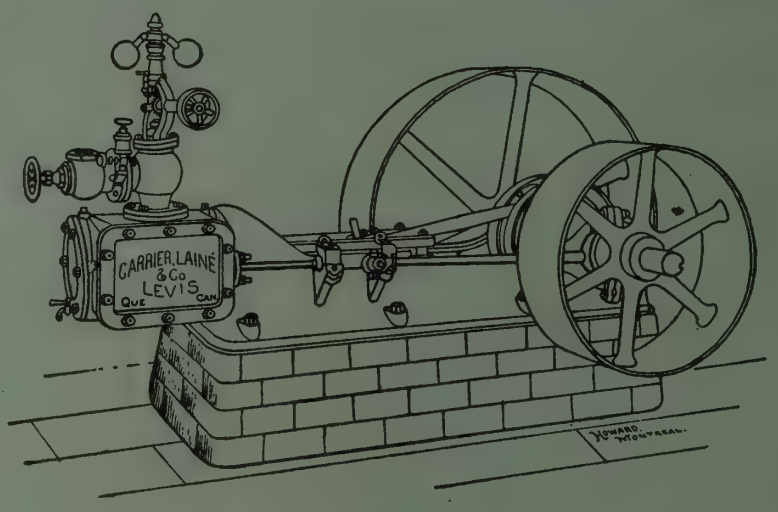
It Pays to Advertise in the Canada Lumberman

7 3 10

# "DEAD EASY"

But if that "3" represents Middlemen's commission on the Machinery you buy, you had better make a change and deal at headquarters.

**No better Mill Machinery is made in Canada or elsewhere than that supplied "DIRECT" from our Machine Shops.**




## Portable and Stationary Engines and Boilers

CIRCULAR SAW MILL PLANTS
GANG AND BAND SAW MILLS
SHINGLE MILLS, LATH MILLS
EDGERS,
PLANERS and
BUTTERS

**Modern Patterns in Every Line.**

**Tools, Belting and Supplies.**

We are equipped to build any special machine you may require.

IF YOU HAVE PLANT TO EXCHANGE GET OUR ESTIMATES

# CARRIER, LAINE & CO.,
LEVIS, QUE.

USE THE FAMOUS .. **PINK LUMBERING TOOLS**

Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks

Cant Hook Handles, Peavy Handles } By Car Load or Dozen

Pike Poles, Skidding Tongs, Boom Chains

**Lowest Prices** ◎ THOMAS PINK ◎ **PEMBROKE, ONT.**

# THE CANADA LUMBERMAN

WOOD-WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XIX. NUMBER 9. | TORONTO, ONT., SEPTEMBER, 1898 | TERMS, $1.00 PER YEAR. SINGLE COPIES, 10 CENTS.



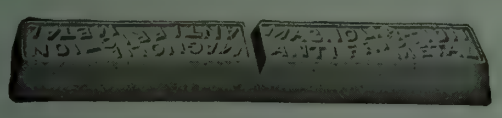
## MAGNOLIA METAL

In Use by Twelve Governments

BEST ANTI-FRICTION METAL FOR ALL MACHINERY BEARINGS.

**BEWARE OF FRAUDULENT IMITATIONS**

Genuine Magnolia Metal is made up in bars, of which this is a fac-simile :



The Name and Trade Mark appear on each box and bar, and besides this the words "Manufactured in U S.," and "Patented June 3, 1890." are stamped on the under side of the bar.

**MAGNOLIA METAL CO.**

Owners and Sole Manufacturers 266 and 267 West Street, NEW YORK

General Agents for Canada: MESSRS. CAVERHILL, LEARMONT & CO., MONTREAL.
Chicago Office: Traders' Building. London Office: No. 49 Queen Victoria Street, London, E. C.

FOR SALE BY ALL DEALERS

## Ottawa Saw Works Co.

Manufacturers of All Descriptions of..... SAWS { Circular, Mill and Gang, Shingle, Butting, Concave, Band, Cross-cut, Billet Webs.

Correspondence Solicited. Middle Street, OTTAWA, ONT.

## MOORE STEAM PUMP

For Stationary, Traction and Marine Boilers.

High and Low or Special Duty.

Send for Illustrated Catalogue.

DARLING BROTHERS

Reliance Works - MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.

Frank Darling, Agent, Nelson, B. C.

## W. A. FLEMING

Sole agent in Canada for

REDDAWAY'S

## "Camel" Brand Belting

Cheaper, Stronger and More Durable than best double leather.

Not Affected by Exposure to Water, Heat or Steam.

57 St. Francois Xavier St. - MONTREAL

Our cheapest quality of Hair Belting is called "Camel" Hair Belting.

TENTS, Sails, Tarpaulins, Camp Beds, Blankets, Underwear, Kersey Top Shirts, Tweed, Flannel, Mackinaw, Etoffe, Cotton, Moleskin, Cottonada, Denim and Fancy Top Shirts, Etoffe and Tweed Pants; Overalls, Smocks, Sou'wester and Tweed Caps; Beef, Buck and Oil Tan Moccasins; Hand Knit Mitts and Hosiery; Buck and Elk Choppers' Mitts, Oil Clothing, Pipes, Pocket Knives, Stationery, Towelling, etc., etc., including everything for Lumber Camps. Manufactured WHOLESALE, only by

**JAMES W. WOODS**

Klondyke Outfitter 75 Queen St., OTTAWA, ONT.

Agent for Josiah Fowler's Axes; Hodgson, Sumner & Co., Wholesale Dry Goods, Montreal; Alaska Feather & Down Co, Mattresses, Pillows, etc., Montreal.

SAVE WHOLESALERS PROFIT BY BUYING DIRECT FROM MAKER

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED.*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING AND LACE LEATHER

Danville, Que.

## Silver Solder

For Repairing

BAND SAWS.

Price $1.00 per ounce, in 10 ounce lots.

**P. W. ELLIS & CO.,**

31 Wellington St. East, TORONTO, ONT.

MANUFACTURING JEWELERS.

# MANUFACTURERS OF HIGH GRADE SAWS

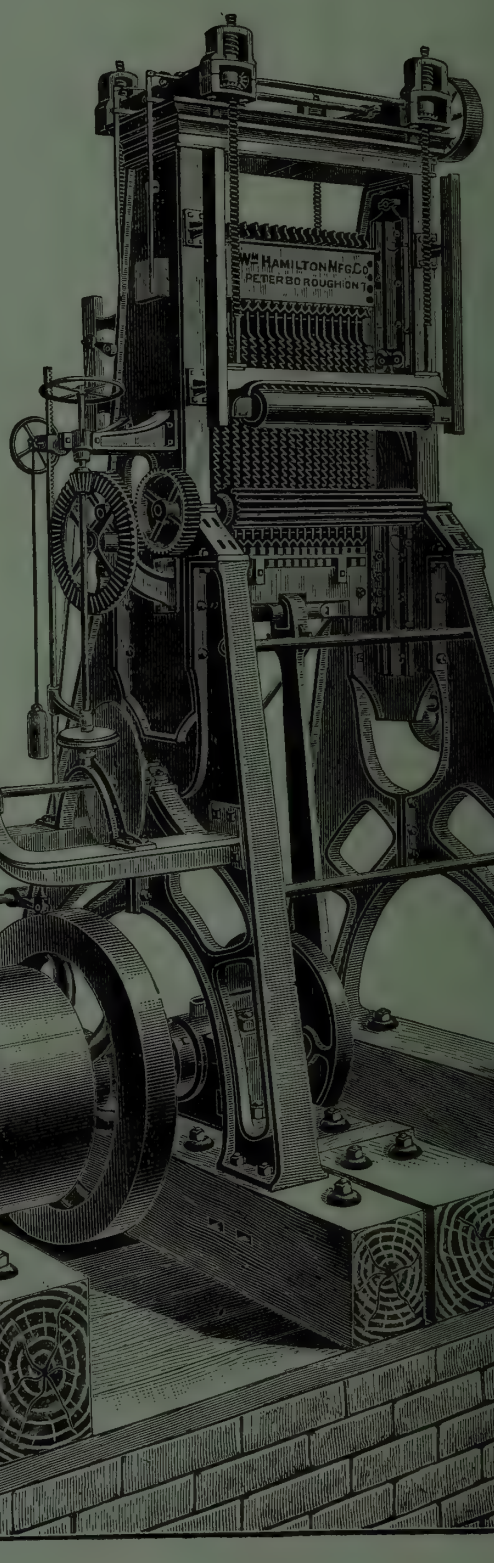
## Up-to-Date Shingle Saws

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a
Complete Line of

HIGH GRADE
SAW-MILL
MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

WE are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Limited

**Branch Office: VANCOUVER, B.C.**

**PETERBOROUGH, ONT.**

# THE CANADA LUMBERMAN

VOLUME XIX. NUMBER 9. | TORONTO, ONT., SEPTEMBER, 1898 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

## SKETCH OF A CANADIAN LUMBER KING.

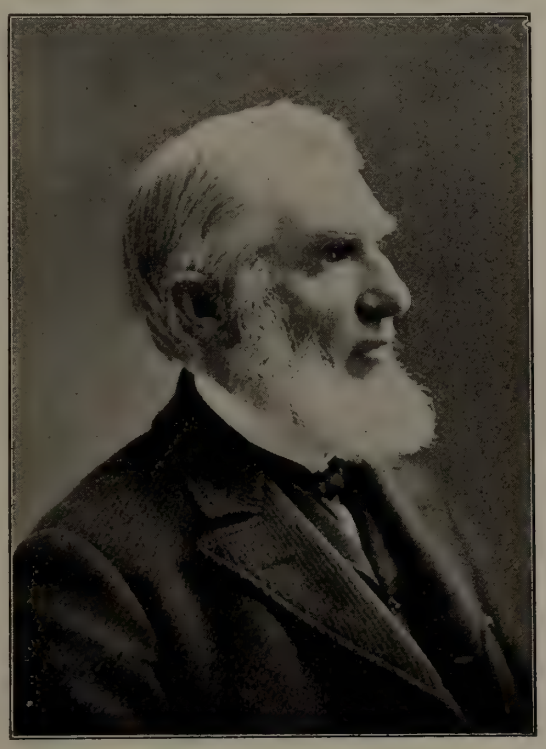
IT is said of Mr. J. R. Booth, of Ottawa, that he is the greatest lumberman on the American continent. This distinction he has earned by enterprise, perseverance and business ability, his wealth when launching out to make his way in the world consisting of less than ten dollars. A review of the life of such a remarkable man is always read with interest, while it must also furnish an example of what may be accomplished even by those born in humble circumstances.

Mr. Booth is a native Canadian, having been born in the town of Waterloo, Ontario, over seventy years ago. Like many of the leaders in the commercial world, his early days were spent on the farm. When reaching manhood he secured employment in the city of Ottawa as a sawyer. His first business venture was the purchase of a machine shop, which was destroyed by fire after eight months. There was a small mill lying idle on the present site of Mr. Booth's great establishment. It was rented by men who intended to start in business, but the deal fell through, and the young millwright secured a lease of it for ten years. He started on a small scale with a single saw. His first encouragement came in the shape of a contract for furnishing lumber for the Parliament buildings, awarded in competition with other bidders. He worked out his contract at a substantial profit, and purchased the saw mill after three years' occupancy. That was in 1860. In war times his business was very slack, and he was compelled to take a partner, but the outlook was so doubtful that the latter retired at the end of a year.

Mr. Booth had a large stock of lumber on hand, and shortly after his partner left a brisk demand sprang up and he sold all he had. This gave him a good start. About this time several tracts of timber land along the Ottawa river were offered for sale, comprising the estate of John Egan, who had owned a tremendous quantity of timber. Mr. Booth was doing a small business with the bank, and the officials had confidence enough in him to advance a sum, for which he paid 7 per cent. interest. With this money he secured a large limit at a fraction of its value, and increased the capacity of his mill by putting in two gang saws. He used all the money he made and all that he could get credit for in buying more timber limits, running largely into debt. This proved to be a wise policy. To-day he owns more pine timber land than any other one person in the Dominion.

Frequently Mr. Booth found it necessary to add to his mill plant, and in 1892 he had 13 band saws and four gates in operation, with a capacity of more than one million feet in ten hours. Day and night crews could turn out two million feet of lumber in twenty hours, but as double crews were never employed on account of the difficulty attending the handling of such an amount of lumber after it leaves the saws, the capacity has always been stated as one million feet, and exceeds that of any other mill in the world.

In the month of May, 1894, his extensive mill was destroyed by fire, entailing a serious loss to Mr. Booth and to the citizens of Ottawa and Hull. Shortly afterwards he purchased the old Perley & Pattee mill adjoining the burned property, and fitted it up with improved machinery. The plant as it stands to-day will cut from six to eight hundred thousand feet of lumber in a twenty hour run, and consists of a series



MR. J. R. BOOTH.

of buildings, some of which are of stone, the walls of which remained intact after the fire, while the other buildings are of timber. There is a lath and picket mill, a mill for the reduction of slabs into shingles, box boards and lath, a mill with one large band saw, swing saws, etc., and the main mill, which is fitted with four single bands, a pair of twin circulars, two 62 inch Wickes gangs, trimmers, butters, etc. Last year the season's cut was 130,000,000 feet.

The mill is situated on the Chaudiere Falls at Ottawa, and is driven by water power. The sawdust has for many years been dumped into the Ottawa river, but as an act has been passed by the Dominion parliament prohibiting the dumping of sawdust and refuse into rivers, steps are now being taken to dispose of the sawdust in another manner.

Over twelve hundred men are now employed about the mill and yards, and 368 wagons are utilized in moving the lumber from the mill to the piles or from the yard to the cars or river boats for transportation. The deals destined for the English market are loaded upon river boats and towed to Montreal, for re-shipment by the regular ocean liners. Probably fifty per cent. of the product of the Booth mill finds a market in England, while the balance is sold in Canada and the United States, Mr. Booth's large trade in the United States being supplied largely through the mill and sorting yard at Burlington, Vt., and the sales office in Boston. There are often carried in stock over 100,000,000 feet of lumber, and the mill and lumber yard cover 160 acres of property.

To the subject of this sketch the mill employees of the Ottawa valley are indebted for a reduction in the daily working hours. In the spring of 1895 Mr. Booth voluntarily reduced the working day of his employees from eleven to ten hours, without any corresponding reduction in wages. This generous action was freely commented upon, and was very soon copied by other mill operators, until to-day ten hours has been almost universally adopted as the standard day.

As previously stated, Mr. Booth owns very extensive timber limits, estimated at 5,000 square miles, at the head waters of the Ottawa river, 100 to 240 miles above the mill boom. After the logs are driven to the boom they are sorted into the smaller booms, the size and quality of the log deciding its final resting place. A novel method is employed by Mr. Booth for getting the logs from his Nipissing limits to Ottawa. Five miles from Lake Nipissing to the north-east is the Mattawa River, an important tributary of the Ottawa. Between Nipissing and the Mattawa is the rise of land separating the waters of the north and east from those of the west and south. Mr. Booth put down five miles of track connecting the two bodies of water, and built a great barge on which he floated a standard size locomotive from the Canadian Pacific Railway to his isolated track—a feat that was applauded far and wide in that region. For twelve years that locomotive has been puffing back and forth transferring logs over the watershed.

Twenty-three years ago Mr. Booth established at Burlington, Vt., extensive lumber yards and wood-working factories, covering an area of forty acres. This branch of his business is under the management of his brother, Mr. E. Booth. A box factory there consumes from 5,000,000 to 8,000,000 feet of lumber annually. Most of the lumber handled is the product of the Ottawa mill, but lately considerable spruce has been taken down the lake by boat.

### BUILDING OF RAILWAYS.

In addition to his extensive lumbering operations, Mr. Booth has interested himself very largely in the construction of railways. In order to obtain a direct outlet for his lumber to Atlantic ports and eastern inland cities of the United States, he built, some years ago, the

Canada Atlantic Railway, which extends from Ottawa to Swanton, Vt., a distance of 163 miles. The road crosses the St. Lawrence river at the head of the Coteau rapids, thirty-seven miles west of Montreal, where a bridge over one mile in length has been constructed. Mr. Booth financed the project from beginning to end, and

LUMBER SLIDE, MADAWASKA RIVER.

is now said to own seven-eighths of the entire railway and equipment.

The building of the Ottawa, Arnprior and Parry Sound railway is the latest work which Mr. Booth has brought to completion. This road extends west from Ottawa to Parry Sound, a distance of 264 miles, and passes through a large section of well timbered country. It has been the means of establishing large saw mills, of opening up the natural resources of the district, and of providing a freight and passenger service between the western country and England that is said to be several hundred miles shorter than by any other route. This railroad was commenced in the year 1892, but it was not until January 1st, 1897, that the first regular train ran over the line. At first there seemed to be almost insurmountable difficulties in the way of its construction, but Mr. Booth was not easily discouraged, and soon found a feasible route. In the vicinity of Whitney saw mills are springing up to send their product by the new road through Ottawa to the east and via Parry Sound

PERLEY CHUTE, MADAWASKA RIVER.

to Chicago and other lake ports. Two of the largest mills are those of the St. Anthony Lumber Company at Whitney, and Gilmour & Company at Canoe Lake. At Parry Sound, the western terminus, extensive docks and grain elevators have been constructed. In 1893 a tract of land in the district of Nipissing, between Georgian Bay and the River Ottawa, was set apart by the Ontario government as a reserve. It is known as Algonquin Park, and contains about one million acres of primeval forest, lake and stream. The Ottawa, Arnprior and Parry Sound Railway passes through this park, which affords splendid fishing, shooting, etc., and is largely patronized by tourists. The passenger traffic is therefore becoming an important feature, and to-day the wisdom and keen foresight of the promoter in undertaking the building of the road is acknowledged by all.

Some of the greatest business achievements of Mr. Booth are outlined above—sufficient to merit the distinction of a "commercial hero" which someone has aptly applied to him. As a citizen, he is held in high esteem, being kind-hearted and charitable. Although frequently urged to accept public office, he has preferred to follow his business career.

A portrait of Mr. Booth, taken from a late photograph, and views of a lumber slide and the Perley chute, on the Madawaska river, along the route of the Ottawa, Arnprior and Parry Sound Railway, are presented herewith.

## BRAZING BAND SAWS.

By A. J. Burton.

I use an emery lap grinding machine, for I can make a better lap and do it much quicker with a grinder than with any other machine or process. If the grinder is kept in proper shape and run right you will not need to use a file. I have ground both laps on a 10-inch 14-gauge saw in 11 minutes with a Bolton lap grinder, and did not use a file after. Make laps 5/8-inch and 1-16-inch, grinding them down to a feather edge, and when you set the saw in clamps to be brazed overlap laps 1-32-inch on each end, so there will be something to file off, and after lap is dusted it will be a 5/8-inch lap.

After grinding the laps, place the saw in brazing clamp. If you run "back" in the saw, push saw along past the lap, set back guides up even to back of saw, then pull saw back to right place. By this way, when braze is made, the back will be the same along the lap as in the rest of the saw. Attention to this will save time and labor in drawing out the back. Clean the lap with a clean pine stick dipped in chemically pure muriatic acid—the purest to be had.

The silver solder should be a little wider than the lap, and should also be cleaned with the acid; 3-1000-inch is the best thickness—such as is furnished by Baldwin, Tuthill & Bolton. With this solder I can make a perfect braze, so that when it is dressed there will be only a small streak across the saw, about the size of a silk thread. My brazes always hold well, are about as hard or stiff as any other part of the saw, and will not bend when going round the saw sharpener, as is so common with factory brazes. A braze that bends easily is sure to break about one inch from the lap. You may not know the reason it gave way, but if you were to consider the number of times it has been bent and straigtened in a day's run, you would see that this continuous bending causes crystallization in the saw at the place where the extreme edge of the irons was applied.

I can not make a good braze with irons too heavy, for they don't clamp evenly, hold the heat too long, burn the steel, burn the life out of the solder, and frequently the braze will open up before the saw is ready to go on the mill. Irons 1½ to 1¾ × 1¾-inch thick are the best. Steel makes a better material for brazing irons than iron, for the steel does not scale like iron and it takes the heat more evenly. The irons should be heated slowly in a charcoal fire, as this is not so apt to burn the irons and cause them to scale. A forge designed especially for band saw brazing should be used—such as is made by the Covel Mfg. Co., Chicago—for it is almost fire-proof, and has a long blast, so that the irons can be heated their entire length without burning them.

Heat the irons to a good light red; not a white heat, or the irons will scale more in some places than in others and the braze will "miss." A common cherry red will not do, but a light cherry red is all right. Clear all scale off the irons after they are hot by scraping them across the edge of the forge. When the irons are ready, drop or pour acid on the lap till it is wet, then place irons square across, and clamp. Take the irons off as soon as they turn to a dark red or about the time the red is turning blue. Then remove the saw from the clamp and fan it with a shingle or paper for a minute, and you will see the saw taking temper again; it will not twist and curl up, as it would if the irons were left on till cold, as most saw-makers advise. Leaving the irons on till cold makes a soft lap.

After the braze is cold, pour on a little lard oil and rub lengthwise the saw with a piece of No. 1 emery cloth—not sandpaper—until all the black and rust are off. Clean off with a file all lumps or surplus solder that may have run out. But do not file the lap yet. Now roll the braze, commencing in the centre and rolling towards both edges. Do not roll saw except on the surface of the braze where the irons were applied. Roll every half-inch till you reach both edges, then roll in the centre till the saw becomes stiff, for the saw is "fast" at that place after being brazed. Level with a cross-faced hammer, then clamp saw lightly between the rolls, about five or six feet from braze, and put a block eight inches deep under the braze on the leveling table, with a weight on the other end of the saw; it will bend over the block and be easy to dress. Use a 10-inch file and file lengthwise the saw, and you will not leave any mark or scratch, as you will if you file crosswise the saw. A deep scratch will cause a crack in saw at that spot in a short time. Do not leave the lap too thick or lumpy, nor dress it too thin. If you do it will not last. If you take pains to make a good braze, and dress and roll it properly, it will last as long as the saw. After the lap is dressed and leveled, roll in the tension as in the rest of the saw, and make the back true. If a saw cracks in from one to two inches, do not cut saw and braze it, as most filers do, but cut out a piece of ½-inch wide or ¼-inch on each side of crack, and the length or depth of crack. File a lap ½-inch on each side, shape a piece of steel to fit in it, and braze it in. Use a short brazing iron that will not rest all over the saw, and it will not take out the temper across the saw. It is much better to patch a saw in this way than to braze it, for you keep your saws all of a length, with less labor and less brazes. If the patch is in the front of saw it will

wear out in time. Your saws will run better and be a credit to the filer.

I have charge of a mill here with two large bands and two small bands, using ten and six-inch saws. It has run steadily since the 20th of April, with four new saws to the mill. I have not had to make a braze yet, and only had one crack, which I patched in the above way. If any of the readers of The Woodworker know of any one that makes a machine for grinding out a crack and putting in a piece or patch, I would be glad to here from them, with the address of the makers.—The Woodworker.

## A DOUBLE-ACTING BAND SAW.

In the mill of the H. C. Akeley Lumber Company, Minneapolis, Minn., there is in operation a double acting band saw, manufactured by the Edward P. Allis Company, and of which an illustration is given herewith. It is claimed that the saw has given entire satisfaction, and has a capacity greater than any single saw ever operated.

The following particulars of the invention will no doubt be read with interest by lumbermen in Canada:

To the ordinary observer the mill does not look any different from the ordinary band mill, with the exception that the saw has teeth on both sides, but there is a material difference that appears when the mill is running. Some considerable changes were made in the mill to receive this double saw. E. E. Fitzgerald, salesman for the E. P. Allis Co., some time ago worked out a scheme for the raising and lowering of the whole mechanism of a band mill. His idea in this was to do away with the guide that has been necessary for the saw, and by bringing the upper wheel down close to the log, to make the saw more rigid at that point. Heretofore objections have been raised to the band saw for the reason that it could not be made rigid enough to get the amount of speed out of it that was wanted. The whole mill is raised by hydraulic power, operated by means of a lever near the sawyer, and pulleys and a weight that nearly balance the mill.

The live rolls have been extended back through the saw and along the lower edge of the log deck, and to keep the logs off them on their way to the carriage, there are built extended arms to the log loaders that reach out over the rolls to the carriage. The position of the setter on the carriage has been moved to the other end, so that he can see the sawyer when he starts on a back trip. On the other side of the saw an arrangement has been devised by means of which the log, after it has been slabbed for the gang saw, can be canted off the carriage and carried to the gang, while the last board cut is carried along under it on the live rolls.

The saws that are used on this mill differ from the ordinary band saws in that they are double edged. They are fourteen inches wide and have teeth on both sides. Another machine that has been made necessary in the mill by the introduction of the double edged band, is a filing machine built specially for it, and which will file both sides of the new saw at once.

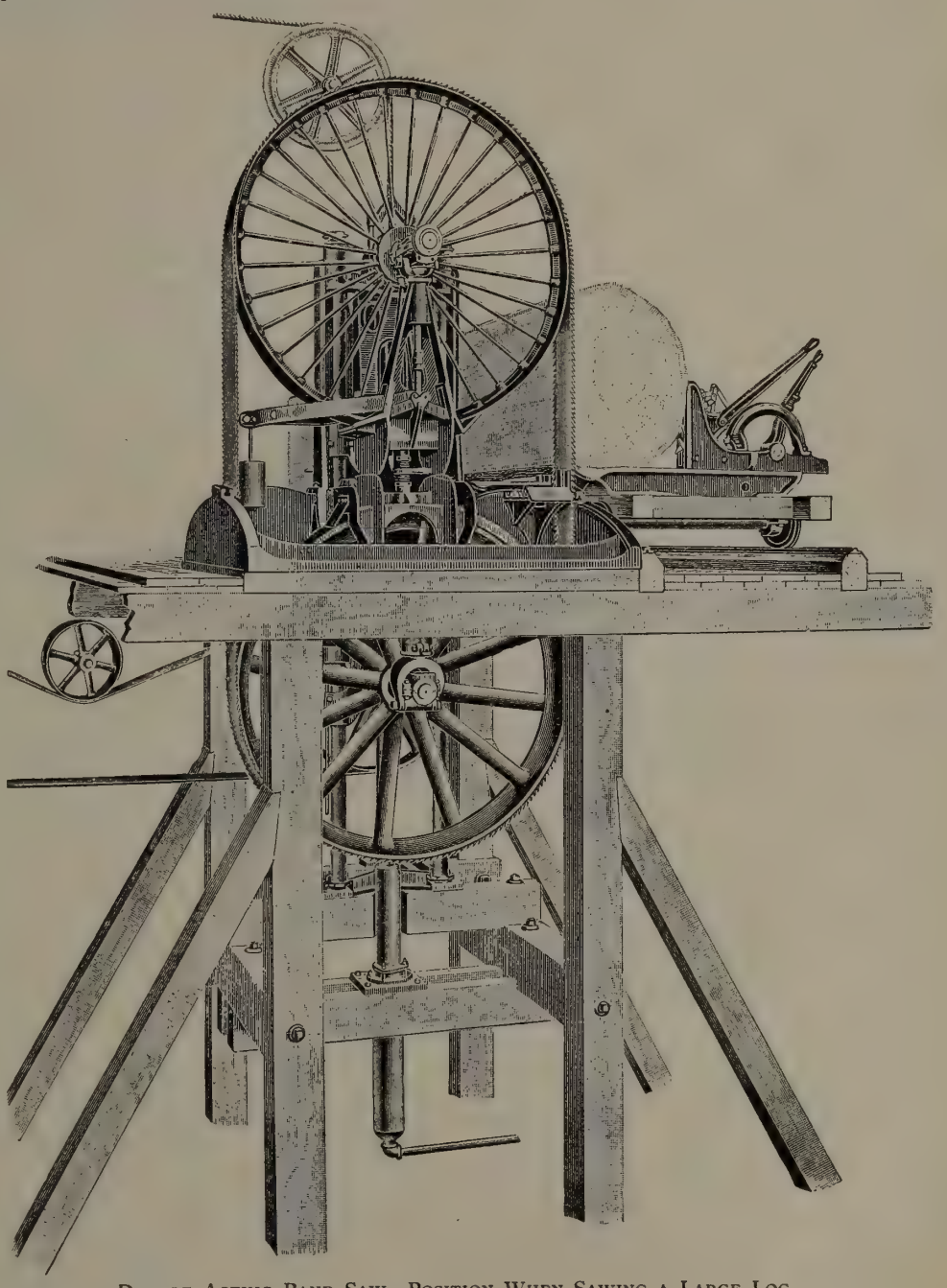
This double acting band mill is made to move on three vertical slides that are mounted in the center of a large base plate. The upper ends of the slides are supported in a heavy column, the lower ends of same supported by an independent plate that is bolted to frame work in foundation. By supporting the slides at the top and bottom ends as well as in the center, a very rigid construction for the support of the band mill is secured.

The machine is lowered by gravity and is raised by a hydraulic cylinder located under same. The hydraulic cylinder is supplied with pressure by taking water from the boilers below the water line at boiler pressure, or if used in a water mill by an independent pump. The band mill is counterweighted to within two thousand pounds of a balance, so that a comparatively small cylinder does the work rapidly and with ease.

The advantage of this machine over others is claimed to be that it moves the entire mechanism carrying the wheels up and down so as to bring the point where the saw leaves the upper wheel as close to the top of the different sized logs as possible. The object in this is to get a short, rigid blade, to keep the saw above the cut as short as possible at all times, and to keep the surplus length of blade below the log instead of on top, as with the ordinary mill. By lowering the mill they also bring the pressure of the log against the saw at a point close to where the saw leaves the upper wheel, making it impossible for the feed to crowd the saw backward on the wheels. The cutting capacity of the saw is limited only by the capacity of the teeth to carry out the sawdust.

In sawing under the upper wheel the saw will stand the feed and remain in place on the wheel with 50 per cent. less strain than the old style band mill. This naturally is easier on the saws, requires less work on the part of the filer to keep the same in order, and saves a great loss of power in friction, hot boxes, expensive stops, etc.

The invention of the telescopic band mill made the use of a double tooth band saw possible, as the upper wheel of this machine absolutely controls the direction of the cut and is set in perfect line; lower wheel is made adjustable to range the saw on the wheels and is also used without an upper guide.



DOUBLE ACTING BAND SAW—POSITION WHEN SAWING A LARGE LOG.

It is said that no time is lost in taking care of the lumber that is cut on the backward run, as the log deck is fitted with live rolls set 8 inches below the top of head blocks, and the steam log loader arms are provided with extensions which bridge over these rolls when loading logs onto the carriage, thus loading the logs without interfering with the board while passing on to the edger.

To test the capacity of the mill an eleven hour run was made recently. There was no selection of logs for the trial, which was just an ordinary run of the mill. In eleven hours there were cut 744 logs. The lumber cut from these logs was tallied, and amounted to 101,560 feet of inch lumber.

---

The British American Land Company have closed down their saw-mill at Sherbrooke, Que., and will not operate in the woods this winter.

## FOREST, CLIMATE AND WATER FLOW.

THE beneficial influence of the woods in tempering the rigors of a cold continental climate, with its sudden changes and severe storms, is probably conceded by all, writes Filibert Roth, special agent of the Division of Forestry, in his report on forestry conditions and interests in Wisconsin. What share the forest has in the general changes of humidity is not so apparent. That a general and very gradual change from a moisture to drier condition has been going on for a long time over the entire lake region seems quite certain. The behavior of hemlock and even white pine in the matter of distribution is probably in part due to this change. How much the forests have done to retard the progress of this desiccation can only be inferred. On the other hand, the striking changes in the drainage conditions which have taken place within the memory of many of the residents, have fairly forced themselves on the attention of all experienced and observing people, and are all too intimately connected with the changes in the surface cover to leave in doubt the influence of this latter on the former.

The flow of all the larger rivers has changed during the last 30 years, navigation has been abandoned on the Wisconsin, logging and rafting have become more difficult on all rivers, and, what is even a far better measure of these important changes, the Fox river is failing to furnish the power which it formerly supplied in abundance. The "June freshet," which in former years could be relied upon in driving operations, has ceased on most streams and is uncertain on the rest of them. Of the hundreds of miles of corduroy road a goodly per cent. has fallen into disuse, the ground on the sides has become dry enough for teams, many swamps of former years are dry, and hundreds of others have been converted into hay meadows and fields without a foot of ditching.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

C. H. MORTIMER
PUBLISHER

CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

### *TO VISITING LUMBERMEN.*

*Lumbermen visiting Toronto are invited to use the office of the CANADA LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way they may desire.*

## EASTERN CANADA AND EXPORT EDITION.

THE October issue of this journal will be known as an "Eastern Canada and Export Edition," and will be largely devoted to the interests of manufacturers and exporters of lumber in the provinces of Quebec, New Brunswick and Nova Scotia. Spruce, the chief lumber product of these provinces, has grown in favor in foreign markets within the last few years; but, as is the case with other woods of Canada, it is as yet comparatively unknown by many extensive foreign consumers of lumber and wood goods. The principal objects in view in the publication of this special issue are to induce a better knowledge of the timber resources of these provinces, to more fully acquaint our manufacturers with the requirements and trade possibilities of foreign markets, and to furnish a medium of communication between our manufacturers and importers and consumers in other countries.

Arrangements have been made for the publication of much information bearing on the requirements of, and reflecting the conditions existing in foreign markets, and it is hoped to present a number which will be of intrinsic value alike to lumber manufacturers, exporters and importers. The support already received indicates that the trade appreciate the advantages to be derived from a wider diffusion of information on these lines.

A copy of this number will be placed in the hands of every lumber manufacturer in Quebec and the Maritime provinces, and the leading timber importers in Great Britain, France, Germany, South America, West Indies, and other foreign countries. The value of this special issue as an advertising medium, and as a means of communication between buyers and sellers of lumber and other timber products, will at once be apparent. Manufacturers of saw, planing and pulp mill machinery should not let pass this opportunity of bringing their goods directly to the notice of probable customers, while every lumber manufacturer desirous of cultivating an export trade, and becoming known in foreign markets, should be represented in the pages of this number. It is impossible to personally interview the large number of manufacturers, but advertising rates and other information will be gladly furnished by letter.

## SHORT DELIVERY OF CARGOES.

PREVIOUS reference has been made in these columns to the necessity of manufacturers and shippers of lumber to foreign markets giving greater attention to the manufacture and shipment of the stock. The lack of this attention has in the past operated against the interests of the Canadian trade, and diverted orders in other directions. There has, we believe, been a partial realization of this fact by our shippers and manufacturers, but the trouble has not been entirely remedied.

Our contemporary, Timber, of London, Eng., devotes considerable space to this question, pointing out that importers of Canadian spruce have frequently to submit to serious and irritating shortage losses, either through the carelessness of the shippers or the ship-owners. It is said that often there has been a shortage of from 30 to 50 standards in a cargo, the discrepancy usually occurring in the measurement rather than in the number of pieces.

A late instance is cited in which the matter in dispute has just been decided by the courts. Last year Messrs. Crossfield & Co., of Barrow-in-Furness, chartered a vessel from the Deddington Steamship Company to carry a cargo of deals from St. John, N.B., to Barrow, the stock being shipped by Messrs. Alexander Gibson & Sons. On delivery the goods were measured by the consignees, and their return of the total number of pieces corresponded exactly with the number shown by the shipper's bill of lading. It was found, however, that the deals turned out 2,459 pieces less than claimed by the shipper, while the smaller and shorter sizes of boards, scantlings and ends were precisely the same number in excess. There was therefore a deficiency in the total measurement of 44 standards, representing a value of £213 to Messrs. Crossfield. The latter brought action against the vessel owners for the delivery of the balance of the stock, but the court decided that the vessel had delivered all the cargo she received on board at St. John.

It now remains for Messrs. Crossfield to take action against the shipper, and for the courts to decide which measurement shall be accepted as correct. It is said that correspondence was produced between the buyer and the seller in which the latter admitted that part of the cargo had not been strictly measured in detail, which would seem to show the unreliability of the bill of lading.

The effect of disputes such as the above cannot but injure the Canadian lumber trade, and it behooves exporters to take every precaution against errors of this character. There are said to be many difficulties encountered in loading cargoes in the port of St. John, and that occasionally it is impossible to measure in detail all the deals, boards, scantlings, ends, etc. This may account for some of the discrepancies which have arisen, but they should in any case be reduced to a minimum, otherwise importers will refuse to buy except on delivery at port of discharge.

## THE RECENT MEETING OF LUMBERMEN.

AT time of writing a conference is being held in the city of Quebec for the purpose of adjusting matters in dispute between Canada and the United States. As was pointed out in a previous issue, the question of lumber and log duties is almost certain to enter into the deliberations of the commissioners. Recognizing this, the lumbermen of Ontario held a meeting on August 2nd and placed themselves on record in a manner that cannot but be of assistance to the Canadian members of the conference. In brief, the Lumbermen's Association of Ontario unanimously declared in favor of reciprocity in both lumber and logs.

It is too much to expect that the policy adopted by the association will meet with the approval of all. Personal interest is the standpoint from which it is viewed. There were those at the meeting who were in favor of a free exchange of forest products between Canada and the United States; others who were bitterly opposed to the export of saw logs from Canada under any conditions; yet they met on a common ground and unanimously agreed upon a resolution which would be most likely to strengthen the position of the commissioners at Quebec.

Some persons may be inclined to the belief that the lumbermen have changed their ground by adopting this resolution. Reference to the proceedings of former meetings will show that this is not the case. When the prohibition of the exportation of saw logs was asked for, it was accompanied by a provision that whenever an equalization of conditions should be brought about, the embargo placed on the export of saw logs should be removed. This is in line with the action now taken.

Canadian lumbermen do not fear fair competition, but take exception to giving the manufacturer in Michigan sawing Canadian logs a direct advantage of two dollars per thousand over the manufacturer located on the Georgian Bay.

Whatever may be said in favor of maintaining our timber for our own industries, no one will deny that to lumbermen, engaged in the business for pecuniary results, the free entry into the United States of the forest products of Canada is of some value. In return for this the lumbermen as a body have declared that they are willing to allow the Michigan mills to continue to obtain their log supply from Canadian limits. It is improbable that anything short of the free entry of all forest products, including pine, spruce, hardwood and other lumber, both rough and planed, would be sufficient to induce the lumbermen to ask the Ontario government to abrogate the law requiring home manufacture of timber cut on Crown lands. There would also seem to be some doubt, owing to the present small majority of the Liberal party in the Legislature and the strong public sentiment in favor of having timber manufactured within the province, that the Ontario government would grant the request even if asked to do so. It must be remembered, however, that the revenue from timber limits is certain to be decreased by the manufacturing clause.

To return to the meeting of the Lumbermen's Association. It must have been gratifying to the trade to hear the kindly sentiments expressed by the President in relation to the hardwood manufacturers. He outlined the steps that had been taken to induce them to become members, and evidenced his pleasure at having representatives of that branch of the industry present. It was resolved that the Board of Management should take up with the railways the question of the high freight rates on hardwoods, a matter that has been frequently referred to in this journal as an injustice to the hardwood trade. A vigorous effort will be made to secure a reduction of the rate on hardwoods to the same as charged on pine. For this action the association merits the thanks of every hardwood dealer in the province. If immediate success is not attained, the agitation should be continued, as we believe that finally the rates will be made uniform. We were recently informed by a representative of one of the railway companies that the rates are based on valuation, and that the opinion is prevalent that hardwood lumber is more valuable than pine. In Canada we do not think that this is the case. Our supply of expensive hardwoods is very limited, while our common hardwoods, such as basswood, elm, maple, birch, and ash, are even less valuable than pine. When these facts are brought to the attention of the Classification Committee, the request for a reduction in rates will no doubt be granted.

There are in Ontario a number of hardwood manufacturers who have not yet identified themselves with the association, but whose connection would materially strengthen its influence. Now that the work has been begun, let there be a hearty response to the invitation of the President to persons belonging to this section of the trade to enroll themselves as members.

---

The Canadian Locomotive and Engine Company, of Kingston, Ont., will exhibit one of their well-known shingle mills in operation at the approaching Industrial Exhibition in Toronto. Their exhibit last year attracted much attention.

## EDITORIAL NOTES.

LUMBERMEN from all parts of the Dominion will visit Toronto within the next two weeks for the purpose of attending Canada's industrial exhibition, which is now recognized as one of the best on the continent. The CANADA LUMBERMAN extends to visiting lumbermen a cordial invitation to visit our offices, where they will be furnished with facilities for answering correspondence and supplied with any desired information which it may be in our power to give. Our offices are situated in the Confederation Life Building, corner Richmond and Yonge streets, one of the finest office buildings in the city, centrally located, and equipped with electric passenger elevators.

---

THE Northwestern Lumberman comments upon the backwardness of eastern wholesalers this year in purchasing stock at northern lake ports, and states that only for low grade stuff have they entered the market at all. The reason for this is that the demand from the west has been extremely active, which has forced prices so high that the eastern dealer felt very skeptical of being able to make any profit in handling the stock. Our Chicago contemporary concludes with these words: "It is likely that when there shall be a return of normal conditions in the east and west alike, the scramble for western pine will be more fierce than was ever before known. It will grow intense as the supply shall diminish. Which section of the country will come out uppermost in the trade struggle?" Here is another admission that the timber of the United States will soon become exhausted, and also of the early dependence of the Eastern States upon Canada for a supply of lumber.

---

THE following pointed remarks concerning Canadian business methods are found in a recent issue of the Timber News, of Liverpool, England:

"The cheap way some of our Canadian cousins have of endeavoring to open up new markets is amusing. Firms in the Dominion are ever seeking to make some new thing, just as firms over here are. Before they launch very far into their new enterprise, these Canadians, however, command the services of their commissioner in London, and ask him to put out inquiries through the trade journals and the ordinary press as to firms in this country who are ready to purchase their manufactures. The commissioner does so, with what result may be imagined. The general body of the likely buyers ignore the inquiries, believing they look a bit fishy. Practically only new beginners and second-rate houses take any notice of them, and but very few of these trouble to communicate with the commissioner. The upshot of the whole thing is that no trade results. The system adopted does not commend itself to the British mind, for Britishers themselves never adopt the plan of the Canadians named when they want to open a new market. The British merchant either sends out a representative or advertises his goods in such journals and newspapers as he believes circulate influentially among the people he is desirous of having a business connection with. Will our said half-awake Canadian cousins take the hint? To make use of their commissioner may be and is a cheap plan of doing the thing, but it is a puerile and unsatisfactory method in the year 1898."

These remarks, although perhaps inspired by a personal interest, contain a degree of truth. We are free to admit that Canadian manufacturers may have relied too greatly in the past on government agencies to secure trade. On the other hand, taking the lumber trade as an example, the efforts of a number of exporters, who have established European agencies and successfully competed with the large and old-established Baltic houses, are to be commended. It must also be remembered that in Canada there are many manufacturers in a moderate way, who cannot afford to send a representative to foreign markets until reasonably certain that business can be obtained. It is in the direction of furnishing information as to the prospects of trade that the government commissioners can be employed to advantage, and not after our manufacturers have launched into the new enterprise, as stated by our contemporary. Canadians are not only half awake, but wide awake.

---

## MAKING VENEERED DOORS.

VISITING a large woodworking factory some time ago, in New Haven, Conn., where veneered doors are made in large quantities, I interviewed the foreman with regard to the method of manufacture of these doors, with the following results: "Our first operation is to take common coarse white pine boards, with sound knots, and which have been well kiln-dried. The stock used is generally 16 feet long, 1 × 12 inches. This stuff is surfaced on both sides by a Daniels planer without regard to thickness, as some boards are thinner than others, while others are warped in drying, and the thickness of the boards is immaterial, perfectly seamed surfaces only being necessary. After the stock is planed up it is cut into such lengths as the bill of doors calls for. They are ready now to be glued up. The face board of whatever hardwood to be used is planed generally to ¾ of an inch thick, and is also run through a Daniels planer. The stock is now ready to go to the glueing press, and as the Daniels planer makes the best glueing surface in the world, no scratch planing is needed. After properly heating in a box the stock is brought out and carefully glued, the hardwood face parts marked for it. From three to five parts are put in the press at one time, and a pressure of twenty tons, brought down by screws, is put upon these parts. After remaining in the press the proper time they are taken out, and generally remain several days before being worked up, which gives the glue plenty of time to harden. When ready to work again these parts are taken to a Daniels planer and squared up, after which the parts are taken to a very nice cutting table or bench saw, and are cut up to sizes required, leaving them ⅛ of an inch large for future dressing. It is a positive necessity that the saw cuts free and clear, as heating has a tendency to warp the stock or spring it slightly, which would make it necessary to dress the stuff again. If the saw does not heat, the stiles come out perfectly straight, and these stiles can be laid on a Daniels planer bed, and a light shaving taken off. They are now straight, and if the saw table is in good condition, square, the other side may be finished with pony planer or with a Daniels; I prefer a Daniels, because it makes a better glueing surface, and if the planer is in good shape the work is turned out from the planer perfect, so far as square and surface are concerned. The work is now ready for the veneering, the thickness of which is immaterial, as it may vary from the thickness of thin paper to ¼ inch. Heated cauls are now used for the veneer, and the stiles, if heated at all, are just warmed, and the veneer glued on by piling up with a hot caul between each stile.

# THE RETAILER AND Wood-Worker

## EXCURSION OF WESTERN RETAIL LUMBERMEN'S ASSOCIATION.

[COMMUNICATED.]

IT is several years since a lumbermen's excursion has been held on the Lake of the Woods, but the custom was revived this year, when the following invitation was sent out to over two hundred retail lumbermen throughout Manitoba and the Northwest Territories :

"You are cordially invited to join us in a two days' outing on the Lake of the Woods. The steamer Keenora will leave her dock at Rat Portage on Monday, August 15th, at 24 o'clock, and it is the intention to go as far as Fort Francis, thus giving our friends an opportunity to have a full daylight view of not only the Lake of the Woods, but also the far-famed Rainy river.

(Sgd) RAT PORTAGE LUMBER CO., LTD.
BRUNETTE SAW MILL CO., LTD.
KEEWATIN LUMBERING AND MFG. CO., LTD.
B. C. MILLS, TIMBER AND TRADING CO., LTD.
GRAHAM, HORNE & CO.
PACIFIC COAST LUMBER CO., LTD.
VIGARS BROS.
SAVANNE LUMBER CO."

One hundred and twenty-five acceptances were received by the indefatigable secretaries, Messrs. J. C. Graham and A. F. E. Phillips, the names being as follows :

J. B. Mather, President of the Association, Glenboro ; John Dick, Secretary of the Association, Winnipeg ; M. C. Flett, Norman ; J. A. F. Bleau, St. Boniface ; G. F. Birney, Morris ; R. McDonald, Roland ; J. P. Allaire, Somerset ; J. E. Gaudin, Napinka ; W. C. Thorburn, Broadview ; J. Schwartz, Altona ; Gus. Wagner, Plum Coulee ; H. Doell, Winkler ; J. L. Campbell, Melita ; John Love, Grenfell ; F. W. Falkner, Grenfell ; L. Marks, Plum Coulee ; Col. Anstruther, Portage la Prairie ; C. W. Plummer, Boissevain ; T. Leese, Foxwarren ; E. Greenshaw, Shoal Lake ; D. Sinclair, Winnipeg ; J. E. Parrott, Saltcoats ; R. J. Stead, Cartwright ; J. Broadbent, Thornhill ; W. Busby, Reston ; W. C. Van Nostrand, Elkhorn ; J. McNaughton, Killarney ; J. H. Hanbury, Brandon ; J. Thompson, Wolseley ; J. H. Hughes, Brandon ; J. A. Badgley, Emerson ; J. White, Rapid City ; J. McGuirl, Moosomin ; John Lockead, Deloraine ; W. Reid, Strathclair ; T. D. Robinson, Winnipeg ; J. J. Moon, Russell ; Geo. Lister, Winnipeg ; B. Harvey, Qu'Appelle ; J. H. MacCaul, Qu'Appelle ; J. Foreman, Alexander ; J. Rennie, Shoal Lake ; F. McPherson, Binscarth ; J. Friesen, Gretna ; J. Dyck, Winkler ; J. Esau, Winkler ; J. Friesen, Winkler ; J. W. Jones, Selkirk ; F. Shaw, Dauphin ; W. Bell, Winnipeg ; W. A. Smith, Carnduff ; T. A. Cuddy, Minnedosa ; J. Sharpe, Fleming ; E. Brough, "Free Press," Winnipeg ; J. K. Robson, Treherne ; G. W. Murray, Winnipeg ; W. Sillers, Holmfield ; T. Rutherford, La Riviere ; T. Kellett, Sewell ; P. A. McIntosh, Winnipeg ; R. Conn, Douglas ; W. Cranston, Clearwater ; C. Burley, Portage la Prairie ; A. McDonald, Portage la Prairie ; J. Davidson, Manitou ; H. J. Badham, Stockton ; W. Armstrong, Portage la Prairie ; H. Byrnes, Portage la Prairie ; G. H. Stacy, McGregor ; J. Conway, Crystal City ; D. Leckie, Hartney ; J. E. Campbell, Carman ; G. B. Housser, Portage la Prairie ; R. O'Hara, Brandon ; John Boyd, Deloraine ; E. Parker, Winnipeg ; W. Bell, Portage la Prairie ; G. O. Alserbrook, Winnipeg ; A. Black, Winnipeg ; R. Magee, Sintaluta ; H. McDougall, Moose Jaw ; E. T. Simpson, Moose Jaw ; Chas. Brown, Hilton ; J. Shaw, Dauphin ; J. F. Frame, Virden ; A. J. Archibald, Elva ; W. W. Ireland, Carberry ; D. Stewart, Rosenfeld ; E. Nichol, Boissevain ; T. Nicol, Boissevain ; T. H. Patrick, Souris ; A. M. Stewart, Morden ; D. N. McMillan, Morden ; A. N. Shaw, Miami ; J. J. Lane, Morden ; John Taylor, Portage la Prairie ; Fred. Robinson, Fort William ; F. Avery, Austin ; J. A. Ovis, Souris ; A. D. Chisholm, Griswold ; J. A. Thompson, Griswold ; C. Willoughby, Regina ; J. Caswell, Rathwell ; R. Shearer, Melita ; P. Schwartz, Altona ; Wm. Irwin, Newdale ; W. Burley, Portage la Prairie ; Joseph Rinn, Elm Creek ; S. McClain, Carman ; A. R. Stevens, Cypress River ; J. M. Neilson, Carberry ; F. Dagg, Holland ; J. McCutcheon, Holland ; J. McElræ, Sidney ; R. A. Mather, of the Keewatin Lumber and Mfg. Co., Keewatin ; J. Feren, Savanne Lumber Co., Savanne ; A. E. Phillips, Pacific Coast Lumber Co., Ltd., Winnipeg ; J. C. Graham, Rat Portage Lumber Co., Ltd. ; (Winnipeg branch) ; Geo. Campbell, B. C. Mills, Timber and Trading Co., Ltd., Winnipeg ; W. Robertson, Rat Portage Lumber Co., Ltd., Rat Portage ; E. W. Hogan, Savanne Lumber Co., Savanne ; R. Vigars, Vigars Bros., Port Arthur ; G. Shaw, Traffic Manager's office, C.P.R., Winnipeg ; M. McDonald, M. & N.W. Ry., Portage la Prairie ; A. H. Bailey, "Commercial," Winnipeg.

A number of the lumbermen arrived at Rat Portage on Sunday, but the majority journeyed by the Steamboat Express, which left Winnipeg at 4:30 Monday afternoon and reached Rat Portage at 9:30 the same evening. After making themselves acquainted with a few of the places of interest around town, the travellers embarked on the Keenora, and promptly at midnight a sharp blast from the steamer's whistle announced everything in readiness for sailing. As the beautiful steamer pulled out from her wharf all the steamboats in the vicinity whistled a "bon voyage."

There being more passengers than there was state-room accommodation for, the berths were balloted for, the lucky drawers of state-rooms being much envied by their less fortunate brethren, who only succeeded in getting a hammock or a blanket. After running about forty miles, Captain Thompson deemed it advisable to cast anchor for a short time, on account of the heavy gale which was blowing, but most of those on board were unaware of this fact until daylight, when the anchor was hove up and the steamer got under way again. There was quite a heavy sea running on the Big Traverse, and a few of the dwellers on the prairie were wishing themselves in their yards again. One sturdy dealer, on being condoled with regarding the weak state of his stomach, indignantly replied that such was not the case, as he was "throwing as far as any of them."

About 9 o'clock in the morning the port of Rainy river, on the American side, was reached, and after the purser, Mr. R. D. Ross, had delivered his papers to Uncle Sam's representative at that point, the Keenora proceeded on her way up Rainy river. Having got into smooth water, breakfast was now called, and judging from the quantity of eatables that were disposed of, and the smiling faces of those who partook thereof, the first meal on board was a decided success ; the rest were even more so. About noon the sorting boom of the Rainy Lake River Boom Corporation was reached, but no stop was made excepting for the purpose of picking up one of the lumber company's bush managers. The retail men, however, had a good view of the sorting works, and as there was a large quantity of logs in the boom at the time, it gave them a very good idea of the immense proportions of the lumber business in this district.

Proceeding up the river, between the well tilled farms on the Canadian side and the dense bush on the American side, the Long Sault Rapids came into view about one o'clock. Great excitement was now manifested upon every countenance as the Keenora sailed majestically on to meet the rushing waters. By the skillful handling of Captain Thompson, the steamer eventually reached the top of the dangerous rapids, and all went down to dinner with their appetites sharpened by the excitement they had just experienced. Dinner was no sooner over than the Manitou Rapids were announced, although they are comparatively short as compared with the Long Sault. The river is much narrower at this point, and the volume of water much heavier. A heavy cable was run out and secured to the pier above the shute by ten or twelve Indians, and in a few minutes the Keenora was safely over, and, after handing over a sack of flour to the Indians, proceeded on her way to Fort Francis.

A short stop was made at Emo, a flourishing settlement about 20 miles below the fort, and the band, which had been discoursing excellent music during the day, played several pieces for the benefit of the residents of this rising town. A short visit was made to the saw mill and grist mill, and after several attempts at photographing the company, the voyage was continued. About 8 o'clock in the evening Fort Francis was sighted, and a rush was made to the fore part of the vessel to get a view of the objective point of the expedition. Three blasts from the Keenora's whistle announced to the good people of the Fort that an invasion was imminent, and by the time the Keenora had safely breasted the rushing water below the Couchiching Falls, and pulled in along side of the wharf, a large crowd was waiting to welcome the visitors. A few minutes sufficed for the disembarkation of the party, and although it was rapidly growing dark a visit was made to the uncompleted lock by the side of the falls, and the general feeling amongst the hard headed business men from the west was one of regret that this important work should have so long remained in this unfinished state. The falls were very much admired, as was also the town site, which is without a doubt second to none in the Dominion.

As a good many of the travellers had not slept very much on the previous night, those who did not occupy state-rooms on the steamer engaged rooms at the hotels, where they expected to enjoy sweet slumber until 6 o'clock in the morning, the time appointed for departure on the homeward trip. But alas! these fond hopes were soon to be shattered. A few of the "boys," fearing that the excursion might get a little tame, or perhaps on account of the exhilarating effects of the waters from Rainy Lake, decided to hold an impromptu concert on board the Keenora. After the singing of the "Hen Convention" by the popular travelling representative of one of the lumber companies, another ventured to sing a Scotch song, for which he was loudly applauded by the rest of the performers. Encouraged by this unexpected appreciation of his efforts, he favored the company with another Scotch song and another, until by sheer force he was compelled to desist. An adjournment was then made to the main deck, where the big drum belonging to the band was brought into requisition and a genuine Indian pow-wow was inaugurated, accompanied by such whoops and yells as would do credit to any band of Sioux that ever roamed the prairie. After awakening everything with life in it on board the Keenora, the braves proceeded up town to serenade the slumberers in the hotels, and those unfortunates at first came to the conclusion that the lumber companies had enticed them up there to be murdered in cold blood by the merciless horde which apparently surrounded them, but one of the braves unfortunately yelled something about "cull plank," and the terrified innocents recognized the voices of their brethren from the west. By this time the "Skiti-wah-boo" began to tell upon the warriors, and they died peacefully one after another until nothing was heard but the roar of the falls.

By six o'clock on Wednesday morning everyone was on board, looking none the worse of the terrible experiences of the night just passed, and after waiting for the fog which enveloped the falls to rise, the lines were thrown off, and after a rush through the turbulent waters beneath the falls the Keenora dropped down the river and the homeward journey was commenced.

The passage of the rapids was again made without incident, and the port of Rainy River was reached about two o'clock in the afternoon. A short stop was made here for the purpose of getting a clearance for the steamer at the custom house, and most of those on board took advantage of the opportunity to set foot on Uncle Sam's domain and invest in some little nick-nacks at the store as a memento of the trip. On pulling out the band played the "Star Spangled Banner," and three hearty cheers were given for "Old Glory" floating gaily in the breeze from the Custom House Building. This proceeding appeared to greatly please the hoary haired representative of Uncle Samuel.

The trip across the Big Traverse in direct contrast to that of the previous day was delightful ; the lake was calm as a mill pond, and although the sun was shining brightly the breeze caused by the Keenora as she skimmed over the water dispelled any oppresiveness that might have resulted from the burning rays of "Old Sol."

Shortly after crossing the Big Traverse the committee piped all hands to the hurricane deck, where the follow-

ing address to the hosts was read by Mr. J. L. Campbell, of Melita :

TO THE CANADIAN WHOLESALE LUMBERMEN:

Gentlemen :--It is with pleasure and much satisfaction that we, the Western Retail Lumbermen, do on this occasion express our thanks and appreciation of the excellent and most enjoyable excursion given us. It must have entailed a great deal of expense and trouble on your part to perfect and carry out the elaborate programme which has given us so much enjoyment. From the time we boarded the train at our respective towns, we felt that we were the guests of the wholesalers; then the trip on the splendid steamship Keenora up the Lake of the Woods, with its ever changing views in the sea of islands ; then the 100 mile run up the Rainy River, that mighty stretch of water which is surely designed to play an important part in the commerce of our fair Dominion, and whose existence in such magnitude was a revelation to many of us. We also remember with pleasure your unceasing efforts to contribute to our comfort and enjoyment. From the splendid effects of the fireworks display as we pulled from the wharf at Rat Portage, accompanied by the music of the excellent band which you so kindly provided, and who in such a good-natured way seemed to be untiring in their efforts to make the trip enjoyable to us, by their delightful music, it has been a continual round of pleasure. Captain Thompson and his officers will also be remembered for their kind consideration of us. We also wish to convey to the C. P. R., M. & N. W., and Dauphin Railway companies our appreciation of their splendid accommodation provided us by their respective trains. But we must express our regrets at the absence of Mr. D. C. Cameron, whose presence always affords us pleasure. We must especially thank you for the abundant hospitality in every way provided us, and we feel sure that your kindness must cement more closely than ever the always pleasant business relationship which has hitherto existed between the wholesale and retail lumbermen of Western Canada.

J. B. MATHERS, President.
JOHN DICK, Secretary-Treasurer.

Rat Portage, Aug. 17th.

The representatives of the manufactures replied briefly, and Captain Thompson, on behalf of the Rainy River Navigation Co., expressed the hope that the retailers would bring their wives the next time they came.

After a rapid passage from the mouth of the river through the thousands of beautiful islands of the Lake of the Woods, the Keenora pulled along side of her wharf at nine o'clock in the evening, and the company stepped ashore congratulating themselves and each other on the successful termination of the pleasantest trip of the kind they had ever embarked upon. Most of the visitors stayed in town over night and left for their homes on the Pacific express at one o'clock in the afternoon.

During the disembarkation the steamer Clipper, which was lying at an adjacent wharf, brilliantly illuminated the Keenora wharf and Water street with her powerful electric search light.

Much regret was expressed at the absence of the manager of the Rat Portage Lumber Co., Mr. D. C. Cameron, who was unable to attend on account of illness.

## STRIKE OF MILL EMPLOYEES.

A STRIKE of the employees in the mills of the Rat Portage Lumber Company, at Rat Portage and Norman, Ont., occurred during the past month. The direct request was for a reduction of the hours of labor at the mills from eleven hours to ten hours, and for an advance of 25 cents per day in wages.

The manager of the company was ill at the time and could not be interviewed. The men stopped work, it is said, before the position of affairs could be made known to him. Several days afterwards, the mills being idle in the meantime, a meeting took place between the manager and the men which resulted in reducing the working hours to ten for a full day, but it was stated that the company could not just then advance the wages. On a vote being taken by the men on this proposition, they decided to resume work, but made the decision subject to the manager giving them a signed agreement as to the ten-hour day. This he refused to do, when the men resolved to stand out for the full demand. Men were then brought up from the east, and on Tuesday, the 16th inst., one of the mills at Norman started work, when strikers to the number of three hundred assembled and a detachment entered the mills with clubs, driving out those who were at work. Police protection was then sought by the company, and at time of writing the strike, which lasted fully two weeks, is believed to have collapsed, as all the company's mills have started running, with men imported from the east. The strikers are hopelessly beaten, and do not appear to know what course to pursue, as their places are being rapidly taken up by the new arrivals. Many of the old hands are reported to be anxious to resume work, but on account of having joined a labor union are unable to do so until the executive committee of the organization decide that they may.

The Rat Portage Lumber Company have been paying as high or higher wages than the average in Canada or the United States, many of the men receiving $2.25 per day. This does not include foremen. Now that a reduction in the working hours has been granted, it is not thought that the men have any serious grievances.

## OTTAWA LETTER.

[Correspondence of the CANADA LUMBERMAN.]

As might be supposed, the lumbermen of this district are watching with keen interest the proceedings of the Quebec conference, as all are now convinced that some proposition will be advanced to secure more satisfactory trade relations in respect to forest products. Hon. Don. M. Dickinson, the special representative of the Michigan lumbermen, was in the city yesterday on his return from Quebec, and from what could be gleaned, no stone will be left unturned to accomplish an arrangement whereby Canadian logs may be secured for the Michigan mills. Mr. Dickinson appeared before the American commissioners before he left Quebec, and urged the repeal of the Ontario regulation requiring the home manufacture of all logs cut within the province. It is recognized that the problem is not easy of solution, many contending that it is not within the power of the Dominion premier to change the Ontario law. There appears to be a growing feeling among Ottawa valley lumbermen that the action of the Ontario Association of Lumbermen in requesting the Ontario government to prohibit the export of saw logs was, after all, a wise step. Of course, there are lumbermen who, having previously shown opposition to the movement, cannot now consistently recede from their position. Mr. Levi Crannell, of the Bronsons & Weston Company, is one who takes strong ground from a business point of view against the restriction of the exportation of logs to the United States. In the course of an interview, he said that to compel the manufacture into lumber of all logs cut in Canada would undoubtedly have the effect of raising the United States lumber tariff against this country. It is impossible to find as good a market elsewhere, he adds, as the United States on certain kinds of lumber. Yellow pine from the south is, on account of its proximity, competing against Canada in the South American republics, and is already taking the place of Northern pine in the United States. While he would like Canada to be self-sustaining, he contends that it is necessary to keep open the United States market for this industry in order to keep the lumbering men now in the country employed.

The difficulty at the Rockland mills of the W. C. Edwards Company is not yet finally settled. A request was recently forwarded by the mill men to Mr. Edwards asking for a ten hour day, and agreeing to a corresponding reduction in wages. It is said that the company are willing to grant this request next spring, but that at present, owing to dull markets, profits will not warrant such a step.

Some interesting work has been going on in connection with the dredging of the Ottawa river for the interprovincial bridge. As is well known, the sawdust from the saw mills has been settling in the river for many years, and places an obstacle in the way of the work. There lies on the bottom between 27 and 40 feet of mill refuse, and on the site of each pier this material is brought away down to the solid rock itself, which is sometimes 80 feet below the surface of the water. The sawdust removing machine resembles the mouth of a huge fish, and is attached to a steam derrick in the same manner as an ordinary dredge. One would naturally think that the hole made by the removal of a few loads of sawdust would be filled in as quickly as removed by the surrounding material, but this is not the case. The water has packed the refuse into so solid a bed that an excavation can be made to the bottom with the walls perpendicular. The water must have to a great extent a preserving influence on the sawdust, as it nearly all comes to the surface in much the same condition as when it came fresh from the mills. It thus appears that an almost inconceivable period must elapse before nature can rid the Ottawa of this unnatural bed.

Last week Mr. T. Kavanagh, of Peterboro, agent of the Rat Portage Lumber Co., left for that place with 100 picked men, engaged to work in the woods up there, at wages varying from $16 to $22 per month. The wages of woodsmen in the Ottawa district the coming winter will be about the same as last season, log cutters reciving $17 per month and others from $14 to $16. It is believed that about the same quantity of logs will be taken out.

OTTAWA, August 25th, 1898.

## QUESTIONS AND ANSWERS.

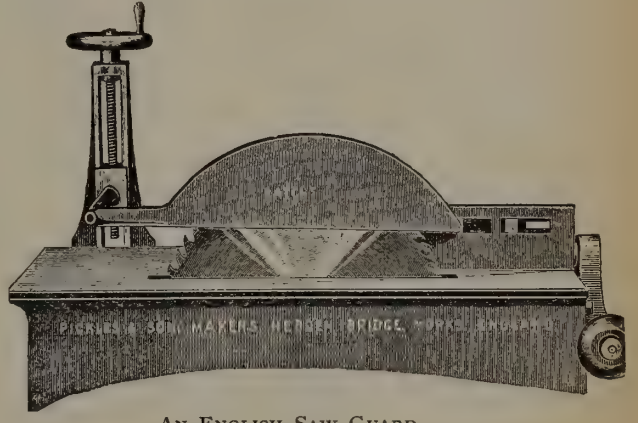
"J.Q.," St. John, N.B., writes : "Is juniper and hackmatack the same kind of wood? If not, explain the difference."

ANSWER.—The juniper and hackmatack trees are distinct. There are many varieties of the juniper found in the United States, but the red cedar is the only one native to Canada. It is found in Ontario and Southern New Brunswick, and is sometimes confused with the red cedar of British Columbia, although the latter is really a redwood. It grows 24 to 30 metres in height ; the wood is light, soft, very close and straight grained, and the color a dull red, the thin sapwood being nearly white. There is also an evergreen shrub called a juniper, of low-spreading form, with awl-shaped, rigid leaves. The hackmatack, or American larch, is the name given in the New England States to the tamarack. It is a coniferous tree, with slender deciduous leaves; the wood is coarse grained, hard and strong, and the color a light, bright red. It is used largely for knees for vessels, and for ship timber, fence posts, telegraph poles, and the like.

## AN ENGLISH SAW GUARD.

IN England, because of strictly enforced laws compelling their use, saw guards are more generally employed than in this country. Illustrated herewith is a circular saw guard made by a leading firm of English tool makers, and which is described by our contemporary, Timber, as follows:

The standard is fixed to the saw bench top by two set-screws or bolts. In the centre of the standard is a set-screw which works through the sliding arm which carries the cover. This is raised and lowered by simply turning the hand-wheel on the top of the standard, and thus made adaptable for less diameter saws. The cover is made semi-circular ; the front of saw is covered by a plate, whilst the back side is partially shielded. The action of the saw in running



AN ENGLISH SAW GUARD.

naturally creates a current of air, and the air being conducted in the trough form cover, blows away the sawdust in front of the saw so that it at once enables the operator to see the gauge lines or ascertain if the saw is cutting true. It will be noticed that the standard carrying the cover is fixed beyond the periphery of the saw, and thus does not interfere with or lessen the efficiency of the bench for cross-cutting purposes, whilst for sharpening purposes, by the slackening of the screws or bolts at foot of standard, it may be swung clear of the saw, thus giving the workmen clear access to the saw.

The points of excellence claimed are : Entire prevention of accident through the timber being thrown over the saw against the operator ; preventing the sawdust being thrown into the eyes and face of the operator, also preventing the sawdust accumulating in front of the saw ; its great efficiency and simplicity throughout, and its adaptability for all makes of saw benches. The guard is made in four sizes, viz., to take saws from 12 to 48 inches diameter.

A LUMBERMAN from Algoma whom I recently met was somewhat indignant at the Dominion government, not on account of any question of lumber or log duties, but from what might be termed lack of patriotism. He contended that Canadian industries should at least be accorded the support of the government. In the lumber trade this was not done. The Dominion government were bringing in timber for canal work from the state of Minnesota, which he regarded as especially unjust in view of the tariff wall against Canadian lumber. If I am not incorrectly advised, the bulk of the canal construction in the Dominion, as with other public works, is let by tender, and the contractor is free to buy his supplies in the cheapest market, but complying with specifications. This may account for the purchase of foreign timber. In my opinion, the government might very well insert a clause in the specifications confining the contractor to Canadian materials, whenever they can be obtained in this country of equally good quality and at a reasonable figure.

* * *

MR. Carl Zeidler, of Toronto, returned not long since from the European continent, where he went in connection with his business interests. He visited the principal cities of Great Britain, France, Germany, Belgium and Holland, and reports being well received ; but he is more convinced than ever of the absolute necessity of making Canada better known in these countries. "Why," he remarked, "Canada is really not known at all as a separate country, but is looked upon as a small section of the United States. There are a few, of course, who are quite well informed, but they are doing business with us, and are, from policy, keeping quiet about it." Referring particularly to the timber trade, Mr. Zeidler stated that great injury was being done to the Canadian trade by the shipping of lumber on consignment. As an inducement to the shipper, there are agents who will offer to handle the stock at a small commission. Upon delivery the lumber is piled on the dock, and in a very short time there are storage, insurance, piling, lighterage and other charges against it, which the shipper never dreamed of. A buyer comes along and secures the lumber almost at his own figure, and the shipper discovers, to his sorrow, that his receipts from the shipment are nil. This, Mr. Zeidler says, is the way much of the consignment business is done, and that, altogether, it is unsatisfactory. He believes that Canada could supply a vast amount of wood goods to European consumers, as he received enquiries for numerous kinds of material, such as mining timber, furniture stock, lathwood, staves, excelsior, etc. He does not think we could profitably export excelsior at the prices paid. At Brussels he was offered 90 francs per ton, equal to $18 of Canadian money. "I found," said he, "that many of the largest consumers import lumber in the log. This is very unprofitable, as they pay freight on much waste material which can be used only as fuel. However, they are gradually realizing this fact." Speaking of the most effective manner of securing foreign trade, he ventured the opinion that Canada should be represented in each country by one or two practical men, who would give information to importers as to where goods could be secured, and also protect the shipper by acting as arbitrator in cases of dispute. Then, he thinks, direct trade between the exporter and consumer would result.

* * *

MR. Wilson, of the Cutler & Savidge Lumber Company, was recently in Toronto, and to a press representative gave his views on the lumber question. The Cutler & Savidge Company is a Michigan concern which carries on lumbering operations in Algoma, with mills at Cutler, Ont. "You see," said Mr. Wilson, "the war between the United States and Spain has destroyed, for the time being, the market which has hitherto been the principal outlet for southern pine. A large number of mills in the south have, in consequence, been closed ; but there is a great deal of this southern pine on hand, and the owners are shipping it to the Northern States, where they dispose of it at slaughter prices. Having this to contend with, in addition to the $2 duty, you can see it knocks us out, for the Northern States is, of course, the principal market for Canadian white pine. When the war closes the southern pine will again have its market in the West Indies and the South American countries, but the duty of two dollars per thousand feet Canadians will still have to contend against. That duty is a bad thing for Canadian lumber." In response to the question, "Do you think that if Canada were to put an export duty on logs it would induce Congress to remove the duty," Mr. Wilson gave an emphatic "no," and continued : "What we want to try and do is to get the United States to take off that two dollar duty. This is what we should devote our energies to. Now, what Canadians desire is that mill owners shall set up mills on this side of the line. That is so, isn't it? Well, then, if the export duty is put on logs it will not induce the Americans to remove their import duty ; neither will it induce Americans to build mills in Canada. But, on the other hand, get the United States to remove the two dollar duty and it will be an encouragement for Americans to start mills on this side, for it pays better to cut the logs on this side than it does to tow them across the lake and cut them in Michigan." "But why did not more of them start mills in Canada when the duty conditions were more favorable than they are now?" was asked. "Well, I'll tell you. If you had your money invested in a mill and plant at some point in Michigan you would not be inclined to shut down and remove to Canada as long as your plant was in good condition and did not require replacing. That, then, is the condition of affairs with a good many mill owners in the United States. As these plants became old and obsolete the tendency would be, with the two dollar duty expurgated, to remove to Canada, for the average loss entailed in towing logs across the lake is 10 per cent. What we want is a permanent settlement of this tariff question on lumber. We do not want to be doing one thing this year and undoing it the next."

* * *

I FIND the following in the Mississippi Valley Lumberman : "Some years ago an English syndicate desired to interest some Wisconsin lumbermen in a tract of sugar pine timber in Northern California. A party was made up, consisting of the English promoter ; Mr. Tainter, representing Knapp, Stout & Co.; an Eau Claire timber owner, and a representative of the firm of Bronson & Weston, Canadian lumbermen. This party proceeded to the Pacific Coast and carefully looked over the timber. The mill was up in the mountains, and the lumber, after coming from the saw, was transported by means of a flume some forty miles to the sea coast. Having been up in the mountains at the mill, the party decided to make the trip down to the coast in the flume. Little rafts were made by nailing two or three boards together, and seated firmly in the centre of these, one on each so-called raft, the party started, and about four hours later arrived at the company's office down on the low lands. It was a rather risky ride, Mr. Tainter says, for some time the water in the flume flowed very swiftly, and then again the flume would make short turns and cross deep chasms, that would almost make one's hair stand on end. In making the sharp turns one had to be very careful so as not to lose his seat, for it was impossible to steady one's self by taking hold of the sides of the flume, owing to the splinters that would stick in one's hand. Then to make the matter worse, it was an awful hot day, the temperature being over 100 in the shade in the low country. The end of the flume was about five miles beyond the company's office, and the party had planned to get off at the office so as to avoid being out in the hot sun any longer than necessary. Mr. Tainter reached the office landing first, and having been used to riding logs in the Red Cedar river in Wisconsin, it was an easy matter for him to jump off. He warned the rest of the party to be ready, and as they came along he helped them off, one after another, until the English promoter reached the landing. Like most of his nationality, he had a good many "traps" with him, which Englishmen usually call "luggage." He did not heed Mr. Tainter's warning, being busy getting his boxes and bags in shape to throw off, and, as a result, went spinning by and on down five miles to the end of the flume in the broiling hot sun. Mr. Tainter says he was a sorry spectacle when he drove up to the company's office a few hours later."


### ARE YOU A LUMBER EXPORTER?

EVERY lumber manufacturer and exporter in Quebec and the Maritime Provinces should be represented in the "Eastern Canada and Export Edition" of this journal, to be published October 1st. This issue will have an extensive circulation in Great Britain, France, Germany, South America, etc., and will contain valuable information as to the requirements of these markets. Write immediately for advertising rates.


No matter in what part of the Dominion you are situated, an expression of your views on any subject relative to the lumber trade is solicited by the publisher of this journal. No reader should wait for a personal invitation. Assistance thus rendered, as well as suggestions for making this journal more valuable to subscribers, will be much appreciated.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.*

VOL. IV. TORONTO, ONT., AUGUST 31, 1898 No. 32.



**CANADA LUMBERMAN**

PUBLISHED BY

**C. H. MORTIMER**

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING,
MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type; 12 lines make one inch. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.


## LIMITS AND MILL FOR SALE
### By Public Auction

THERE WILL BE EXPOSED FOR SALE BY public auction, in the Russell House, Ottawa, Ontario, on WEDNESDAY, 17TH AUGUST NEXT, at 12 o'clock noon, about Two Hundred and Seventy-One Miles of very desirable TIMBER LIMITS in the country tributary to Prince Albert, Sask., and about Seventy-Four Miles tributary to Edmonton, the whole estimated to contain over three hundred million feet board measure of Spruce and Tamarac Timber, large and of fine quality.

The Limits are easy of access. Those at Edmonton are directly on the Saskatchewan, and those at Prince Albert are tributary to the same river. They are well watered and the creeks easily driven.

Also, that well-known and valuable saw mill property, known as Moore & Macdowall's, in the Town of Prince Albert, Territory of Saskatchewan, comprising saw mills fitted with modern machinery, having a capacity of 2,500,000 feet per month, together with a planing mill in separate building, containing planer, matcher, etc., with railway siding, large boarding house, one cottage, two large dwelling houses, and piling ground, the whole property comprising an area of about one hundred and fifty acres.

The Prince Albert Limits will be offered in one block, together with the mill property above described, making together an exceedingly desirable investment.

The Limits in the neighborhood of Edmonton will be offered separately.

For further particulars apply to:

WILLIAM LITTLE, Prince Albert, Sask.
JOHN C. BROWNE, Ottawa.
R. B. KESSEN, Temple Building, Toronto.
J. B. MONK, Winnipeg, Man.

From whom maps of the Limits and other information may be obtained; also from

W. H. LEWIS,
Auctioneer.

***POSTPONED.***

**The foregoing sale has been postponed until SATURDAY, 17TH SEPTEMBER, at same hour and place.**

WANTED.

1½ TO 4 INCH BIRCH AND MAPLE; 1½ TO 4 inch Hickory; 1½ to 3 inch Rock Elm.
THOS. MYLES' SONS, Hamilton, Ont.

FOR SALE.

SEVERAL CARS, END DRIED, WHITE Maple, 4/4, also 4/4 quarter sawed stock, flooring etc. J. S. FINDLAY, Owen Sound, Ont.

WANTED.

RED AND WHITE PINE STRIPS OF GOOD clean quality—½", ¾". 1", 1¼", 1½", and 2" thick by any narrow width State particulars, etc., to "AJAX," care of CANADA LUMBERMAN.

CANADIAN PULP WANTED.

A GLASGOW FIRM DESIRES TO RECEIVE consignments of mechanical spruce pulp, 50 per cent. moist; also soda or sulphite pulp. Can give A1 references and security if desired. BOX 34, CANADA LUMBERMAN.

WANTED FOR CASH.

BASSWOOD, ALL THICKNESSES; MAPLE, all thicknesses; Brown Ash, all thicknesses; Soft Elm, all thicknesses; small lots of Cherry, Oak and White Ash.

THE HARDWOOD LUMBER CO., LIMITED,
40 Richmond St. E., Toronto.


## CURRENT TRADE CONDITIONS.

### ONTARIO.

The lumber trade during the last week of August was not particularly active, and although it was expected that orders for fall stocking up would counteract the falling off in the demand for building material, there has been a slackening in business which was scarcely anticipated. No pine lumber of any account is being shipped to the United States, but some mills report enquiries for the better grades for future delivery. The local requirement is confined largely to finishing lumber, and there are evidences that the time for the commencement of new buildings is nearly over for the present season. Complaint is still made that much lumber is being sold on a margin of profit altogether too small. Hardwoods are still meeting with ready sale, and are being bought up close to the saw by wholesale dealers and local industries. On some lines prices are a little better, and there is reason to expect still higher quotations before the winter sets in. Shingles have been moving freely, but the production this season has been quite heavy, and there is now no scarcity of stock, while prices are a shade weaker.

Preparations are being made by lumbermen for going into the woods. In the Ottawa valley and Georgian Bay pine districts some camps have already been put in, and from what can be learned logging operations will be conducted on about the same scale as last winter. Of course, in the Georgian Bay district, the cut will be much less, as nothing will be done on limits owned by Michigan manufacturers.

### QUEBEC AND NEW BRUNSWICK.

The decrease in the quantity of lumber shipped from the St. Lawrence to British ports this season will be offset to some extent by the shipments to South America, which have been the largest in ten years. This is due to the prosperity prevailing in the Latin Republics. Five ships have already cleared from Montreal for South America. The barques Strathmuir, Bjorne and C. W. Janes, and the ship Mary L. Burrill, now in port, are also loading deals at Hochelaga for Buenos Ayres, and will carry one million feet each. Four other ships and several tramp steamers have also been chartered for the same purpose. The season's shipment to South America is expected to exceed fifty million feet. Chartering is fairly active, he rate to London being 42s 6d, and to Manchester and Bristol 45s. Local trade is dull, and retail dealers are buying only as necessity demands. In New Brunswick there is a feeling that there will be some demand from the United States for provincial lumber. Since the cessation of the war the market has been strengthening, and more business is doing in spruce lumber, shingles and laths. Clapboards are still dull and no improvement in prices can be reported. Shipments to the British market were not as heavy last week as earlier in the month.

### UNITED STATES.

The greatest obstacle in the way of more liberal buying of lumber by the wholesale dealers of the Eastern States is the high prices asked by manufacturers, while as yet it has been found impossible to advance retail prices. Were the wholesale dealers able to sell at a greater margin of profit, it is believed that heavy purchases for fall trade would be made, as there has been, within the past month, a marked revival of confidence. It would seem that the only course is for wholesalers to gradually raise their prices, as there is no hope of manufacturers' quotations weakening. On the other hand, within the past week the Mississippi Valley Lumbermen's Association have advanced quotations 50 cents per thousand, and the tendency generally is upward. Pine lumber is selling freely at Buffalo and Tonawanda, and the exceptionally active demand for box lumber which has been a feature of the season's trade shows but little abatement. A Tonawanda report states that enquiries for 4/4 have been very numerous within the past two weeks. The New York market is lifeless with respect to pine, but hardwoods are decidedly lively, and prices are stiffening. This also reflects the situation in other markets. The supply of dry hardwoods is comparatively small, and the great question to dealers is how to obtain the necessary stock to fill orders. Birch seems to be improving, and thick maple and soft elm are required in excess of supply.

### FOREIGN.

Considering the active consumption of wood goods in the British market, it is somewhat surprising that dealers do not exhibit more activity to secure stocks, more especially as the import season will close in a couple of months. The receiving ports present a scene of activity, but much of the goods arriving are contracted for and will go direct into consumption. There has been a slight improvement in the London trade, and several cargoes of spruce have been placed at satisfactory prices. White pine is also a little firmer. Liverpool reports state that a couple of cargoes of spruce deals and some consignments of waney board pine and elm timber have changed hands, and inquiries are in the market for waney board pine and spruce deals for the Mersey Docks and Harbor Board. Complaint is made by some importers that the quality of St. John spruce deals is deteriorating, a point which should be carefully watched by our shippers, as the lumber meets with strong competition from the Baltic, and the trend of trade is easily changed. Prices of wood goods for the west coast of England will be found in another column.

## STOCKS AND PRICES.

James Carr, of Woodstock, has received the contract for supplying the timber for the new C.P.R. elevator at St. John.

It is reported that Dan Arpin and William Scott, of Grand Rapids, Mich., have purchased 110,000,000 feet of pine timber in the vicinity of Winnipeg.

At Toledo bill stuff is selling at the following prices: 2 x 4 to 2 x 8, 12 to 16 feet, $12; 2 x 10, $13; 2 x 12, $14; one dollar advance for every two feet over 16 foot lengths.

The Mississippi Valley Lumbermen's Association have advanced the price of lumber 40 cents per thousand. This applies to all grades excepting No. 3 boards which has been advanced only 25 cents.

The mills of the Columbia Valley Lumber Company, at Golden, B.C., are working to their full capacity. The greater portion of the output is taken by the C.P.R. for construction and repairs.

At a recent sale of Churchill & Sims, London, Eng., some lines of spruce sold at £8 15s and 3rds at £7. The square oak ex Castlemoor from Quebec was al

most given away at the price of 85s per load.

The tug Calumet, of Marquette, Mich., lost a raft of logs valued at $150,000 belonging to the Sutherland & Innes Company, of Chatham, Ont. The raft went ashore at Grand Marais and broke up.

The Saginaw Lumber & Salt Company recently sold 5,000,000 feet of Canadian logs to Bousfield & Co., of Bay City. Green & Braman, of same place, have sold a like amount to Eddy Bros. & Co.

The feature of the Tonawanda market is the numerous enquiries for box lumber 4/4 and thicker. It is said that more enquiries were received during the past week than for the previous six months. It is expected that higher prices will rule at an early date.

At Buffalo all white pine above No. 1 cuts in quality is in strong demand at firm prices. Box lumber seems to be less inquired for, although prices are holding their own. The rush orders for boxes have apparently reached their limit, a condition which is accounted for by the closing of the Spanish war.

A. Murphy, of Antrim, Ont., invites tenders up to September 26th for the supply and delivery at the Waba Creek, on the town-line between Fitzroy and Pakenham townships, of upwards of 300 pieces of round and square timber, varying from 16 to 32 feet in length. The timber is to be delivered by the 1st of March, 1899.

It is reported to be the intention of the New Brunswick government to offer for lease all the Crown lands not yet licensed under the provisions of the twenty-five years' lease system. There are 4,000 square miles of such lands, much the larger portion in the northern part of the province, and some in Sunbury, Queen's and Albert counties.

The wholesale firm of Putnam & Pope, of Beverly, Mass., last week purchased 300,000 feet of hemlock boards from R. A. Estey and 3,000,000 shingles from the Phoenix mills, Fredericton, N.B. This is said to be the first sale of hemlock boards made by the Fredericton mill owners for over a year, and the manufacturers regard it as an indication of a brightening market.

The Manchester correrpondent of the Timber News, Liverpool, Eng., says: We fail to understand why one or two of our Liverpool friends should be so anxious to sell spruce deals at low figures, unless it may be that what they offer are inferior shipments, as most assuredly within a very short time spruce deals must harden in price. The present rush in the import is only likely to last a short time.

The tug Duncan City left Cheboygan, Mich., on August 26th, for the Georgian Bay, for a raft of 2,000,000 feet of logs. This, it is said, will be the last tow of logs to go to Cheboygan this season. The figures in the custom house at Cheboygan show the quantity of logs received from Canada this year to be about 54,000,000 feet. This is about one-half the average season's cut of the Cheboygan mills.

At the Crown Lands office, Fredericton, N. B., the following timber berths were sold recently: Two mile berth west of Lake George, York county, to John McMurray, at upset price; two and one-half miles east of mouth of Cain's river, to R. W. L. Tibbitts, at $8.25 per mile; three and one-half miles at head of main north branch of Jacquet river, to Sumner & Co., of Moncton, at $204 per mile.

Concerning the Manitoba lumber market, the Commercial says: Retailers will not have time to more than supply their requirements before the grain rush begins, after which there will be delay in securing the filling of orders. Prices are firm, and with no likelihood of lower quotations, and the prospects for a good fall trade, retailers can hardly make a mistake in securing a fair stock before the car shortage sets in.

The Timberman, of Chicago, states that Ernest J. Fawke, of Liverpool, England, and Alex. Fraser, of Toronto, Ont., have been negotiating for the establishment of an extensive wood-working and furniture factory in Cincinnatti. It is said that they have secured extensive areas of hardwood timber lands in the States of Michigan, Ohio and Kentucky, and that it is their intention to utilize the Michigan and Ohio resources at once.

The S. P. Benjamin Company, of Wolfville, have made the following shipments of deals this season: Bark Prince Patrick, one million feet, for Grangmouth; bark Salen, 900 M., for Newcastle-on-Tyne; bark Frimad, 400 M., for Ayr; bark Josra, 450 M., for Tralee. These vessels were all loaded at Horton Bluff. There are at present at the Bluff, bark Trio, loading 900 M., and Conductor, one million. There are also loading at Port Williams for South America, the bark Louva, 600 M., and Skoda, 675 M.

A public sale of pine and spruce deals was held on the 17th inst. by Messrs. Edmiston & Mitchells, of Glasgow, Scotland, with the following result: 1st Michigan deals 12/16x10/30x4 sold at 3s 2d per cubic ft.; 1st pine sidings 12/16x7/23x1½ at 2s 1½d and 1¼ in. at 1s 10½d; 1st pine ends 7x7/10x3 at 2s; 15 lots of 4th pine deals were put up without reserve, ranging from narrow to broad widths, and were hammered at from 7d to 8¾d per cu. ft., and a parcel of quartered oak 1 in. boards were disposed of at 2s 4d per cubic foot.

S. G. Parkin, of Lindsay, Ont., is reported to have purchased a large cedar limit in the townships of Monmouth and Cavendish. The limit was formerly owned by J. M. Irwin, and passed from him into the hands of a Peterboro bank. Mr. Parkin has not yet decided whether to place a couple of camps on the limit this winter or have the cutting done by jobbers. The timber from the new limits will be floated down the Burnt river. Mr. Parkin has also purchased a considerable quantity of shingle timber from M. M. Boyd & Co., of Bobcaygeon.

The brigantine Gabrielle is loading lumber at Montreal for Porto Rico, West Indies. The s.s. Wildcroft sailed last week for Quebec, where she will finish taking on her deck load of deals for Fleetwood. The s.s. Chatfield sailed on Sunday last from Pierreville, Que., for London, England, with a cargo of deals, consigned by Anderson, McKenzie & Co. The s.s. Cundall sailed from Montreal on August 28th for London, with a cargo of 1,100 standards of deals, consigned by the same firm. The s.s. Thomas Wayman, from Montreal to Glasgow, Scotland, sailed last week with 925 standards of deals.

Reviewing the timber market of Cork, Ireland, a correspondent says: The cargo per the Saerimner consists of planed boards, deals and box shooks, shipped by the Gravel Company, of Quebec. This is only the second cargo from these shippers landed here, and it will be interesting to see if the goods will supersede the same class shipped so extensively from Sweden and Norway. The Durwent Home has just arrived from Montreal and Three Rivers. The steamer has brought an assortment comprising oak, ash, elm, hickory, spruce deals and boards shipped by the well-known house of Messrs. Dobell, Beckett & Co. to Messrs. Eustace & Co.

Following are the average prices for reasonably large quantities of Canadian woods on the west coast of England:

| | Per Foot. |
|---|---|
| White pine, Quebec square wood | 1s 6d to 2s 9d |
| " " Waney board | 2s 0d to 3s 6d |
| Red pine | 1s 2d to 2s 6d |
| Oak, 1st quality | 2s 10d to 3s 9d |
| " 2nd quality | 1s 4d to 2s 6d |
| Elm | 1s 9d to 2s 1d |
| Ash | 1s 6d to 2s 3d |
| Birch, St. John | 1s 3d to 2s 3d |
| " Quebec | 1s 4d to 2s 8d |
| " Nova Scotia | 1s 0d to 1s 9d |
| Birch planks | 0s 9d to 1s 3d |

| | Per Std. £ s. | £ s. |
|---|---|---|
| Quebec pine deals, 3 x 11 and under: | | |
| 1st quality | 20 0 | to 25 0 |
| 2nd quality | 15 10 | to 17 0 |
| 3rd quality | 9 5 | to 10 10 |
| Spruce deals, St. John, &c., 7-in., 9-in., and 11-in | 6 7½ | to 7 0 |
| Spruce deals, Nova Scotia, &c., 7-in., 9-in., and 11-in | 5 17½ | to 6 7½ |
| Spruce boards, &c | 5 15 | to 6 10 |

## WINNIPEG LUMBER PRICES.

Following are the current retail quotations for lumber at Winnipeg. The mills quote delivered prices at Winnipeg and add the freight to outside points:

DIMENSION AND TIMBER.—No. 1, 2 x 4 to 2 x 12, 12, 14 and 16 ft. $18.50, 18 ft. $19.50, 20 ft. $20.50, 22 ft. $21.50, 24 ft. $22.50; 3 x 6 to 3 x 12, 4 x 4 to 4 x 12, 6 x 6 to 6 x 12 and 8 x 8, 12, 14 and 16 ft. $20, 18 ft. $21, 20 ft. $22, 22 ft. $23, 24 ft. $24; 8 x 10 to 12 x 12, 12, 14 and 16 ft. $22, 18 ft. $23, 20 ft. $24, 22 ft. $25, 24 ft. $26; 2 x 4, 10 ft. $20.50; 2 x 6 to 2 x 12, 10 ft. $18. No. 2 dimension, $2 less than No. 1. Dimension, 26, 28 and 30 ft., $26. Timber, 26, 28 and 30 ft., $28. $1 per M. advance on each inch over 12 inch in depth and width. Tamarac dimension same price as pine. Spruce dimension at $2 per M. less than pine. Cull plank, all widths, $12 per M. B.C. fir dimension up to 32 ft. $28 per M., 33 to 40 ft. $30, 41 to 60 ft. $36. $1 per M. extra for each 2 in. over 12 in. in width or depth.

BOARDS.—1st common red pine, $25, 2nd common $18.50, 3rd common $16.50; No. 1 cull $13, No. 2 cull $9; spruce, $16.50. $1 per M. extra for stock boards. $2 per M. less for 6 to 8 ft. and under. $1 per M. less for 10 ft. No. 1 box, 14 in. and up $30, No. 2 box boards, 14 in. and up $23. Extra dressing $2 per M.

SIDING, FLOORING AND CEILING.—2nd, 4 5 and 6 inch, white pine, $36; 3rd, 4, 5 and 6 inch white pine, $28; 1st and 2nd, 4, 5 and 6 inch red pine, $30; 3rd, 4, 5 and 6 inch red pine, $25; 4th, 4, 5 and 6 inch, red and white, $20; cull siding, red and white, $16; B.C. No. 1 and 2 edge grain flooring, 3, 4 and 6 inch, $32. $2 per M. advance for dressing both sides.

BEVEL SIDING.—No. 1 white pine, $26; No. 2 red and white, $23.

SHIPLAP.—Pine, 6 inch $18, 8 and 10 inch $20; spruce, 8 and 10 inch $19, 6 inch $18; cull shiplap, 8 and 10 inch, $17; do., 6 inch, $14.

SHINGLES.—B. C. cedar, per M, No 1, $2.75, No. 2, $2.50; B. C. cedar dimension shingles, $4; B. C. cedar dimension band sawed, $5.

LATH.—Pine lath, No. 1, per M, $3; No. 2, $2.50.

FINISHINGS.—1¼, 1½ and 2 inch—White pine, 1st and 2nd clear $65, 3rd clear $55, selects $45, shops $36; red pine, clear $40, selects $32; B. C. cedar clears, $50; do., over 12 inch, $55; B. C. fir edge grain No. 1 stepping $45, No. 2 $40; B.C. fir, flat grain, No. 1 $37, No. 2 do. $32.50; B.C. finishing up to 12 in., $37.50; do., over 12 in., $42.50. $5 per M advance on 2½ inch and thicker. One inch—White pine, 1st and 2nd clear, $55, 3rd clear, $48, selects, B, $38, selects, C, $30; red pine, clear, $40, selects, $30; B.C. cedar, clear, $50; B.C. fir finishing, $37.50; do., over 12 inch, $42.50.

OAK.—Red and White—¼ sawed, $85; 1st and 2nd, $55 to $65; common, $40.

MOULDINGS AND BASE.—Parting strips, 100 feet lineal, $60c; lattice, 1½ x 1½, 100 feet lineal, 75c, 1½ x 1¾, 100 feet lineal, 85c; window and door stop, 1½ inch lineal, $1.25; ditto, 2 inch lineal, $1.50; ½ round and ½ cove, 75c; 1½ inch mould, $1.50; 2 inch mould, $1.75; 2½ inch mould, $2; 3 inch mould, $2.25; 3½ inch mould, $2.50; 4 inch mould, $2.75; 4½ inch mould, $3; 5 inch mould, $3.25; 6 inch mould, $4; 5 inch window stool, 1¼, $4.50; 6 inch window stool, 1½, $5.25; 4 inch casings, $2.25; 5 inch casings, $2.75; 6 inch casings, $3.25; 8 inch base, $4.25; 10 inch base, $5; 12 inch base, $7; hand rail, 2 x 4, $5.50; wainscot cap, 2¼ inch, $2.35, 3 inch, $2.75; paper mould, 60c. Moulding made from 1¼ stock add 25 per cent; 1½ add 50 per cent. Hardwood mouldings or mouldings to detail at special prices. All shop work at special net prices.

The saw mill of Joseph Cawthorpe, and the cooper shop of James McKay, at Thamesford, Ont., were destroyed by fire on August 23rd.

## BUSINESS NOTES.

W. C. Hunter & Co., commission lumber dealers, Philadelphia, Pa., are reported to have assigned.

It is reported that Arch. Stewart, who operated a saw mill at Rapid City, Man., has absconded, leaving a number of creditors.

C. D. Chitty, of Ottawa, is said to have issued a writ in the High Court against McLaurin & McLaren, mill owners, claiming a commission of $1,900 for the sale of a timber limit purchased from Andrew McCormack.

The Howry firm, who it will be remembered operated a large saw mill at Fenelon Falls, Ont., and owned extensive limits on the Georgian Bay, but became financially involved, are announced to have again started in the lumber business in Wisconsin.

The failure of Graham, Horne & Co., Fort William, will not be felt severely in outside circles, as their miscellaneous liabilities are very small. It is said that their liabilities, outside of the Bank of Montreal's claim, will not exceed $2,000. The firm took but about ten million feet of logs last season, a considerable portion of which had been cut, and the balance will no doubt be cut this season. About 6,000,000 feet of lumber are in the yard.

## SHIPPING MATTERS.

The current freight rates on lumber from British Columbia points are as follows: To Sydney, 42s. 6d.; Melbourne or Adelaide, 51s. 3d.; Port Pirie, 50s.; Freemantle, 60s. to 62s. 6d.; Yokohama, 47s. 6d. to 48s. 9d.; Shanghai, 55s.; Tientsin, 57s. 6d. to 60s.; Valparaiso, f. o., 40s. to 42s. 6d.; U K. or Continent, 65s. to 67s. 6d.


WANTED

Black Ash, all thicknesses.
1-inch Red Oak.
1¼ and 1½ inch Birch, firsts, seconds and common.
State quantity and price.
JAS. G. CANE & CO.,
35 Adelaide St. E., Toronto, Ont.

Sieveking, Podmore & Co.
WOOD AGENTS
7 CROSBY SQUARE, LONDON, ENG.
Cable Address: "Sieveking," London. Branch at LIVERPOOL.

MILLS
Having Brown Ash 12, 14 and 16 ft. firsts and seconds, inch Bass firsts and seconds 12 feet, or any other Hardwood Lumber, can sell same for cash by addressing
H. D. WIGGIN
No 89 State St., BOSTON, MASS.
Inspection at mill.

JOHN MCKERGOW, President. W. K. GRAFFTEY, Managing Director.
THE MONTREAL LUMBER CO.
(Limited.)
WHOLESALE LUMBER
OTTAWA PINE A SPECIALTY
Office and Yard: 208 Guy Street,
Bell Telephone 8576. MONTREAL

ORILLIA EXPORT LUMBER CO.
ORILLIA, ONT.
Wholesale Pine and Hardwood
Lumber Dealers
Cabinet Woods, Including Mahogany, A Specialty.
CORRESPONDENCE INVITED QUOTATIONS GIVEN

MILL MEN
Who have desirable lots of 1 to 3" firsts and seconds Soft Elm and 1 to 3" firsts and seconds Brown Ash ready for immediate shipment, will please send full description of stock, stating dryness, lengths and widths, with best cash price f.o.b. cars and freight rate to Boston, to
LAWRENCE & WIGGIN
Wholesale Lumber Dealers - 55 Kilby Street, BOSTON, MASS.

## LUMBER FREIGHT RATES.

CANADA ATLANTIC RAILWAY.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse and Rome, $2.20 per M ft ,(3,000 lbs. and under per M ft.); Ottawa to Montreal, $1 00 per M ft.; Quebec, $2.00; Arnprior to Montreal, $1.50 per M; Quebec, $2.50; Parry Sound to Montreal, $3.00 per M ft.; Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. Arnprior to New York, track delivery 17 cts. per 100 lbs., lightered 19 cts. p r 100 lbs. Parry Sound, track, 20 cents, lightered, 22 cents per 100 lbs.; Ottawa to New York, via Albany and Williams Line, seasoned pine lumber and shorts, in lots 50 M feet and over, $2.50 per M; under 50 M feet, $3.00 per M; from Arnprior, lots over 50 M feet, $3.00; under 50 M feet, $3.75 per M; from Parry Sound, lots 50 M feet and over, $4.00 per M; seasoned lath from Ottawa, lots 250 M pieces and over, 50 cents per M pcs.; lots under 250 M pcs., 60 cents per M pcs.; from Arnprior, lots 250 M pcs and over, 60 cents per M pcs.; under 250 M pcs., 70 cents per M; from Parry Sound, 80 cents per M pcs., lots 250 M and over; (rates named on lots under 50 M feet lumber and 250 M pcs. lath subject to extra towage Rates on 50 M feet lumber and over and 250 pcs. lath are applicable to all points in New York city excepting points above Madison avenue bridge in Harlem river, to all points in Brooklyn, and to Jersey City proper; Ottawa, Rockland and Hawkesbury to Boston and common points, local 15c.; exports 11c. per 100 lbs.; Arnprior to Boston and common points, local 17 cents; export 13 cts. per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cts. per 100 lbs.; Ottawa, Rockland and Hawkesbury to Portland, &c., 15 cts.; Arnprior to Portland, 17 cts.; Ottawa to Burlington, 6c. per 100 lbs.; Ottawa to Albany, 10 cts. per 100 lbs.; Arnprior to Albany, 12 cts. per 100 lbs.; Parry Sound to Albany 17 cts. per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22½ cents per 100 lbs Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

GRAND TRUNK RAILWAY.

Lumber freight rates for pine on the Grand Trunk Railway, according to the tariff issued 15th February, 1897, will be found below. General instructions in shipping by Grand Trunk are embodied in these words in the schedule: Minimum we ght 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination. For instance, the rates from Orillia to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Gravenhurst to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, and the rates from Hanover or Hepworth would not be higher than from Wiarton to the same destination, but in no case are higher rates to be charged than as per mileage table published on page 15 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale Sundridge and South River, to Toronto, 8c.: Trout Creek, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 10c. The rates on hardwoods average about from 1c. per 100 lbs. higher than on pine and softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On spruce and balsam (partly seasoned) for pulp manufacture, the rate from Longford, Wiarton, Penetang, Coldwater, Waubaushene, Victoria Harbor, Haliburton, Kinmount, etc., to Toronto, is $2 20 per cord; and to Merriton and Thorold, $2.60; Katrine, Callendar, North Bay, etc., to same points, $2.45 and $2.60 respectively; Beeton, Allandale, Orillia, etc., $2.20 and $2.60. On green spruce and balsam the rate is 25 per cent. higher.

CANADIAN PACIFIC RAILWAY.

Mr. George A. Fowler, lumber agent C.P.R, writes as follows under date of February 14th, 1898: "The rates at present in effect to Toronto and Hamilton are as follows: Pine and soft woods from Klock, Mattawa, Bonfield, North Bay, Sturgeon Falls, Cache Bay and Warren, 9 cents; from Sudbury Jct, Rayside and Chelmsford, 10 cents; from Cartier and Geneva Lake, 10½ cents; from Biscotasing, White Fish, Massey, Cutler, Spragge and Algoma, 12 cents per 100 lbs. The rates on hardwood are one cent per 100 lbs. higher than those on pine. From Ottawa, Hull, Aylmer and Dechenes Mills, also Arnprior. Braeside and Pembroke, to Toronto the rate is 10 cents both on pine and hardwood. From Ottawa, Hull, Aylmer and Deschenes Mills to station on the Lake Erie and Detroit River, Erie and Huron and Michigan Central railways, specified in special lumber tariff, the rate is 14½ cents on both pine and hardwood. The above rates are based on a minimum of 30, 00 lbs. per car."

"Taking effect March 21st, 1898, the rates on seasoned lumber to New York, Brooklyn, Jersey City, etc., via Albany, thence via water, will be as follows: From Ottawa Ont., Aylmer and Deschenes Mills, Que.—pine and shorts, in lots 50 M feet and over, $2.50; under 50 M feet, $3.25; hardwood, lots 50 M feet and over, $4; under 50 M feet, $4.25; lath, 250 M pieces and over, 50c. per M pieces; under 250 M pieces, 60c. per M pieces. From Carleton Junction—pine and shorts, lots 50 M feet and over, $2.75; under 50 M feet, $3.50; hardwood, 50 M feet and over, $4 25; under 50 M feet, $4.50; lath, 250 M pieces and over, 55c. per M pieces, under 250 M pieces, 65c. per M pieces. From Arnprior and Braeside—pine and shorts, lots 50 M feet and over, $3 00; under 50 M feet, $3 75; hardwood, 50 M feet and over $4.50; under 50 M feet, $4 75; lath, 250 M pieces, 60c.; under 250 M pieces, 70c. per M pieces. From Pembroke—pine and shorts, 50 M feet and over, $3.25; under 50 M feet. $4; hardwood, 50 M feet and over, $4.75, under 50 M feet, $5; lath, 250 M pieces and over, 65c.; under 250 M pieces, 75c. per M pieces. The minimum carload of lumber is 10,000 feet and lath 50,000 pieces."

"The summer rates to Montreal go into effect April 1st, and will be as follows: From Ottawa—softwood lumber, $1 per M feet; hardwood and dimension timber, 4c. per 100 lbs.; lath, 20c. per M pieces. From Carleton Junction, seasoned softwood lumber, $1.25 per M feet; hardwood lumber and dimension timber, 5c. per 100 lbs.; lath, 25c. per M pieces. From Arnprior and Braeside—softwood lumber, $1.50 per M feet; hardwood lumber and dimension timber, 6c. per 100 lbs; lath, 30c. per M pieces.

"From Ottawa to Three Rivers and Quebec—softwood lumber, $2 per M feet; hardwood lumber and dimension timber, 8c. per 100 lbs.; lath, 40c. per M pieces. From Carleton Junction—softwood lumber, $2.25; hardwood lumber and dimension timber, 9c. per 100 lbs.; lath, 45c. per M pieces. From Arnprior and Braeside—softwood lumber, $2.50 per M feet; hardwood lumber and dimension timber, 10c per 100 lbs.; lath, 50c. per M pieces.

"Ottawa rates apply from Hull, Aylmer and Deschenes Mills, Que. Montreal rates also apply to Mile End, Montreal Junction, Westmount, St. Luc Junction, St. Anne de Bellevue, and Vaudreuil The rates on softwood lumber as above are intended to apply on lumber which will not exceed three thousand pounds per thousand feet, and on lath which will not exceed 600 lbs. per M pieces; excess over these weights will be charged for at rates in effect on dimension timber.'


## CANADIAN EXPORTERS AND WHOLESALERS

THOS. MEANEY & CO.
103 Bay Street - TORONTO
WANT 1" Black Ash Mill Run, or No. 1 and 2.

JOHN HARRISON
MANUFACTURER OF
PINE AND HARDWOOD LUMBER
Short and Long Dimension Timber, in Pine, Hemlock, Cedar or Rock Elm. Contractors Supplied. Inside Finish, &c.
Saw and Planing Mills: OWEN SOUND, ONT.
C. P. R. and G. T. R. Railways.
WRITE FOR ESTIMATES.

SPECIAL: FOR SALE
About 600 M feet Inch Box and Sidings, Mixed Lengths.
Pine Bill Stuff cut to order. Sixteen Inch Pine Shingles always in stock.
Please write for Particulars.
HUNTSVILLE LUMBER CO'Y, Limited. - HUNTSVILLE, ONT.

THE PEMBROKE LUMBER CO. LIMITED
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT.

Wm. Mason & Sons
Dimension Timber, Lath and Shingles, Dressed Lumber, Mouldings, Sash and Doors.
LUMBER
Correspondence Solicited. - OTTAWA, CANADA - P.O. Box 1020. 'Phone 135.

JAS. PLAYFAIR & CO.
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . .
MIDLAND, ONT.

A. & P. WHITE
Manufacturers of and Dealers in.....
Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.
A Large Quantity of Dry Lumber in Stock - PEMBROKE, ONT.

A car-load each of No. 1 and 2 Staves, Jointed, 30" long..... FOR SALE
J. E. MURPHY - Hepworth Station, Ont.

ROBERT WATT • WIARTON
MANUFACTURER AND WHOLESALE LUMBER
Pine Lath, Cedar, and Pine Shingles.
CORRESPONDENCE SOLICITED. HEMLOCK BILLS A SPECIALTY. Mills at Wiarton.

T. L. BAILIE, LUMBER DEALER, Penetang
DEALER IN BASSWOOD, OAK AND BIRCH
Wants to hear from Mills having Basswood and Red Oak to offer.
300,000 feet Winter-Cut Basswood wanted.

KILN-DRIED BIRCH FLOORING SHEETING .. and .. CEILING
Flooring from $12.00
Ceiling " 10.00
SAMPLES BY MAIL
KNIGHT BROTHERS CO.
Burk's Falls, Ont.

## FOREIGN EXPORTERS AND IMPORTERS

JAMES SMITH & BRO. - 14 Canada Dock, LIVERPOOL
. . Wood Agents . .
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax, N.S.

CANADA ATLANTIC RAILWAY
Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
W. P. HINTON, Ass't General Freight Agent, Ottawa.
R. A. CARTER, Contracting Agent; M. A. OVEREND, Foreign Freight Agent, 115 Board Trade, Montreal.
. . . . Shortest and Quickest Route from . . . .
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PARRY SOUND and all points on Grand Trunk Ry., TO BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
C. J. SMITH, General Traffic Manager, Ottawa, Ont.

SWAN-DONOGH LUMBER CO.
NORTH TONAWANDA, N. Y.
Buyers of..... { SOFT ELM, ASH, BIRCH, MAPLE AND BASSWOOD LUMBER & PINE AND CEDAR SHINGLES
Office: Lumber Exchange Building (first floor) Yard: Dodge's Dock

WRIGHT, GRAHAM & CO. & WOOD BROKERS
7 Royal Bank Place,
GLASGOW, SCOTLAND
Cable Address: "Brakridge," Glasgow.
Codes Used: Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of CANADIAN WHITE PINE AND SPRUCE, cut to all sizes—and all kinds of Hardwoods in Log Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

**BELTING**
Fleming, W. A., Montreal, Que.
Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
McLaren, D. K., Montreal, Ottawa and Galt.
The Waterous Co., Brantford.
Young, J. S., Montreal.

**BRASS CASTINGS**
City Brass Foundry, Hamilton, Ont.
Magnolia Metal Co., New York.

**DRY KILNS**
Standard Dry Kiln Co., Indianapolis, Ind.

**ELECTRICAL APPARATUS**
Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

**LUMBERMEN'S SUPPLIES**
Eckardt, H. P. & Co., Toronto.
Gartshore, John, Toronto.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

**MACHINERY**
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston Ont.
Carrier, Laine & Co., Levis, Que.
Darling Bros., Montreal.
Kennedy & Sons, Wm., Limited, Owen Sound, Ont.
Lancaster Machine Works, Lancaster, Ont.
Lloyd Manufacturing Co., Kentville, N. S.
Mershon, W. B. & Co., Saginaw, Mich.
Mowry & Son, B. R., Gravenhurst, Ont.
Northey Mfg. Co., Toronto, Ont.
Payette, P. & Co., Penetanguishene, Ont.
Sawyer & Massey Co., Ltd., Hamilton, Ont.
Small & Fisher Co., Woodstock, N.B.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.
The Oxford Foundry & Machine Co., Oxford, N. S.
The Defiance Machine Works, Defiance, Ohio, U.S.A.

**MAGNOLIA ANTI-FRICTION METAL**
Magnolia Metal Co., New York.

**PULP MACHINERY**
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.

**PULLEYS**
The Dominion Leather Board Co., Montreal, Que.

**RAILROAD BRASSES**
Magnolia Metal Co., New York.

**SAW MANUFACTURERS**
Burns, E. R., Saw Co., Toronto, Ont.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.
The James Robertson Co., Montreal, Que.

**TURBINES**
Barber, C., Meaford, Ont.
Kennedy & Sons, Wm., Limited, Owen Sound, Ont.
Madison Williams, Port Perry, Ont.

**WHOLESALE LUMBER DEALERS**
Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

**MISCELLANEOUS**
Axes, Campbell Bros., St. John, N. B.
Canadian Photo Engraving Bureau, Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Illinois Central R.R.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Machine Knives, Peter Hay, Galt, Ont.
Silver Solder, P. W. Ellis & Co., Toronto, Ont.
The Bradstreet Mercantile Agency, New York and Toronto.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, August 31, 1898.

CAR OR CARGO LOTS.

| | | | | |
|---|---|---|---|---|
| 1¼, 1½ and 2 inch cut up and better | $32 00 | $34 00 | 1 inch dressing and better | $20 00 | $22 00 |
| 2 inch picks and uppers | 34 00 | 36 00 | 1 inch siding mill run | 14 00 | 15 00 |
| 1x12 dressing and better, 60% 16 ft | 22 00 | 24 00 | 1 inch siding common | 11 00 | 12 00 |
| 1x10 fine dressing and better | 21 00 | 23 00 | 1 inch siding ship culls | 10 50 | 11 50 |
| 1x10 and 12 Canadian dressing and better | 20 00 | 22 00 | 1 inch siding mill culls | 8 50 | 9 00 |
| 1-2 and thicker cutting up plank | 24 00 | 26 00 | Cull scantling | 8 00 | 9 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 | 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1x1c and 12 mill run | 16 00 | 18 00 | 1 inch strips, common | 11 00 | 12 00 |
| 1x10 and 12 common. | 12 00 | 14 00 | 1 1-4 inch flooring | | 16 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 | 1 1-2 inch flooring | | 16 00 |
| 1 inch clear and picks | 28 00 | 30 00 | XXX pine shingles, 16 inch | | 2 25 |
| | | | XX pine shingles 16inch | | 1 40 |
| | | | Lath, No. 1 | | 1 50 |
| | | | Lath No. 2 | | 1 15 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Ash, white, 1 to 2 in | | $26 00 | $28 00 | Cherry | 1 | to 1½ | $50 00 | $60 00 |
| " " 2½ to 4 | | 30 00 | 32 00 | " | 2 | " 4 | 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in | | 17 00 | 19 00 | Elm, soft | 1 | " 1½ | 14 00 | 15 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in | | 19 00 | 21 00 | " " | 2 | " 3 | 15 00 | 16 00 |
| Ash, M. R., 1 | " 2 | 15 00 | 18 00 | " rock | 1 | " 1¼ | 16 00 | 18 00 |
| Birch, 1 | " 2 | 18 00 | 20 00 | " " | 1½ | " 3 | 20 00 | 22 00 |
| " 1½ | " 2 | 20 00 | 23 00 | Hickory | 1½ | " 2 | 28 00 | 30 00 |
| " sqrs. 4x4 | " 8 x8 | 24 00 | 26 00 | Maple | 1 | " 1½ | 16 00 | 17 00 |
| Basswood, 1sts and 2nds, 1 to 1¼ in | | 16 00 | 18 00 | " | 2 | " 4 | 17 00 | 18 00 |
| 1½ | " 2 | 19 00 | 20 00 | Oak, red, p'n | 1 | " 1½ | 26 00 | 30 00 |
| " m. r. 1 | " 1¼ | 14 00 | 16 00 | " " | | " 4 | 29 00 | 32 00 |
| Butternut 1 | " 1½ | 23 00 | 25 00 | " white | | " 1½ | 28 00 | 30 00 |
| " 2 | " 3 | 25 00 | 28 00 | " " | | " 4 | 30 00 | 35 00 |
| Chestnut 1 | " 2 | 24 00 | 2 00 | " quart'd | | " 2 | 46 00 | 50 00 |
| | | | | Walnut | 1 | " 3 | 85 00 | 100 00 |
| | | | | Whitewood | 1 | " 2 | 32 00 | 36 00 |

## OTTAWA, ONT.

OTTAWA, August 31, 1898.

| | | | | | |
|---|---|---|---|---|---|
| Pine, good sidings, per M feet, b.m | $29 00 | 36 00 | Pine, 8 s.c. and better stock | 10 00 | 12 00 |
| Pine, good strips, | 24 00 | 27 00 | Pine, 8 s.c. sidings | 9 00 | 10 00 |
| Pine, good shorts, | 16 00 | 25 00 | Pine, " strips | 8 00 | 10 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m | 15 00 | 18 00 | Pine, " shorts | 6 50 | 8 00 |
| | | | Pine, box culls | 9 00 | 10 00 |
| Pine, No. 1 dressing strips, | 13 00 | 16 00 | Pine mill culls | 6 00 | 9 00 |
| | | | Lath per M No. 1 | 1 00 | 1 10 |
| Pine, No. 1 dressing shorts, | 12 00 | 14 00 | Lath per M No. 2 | 60 | 90 |
| | | | 1x10 No. 1 barn | | 18 00 |
| Pine, 10 s.c. and better stock, | 12 00 | 13 00 | 1x10 No. 2 " | 14 00 | 16 00 |
| | | | 1x8 & 9 No. 1 " | 15 00 | 17 00 |
| | | | 1x8 & 9 No. 2 " | 14 00 | 16 00 |

## QUEBEC, QUE.

QUEBEC, August 31, 1898.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Common and railroad, for interior and ordinary according to average, quality, etc., measured off | 21 @ | 24 |
| For 40 to 45 feet average, measured off | 26 | 29 |
| For good and good fair average, measured off | 29 | 33 |
| First class " " | 36 | 39 |
| In shipping order " " | 35 | 38 |
| First class Ottawa waney, 18 inch average | 35 | 37 |
| " " " 19 to 21 inch average | 38 | 40 |
| First class Michigan waney board, 18 inch average | 41 | 43 |
| " " " " 19 to 21 inch average | 44 | 46 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 28 |
| In shipping order, 35 to 45 feet " | 38 | 40 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 28 | 34 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average and quality | 21 | 24 |
| To average 16 inch | 25 | 26 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 15 | 18 |
| 16 " " | 16 | 20 |
| 18 " " | 22 | 24 |

DEALS.

Bright spruce, according to mill specification, $39 to $42 for 1st, $25 to $27 for 2nd, $22 to $25 for 3rd, and $18 to $21 for 4th quality. F.O.B. batteau.

## NEW YORK CITY.

NEW YORK, N. Y., August 31, 1898.

WHITE PINE TIMBER.

| | | | | | |
|---|---|---|---|---|---|
| Bridge timber | $28 00 | @ 40 00 | Building orders | $27 00 | @ 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in | 14 00 | 14 50 | 10 to 12 in | 16 25 | 17 00 |
| 6 to 12 in | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 to 12 in | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | | | |
|---|---|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, 10 to 16 | | | | 25 00 |
| 1¼ to 2 in. | " | " | " | " | 26 00 |
| 1 inch, | " | Soft Elm, | " | | 19 00 |
| 1¼ in and thicker, | " | " | " | | 21 00 |
| 4/4 | " | " | Hard Maple, | " | 21 00 |
| " | " | " | Basswood, | " | 20 00 |
| " | " | " | Birch, | " | 23 00 |
| " | " | Black Ash, Com. and Shipping Cull, M.C.O. | | | 14 00 |
| " | " | Soft Elm, | " | " | 12 00 |
| " | " | Hard Maple, | " | " | 14 00 |
| " | " | Basswood, | " | " | 12 00 |
| " | " | Birch, | " | " | 14 00 |

## ALBANY, N.Y.

ALBANY, N. Y., August 31, 1898.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $51 | $53 | Dressing boards, narrow | $19 | $21 |
| 2½ in. | 50 | 52 | West India shipping boards | 15 | 17 |
| 1 to 2 in. | 45 | 48 | Box boards | 12 | 14 |
| 4 inch uppers | | 54 | 10-in. dressing and better | 26 | 32 |
| Selects, 2½ in. up | | 44 | 10-in. common | 13 | 15 |
| 1 to 2 in | | 40 | 12-in. dressing and better | 26 | 34 |
| Fine common, 2½ in. and up | 39 | 42 | Common, 1x12 | 14 | 15 |
| 1 to 2 in | 36 | 38 | No. 1 barn, 1x12 | 20 | 22 |
| No. 1 cut, 1 to 2 inch | 25 | 30 | 1x10 | 18 | 20 |
| No. 2 | 20 | 25 | 1x8 | 16 | 18 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 16 | 17 |
| No. 1 molding, 1 to 2 in | 30 | 36 | 1x10 | 15 | 16 |
| No. 2 molding, 1 to 2 in | 24 | 27 | 1x8 | 13 | 15 |
| Stained saps | | 20 | Shaky or star clear, 1 to 2 in. | 15 | 21 |
| Bracket plank | 30 | 35 | Dressing | 16 | 18 |
| Shelving boards, 12-in. up | 29 | 31 | Common | 11 | 15 |

LATH.

| | | | |
|---|---|---|---|
| Pine | $1 75 | Spruce | $2 00 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $4 00 | $4 25 | Bound butts, 6 x 18 | $5 50 | $6 25 |
| Clear butts | 3 00 | 3 25 | Hemlock | | 2 15 |
| Smooth, 6 x 18 | 5 00 | 5 50 | Spruce | | 2 20 |

## BOSTON, MASS

BOSTON, August 31, 1898.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $10 50 | 12 00 | ¾ inch | $ 9 25 | $ 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 11-16 inch | 9 00 | 9 50 |
| Refuse | 12 00 | 13 00 | ⅝ inch | 8 00 | 8 75 |
| Outs | | 9 00 | Clapboards, sap ext. | 40 00 | 44 00 |
| Boxboards, 1 inch | 10 00 | 11 00 | Sap clear | 33 00 | 35 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, 2nd clear | 30 00 | 31 00 |
| | | | No. 1 | 19 00 | 23 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in | $50 00 | @52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in | 58 00 | 62 00 | 1¼, 1½ and 2 in | 30 00 | 32 00 |
| Selects, 1 in | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in | 53 00 | 56 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in | 24 00 | 38 00 |
| Fine common, 1 in | 40 00 | 41 00 | Coffin boards | 18 00 | 20 00 |
| 1¼, 1½ and 2 in | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 50 | 1 75 |
| Cedar, extra | 2 50 | 2 65 | Extra No. 1 | 1 25 | 1 50 |
| Clear | 2 25 | 2 40 | | | |

LATH.

| | | | |
|---|---|---|---|
| Spruce | | By cargo | 1 80@ 1 90 |
| By car | 1 80@ 2 00 | | |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., August 31, 1898.

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in | $46 00 | 48 00 | No. 3, 1¼ & 2 in | 17 00 | 18 00 |
| 2½ and 3 in | 55 00 | 56 00 | Shelving, No. 1, 13 in. and up, 1 in | 32 00@34 00 | |
| 4 in | 58 00 | 60 00 | Dressing 1¼ in | 27 00 | 30 00 |
| Selects, 1 in | 41 00 | 42 00 | 1¼x10 and 12 | 28 00 | 30 00 |
| 1¼ to 2 in | 42 00 | 43 00 | 1½ in | 28 00 | 30 00 |
| 2½ and 3 in | | 50 00 | 2 in | 29 00 | 34 00 |
| 4 in | | 52 00 | Mold st'ps, 1 to 2 in | 31 00 | 33 00 |
| Fine common, 1 in | 35 00 | 36 00 | Barn, No. 1, 10 & 12 in. | 22 00 | 23 00 |
| 1¼ and 1½ in | 35 00 | 37 00 | 6 and 8 in | 18 00 | 21 00 |
| 2 in | 36 00 | 38 00 | No. 2, 10 in | 16 00 | 16 00 |
| 3 in | | 45 00 | No. 2, 12 in | 17 00 | 18 00 |
| 4 in | | 47 00 | No. 3, 10 in | 13 00 | 13 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | No. 3, 12 in | 13 50 | 14 00 |
| 1¼ to 2 in | 32 00 | 33 00 | 6 and 8 in | 11 00 | 12 00 |
| No. 2, 1 in | 15 00 | 16 00 | Common, 1 in | 15 00 | 16 00 |
| No. 2, 1¼, & 1½ in | 23 00 | 25 00 | 1¼ and 1½ in | 17 00 | 18 00 |
| No. 3, 1¼ & 1½ in | 16 00 | 18 00 | 2 in | 18 00 | 20 00 |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 28 00 | 30 00 | 2½ to 4 in | 34 00 | 38 00 |
| 1¼ to 2 in | 31 00 | 33 00 | Strips | 18 00 | 20 00 |
| | | | Com. and culls | 9 00 | 10 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 25 00 | 26 00 | Com. & good culls | 8 00 | 9 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 28 00 | 30 00 | 1st & 2nd, white, 6" & up | 18 00 | 19 00 |
| | | | Com & good culls | 9 00 | 10 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up | 20 00 | 22 00 | 1st & 2d, soft, 8 in. & up, | 18 00 | 20 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 18 00 | 20 00 | 1st & 2d, soft, 6in. & up, | 18 00 | 20 00 |

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., August 31, 1898.

UPPERS AND SELECTS.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $44 00 | | Selects, 1 in., 8 in. and up wide | $40 00 | |
| 1¼, 1½ and 2 in | 44 00 | | 1¼, 1½ and 2 in | 41 00 | |
| 2½ and 3 in | 53 00 | | 2½ and 3 in | 47 00 | |
| 4 in | 58 00 | | 4 in | 50 00 | |

FINE COMMON.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 8 in. and up wide | 33 50 | | 2½ and 3 in., 8 in. and up wide | 42 00 | |
| 1¼, 1½ and 2 in | 35 00 | | 4 in | 45 00 | |

B FINE COMMON OR NO. 1 CUTTING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 7 in. and up wide | 23 50 | | 2½ and 3 in., 7 in. and up wide | 37 00 | |
| 1¼, 1½ and 2 in | 30 00 | | 4 in | 40 00 | |

STRIPS, A AND B (CLEAR AND SELECTS).

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 34 00 | | 1 in., 4, 5 and 7 in. wide | 32 00 | |
| 6 in. wide | 36 00 | | 6 in. wide | 36 00 | |

FINE COMMON OR C.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 in. wide | 29 00 | | 1¼ in., 4, 5 in. wide | 30 00 | |
| 1¼ in., 6 in. wide | 34 00 | | in., 6 in. wide | 33 00 | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 24 00 | | 1 in., 4, 5, 6 in. wide | 22 00 | |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 in | 16 00 | | 1¼ in., 4, 5 and 7 in. | 15 00 | |
| 1 in., 6 in | 17 00 | | 1¼ in., 6 in. | 15 00 | |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 | | 1¼ in., 4 to 7 inch | 14 00 | |
| 1 in., 6 inch | 14 00 | | No. 3 Fencing, 1 in., 6 inch | 12 00 | |

SHELVING.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 | | No. 2, 1 in., 7 and 8 in. stocks | 19 00 | |
| 1 in., 10 in. and up wide | 26 00 | | 1 in., 10 in. stocks | 21 00 | |
| 1 in., 12 in. stocks | 29 00 | | 1 in., 12 in. stocks | 24 00 | |
| 1 in., 12 in. and up wide | 30 00 | | 1 in., 10 in. and up wide | 22 00 | |
| 1¼ in. 1½ and 2 in., 8 in. and up wide | 29 00 | | 1 in., 13 in. and up wide | 25 00 | |

BARN BOARDS OR STOCKS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 12 in. | 21 00 | | No. 2, 9 in. | 13 50 | |
| 10 in. | 16 50 | | 8 and 7 in. | 13 50 | |
| 9 in. | 16 00 | | No. 3, 12 in. | 12 50 | |
| 8 and 7 in. | 16 00 | | 10 in. | 11 00 | |
| No. 2, 12 in. | 16 00 | | 9 in. | 11 00 | |
| 10 in. | 14 00 | | 8 in. | 11 00 | |

SHIPPING CULLS OR BOX.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4 and 5 in. wide | $ 9 00 | | 1 in., 13 in. and up wide | $1 00 | |
| 1 in., 6 in. wide | 9 50 | | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 | |
| 1 in., 7 in. wide and up | 9 50 | | | | |

SHAKY CLEAR.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9in. wide | 18 00 | | 1 in., 10 in. and up wide | 19 00 | |
| 1 in., 6 in. wide | 20 00 | | 1¼, 1½ and 2 in., 8in. and up wide | 20 00 | |

COFFIN BOARDS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 13in. and up | 22 00 | | No. 1, mill culls | 8 00 | |
| No. 2 | 17 00 | | No. 2, or red horse | 6 50 | |

TIMBER, JOIST AND SCANTLING.

| | | | | | |
|---|---|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $ 9 50 | | Hemlock, 2x4 to 10, 12 to 16 feet | 7 50 | |
| 18 ft | 10 50 | | 2x12 | 8 50 | |
| 20 ft | 11 50 | | Add $1 to each additional 2ft. in length. | | |
| 22 and 24 ft | 12 50 | | | | |

SHINGLES, 18-IN.

| | | | | | |
|---|---|---|---|---|---|
| Country brands, XXXX | 2 75 | | Standard brands, river made, XXXX | 3 00 | |
| Clear Butts | 1 75 | | Clear Butts | 2 00 | |

WHITE PINE LATH.

| | | | | | |
|---|---|---|---|---|---|
| No. 1 | 1 50 | | No. 2 | 1 10 | |
| | | | Hemlock | 1 00 | |

## PRICES OF COOPERAGE STOCK.

| | F.o.b. cars at Sutherland Innes Mills | F.o.b. Wallaceburg |
|---|---|---|
| No. 1 28½ inch jointed elm staves, per net 1,000 | $5 00 | $5 00 |
| No. 1 30 " " " " " | 5 00 | 5 00 |
| No. 1 32 " " " " " | 5 25 | 5 50 |
| No. 1 24 " " " " " | 4 00 | 4 00 |
| No. 2 28½ " " " " " | 3 25 | 3 25 |
| No. 2 30 " " " " " | 3 25 | 3 25 |
| No. 2 32 " " " " " | 3 75 | 3 75 |
| No. 2 24 " " " " " | 2 00 | 2 00 |
| No. 1 14 in. to 14¾ in. kiln dried basswood heading, per set | 3 | 3 |
| No. 1 15 " 16 " " " " | 3½ | 3½ |
| No. 1 17½ " " " " | 3¾ | 3¾ |
| No. 1 18 " 18¾ " " " " | 4½ | 4½ |
| No. 1 19½ " " " " | 4½ | 4¾ |
| No. 1 19½ " " " " | 5 | 5 |

Mill run heading ½ct. per set less, No. 2 heading 1ct. per set less.

| | | |
|---|---|---|
| No. 1 5½ ft. patent coiled elm hoops, per net 1,000 | 5 25 | 5 40 |
| No. 1 6 " " " " " | 5 50 | 5 65 |
| No. 1 6½ " " " " " | 6 00 | 5 90 |

No. 2 hoops about 50 cts. per thousand less.

| | | |
|---|---|---|
| No. 1 28½ in. jointed white ash staves, per net 1,000 | 6 50 | 7 00 |
| No. 2 28½ " " " " " | 3 25 | 3 50 |
| 34 in. to 35 in. elm syrup bbl. staves | 18 00 | 17 00 |
| No. 1 30 inch half syrup barrel staves | 16 00 | 16 00 |

(If bent to shape, $2.00 per thousand more.)

# THE NEWS.

—An examination for licenses as cullers was held at Huntsville, Ont., on the 25th of August.

—E. Cutler & Co., of Welland, Ont., has lately added considerable new machinery to his planing mill.

—Archibald Lindsay, of Aylmer, Que., has commenced the erection of a new saw mill, to cost $10,000.

—The board of examiners of cullers for the province of Quebec meets at Quebec on the 15th of September.

—The furniture store of Murray Crawford, of Campbellville, Ont., was destroyed by fire recently. The loss is $700.

—Thos. F. Bradley, of Ottawa, has entered into partnership with his brother at Glen Almond, Que., as lumber dealers.

—For stealing lumber from Wm. Mason & Sons, Ottawa, Moses Letteau was lately sentenced to six months' imprisonment.

—The British Columbia Mills, Timber and Trading Company are erecting a large warehouse at Winnipeg, to carry finished lumber.

—Dobbs & Craig, saw-millers, Dunchurch, Ont., have dissolved partnership, Mr. Dobbs retiring and Mr. Craig continuing under his own name.

—The Rainy Lake Herald says that should the railroad be completed to that place, a large lumber company at Chippeway Falls will build a saw mill there.

—It is reported that B. Clark, of Cypress River, has purchased the lumber business at Glenboro, Man., from J. B. Mathers, and will take possession in November.

—Capt. W. A. Jamieson, manager of the Ottawa mine at North Bend, B.C., was in Toronto recently purchasing machinery for a saw-mill to be built by the company.

—Messrs. Hurdman & Elmitt, wholesale lumber dealers, Ottawa, have established an agency at Russell, on the line of the new Ottawa and New York railway.

—Mr. James McKinlay, spool wood manufacturer, has removed his mill from Richibucto, N.B., to Red Bank, Miramichi, where he can obtain a greater quantity of timber.

—Jesse Brown, Hugh McDonald and Joseph Sutherland have formed a new co-partnership at Clyde River, N.S., under the name of the Clyde River Steam Mill Company.

—James Morrison, late with the S. C. Kanady Lumber Company, Toronto, has commenced business on his own account as a wholesale lumber dealer, with office at 552 Yonge street.

—Mr. R. W. Gibson, of Wolsely, Assa., has bought out the lumber yard and business of G. K. Grass, at Sintaluta. Mr. Grass will continue his repair shop and planing mill business.

—The tug Ainslee, owned by Maitland, Rixon & Co., saw-millers, of Owen Sound, Ont., was burned at South Bay, Manitoulin, whither she had gone for a raft of logs. She was valued at $10,000.

—It is the intention of Mr. J. R. Booth, of Ottawa, to connect his Nipissing timber limits by railway with the Ottawa, Arnprior and Parry Sound railway. A branch seven miles in length will be built.

—Mr. T. H. Steel, manager of the Utterson Lumber Co., of Utterson, states that his company will build a saw-mill on Horse Shoe Lake this fall, if the O. A. & P. S. railway will put in a switch at Falding.

—The temporary saw-mill erected by the Rathbun Company at Ashburnham is now in full operation. All the waste material, including slabs, is sent down to Deseronto. The locol manager is Mr. Callaghan.

—Kilgour Shives, of Campbellton, N.B., is shipping box shooks to the English market. Doherty's new saw-mill at the same place is nearing completion, and those of Richards and Stancliffe will be rebuilt this fall.

—An exchange states that the Thayer Lumber Company, of Muskegon, Mich., have lately put in improved machinery, by which 100,000 feet of lumber per day is produced by ten men. Formerly they employed sixty men.

—Mr. Frank Halliday, Crown Timber Agent, Parry Sound, Ont., reports that early in August fires were raging on both sides of the South Channel from Seven Mile Narrows to below the Crooked Narrows. They were caused by campers.

—Mr. V. L. Emerson, of Boston, is having erected in the yard of the W. C. Edwards Company, New Edinburgh, a retort for the manufacture of calcium carbide from saw-dust, and hopes to prove the feasibility of the scheme at an early date.

—The employees of the W. C. Edwards Company, Rockland, have again requested a reduction in the number of working hours from eleven to ten per day. It is said that they are not willing to accept any reduction in wages in consideration of the shorter day.

At the recent examination for license as cullers held at Hull, Que., the following were successful: Baxter Moore, Ottawa; J. Cousineau, Masson; Telesphore St. Jean, Gatineau Point; E. Dunning, East Templeton; G. Derby, East Templeton; J. Coghlan, Arnprior; Alf. Blondin, Ste. Adele.

—An order-in-Council has been issued authorizing Crown timber agents in the Yukon to issue yearly permits to cut cordwood and ties on certain defined areas of land under regulations made by the Minister of the Interior. The fee for each permit is $5, and the dues for timber cut are 50 cents per cord for wood and 6 cents for each tie.

—John Lewis & Sons, of Truro, N.S., manufacturers of peg wood, bottle tops, lasts, etc., have removed their mill to Sheet Harbor, where they have purchased a tract of 12,000 acres of timber. The firm is said to be one of only two in the world that manufacture peg ribbon for pegging machines. Their tops for ginger ale bottles are shipped to England, Ireland, Germany and other parts of Europe.

—September 9 has been chosen by the lumbermen of Omaha to entertain visiting lumbermen on the Trans-Mississippi Exposition grounds. An attractive program has been prepared, specially low railroad rates have been secured, and there is no doubt the occasion will be a notable success. A log-rolling contest on the lagoon, in which a number of the leading expert log-rollers of the country will take part, is one of the attractions.

—The Interior Department at Ottawa have taken steps to secure a large timber reserve on what is known as Turtle montain, in Manitoba. The reserve is to extend along the international boundary from the middle of range 18 west to the middle of range 23 west, and tapers up in a rough triangle to near the middle of township 2, including in all about 105,000 acres. Of this 41,000 acres belong to the C.P.R. and 5,000 acres to the Hudson Bay Company. The government is giving these companies land elsewhere in place of on that Turtle mountain, and selections are now being made in other parts of the province.

—New regulations for cutting timber on Dominion lands have been promulgated. The license fee is $5 per square mile, except for lands situated west of Eagle Pass, in the province of British Columbia, in which case the yearly ground rent shall be five cents an acre. The following crown dues will be collected: Sawn lumber, 50 cents per thousand; railway ties, eight feet long, 1½ cts. each; railway ties, nine feet long, 1¾ cents each; shingle bolts, 25 cents per cord, and 5 per cent. on the sales of all other products of the berth. A rebate of 40 cents per thousand feet will be allowed on lumber exported from British Columbia to places outside of the Dominion of Canada.

—The Ontario Forestry Commission, consisting of Messrs. Thomas Southworth, E. W. Rathbun, John Bertram and J. B. McWilliams, last month visited the limits of the Rathbun Company in the township of Hinchinbrooke, Frontenac county, to observe the effects of the plans for the prevention of forest fires, and to ascertain to what extent the land could be made available either for settlement or reforestry. The Rathbun limits have been under license practically since 1854, and it was a surprise to see the quantity of pine that is still standing. That so much pine should remain after many years of steady cutting is creditable alike to the lumbering methods of the Rathbun Company and to the judgment and careful supervision of Mr. Scantling, the manager of the company. Besides the pine in the Rathbun limits there is an abundance of hardwood. The latter will be utilized in supplying fuel to the charcoal iron-smelting furnace which will be "blown in" at Deseronto on the 1st of October. The iron works are owned by Detroit capitalists, but Mr. Rathbun has contracted to supply them with a million bushels of charcoal per year. This will be made from hardwood on the Hinchinbrooke limits.

—A correspondent gives the following particulars of logging in British Columbia: The main road is swamped out about twenty feet wide, the trees being taken out by the roots, powder being used for this purpose when necessary. Everything being cleared off, the work of laying skids commences next. They are laid every nine feet. These skids are twelve feet long and average about fifteen inches in diameter. They are sunk into the ground within about six inches of the top, or filled up, as the case may need. After this work has been done rock-apple gluts are inserted in the centre of the skids for the logs to run on, these being hollowed out so that the logs will follow on them. The road has to be corduroyed with cedar split about four inches thick. This means a great deal of work. When this is done the logs begin to move. The trees are sawn down and then cut into lengths to suit the trade, which ranges from twenty-four to one hundred and twenty feet. They are then barked and prepared for moving. Then the teamster comes along with his team and the logs are started on their journey. The greaser goes in advance of the team with a dish of grease, with which he greases the gluts. One day last week one team hauled thirty-six thousand at six turns.

## CASUALTIES.

—Jas. Day, a logger, stepped off a boom of logs at Gimbier Island, B.C., and was drowned.

—John Cordick, teamster for William Young, Wiarton, Ont., was killed by the breaking of the double trees on his wagon.

—Alfred Blackburn had his left arm torn from his body by coming in contact with a saw carriage in J. R. Booth's mill at Ottawa.

—A son of Mr. Lagace, foreman in Price Bros.' mill at Matane, Que., was recently killed by having his chest crushed in by a board.

—Alex. Crepin, teamster at J. R. Booth's mill, Ottawa, fell under the wagon wheels and was instantly killed. The accident was caused by the breaking of a neck-yoke.

—A fatal boiler explosion occurred in Chas. Best's sawmill at Sycamore, near Ridgetown, Ont., on July 17th. Chas. Best, the owner of the mill, and three others, were killed, and others seriously injured. Large portions of the boiler were carried over 400 yards.

## PERSONAL.

Mr. Robert Thackray, sash and door manufacturer, Ottawa, sailed from Montreal on August 6th for England.

Mr. P. C. Campbell, Crown timber agent at Sault Ste. Marie, was in Toronto recently on business with the Department.

The death is announced, in British Columbia, of Mr. John Crozier, formerly foreman for A. &. P. White, Pembroke, Ont.

Mr. Charles T. Higgins, who recently retired from a long service in the Ontario Crown Lands Department, died in Toronto last month, in his seventy-fourth year.

Hon. J. Sharples, M. L. A., head of the well-known lumber exporting firm of W. & J. Sharples, Quebec, has been elected as a representative of the shipping interests of the Board of Harbor Commissioners of that city.

On July 1, Prof. B. E. Fernow, chief of the division of forestry of the United States Department of Agriculture, resigned that office to assume the direction of the new State College of Forestry at Cornell University. A forest area of 30,000 acres in the Adirondack mountains has been allotted for purposes of demonstration. Prof. Fernow is recognized as well versed, and an expert in technical forestry, and should prove himself well equipped for his new field of work.

Mr. Wm. Murray, a member of the well-known firm of T. & W. Murray, Pembroke, Ont., died in that town last month, in his sixtieth year. During his life-time he had been prominently identified with the commercial welfare of Pembroke, and was also engaged quite extensively in lumbering, having large limits, and operating a number of general stores in different districts. As contractors, his firm carried to completion some important contracts, including the Pembroke waterworks. A resolution of condolence at his death was passed by the Board of Trade at Montreal, of which he was a member.

Mr. T. H. Sissons, manager at Winnipeg for the British Columbia Mills, Timber and Trading Company, has been entrusted with the responsibility of representing the company in Australia. Mr. Sissons left Winnipeg last month, sailing from Vancouver for Australia. He was accompanied by Mr. John Hendry, manager of the company, who, after establishing Mr. Sissons there, will return home again. The company have had a selling agent in Australia for some time, but hereafter they will have a direct representative in that part of the world. Mr. Geo. W. Campbell, who has been with the company for twelve years, succeeds Mr. Sissons as manager at Winnipeg. Mr. Campbell has had charge of the sales department at the Royal City mills, Vancouver, and is thoroughly familiar with the details of the lumber trade and the requirements of the Manitoba territory. The company intend to push their Winnipeg business.

## CANADA'S COMMERCIAL AGENTS.

FOLLOWING is the correct official list of Canada's Commercial Agents in Great Britain, British possessions and foreign countries:

J. S. Larke, Sydney, N.S.W., agent for Australasia.

G. Eustace Burke, Kingston, Jamaica, agent for Jamaica.

Robert Bryson, St. John, Antigua, agent for Antigua, Montserrat and Dominica.

S. L. Horsford, St. Kitts, agent for St. Kitts, Nevis and Virgin Islands.

Edgar Tripp, Port of Spain, Trinidad, agent for Trinidad and Tobago.

C. E. Sontum, Christiania, Norway, agent for Sweden and Denmark.

D. M. Rennie, Buenos Ayres, Argentine Republic, agent for Argentine Republic and Uruguay.

In addition to their other duties, the undermentioned will answer inquiries relative to trade matters, and their services are available in furthering the interests of Canadian traders.

J. G. Colmer, 17 Victoria street, London, S.W., England.

Thomas Moffat, 16 Church street, Cape Town, South Africa.

G. H. Mitchell, 15 Water street, Liverpool, England.

H. M. Murray, 40 St. Enoch Square, Glasgow, Scotland.

Harrison Watson, Curator, Imperial Institute, London, England.

## EASTERN CANADA AND EXPORT EDITION.

WRITE for advertising rates for the special "Eastern Canada and Export Edition" of this journal, to be published about the first of October. A copy of this issue will be placed in the hands of every lumber manufacturer in Quebec and the maritime provinces. A word to the wise is sufficient!

# WOOD PULP DEPARTMENT

## SITE FOR A PULP MILL.

RICHIBUCTO, N. B., is said to be very favorably situated for the manufacture of chemical pulp. Mr. F. Schield, in a recent communication, figures out the cost of building a pulp mill as follows :

COST TO BUILD A PULP MILL.

Building, including land, all foundations, chimneys, etc., $35,000 ; steam plant, including 4 boilers, 150 h.p. each, 110 lbs. pressure, steam pipe for heating and conducting steam to digesters, engines and paper machines, including all valves, gauges, etc., $20,000 ; power plant, including boiler feed system steam engine at 340 H., condenser dynamo with small engine and all wires, $14,000 ; transmission of power, including all shafts, pulleys, gears, bearing and belts, $10,000 ; water, including pumps, water pipes, valves, tanks, etc., $10,000 ; wood room, including saws, barkers, splitters, chipper, sorting arrangement and conveyors to digesters, $15,000; digester room, containing bins to hold the chips for digesters at 6 tons capacity each, lined, with all the gauges, pipes and other appliances, vats to empty the fibre into, $50,000 ; paper machinery, including pumps, conveyors to transport the cooked fibre, 2 openers, vat, screens, 2 paper machines, etc., $30,000 ; acid making, including towers, sulphur or pyrites for acid tanks, pumps and pipe linings, $10,000 ; small machine shop and carpenter shop, $5,000 ; total, $200,000.

A comparison is given between the cost of manufacturing one ton of pulp in the United States and in Canada, as follows :

IN THE UNITED STATES.

| | |
|---|---|
| 2 cords of wood | $12.00 |
| 300 lbs. sulphur | 2.75 |
| ½ ton limestone | 75 |
| 1½ tons coal | 3.75 |
| Labor | 10.00 |
| Freight on pulp | 3.00 |
| Maintenance of plant, etc. | 5.00 |
| Total | $37.25 |

IN CANADA.

| | |
|---|---|
| 2 cords of wood | $4.00 |
| 300 lbs. sulphur | 2.25 |
| ½ ton limestone | 50 |
| 1½ tons of coal | 3.75 |
| Labor | 8.00 |
| Freight on pulp | 4.00 |
| Maintenance of plant, etc. | 6.50 |
| Total | $29.00 |

The above shows a difference in favor of Canada of $8.25 per ton, which equals $57,750 per annum, or about 28 per cent. on $200,000. Fibre in England is worth from $35.00 to $55.00 a ton, according to quality. There is an unlimited demand. The failure of many pulp mills in the United States is claimed to be due to a lack of knowledge on the part of the management.

---

The Acadia Pulp and Paper Mills Company are about to build a dam across the outlet of the La Have Lake. The dam will be 600 feet long and eight feet in height at the deepest point. The purpose is to raise the water by six feet and reserve the extra water for use at the pulp mills at New Germany, N.S., during dry spells. At present these mills have to be closed down for two or three months for want of water.

## OBSTACLES TO THE DEVELOPMENT OF TRADE.

THE High Commissioner for Canada has forwarded to the CANADA LUMBERMAN a copy of a communication received from the Darwen Paper Mill Company, Limited, Darwen, Eng., which speaks for itself :

DARWEN, July 25th, 1898.

DEAR SIR,—With reference to your letter of the 18th instant, we beg to say in reply, that we have fairly large contracts for Canadian wood pulp over the next twelve months. The principal objections to an increase of the business are :

(1) That the pulp is not packed as well as that from Scandinavia.

(2) The pulp is supposed to contain 50% moisture. We find from actual working that this cannot be relied upon, and the consequence is frequent disputes between the parties concerned. Regularity in this respect is of great importance, and we naturally prefer to do business where this annoying feature is not present.

Large Canadian mills seem determined to adapt themselves to the English business, but in view of the lower prices of pulp from Scandinavia it is doubtful whether the Canadians will care for the business at the low prices which will doubtless prevail next year.

We should like to hear what prospects there are in Canada of a duty being put on timber for pulp making passing into the United States. You will remember that we expressed an opinion that this would help to foster Canadian industry with this country.

Yours truly,
(Sd.) J. E. CROFT,
For the Company.

## PULP MILL AT EAST ANGUS.

THE Royal Paper Mills Company have extensive paper, pulp and saw mills at East Angus, Que. The saw and pulp mills have both been completed within the past year, and are modern in every respect. They are situated across the river from the large paper manufactory.

The saw mill is 36×126 feet, with an ell 24×36 feet. The power is furnished by two large water wheels. It is substantially built, and rests upon solid masonry. In the basement are the water wheels and the shafting, also the pumps that supply the reservoir on the hill above the pulp mill at an elevation of 100 feet. From this reservoir an eight-inch pipe is laid to the pulp mill, giving a water pressure of forty pounds to the square inch. This pipe feeds a system of hydrants that affords protection from fire. The first floor is devoted to clapboard sawing and planing, and to the cutting and screening of chips. The second floor is where the lumber is cut. One circular saw here makes an average of 80,000 feet in twenty-two hours of each day, and is the fastest machine of its kind in Canada. On this floor is a planer and a flooring machine, and also the machines that take the bark from the slabs, which are exclusively used for pulp wood.

There are three carriers run by machinery between the saw mill and the pulp mill. One carries the chips out of which the pulp is made, another the saw-dust and shavings to the furnaces, and a third the slabs and edgings also to the furnaces.

In the pulp mill, the boiler house is 63×94 feet in size, and contains six steam boilers, a rotary furnace for reclaiming soda ash, and a Yar-Yan evaporator. There is here, also, the steam engine which furnishes the power for the pulp mill. The room where the caustic liquor is made is 29×78 feet. It contains 12 iron tanks, 10 feet in diameter and 12 feet high, standing on solid masonry.

The washing room is 61×78 feet. It is a model of convenience, and plenty of storage for liquor, ample stuff chests and eight washing pits. Everything in this room rests on masonry. The pumps are all in line in this room. There are four large digesters in the digester building, which is 35×55 and 70 feet high, the upper part making an ample storage for chips. The finishing room is 108×43 feet. It now contains one machine, and a second one is to be put in. There is also a shipping room, 60×43, and a room for the storage of soda ash, 48×43 feet.

The capacity of the mill is 16 tons of dry pulp per day. It is the intention of the company to put in another Yar-Yan evaporator, another rotary furnace, another digester and a wet machine, which will bring up the capacity of the mill to about 20 tons per day. For these purposes the company asks for subscriptions for their capital stock to the extent of $25,000.

## PULP NOTES.

The Sault Ste. Marie Pulp Company have been making some improvements to their grinders.

Kidd & Riley, of Sarnia, Ont., are taking a considerable quantity of pulp wood from Manitoulin Island, in Lake Huron, this season.

It is expected that the new English company which has taken over the pulp mill at Sturgeon Falls, Ont., will have it in working order by October 1st.

It is said that Mr. Mernier, owner of the Island of Anticosti, intends erecting a pulp mill on the island. He recently visited the extensive mills at Grand Mere.

The Riordan Pulp Company have commenced the erection of a pulp mill at Hawkesbury, Ont. The mill will be eight stories high, covering an area of about three acres of ground.

It is stated that certain Toronto parties will erect a large pulp mill in the near future at Escuminac, near Carleton, in the Baie des Chaleurs, the proposed output being 100 tons per day.

Mr. T. R. Allison, pulp mill designer, who built the Masterman pulp mill at Chatham, N. B., has been engaged by Messrs. John Bertram & Sons, of Dundas, Ont., to superintend the building of pulp machinery.

The new pulp mill at Mispec, near St. John, N.B., is nearing completion, and some of the machinery, manufactured by Messrs. John Bertram & Sons, of Dundas, is now being installed. Mr. B. F. Mooney is manager.

Mr. R. Cullen, superintendent of the sulphite plant in the Riordon paper mills, Merritton, Ont., has gone to Hawkesbury, Ont., to superintend the erection of the mills to be established there by the Riordon Pulp Company.

The Chicoutimi Pulp Company shipped no less than a thousand tons of pulp to England by the steamer Manchester Trader. The cargo was taken to Quebec by 29 cars of the Quebec and Lake St. John railway and seven schooners.

The Miller Brothers Company, a Montreal concern, will shortly ask for a Dominion charter, to manufacture paper, wood and straw pulp, etc. The capital will be $300,000. W. T. Miller, of Montreal, and W. S. Miller, of Glen Miller, Ont., are interested.

A representative of a large Hamburg firm, it is said, has made arrangements for the transmission of the entire product of the Chicoutimi pulp mills from Quebec. The pulp will be taken to Quebec, partly by cars and partly by sailing vessels, and will be forwarded by steamers every fortnight.

The Shawenegan Water and Power Co., which has been incorporated to develop and utilize the water power at Shawenegan, Que., will not manufacture pulp at present, it has been decided, confining itself to the production of power. The incorporators of the company are : David Russell, Montreal ; John Joyce, Boston ; William Strachan, Montreal, and others.

The making of wood into wood pulp and thence into paper set inventors thinking, and a result is the discovery of the transformation of wood fibre into strong and handsome cloth. The wood is boiled, crushed, and the fibres separated into parallel lines, dried and spun, the same as cotton or wool. Oak, hickory and locust make a very handsome cloth, while bamboo produces one which is almost iron-like in its strength and elasticity. The cost of the new process is not large, but is still a little above that of converting cotton or linen into substantial tissues.

## A GOOD SALES AGENT.

THE value of the CANADA LUMBERMAN as an advertising medium for manufacturers of machinery and appliances adapted to the requirements of saw and planing mill operators, is well known to those who have given it a fair trial. For the benefit of persons who have not made a test of our advertisement pages, we may be permitted to repeat the statement recently made to our representative by the manager of the Canadian Locomotive and Engine Co., Kingston, Ont., that as a direct result of the publication in the LUMBERMAN of a description of the Drake saw-mill machinery exhibited by the company at the Toronto Industrial Exhibition last year, they made a sale of five machines to one firm.

## CANADIAN SPRUCE.

In regard to whitewood an impression seems to prevail in some quarters that owing to the high freights from the spruce ports, shippers in the Baltic will be able to maintain prices. These people, however, lose sight of the fact that a large proportion of the lower port spruce comes here on consignment, and is thrust into the public sales as soon as it arrives. If the market is well stocked the mere fact of its having cost more to bring it here will not influence buyers. Good class wood has already shown a stronger tendency on that account, but this elevation has been confined as yet mostly to the spot market, and in a lesser degree on contract goods of specially favored makes. We believe that if the shipments to this country are fairly moderate spruce prices will recover, but the advance in freights is not in itself a guarantee of this desired result. No doubt there is a big future for the Canadian wood market, and we can see no earthly reasons why a lot of the best descriptions of spruce should not be planed up, for flooring purposes, for which, in our opinion, much of it is serviceable. A cargo of well-assorted spruce flooring would be the precursor of hundreds to follow, and it only requires the ball to be once set rolling for a large trade to develop itself. In our last impression we drew attention to the possibility of the high freights checking the supply, and there were certain grounds for hoping that the importation this season would not overtake the demand, as probably the spruce people will hesitate to consign with doubtless prices here and an increased freight to lessen the chance of profit.—Timber Trades Journal.

The Dominion government are making a forestry exhibit at the Omaha Exposition, one of the features being a pine slab six feet across. The tree from which the slab was taken measured 150 feet to the first limb.

The attention of pulp and paper mill proprietors is directed to the advertisement in this issue of the City Brass Foundry Company, of Hamilton. This company manufacture phosphor bronze castings, which they claim will resist the action of chemicals in a manner greatly superior to that of any other metal, and hence the adaptability of their castings for use in pulp and paper mills. They have recently completed at their works a casting weighing 1,450 pounds for the Cornwall paper mills, and are prepared to turn out bronze castings of any desired size and weight.

## TORONTO'S GREAT EXHIBITION.

On August 30th Canada's Great Exposition and Industrial Fair opens at Toronto. It is no idle boast to say that the arrangements made for this year guarantee that the Exhibition will be easily the best ever held. Owing to the war, amusement matters have been very quiet in the United States. As a consequence the management have been able to secure special features that otherwise could not have been obtained. Nor is that all, for the exhibits are of a great deal better quality and more varied than usual. For the first time manufacturing establishments of both France and Great Britain are sending over collections of goods especially made for this purpose, included in them being several recent scientific inventions of a revolutionary nature. Two great spectacles are to be given, one, which will be free, by day, and the other by night. The first will be an illustration of real warfare, and will be conducted by the Royal Engineers, of Halifax, and the Dominion Artillery, of Kingston, and will comprise the exploding of submarine mines, the blowing up of ships, the storming of forts with shot and shell from quick-firing and Maxim machine guns, Red Cross hospital work and so on. At night the great spectacle presented will include the blockade, bombardment and surrender of Santiago, the sinking of the Merrimac, the captive balloon, and the destruction of Cervera's fleet, concluding with a joyful celebration of victory. An exhibit of horseless carriages will be a feature of interest, while the bands of music will number a score, including three or four from the United States. On the whole there is more to be seen at Toronto for less money than at any fair in America, and such an opportunity as the present, when rates prevail on the railways that may never be so low in another year, should not be missed.

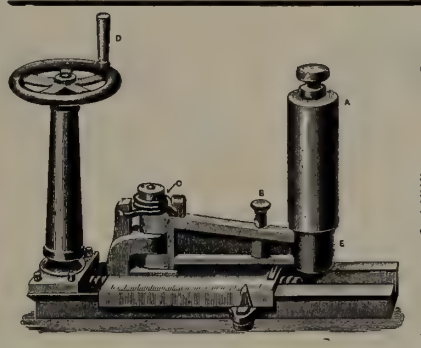
Your Best Interest

Will be served by getting our prices on the following

White Beans
Comadia Figs
Raisins and Currants

Prunes in 25 and 50 cent boxes
Sugars, dark yellow
Syrup and Molasses

H. P. ECKARDT & CO.,
Wholesale Grocers TORONTO



STAFFORD The BEST TIMBER GAUGE

There are imitations; don't buy them.

Dublin, Ont., July 1, 1891.

Dear Sirs,—Please find enclosed cheque for payment in full for Set Roller. We find it works remarkably well; in cutting a log of 700 feet or more, you can run the saw through the centre of the log and stand the roller back out of the way. It is always ready and never in your way.

Yours truly, JNO. BENNEWIES.

LANCASTER MACHINE WORKS
17 Oak Street - LANCASTER, ONT.

PULP MILLS - ATTENTION!

Phosphor-Bronze Castings

of any weight, for Pulp Mills (special mixture.)

All Bronze manufactured by us.
Quotations and References cheerfully given.

CITY BRASS FOUNDRY - HAMILTON, ONT.

DICK'S ORIGINAL BELTINGS

Enormous Transmission
•
No Seams or Joints

TRADE DICK'S ORIGINAL BALATA GUTTAPERCHA & CANVAS BELTING MARK

Not Affected by Dampness and No Stretching

SOLE AGENT: J. S. YOUNG

This is the Only Genuine and Original Balata Belt offered on the market.

15 Hospital Street, MONTREAL

OAK TANNED BELTING

TORONTO
20 FRONT ST EAST
TELEPHONE 475

THE J.C.McLAREN BELTING Co MONTREAL

## TRADE NOTES.

The Dodge Manufacturing Company, Limited, has succeeded the Dodge Wood Split Pulley Company, of Toronto.

Mr. Carl Zeidler, of Toronto, has been appointed Canadian representative for Messrs. Beck & Pollitzer, licensed wharfingers, forwarding and insurance agents, etc., London, England. This firm have large premises in London, and are in a position to quote low freight and through delivery for goods.

Later reports show that the damage to the works of the Jenckes Machine Co., at Sherbrooke, Que., by fire on the night of the 13th of August, was very much exaggerated. The fire was confined to the machine shop building, and the other departments, foundry, boiler shops, etc., were in operation as usual on the following Monday. A few days later a portion of the machine shop was started up, and the whole was in running order by the 23rd of August. The patterns, drawings and office records were preserved practically intact, and all orders for work are being accepted as usual. The principal item requiring replacement is the roof of the machine shop; this, however, is well under way. The whole of the work is being pushed with much energy, and the numerous orders in hand will suffer comparatively slight delay.

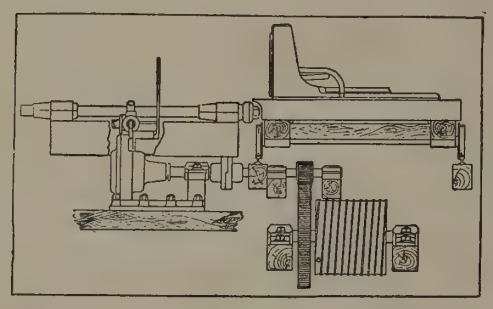
We are advised by Mr. Madison Williams, successor to Paxton, Tate & Co., Port Perry, Ont., that Messrs. H. R. Williams & Co., 345 and 347 St. James street, Montreal, have been appointed selling agents for his turbines, machinery, etc., for the city of Montreal and vicinity. Messrs. Williams & Co. are thoroughly acquainted with the various lines of machinery, and the addition of the well-known manufactures of Mr. Madison Williams should prove of great advantage to their present customers, and be an inducement to new buyers of mechanical goods. Mr. Williams reports the following recent orders: One 15¼" Vulcan turbine, for globe case, to Acadia Powder Co., Halifax, N.S.; one steel flume for Carveth & Cornish, Leskard, Ont.; two steel and cast iron draft tubes to Summerfeldt Bros., Sutton, Ont.; one Lane circular saw-mill, with 25 ft. carriage and independent rope feed, to W. H. Keeley Lumber Co., Buckingham, Que.; one 30½" Leffel turbine to W. P. Widdifield, Siloam, Ont.; one 48" Leffel turbine to Jos. Beausoliel & Son, St. Felix de Valois, Que.; three 61" Vulcan and one 35" Vulcan turbines to the Monastery of the Good Shepherd, "Moulin de Crochet," Parc Laval, Que., and one 40" Leffel turbine to D. T. Creswell, Apple Hill, Ont., supplied through W. & J. G. Greey, Toronto. Mr. Williams also reports numerous enquiries from all parts of the Dominion.

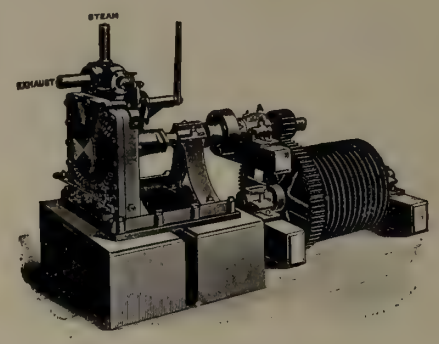
## PUBLICATIONS.

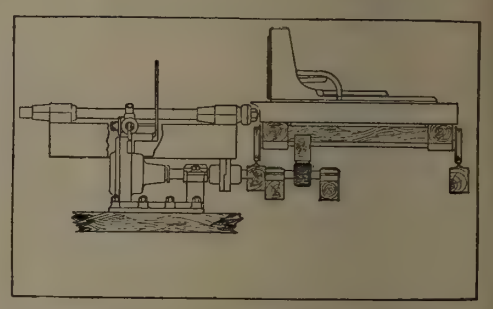
The Canadian Manufacturers' Association have begun the publication of a Bulletin, to be issued monthly, or oftener, as occasion may require, which will contain considerable information regarding the possibilities of the export trade of Canadian manufactures. This information is obtained from the Dominion Department of Trade and Commerce, and from the publications issued by the British and United States governments, and other reliable sources.

Cassier's Magazine for September contains, among others, the following articles: "General Distribution from Electric Central Stations by Alternating Currents," by Herbert A. Wagner; "The Cyandine Process of Treating Gold Ores," by Dr. Joseph W. Richards; "Speed as an Element of Warship Design," by Passed Assistant Engineer Walter M. McFarland, U.S.N.; "Projectiles for Modern Naval Ordnance," by Professor Philip R. Alger, Bureau of Ordnance, U.S.N.

Mr. N. D. Seaman's saw and shingle mills in Keppell Township, near Owen Sound, Ont., were destroyed by fire on Sunday, 14th inst. The loss is $3,000, with no insurance.



The DAKE STEAM FEED

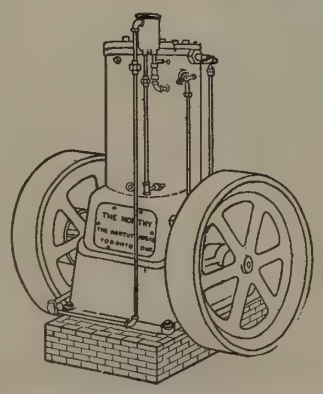
Embodies the following Advantages:
SIMPLICITY OF CONSTRUCTION,
POSITIVE AND EASY MANAGEMENT,
ECONOMICAL USE OF STEAM,
SMALL SPACE OCCUPIED, CHEAPNESS,
EASY ADAPTATION TO EITHER NEW MILLS OR THOSE NOW IN USE.

The movement of the engine in either direction is under the absolute control of the sawyer, thus accomodating the speed of the feed to the size of the logs.
Mill men who have used other makes of Steam Feeds comment favorably on the economical use of steam of our feed over others.
Write for Catalogue and full particulars.

THE JENCKES MACHINE CO. · Sherbrooke Que.
Succeeding the PHELPS MACHINE CO., EASTMAN, QUE.

Northey Gas and Gasoline Engine

Safe Powerful Economical



"Built for Hard Work."

Can be used to advantage for Lath and Stave Mills, Shingle and Deal Machinery, Portable Saw Mills, Barking or Pulping Machinery.

Our Booklet tells all about it. Write for it.

Pumps "FOR ALL DUTIES"

Simple Strong Durable

*Single and Duplex Types Steam and Power*

Write for Catalogues.

Northey Mfg. Co., Ltd.
1016 King Street Subway, Toronto.

TO BELT USERS: Try Our GENUINE
ENGLISH OAK-TANNED BELTING
and Our Lancashire Hair Belting
D. K. McLAREN
Victoria Square, MONTREAL

## J. D. SHIER

MANUFACTURER OF

**Lumber, Lath & Shingles**

BRACEBRIDGE, ONT.

## RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 2 lbs. per yard and upwards; estimates given for complete outfit.

JOHN J. GARTSHORE,
49 Front St. West, Toronto.

## WEST AND SOUTH

run the lines of the Illinois Central Railroad and the Yazoo & Mississippi Valley Railroad, reaching into the eleven States of

South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Kentucky, Tennessee, Arkansas, Mississippi, Indiana, Louisiana

Presenting an unequaled territory for diversified industries, and possessing

**Fine Sites for New Mills**

**Best of Freight Facilities—Coal Fields**

**Close Proximity to Distributing Centers**

**Intelligent Help of all Kinds**

**Many Kinds of Raw Material**

To sound industries, substantial inducements will be given by many of the places concisely described in the pamphlet "100 Cities and Towns Wanting Industries" Write for a copy. Nearly all kinds of Industries are wanted. Very liberal inducements are offered **TEXTILE INDUSTRIES** in the South by a number of good places. GEORGE C. POWER, Industrial Commissioner I. C. R. R. Co., Chicago.

BEST MAIN DRIVE. REGISTERED CANDY'S PATENT TRADE MARK GUARANTEED.

CANDY'S AMERICAN COTTON BELTING

Sole Canadian Agents :-: Prices Reduced.

**WATEROUS, BRANTFORD, CANADA.**

CANADIAN OFFICE & SCHOOL FURNITURE CO. LIMITED PRESTON ONT.

FINE BANK, OFFICE, COURT HOUSE & DRUG STORE FITTINGS.

OFFICE, SCHOOL, CHURCH & LODGE FURNITURE.

SEND FOR CATALOGUE

J. L. JONES - TOR

CHARLES F. CLARK, President. JARED CHITTENDEN, Treasurer.

ESTABLISHED 1849.

## THE BRADSTREET MERCANTILE AGENCY

*THE BRADSTREET COMPANY, Proprietors*

**346 & 348 Broadway, NEW YORK.**

Offices in the principal cities of the United States, Canada, the European Continent, Australia, and in London, England.

The Bradstreet Company is the oldest, and, financially, the strongest organization of its kind—working in one interest and under one management—with wider ramifications, with more capital invested in the business, and it expends more money every year for the collection and dissemination of information than any similar institution in the world.

TORONTO OFFICES:
*McKinnon Bldg., Cor. Jordan & Melinda Sts.*
THOS. C. IRVING, Superintendent.

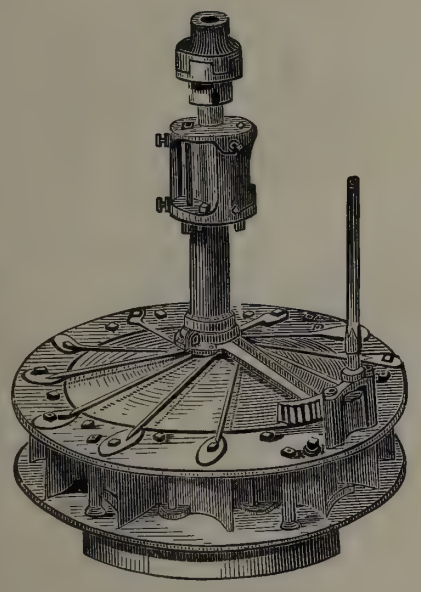
OUR EXTRA HAND-MADE

## AXE

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N. B.

It Pays to advertise in the CANADA LUMBERMAN. Try it.



THE LETTERS....

# "L." "V." "P."

stand for many things, but for nothing of more significance to the water-power miller than.....

## "LEFFEL" "VULCAN" AND "PERFECTION"

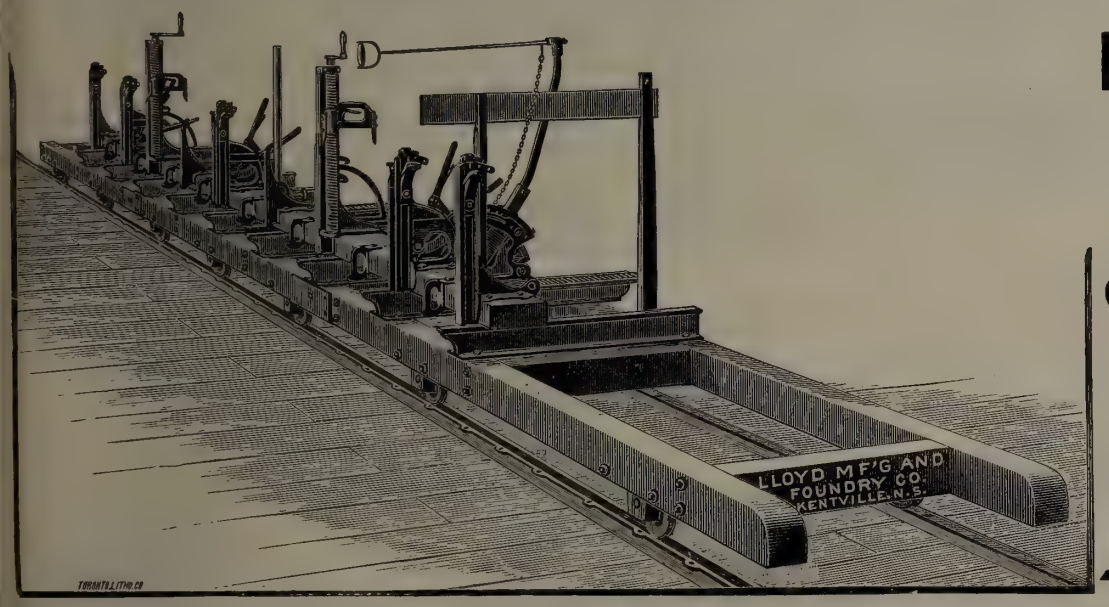
which, with addend of "**TURBINE,**" and the proviso that the Turbine emanates from the shops which have brought the Turbine in Canada to its present advanced sphere of usefulness, is a "gold-bond" of satisfaction between manufacturer and user.

Do not be misled by the statement that anywhere else the same wheel is made.

To be perfectly safe address only.....

**MADISON WILLIAMS,** Successor to PAXTON, TATE & CO.
PORT PERRY, ONT.

or H. R. WILLIAMS & CO., Agents, 345 ST. JAMES STREET, MONTREAL, QUE.




# Lloyd Manufacturing Co'y

JOHN I. LLOYD, Proprietor

## SAW MILL OUTFITS

**Pulp Machinery, Belting, Etc.**

OUR SPECIALTIES:

Band Saw Mill Machinery,
Improved Rotary Saw Mills, with Green Mountain Dogs,
Also Screw Post Dogs,
Turbine Water Wheels,
Power Feed Gang Edgers,
Buzz and Surface Planers,
Heading Rounders,
Stave Machines, Stave Jointers,
Stave Planers.

KENTVILLE, N.S.

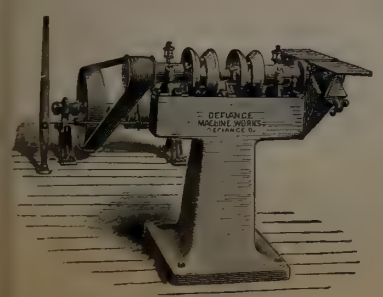
ESTABLISHED 1850

# THE DEFIANCE MACHINE WORKS

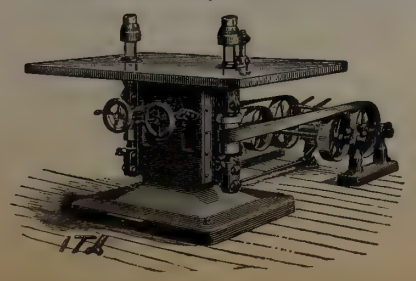
Designers and Builders of

DEFIANCE, OHIO, U.S.A.

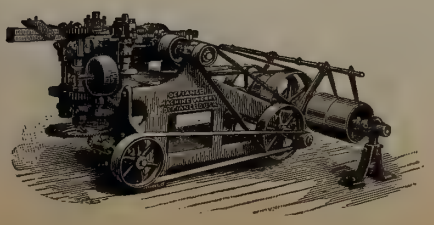
## PATENT HUB, SPOKE, WHEEL, WAGON, CARRIAGE, BENDING, HANDLE AND BARREL HOOP MACHINERY



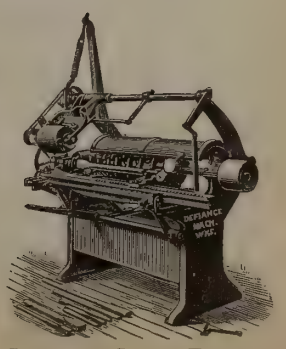
PATENT NO. O ROUNDING AND CORNERING MACHINE, WITH 6 INCH BUZZ PLANER ATTACHMENT.



DOUBLE SPINDLE SHAPING MACHINE



AUTOMATIC SAWED HOOP PLANER.



COMBINED SPOKE TURNING AND SQUARING MACHINE. Capacity, 2,500 Spokes per day.

# FRICTION PULLEY BOARD

The BEST Article Known for the Purpose

MANUFACTURED BY..... THE DOMINION LEATHER BOARD CO'Y. - MONTREAL, QUE.

## The WM. KENNEDY & SONS, Limited

Manufacturers of — Owen Sound, Ont.

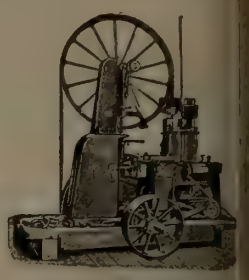
THE VERY LATEST AND MOST POWERFUL

# TURBINES

Accurately Machine Dressed Gearing, Iron Bridgetrees, Pulleys, Shafting, Trevors Swing Shingle Machines, &c.
Propeller Wheels from 12″ to 12′ diameter and for any Purpose.

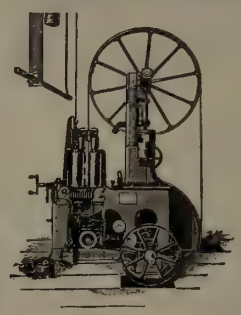
NOTHING BUT FIRST CLASS WORK.

# Band Re-Saws



## 50 SAGINAWS In SAW MILLS

If you want a Band Re-Saw for **Any Purpose,** write to Headquarters :



W. B. MERSHON & CO.

SAGINAW - MICH.

# TELEPHONES

Send for our Illustrated Catalogue and Price List of

## "UNIQUE" TELEPHONES

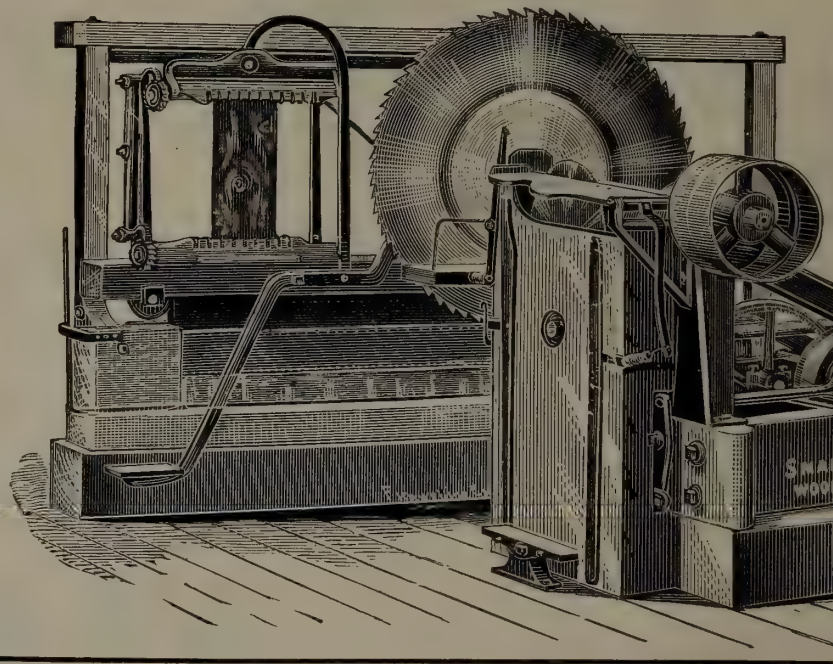
**For Main Line and Warehouse Use.**

Only Telephone made that does not get out of adjustment. Satisfaction guaranteed.
Sold outright at low prices. No exorbitant royalties.

SOLE MANUFACTURERS

JOHN STARR, SON & CO., LIMITED

P. O. Box 448, HALIFAX, N. S.



## SMALL & FISHER CO., Ltd.

Woodstock, N. B.

# Patent Shingle Machine

Please mention THE CANADA LUMBERMAN when corresponding with advertisers.

# B. R. Mowry & Son

Manufacturers of...

## SAW MILL AND SHINGLE MILL MACHINERY

**Automatic Band Saw Sharpener**

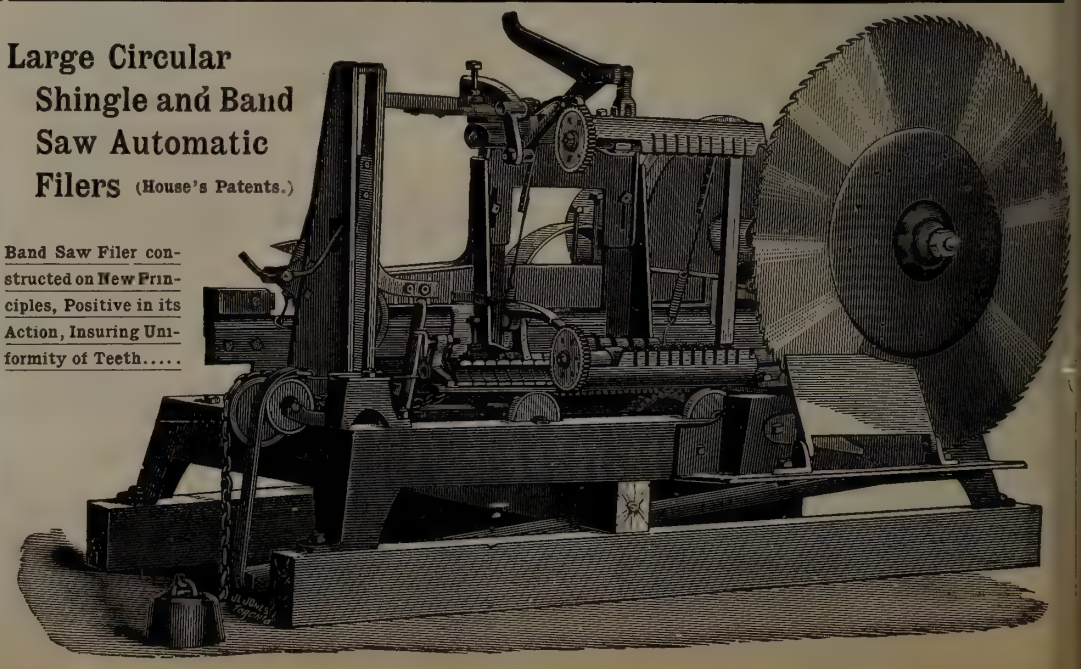
Shingle Machinery a Specialty

REPAIRING PROMPTLY AND CAREFULLY EXECUTED

Gravenhurst, Ont.

**Large Circular Shingle and Band Saw Automatic Filers** (House's Patents.)

Band Saw Filer constructed on New Principles, Positive in its Action, Insuring Uniformity of Teeth.....



# 1844 1898

IF YOU BELONG TO THE MINORITY WHO DO NOT KNOW US
WE SHOULD LIKE TO BECOME ACQUAINTED WITH YOU.

ESTABLISHED 1844.

New Works Erected 1896.
360 EMPLOYEES.

**Saw Mills—**
Band, Circular and Portable Mills.

**Re-Saws—**
Circular and Band.

**Steam Acting Machinery—**
Kickers, Log Rollers, Niggers, Jump Saws, Steam Feed and Drag Saws.

**Shingle Machinery—**
Hand and Power Feed.

**Wood-Working Machinery—**
Full Assortment.

**Pulp Machinery—**
Cutting-Off Barkers, Grinders, Screens, Wet Machines, Chippers, &c.

**Brick Machinery—**
Plastic, Stiff Mud and Dry Press.

**Engines—**
Plain, Automatic and Marine.

**Boilers—**
Plain and Water Tube, Clyde, Economic, Marine, Burners, etc.

For over 50 years we have been building a reputation for High Class Machinery. Our Mills and Machinery extend, in Canada, from the Pacific to the Atlantic—Newfoundland, Central and South America, New Zealand, Australia, Austria, Roumania and the far east. Our aim is ever to produce the Best, not the Cheapest, with the invariable result that where we receive one order others follow quickly. Our new works, occupied in 1896, give us the much needed room for expansion, coupled with the most modern facilities for economic production and prompt shipments. If you belong to the minority who do not know us, let us become acquainted.

**WATEROUS ENGINE WORKS CO., LIMITED**
BRANTFORD, CANADA

# R. H. SMITH CO., LIMITED

## St. Catharines, Ont.

We are the Sole Manufacturers of Saws under the

## Simonds' Process

in the Dominion of Canada.

There is no process its equal for tempering circular saws. Other makers recognize this fact, as some of them, in order to sell their goods, claim to have the same process. **All such Claims are FALSE,** as the patentee in the U. S. and ourselves are the only firms in the world who use it.

MILL STREAM, QUE., on I. C. R'y, December 17th, 1894.

R. H. SMITH CO., LTD., St. Catharines, Ont.

DEAR SIRS,—Driving a 20 in. 13 gauge saw into frozen hardwood, using a 9 in. 4-ply belt, if it can be done satisfactorily, is a very severe test. Your saws have stood that test better than any I have tried. I have been experimenting with different makes—both home and imported—during the last five years, and give yours the preference. Last order is just to hand and will report on them by and bye.

Yours very truly, JAMES McKINLAY.

CAMPBELLTON, N.B., Nov. 17th, 1894.

R. H. SMITH CO., LTD., St. Catharines, Ont.

DEAR SIRS,—In regard to your Shingle Saws, you can say that I have been using Shingle Saws of your make (Simonds) for the past four years, and they have given good satisfaction. I am running nine machines and use a good many saws, but have never had a saw yet that did not work satisfactorily. Before using your saws I used saws of American make, which worked well, but after giving your saw a trial have continued to use yours, as they are cheaper, and in regard to working qualities are all that is needed.

Yours truly, KILGOUR SHIVES.

CLAVERING, ONT., May 3rd, 1897.

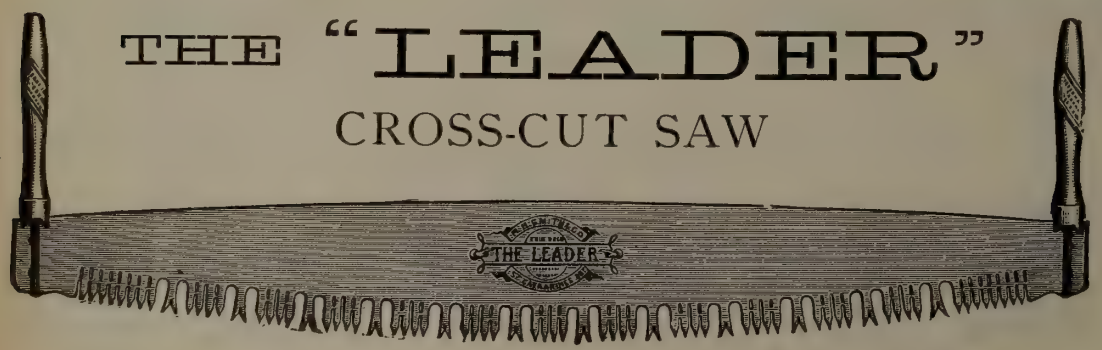
R. H. SMITH CO., LTD., St. Catharines, Ont.

GENTS,—In reply to your letter asking me how I liked the 62" SIMONDS Saw, I must say in all my experience I never had a saw stand up to its work like the one purchased from you last month. Having used saws for the last 22 years, and tried different makes, I can fully say it is the best saw I have ever had in my mill, and would recommend the SIMONDS' Process Saws to all mill men in need of circular saws.

Yours truly, W. G. SIMMIE.

P.S.—I am sending you my old saw to be repaired; please hammer to same speed as new one. W.G.S.

## THE "LEADER" CROSS-CUT SAW




These Saws are made from the best DOUBLE REFINED SILVER STEEL, warranted four gauges thinner on back than front, and the only Saws on the market that are a perfect taper from the points of the teeth to the back, and require less Set than any other Cross-Cut Saw.

They are tempered by the Simonds' Patent Process, insuring a perfectly uniform temper throughout the plate, and stand without a rival as the BEST, FASTEST, AND EASIEST-CUTTING SAW KNOWN. A gauge to regulate the clearing teeth is furnished with each saw.

Directions for Setting and Filing are plainly Etched on every Saw. None genuine without our Registered Trade Mark as shown in cut.

## THE "LEADER" SAW SWAGE

**Made in 3 Sizes—$2.00, $2.50, $3.00 Net.**

OUR PRICES ARE RIGHT. KINDLY ALLOW US TO QUOTE YOU BEFORE PURCHASING.

# R. H. SMITH CO., Limited, St. Catharines, Ont.

# THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office: TORONTO, ONT.

Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

## Electrical Machinery and Apparatus

... FOR ...

**LIGHT and POWER**

SPECIAL ATTENTION GIVEN TO——

**LONG DISTANCE TRANSMISSION OF ELECTRICITY**

FOR LIGHT AND POWER

ALSO FOR

**ELECTRIC PLANTS FOR MILLS**

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

# Galt Machine Knife Works

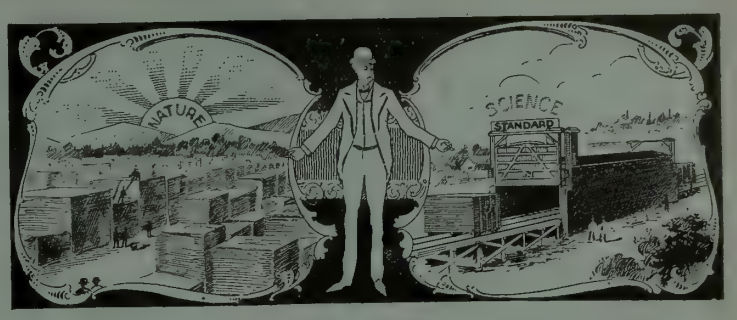
**MACHINE KNIVES** OF EVERY DESCRIPTION

FOR **Woodworking Machines**

...Send for Price List...

PETER HAY - - - - - Galt, Ont.

Please mention the CANADA LUMBERMAN when corresponding with advertisers.




## MODERN LUMBER DRIERS

The dry kiln of to-day is born of the desire of manufacturers of lumber to make a short cut from the tree to the consumer. Much thought has been devoted to the subject of drying lumber quickly; many theories have been advanced, and some degree of success, in many instances, attained. In one instance only, however, has absolute, unqualified correctness of theory been demonstrated in actual, every-day practice. Success has crowned our efforts, and

## The Standard Improved Compression Dry Kiln

Stands **alone** to-day, the embodiment of the **only** correct principle of drying green lumber artificially. It is the **only** kiln which will dry **every board** from the top course to the bottom, and from the sides to the centre of the pile, **quickly, thoroughly** and **evenly,** leaving them bright, straight and stainless—perfect lumber.

This is the **only** kiln in which heavy, cast-iron headers, and "made-to-order" pipes and fittings are used. They cost more than the common kind, and are worth more, but are none too good for the "Standard," in which every inch of material and every detail of construction is of the most exacting quality.

**Moist Heat,** absolutely controlled in every part of the drying room, is the drying agent employed in this kiln.

Elaborate, illustrated Catalog for the asking.

THE STANDARD DRY KILN CO.

195 South Meridian Street, INDIANAPOLIS, IND.

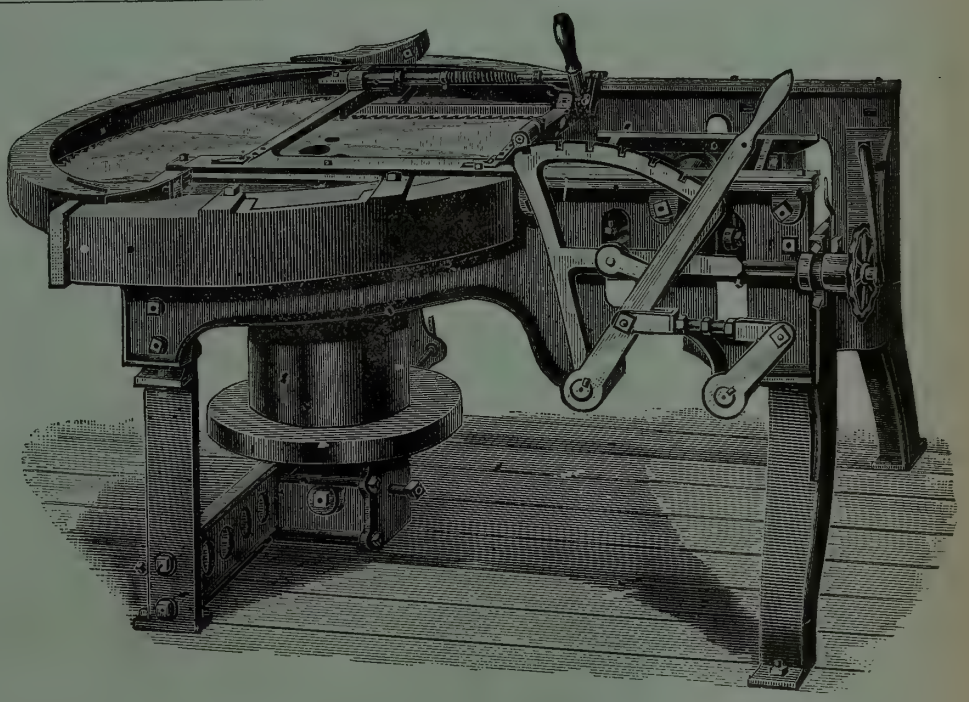
THE DRY KILN THAT DOES NOT Disappoint

# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON · ONTARIO

Manufacture

- Band Saw Mills
- Gang Saw Mills
- Circular Saw Mills
- Portable Saw Mills
- Shingle Mills
- Lath Mills
- Saw Filers, and all of F. J. Drake's Patents



DAUNTLESS SHINGLE AND HEADING MACHINE.

Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter. Capacity 25,000 to 50,000 per day.

Our Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.

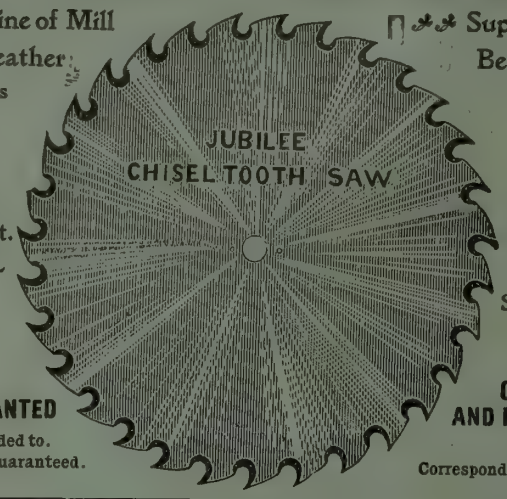
CORRESPONDENCE SOLICITED

# THE JAMES ROBERTSON CO., Limited.

Manufacturers of.....

Saws of All Description

A Full Line of Mill Rubber and Leather Supplies, including Belting, Babbit Metal, &c., always carried in stock




Head Office:
144 William St.
MONTREAL

Factories at
MONTREAL,
TORONTO,
and
ST. JOHN, N.B.

ALL OUR SAWS FULLY WARRANTED

Orders promptly attended to.
Satisfaction Guaranteed.

CIRCULAR, GANG AND MILL SAWS A SPECIALTY

Correspondence Solicited.

*The Leading European Lumber Paper*

**The Timber Trades Journal**

Published Weekly by WILLIAM RIDER & SON, Ltd.,
14 Bartholomew Close, LONDON, E. C.

SUBSCRIPTION: $5.00 PER ANNUM, POST FREE

The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .

It Pays to Advertise in the Canada Lumberman

# SUPPLIES
OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

# RICE LEWIS & SON
(LIMITED)

Cor. King and Victoria Sts. - TORONTO

Every Lumberman wants it — 35 cents buys it

## Scribner's Lumber and Log Book

SAVES TIME SAVES MISTAKES SAVES MONEY

BRIMFUL OF EVERY-DAY, PRACTICAL INFORMATION

Address: THE CANADA LUMBERMAN, Toronto

7 3 10

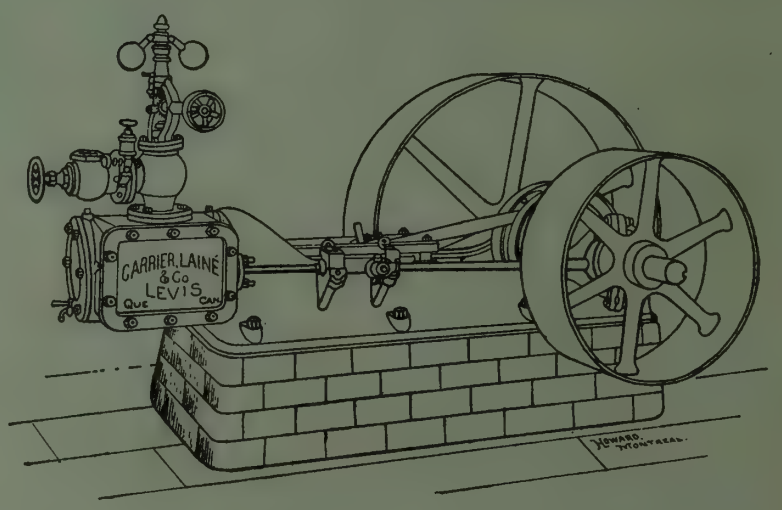
# "DEAD EASY"

But if that "3" represents Middlemen's commission on the Machinery you buy, you had better make a change and deal at headquarters.

**No better Mill Machinery is made in Canada or elsewhere than that supplied "DIRECT" from our Machine Shops.**

## Portable and Stationary Engines and Boilers

CIRCULAR SAW MILL PLANTS
GANG AND BAND SAW MILLS
SHINGLE MILLS, LATH MILLS
EDGERS,
PLANERS and
BUTTERS




Modern Patterns in Every Line.

Tools, Belting and Supplies.

We are equipped to build any special machine you may require.

IF YOU HAVE PLANT TO EXCHANGE GET OUR ESTIMATES

# CARRIER, LAINE & CO.,
LEVIS, QUE.

USE THE FAMOUS .. **PINK LUMBERING TOOLS**

Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks

Cant Hook Handles, Peavy Handles } By Car Load or Dozen

Pike Poles, Skidding Tongs, Boom Chains

Lowest Prices ◎ THOMAS PINK ◎ PEMBROKE, ONT.

# EASTERN CANADA AND EXPORT EDITION

*Devoted to the Interests of Manufacturers and Exporters of Timber Products in the Provinces of Quebec, New Brunswick and Nova Scotia*

# THE CANADA LUMBERMAN

## WOOD-WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XIX. NUMBER 10. | TORONTO, ONT., OCTOBER, 1898 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.


## MAGNOLIA METAL

In Use by Twelve Governments

**BEST ANTI-FRICTION METAL** FOR ALL MACHINERY BEARINGS.

**BEWARE OF FRAUDULENT IMITATIONS**

Genuine Magnolia Metal is made up in bars, of which this is a fac-simile :

The Name and Trade Mark appear on each box and bar, and besides this the words "Manufactured in U.S.," and "Patented June 3, 1890," are stamped on the under side of the bar.

**MAGNOLIA METAL CO.**

Owners and Sole Manufacturers 266 and 267 West Street, NEW YORK

General Agents for Canada: MESSRS. CAVERHILL, LEARMONT & CO., MONTREAL.
Chicago Office: Traders' Building. London Office: No. 49 Queen Victoria Street, London, E. C.

FOR SALE BY ALL DEALERS

## Ottawa Saw Works Co.

Manufacturers of All Descriptions of.....

**SAWS** { Circular, Mill and Gang, Shingle, Butting, Concave, Band, Cross-cut, Billet Webs.

Correspondence Solicited. Middle Street, OTTAWA, ONT.

## MOORE STEAM PUMP

For Stationary, Traction and Marine Boilers.

High and Low or Special Duty.

Send for Illustrated Catalogue.

DARLING BROTHERS

Reliance Works - MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.
Frank Darling, Agent, Nelson, B. C.

## W. A. FLEMING

Sole agent in Canada for

REDDAWAY'S

## "Camel" Brand Belting

Cheaper, Stronger and More Durable than best double leather.
Not Affected by Exposure to Water, Heat or Steam.

57 St. Francois Xavier St. - MONTREAL

Our cheapest quality of Hair Belting is called "Camel" Hair Belting.

**TENTS, Sails, Tarpaulins, Camp Beds, Blankets, Underwear, Kersey Top Shirts, Tweed, Flannel, Mackinaw, Etoffe, Cotton, Moleskin, Cottonada, Denim and Fancy Top Shirts, Etoffe and Tweed Pants;** Overalls, Smocks, Sou'wester and Tweed Caps; Beef, Buck and Oil Tan Moccasins; Hand Knit Mitts and Hosiery; Buck and Elk Choppers' Mitts, Oil Clothing, Pipes, Pocket Knives, Stationery, Towelling, etc., etc., including everything for Lumber Camps. Manufactured WHOLESALE, only by

**JAMES W. WOODS**

Klondyke Outfitter 75 Queen St., OTTAWA, ONT.

Agent for Josiah Fowler's Axes; Hodgson, Sumner & Co., Wholesale Dry Goods, Montreal; Alaska Feather & Down Co., Mattresses, Pillows, etc., Montreal.

SAVE WHOLESALERS PROFIT BY BUYING DIRECT FROM MAKER

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED*

C. C. CLEVELAND. G. F. CLEVELAND.

## J. L. Goodhue & Co.

MANUFACTURERS OF

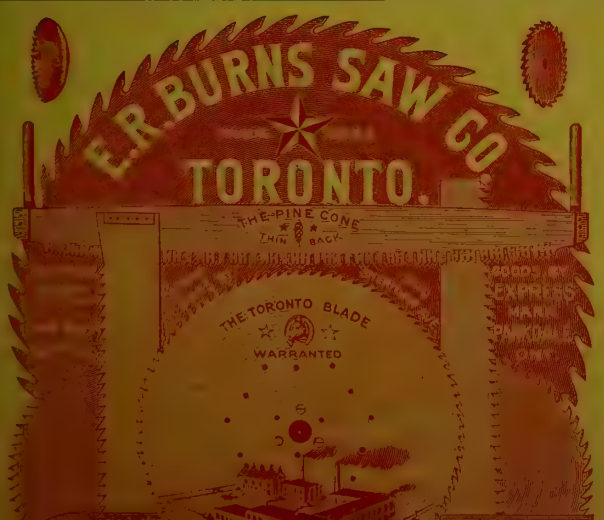
LEATHER BELTING AND LACE LEATHER

Danville, Que.

## RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.

JOHN J. GARTSHORE,
49 Front St. West, Toronto.



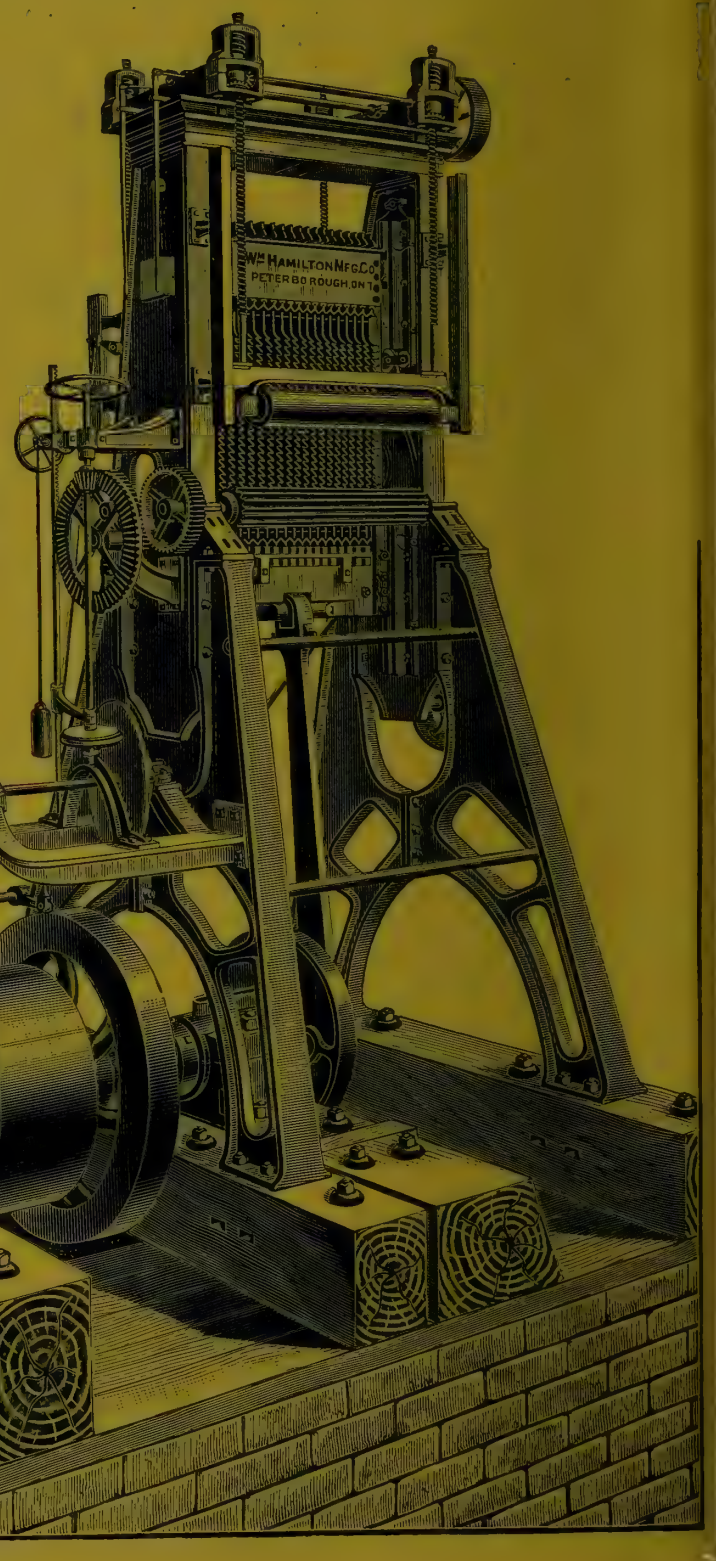

# MANUFACTURERS OF HIGH GRADE SAWS

# NO. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a
Complete Line of

HIGH GRADE
SAW-MILL
MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

WE are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

## The Wm. Hamilton Mfg. Co., Limited

**Branch Office: VANCOUVER, B.C.**

**PETERBOROUGH, ONT.**

# THE CANADA LUMBERMAN

VOLUME XIX. NUMBER 10. | TORONTO, CANADA, OCTOBER, 1898 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

MR. N. CURRY,
(President Rhodes, Curry & Co., Amherst, N.S.)

MR. F. BILLINGSLEY,
(J. Burstall & Co., Quebec.)

MR. W. MALCOLM MACKAY,
St. John, N.B.

MR. S. SLOAN BENNETT,
(Bennett & Co., Quebec.)

MR. F. E. NEALE,
Chatham, N.B.

REPRESENTATIVE SPRUCE EXPORTERS OF EASTERN CANADA

# Province of Quebec

As early as 1667 timber is said to have been shipped from Quebec to Europe, and in 1735 Lieutenant Hocquart is reported to have sent timber and boards to Rochefort, but it was not until the beginning of the present century that timber was exported to England to any extent. The trade grew rapidly, and for a few years as many as 1,350 square-rigged vessels entered the St. Lawrence river annually to load timber. In the year 1864 over 20,000,000 cubic feet are credited as having been exported, since which time there has been a remarkable falling off. At one time the shipbuilding and other timber operations at the port of Quebec gave employment to over 8,000 laborers, 40 to 50 ships being built in a year. To-day the lumbering industry of the province is still flourishing, but may be said to be divided into three branches, the pine trade, the spruce trade, and the square and waney timber trade.

Much of the Ottawa valley product, almost exclusively pine, is loaded on the ocean steamers at Montreal for export, while a few years ago the great shipping point was Quebec. Last year there were exported from the port of Montreal lumber to the value of over $5,000,000, the principal shippers being Messrs. Dobell, Beckett & Co., W. & J. Sharples, R. Cox & Co., J. Burstall & Co., McArthur Bros., Watson & Todd, E. H. Lemay, and the Export Lumber Company. It is expected that the total for this year will be somewhat less, owing to the depression in some of the foreign markets. The pine forests of the province are not extensive, being confined chiefly to the Ottawa and St. Maurice districts.

We now come to a consideration of the spruce industry, which is rapidly growing. In her spruce forests the province of Quebec possesses a valuable asset, and one which, in process of development, will enrich the community at large. Spruce timber predominates in the St. Maurice, Saguenay, Lake St. John, Rimouski, Bonaventure and Grandville agencies, in nearly all of which districts saw mills have been and are being established. It is believed by explorers, however, that extensive tracts of spruce timber are to be found in northern districts yet unexplored.

The spruce deals of Quebec are shipped largely to the British market, from the ports of Three Rivers, Sorel, Batiscan, Quebec, etc. There are several well equipped mills manufacturing spruce, and importers desirous of contracting for stock should meet with no difficulty in securing the carrying out of the specifications. For the benefit of readers in foreign countries, we give below the names and addresses of some spruce manufacturers in Quebec :

| | |
|---|---|
| Cookshire Lumber Co. | Cookshire. |
| Charlemagne & Lac Oureau Lumber Co. | Charlemagne. |
| Tourville Lumber Mills Co. | Montreal. |
| J. K. Ward | " |
| John Breakey | Chaudiere Mills. |
| King Bros. | Quebec. |
| Price Bros. & Co. | " |
| H. M. Price & Co. | " |
| Joliette Lumber Co. | Joliette. |
| A. Gravel Lumber Co. | Etchemin. |
| Rimouski Lumber Co. | Rimouski. |
| Alex. Baptist | Three Rivers. |
| Wm. Richards & Co. | " " |
| St. Maurice Lumber Co. | " " |
| Warren Curtis | " " |
| J. D. Sowerby | Oak Bay. |
| E. L. Sewell | Quebec. |
| Geo. St. Pierre & Co. | Fraserville. |
| J. J. Wheelock | Connor's Station. |
| Kennedy Island Lumber Co. | Clair Station. |
| Joseph Lavoir | Bic. |
| John Fenderson & Co. | Sayabec. |
| M. Blacquire | St. Alexis. |
| J. & P. Nadeau | Grand Cascapedia. |
| New Richmond Lumber Co. | New Richmond. |
| Cascapedia Lumber Co. | Cascapedia. |
| R. N. LeBlanc | Bonaventure. |
| B. A. Scott | Roberval. |

Quebec has continued to hold its timber trade, although much of the timber loaded there is cut in Michigan and Ohio. In the case of square oak, several firms have manufactured it in the State of Arkansas, and rafted it to Quebec, a distance of about 1,000 miles. Some of the waney pine comes from Michigan. There are located in the city of Quebec several shippers who are not manufacturers. These include Messrs. W. & J. Sharples ; J. Burstall & Co.; Dobell, Beckett & Co.; Harold Kennedy ; McArthur Bros. Co.; Bennett & Co.; H. R. Goodday & Co.; Dunn & Co.; W. H. Wilson ; D. R. McLeod, and Benson & Co.

Saw Mill of the Tourville Lumber Mills Company at Louisville, Que.

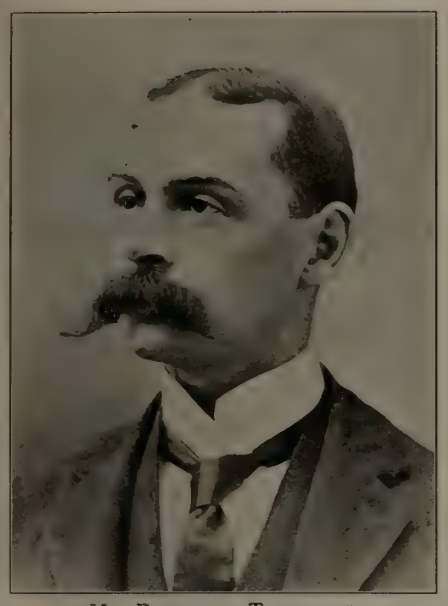
Concerning the steamship "Pearlmoor," shown in the accompanying illustration, Messrs. W. & J. Sharples say : "It was loaded by us for Greenock, Scotland, and is the first turret steamer to carry timber from Quebec. Her cargo was as follows : Timber, 4,183 loads; deals, 94 p.s.h.; ends, 62 p.s.h.; boards, 34 p.s.h. Total cargo, 4,810 loads. She was commanded by Capt. C. C. Bruhn, and the stevedore was Daniel Griffin. Her net register tonnage is 2,226 tons, and she sailed from Quebec 17th August and arrived at Greenock September 3rd, 1898."

### THE TOURVILLE LUMBER MILLS CO.

Among the leading manufacturers of lumber in Quebec province is the Tourville Lumber Mills Co., with headquarters in the Imperial Building, Montreal, and large saw mills at Louiseville, Pierreville and Nicolet, P. Q. This concern was originally established in the year

Steamer "Pearlmoor," Loaded with Timber at Quebec by Messrs. W. & J. Sharples.

1880 under the style of Tourville & Co., the co-partners being Hon. L. Tourville and Mr. Joel Leduc. In 1891 the important interests were duly organized and incorporated under the present title, with a paid-up capital of $250,000, thus rendering the corporation one of the most extensive of its kind in the Dominion. About two years ago Hon. L. Tourville, president of the company, died, necessitating a slight reorganization, and the officers now are:



Mr. Rodolphe Tourville.
President Tourville Lumber Mills Company.

Rodolphe Tourville, president; Nap. Gill, vice-president; Edouard Ouellette, manager; and Arthur Tourville, secretary-treasurer. The company own large timber limits in the province, cutting much of the finest timber that is marketed. They have built three of the largest and most completely equipped saw mills, located respectively at Louiseville, Pierreville and Nicolet. These mills have numerous gangs of saws, and all the best arrangements for the economical handling of logs and lumber, and have an enor-

Mr. Arthur Tourville,
Secretary-Treasurer Tourville Lumber Mills Company.

mous annual capacity. About 175 men are employed in the Louiseville mill, 200 in that at Pierreville, and 60 in the Nicolet mill. The cut consists of good grades of white pine, spruce and hemlock lumber, which is exported to the United States and European countries. The company own extensive timber limits, handle 35,000,000 feet of lumber annually, and ship direct by cargo from their mills. It is one of the most representative concerns in the lumber trade of the province, and is worthy of the great success achieved. Portraits of Messrs. Rodolphe Tourville, president, and Arthur Tourville, secretary, and a view of the Louiseville mill, appear herewith.

## ST. MAURICE LUMBER COMPANY.

Located at Three Rivers, Que., at the mouth of the St. Maurice river, which drains an area of 16,000 square miles of timber lands, are the large saw mills of Alex. Baptist, Warren Curtis, and the St. Maurice Lumber Company. The officers of the latter company are: Wm. McEchron, president; G. F. Underwood, vice-president and manager; and N. B. Sprague, secretary-treasurer, all of Glen Falls, N. Y., where they are interested in the Glen Falls Pulp and Paper Company.

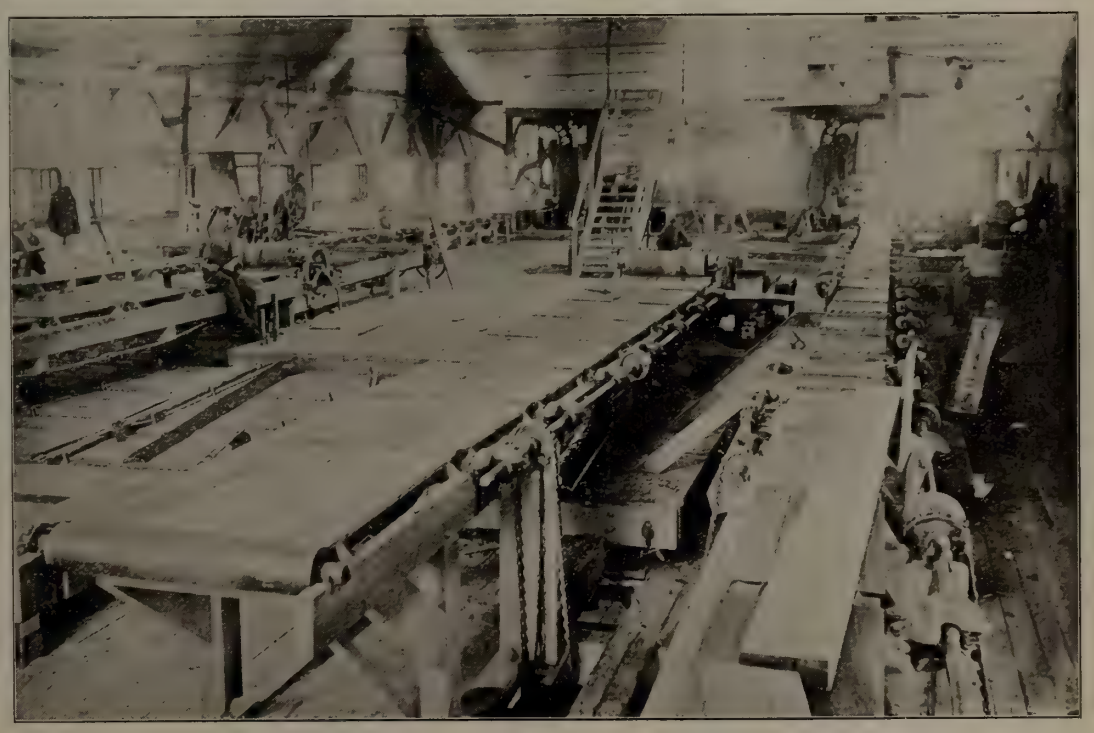
Saw Mill of the St. Maurice Lumber Company at Three Rivers, Que.

The St. Maurice mill, which is under the local management of Mr. Robert F. Grant, contains two band saws, two edgers, two resaws, one lath mill, and six machines for barking spruce slabs, the machinery being supplied by the Waterous Company, of Brantford. The capacity of the mill is 160,000 ft. b.m. per 24 hours, and they have been running day and night all summer. The cut this season, when finished, will be about 26,000,000 ft. b.m., manufactured chiefly into 3-inch deals, pine and spruce. The logs are made on streams in the St. Maurice territory and driven down the St. Maurice river to Three Rivers. Exterior and interior views of the mill are shown.

## H. R. McLELLAN.

The lumber property acquired by Mr. H. R. McLellan is situated at St. Margaret's Bay, one hundred and sixty miles from Rimouski, on the St. Lawrence river. The mill is located at the mouth of the river, facing on a basin of water which will hold eight million feet of logs. The basin, about one mile square, has twenty feet of water, and fifteen on the bar at low water. The river extends two hundred and fifty miles due north, and the surrounding country is densely crowded with spruce timber of a magnificent size, which will run three logs to the thousand feet.

The mill, which has recently been completed, is fitted with a Carrier, Laine & Co. double saw, rotary, re-sawing machine (for boards, with a capacity of about twelve thousand per day), two planers, double edger and clapboard machines.



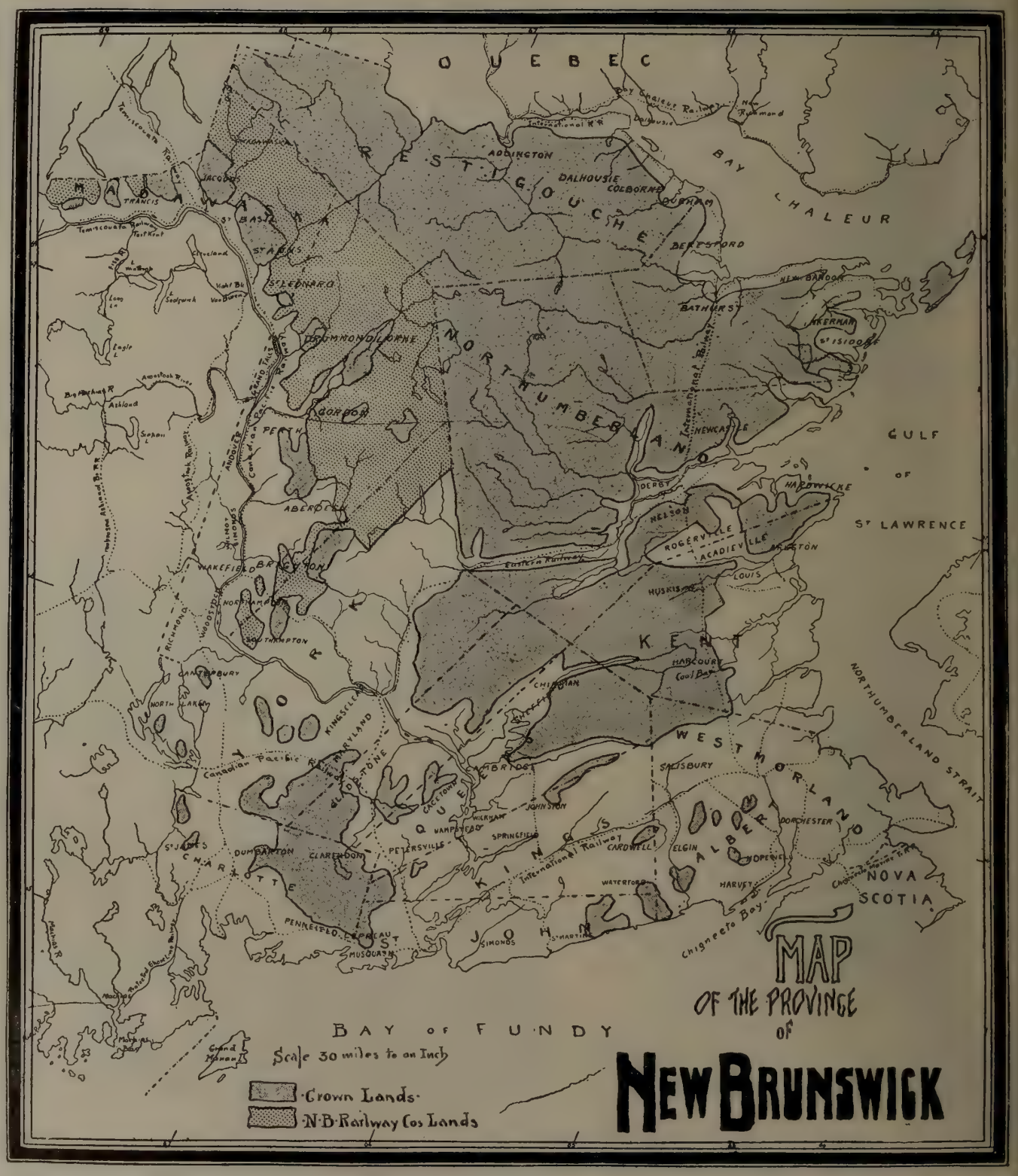
Interior View of St. Maurice Lumber Company's Mill, Three Rivers, Que.

## PULP MILL AT PARRSBORO.

The town council of Parrsboro, N. S., has decided to grant a bonus of $10,000 to secure the erection in that town of a sulphite pulp mill of thirty tons capacity daily. Mr. Thos. Allison, the well-known pulp mill designer, has made a report to the town, in which he states that the site is an excellent one. Parrsboro is an open port, which permits of shipments being made to all countries the year round. Abundance of wood can be secured, and coal can be put into the boiler house as required at a cost of one dollar per ton, thus doing away with the necessity of keeping a large supply in stock. In view of these favorable conditions, the offer of the town will no doubt be taken advantage of.

# Province of New Brunswick

NEW Brunswick, which was made a distinct province in 1784, occupies that part of the Dominion of Canada situated nearest Great Britain. The port of Chatham, on the Miramichi river, is nearer to Liverpool than any port of importance on the mainland of America, the distance by the shortest route, via Belleisle, being about 2,430 miles, whereas Halifax, in Nova Scotia, is distant 2,450, Quebec 2,633, and New York 3,105 miles. The province embraces about 28,000 square miles of territory, equal to 17,920,000 acres. Of this perhaps 12,000,000 acres are timber lands, divided as follows: 1,647,772 acres held by the New Brunswick Railway Co.; 4,500,000 acres under license from the Crown by lumber operators; 3,000,000 acres still held by the Crown, and less extensive tracts owned by Messrs. Alex. Gibson, Nova Scotia Land Company and others. The lands owned by the Crown and the New Brunswick Railway Company, as well as the private property, are shown by the accompanying map. Among the largest holders of Crown timber tracts are the following: Samuel Adams, 304 square miles; Robertson & Allison, 204; George Burchill, 129; A. H. Campbell, 448; Alex. Gibson, 172; Hale & Murchie, 154; G. G. King, 104; Geo. Moffatt, 271; J. P. Mowat, 79; Estate Hugh McLean, 195; McLeod & Atkinson, 77; C. & J. Prescott, 60; W. C. Purves, 50; A. F. Randolph, 101; Randolph & Hale, 70; David Richards, 185; Wm. Richards, 254; Allan Ritchie, 247; James Robinson, 125; Kilgour Shives, 235; E. Sinclair, 170; Daniel Sullivan, 140; George J. Vaughan, 111; Edward Walker, 72; J. B. Snowball, 466; G. K. McLeod, 54; I. R. Todd, 92; Alfred West, 47; Sumner Co., 84; Sumner Co. and Clark, Skillings & Co., 82; W. E. Skillings, 170; Maritime Sulphite Fibre Co., 80 square miles. Some of the above timber berths are owned by persons who have not operated them, but, having every faith in the future value of timber, are holding them for speculative purposes.




The province of New Brunswick is well watered, affording excellent facilities for floating logs to mill points, although, of course, occasionally a dry spring and light fall of snow in the winter cause logs to be hung up. Spruce is the predominating timber, a very large quantity being taken out each year for export and for the manufacture of pulp. There have been established in New Brunswick within late years some extensive pulp mills, two being at Chatham. Pine is not found in that province in abundance. Other native woods are cedar, maple, birch and hemlock, with small quantities of other timber.

By the regulations of the Crown, timber lands are leased for the term of 25 years, at the upset price of $8 per mile, or such greater sum as may be offered at the public sale. The stumpage dues on spruce, pine or hardwood logs are one dollar per thousand superficial feet; on pine timber up to 14 in., one dollar per ton, with 25 cents for each additional inch; spruce timber, 50 cents per ton; hardwood timber, 90 cents per ton; cedar logs, 80 cents per thousand. It is difficult to arrive at an estimate of the total annual cut of timber. The following, taken from the last government report, shows the quantity and character of the timber cut on Crown lands for the year ending October 31st, 1897:

Spruce and pine logs, 102,841,781 sup. ft.; hemlock logs, 2,246,104 sup. ft.; cedar logs, 11,239,208 sup. ft.; hardwood logs, 3,711,761 sup. ft.; hardwood timber, 164⅝ tons; pine timber, 345 tons; spruce timber, 7 tons; cordwood, 463½ cords; hemlock bark, 119⅜ cords; shingles (sawed), 7,300 M.; railway ties, 98,430 pieces; cedar posts, 9,000 pieces; spruce poles, 400 pieces; telegraph poles, 494 pieces; boom poles, 9,825 pieces; brackets, 3,400 pieces; knees, 60 pieces; wier poles, 1,000 pieces; spruce spars, 35 pieces; piling, 125 pieces; piling, 4,340 lin. ft.; cedar rails, 1,500 pieces; fir logs, 1,022,392 sup. feet.

Saw Mill of Kilgour Shives at Campbellton, N.B.

The above represents but a small proportion of the timber cut, as last year the trans-Atlantic shipments alone were given by Hon. J. B. Snowball as 494,000,000 feet. We give below the names of some manufacturers throughout the province who have given attention to the export trade:

| | |
|---|---|
| E. Sinclair | Bridgetown. |
| Sargeant Bros. | Nelson. |
| W. A. Hickson | Newcastle. |
| E. Hutchison | Douglastown. |
| Geo. Burchill & Sons | Nelson. |
| George J. Vaughan | Loggieville. |
| L. Doyle | Douglastown. |
| Geo. Moffatt | Dalhousie. |
| W. W. Doherty | Campbellton. |
| Sumner Co. | Bathurst. |
| H. F. Todd & Sons | St. Stephen. |
| J. & T. Jardine | Richibucto. |
| Edward Walker | " |
| Atkinson & McLeod | " |
| Henry O'Leary | " |
| J. D. Irving | Buctouche. |
| Murray & Gregory | St. John. |
| A. Cushing & Co. | " |
| Hillyard Bros. | " |
| Purves & Murchie | " |
| Geo. E. Barnhill | " |
| Randolph & Baker | " |
| C. M. Bostwick & Son | Salmon River. |
| Alex. Gibson & Sons | Marysville. |
| Tracadie Lumber Co. | Tracadie. |
| C. & J. Prescott | Albert. |
| Adams, Burns & Co. | Bathurst. |
| Kilgour Shives | Campbellton. |
| David Richards | " |
| Wm. Richards | " |
| J. B. Snowball | Chatham. |
| G. G. & W. C. King | " |
| Estate Hugh McLean | Salmon River. |
| J. Murchie & Son | Fredericton. |
| R. A. Estey | " |
| Donald Fraser & Sons | " |
| Hale & Murchie | " |
| Wm. Richards | " |
| Miller & Woodman | Fairville. |
| H. F. Eaton & Sons | Milltown. |
| D. & J. Ritchie & Co. | Newcastle. |
| E. J. Smith | Shediac. |
| J. L. Black & Son | Sackville. |
| Alma Lumber Co. | Alma. |
| John Galey & Co. | Carleton. |
| John Dewar & Son | St. George. |
| Fred Moore & Son | Woodstock. |
| Geo. W. Upham | Perth. |
| Stevens Lumber Co. | Salmon River. |
| Montgomery Bros. | Dalhousie. |

At the great saw-milling centre of St. John, several United States firms have extensive mills, sawing almost exclusively for the Eastern States trade, and obtaining their log supply from the state of Maine. These include E. D. Jewett & Co., S. T. King & Sons, Miller & Woodman, Stetson, Cutler & Co., J. R. Warner & Co., Charles Miller, Dunn Brothers, and James Hamilton & Co.

Some of the mills ship direct to foreign markets; others prefer to sell to local shippers, who contract for the deals and lumber at a fixed price either at the mill or delivered alongside the vessel. Among the shippers are Messrs. Alex. Gibson & Sons, W. Malcolm Mackay, George McKean and John E. Moore, of St. John, and J. B. Snowball and F. E. Neale, of Chatham.

Many of the mills throughout New Brunswick are supplied with the latest and most modern equipments, which no doubt accounts in a measure for the success which has attended the efforts of manufacturers to secure foreign trade. The principal markets are Great Britain, West Indies, South America, France and Spain, and during the past summer a shipment of lumber was made to Austrailia, but with what success we have not learned.

Foreign capitalists seeking fields for investment are being attracted to New Brunswick by its abundance of spruce timber, ample railway and watercourse facilities, and excellent means of transportation to foreign markets. The erection of extensive pulp mills is about to be commenced. This will be of material benefit to the province, and utilize much raw material to the best advantage.

---

### KILGOUR SHIVES.

Situated at Campbellton, on the Restigouche river, is the large mill of Mr. Kilgour Shives, of which an illustration is given. Mr. Shives is known as a progressive lumber merchant, always on the watch for improvements and new ideas. He is an inventor of an excellent machine for the cutting of slabs and edgings into fire-wood. The mill of which we speak is equipped with modern machinery for the production of spruce deals, palings, planed and matched boards, box stuff and shingles. The annual production of the latter is quite large. The deals are cut with an improved gang saw, and for cedar there are seven shingle machines.

Mr. Shives is becoming well known as an exporter. His shingles, of course, are disposed of in the United States, but the chief market for deals and boards has been Great Britain. A couple of years ago, however, he shipped two cargoes to the River Platte and two to Marseilles, France, and this year he made an experimental shipment to Australia. It is by the efforts of such men as Mr. Shives that our goods become established in foreign countries. As the owner of nearly three hundred square miles of valuable timber lands, he is recognized as one of the wealthiest lumbermen of Northern New Brunswick.

---

### TRACADIE LUMBER COMPANY.

The Tracadie Lumber Company, of Tracadie, have recently erected a very complete mill at Sheila. It is very nicely situated on high ground, overlooking an inlet of the sea, which forms a most perfect pond for holding the logs, and is sufficient in size for any stock that could possibly be put in. The mill, a view of which is shown, consists of a single band, with room and power for a second band, with the ordinary other machinery, including bull wheel for getting the logs into the mill. In the log deck is placed a steam cutting-off saw, sufficiently large to cut the largest pine logs into suitable lengths for making clapboards, of which a large quantity is turned out. The steam kicker and log loader throw the logs from the bull wheel on to the carriage, and the steam niggers handle and turn the logs after they are on the carriage. A gun shot steam feed handles the carriage, and live rolls with transfers take care of all the product from the band mill. Sawdust and refuse carriers are so arranged as to take care of all the refuse that is left. Most of this, however, is worked up in box shooks and other stock of this description, so that but little of the material is wasted. All the usual appliances for turning out lumber promptly and perfectly are employed, and the class of stock manufactured is of excellent quality, while the mill is a credit to both the owners and the builders. The complete equipment was supplied by the Waterous Engine

Tracadie Lumber Company's Saw Mill at Sheila, N.B.

Works Company, of Brantford. Mr. Foster, the manager of the company, lives at the mill. He has, in one season, got his boarding house and mill yard, and all the surroundings of the mill, in exceedingly fine shape. It is, in fact, one of the most complete mills of New Brunswick, and is thoroughly modern in its equipment and methods. Mr. Foster has shown great energy and ability in getting it into shape.

A great deal of the stock is pine, and this is largely cut into clapboards for the eastern markets, automatic machines being used for this purpose. The clapboards, after drying a few weeks, are planed before shipping, there being a first-class planing mill outfit in connection with the mill, including, besides the clapboard planers, two other large and heavy machines for flooring and timber, besides considerable other equipment. The planing mill has all modern appliances for handling the material to be planed. The output of the mill is from 50,000 to 60,000 feet of lumber per day, and from 30,000 to 40,000 clapboards, besides the other material.

Saw Mill of Hale & Murchie at Fredericton, N.B.

### HALE & MURCHIE.

The lumbering firm of Hale & Murchie, of Fredericton, is composed of Mr. Fred H. Hale, M.P., who resides at Woodstock, and Mr. George A. Murchie, who lives in Calais, Maine. The mill at the above place consists of a structure 175 ft. by 40 ft., with engine house and other necessary buildings. A gang, rotary, two lath machines and planer comprise the main equipment.

The product is an excellent quality of deals, boards, scantlings (all dimensions), laths, and finished clapboards. The firm cut about 12,000,000 feet of logs, but only manufacture themselves about nine million feet. The logs are cut on the Tobique, and except for a little pine are all spruce timber. Some three or four million feet of deals are cut each year for shipment to England. A good deal of the output is sent by rail to St. Stephen for export, chiefly to the United States. Mr. Fred H. Hale, M.P., who lives at Woodstock, and represents Carleton county in the Dominion parliament, is the managing partner, and formerly owned mills at Woodstock, floating the logs in rafts down to Fredericton, sometimes five or six million feet in a year. Mr. Hale has been connected with the lumber trade for a quarter of a century or more, and has a thorough knowledge of the timber resources of the upper St. John district. His partner, Mr. George A. Murchie, who lives in Calais, Me., is also of the firm of James Murchie & Sons, who have mills at several points in New Brunswick. The Victoria mill is connected both by rail and water routes with the markets, and has excellent facilities for the manufacture and shipment of lumber.

### ADAMS, BURNS & COMPANY.

The above firm are successors to the St. Lawrence Lumber Company, whose property in New Brunswick was disposed of a few years ago by the liquidators. The business is carried on under the management of Mr. T. D. Adams. The property includes mills at Bathurst and Burnsville, some eight or ten thousand acres of fine timber land on the line of the Caraquet railway, the lease of 150 square miles of Crown timber lands at Burnsville, and 250 square miles on the streams emptying into the Bathurst basin; also the Gulf Shore Railway, which, with the Caraquet line, gives a total length of eighty miles, connected by the latter line with their mills at Burnsville and Bathurst. The company export annually about ten million feet of lumber. A view of the Bathurst mill is herewith printed. The mill at Burnsville is water power, and cuts about three million feet yearly.

Saw Mill of Adams, Burns & Company at Bathurst, N.B.

### MURRAY & GREGORY.

The senior member of this firm, Mr. W. H. Murray, is known as one of the oldest lumbermen of New Brunswick, forty-five years having elapsed since he first engaged in the business. Until 1878 Mr. Murray resided and operated mills at Springhill, some miles above Fredericton, on the St. John river. In 1868 he acquired an interest in the mill property at Marble Cove, just above the "falls," about a mile above the head of St. John Harbor, including the mill and 13 acres of land fronting on deep water. In 1876 the mill was destroyed by fire. In the same year the present buildings were erected, and in 1882 Mr. Murray became sole proprietor. He has since made many improvements in the plant, until the mill is one of the best equipped on the river. Last year his confidential clerk, Mr. J. Fraser Gregory, was admitted as a partner, and the firm name was changed to Murray & Gregory. The mill has gang and rotary for long lumber, and machines for making laths, boxes, cooperage stock and such small products. The greater portion of the output is in deals for the English market, but some of the product goes to the United States and some to South America, being sold in nearly all cases direct from the wharf. There are ample wharves and yards, with dry houses. The firm cut each winter about 40,000,000 feet of spruce, pine and cedar logs, manufacturing 17,000,000 and selling the balance to other mills. Their limits comprise 900 square miles, and are situated on the Big Black, St. Francis and Main rivers and Temiscouata Lake. Mr. Murray is also president of the St. John Log Driving Company and a director of the Fredericton Boom Company.

---

The Dodge Manufacturing Company of Toronto have received a letter from the Globe File Manufacturing Company, of Port Hope, in which they express great satisfaction with the rope drive furnished by the Dodge Company. They say in part: "We put it up as per your plans, started it to run, and it went off so well we have only adjusted one pulley since. You may refer persons to us when talking rope drives. We would not return to gears again for four times what the four drives cost us."

# Province of Nova Scotia

LUMBERING in Nova Scotia, as in the other provinces, is an important industry, and one from which considerable revenue is derived. But when we speak of revenue, it is necessary to explain that the timber lands are not a perpetual source of income to the government, inasmuch as they are sold outright to private individuals, and no timber licenses are granted. In the province of Nova Scotia, excluding Cape Breton, which has little timber, the area of good timber land is estimated at 2,700,000 acres. Of this perhaps 2,000,000 acres are in the hands of lumbermen, the balance being held by the Crown, although it is said that no large tracts of valuable timber property are to be obtained. The perpetuity of the industry, therefore, rests upon the lumbermen themselves, who, we believe, are now giving some attention to the question of reforestation. In view of the fact that spruce will reproduce itself in a comparatively short time, it should not be a difficult matter to obtain a permanent supply. Among the manufacturers engaged in the export trade are the following :

| | |
|---|---|
| Sheet Harbor Lumber Co., | Sheet Harbor. |
| T. G. McMullen & Co. | Truro. |
| E. I. White & Son, | Sands River. |
| Prescott & Gillespie, | Shulie. |
| Newville Lumber Co., | Newville. |
| Pugsley Bros., | River Hebert. |
| H. L. Tucker, | Parrsboro. |
| Pickles & Mills, | Annapolis. |
| Blackadar Bros., | Meteghan. |
| Emile Stehelin, | New France. |
| Chas. Burrill & Co., | Weymouth. |
| G. D. Campbell | Weymouth. |
| W. & G. Colp, | Mill Village. |
| J. & J. Coop, | Milton. |
| A. C. & C. W. Elderkin, | Eatonville. |
| Rhodes, Curry & Co., | Amherst. |
| Clarke Bros., | Bear River. |
| E. D. Davison & Sons, | Bridgewater. |
| Charles T. White, | Apple River. |
| Gold River Lumber Co., | Gold River. |
| Alfred Dickie, | Lower Stewiache. |
| J. P. Mitchell, | Mill Village. |
| Harlow & Kempton, | Milton. |
| Hill, French & Co., | Musquodoboit Harbor. |
| Kelley Bros., | River Hebert. |
| Young Bros. & Co., | St. Margaret's Bay. |
| Nova Scotia Lumber Co., | Sherbrooke. |
| Shulie Lumber Co., | Shulie. |
| B. B. Barnhill, | Two Rivers. |
| D. G. Campbell, | Weymouth Bridge. |
| S. P. Benjamin & Co., | Wolfville. |
| Tusket River Lumber Co., | Tusket River. |
| Dickie & McGrath, | Tusket. |
| R. Richardson & Son, | Bedford. |
| John Millard, | Liverpool. |
| Frank G. Nicol, | Granite Village. |
| Millard & Freeman, | Milton. |
| Wm. Chisholm, | Halifax. |
| H. Elderkin & Co., | Port Greville. |
| Huntley & Apps, | Parrsboro. |
| Parker, Eakins & Co., | Yarmouth. |
| H. W. Freeman, | Jordan River. |
| R. W. Hardwick, | Annapolis. |
| R. W. Kinsman & Co., | Canning. |

The annual cut of spruce is about 200,000,000 feet, while a much smaller quantity of hardwoods is taken out. Last year the value of the lumber exported from Nova Scotia was about $3,000,000, but this was an unusually active year. The principal shipping points are Halifax, Parrsboro, Amherst, Bridgewater and Pictou, but there are also a number of smaller ports at which vessels are loaded. The location of Nova Scotia, on the Atlantic seaboard, permits of an extensive export trade in lumber, Great Britain, South America and the West Indies being her largest markets. Previous to the imposition of the United States lumber duty of two dollars, a quantity of lumber was sold in the Eastern States, but that trade is now of little account.

This year the lumbermen of Nova Scotia have experienced a severe depression, owing to an overstocking of the British market last year and a consequent drop in prices. British deals have this year sold at from $1 to $2 per thousand feet less than last season, and the outlook at the present time is not altogether encouraging. As a result, a number of manufacturers are giving greater attention to other markets, such as the West Indies and South America, and we believe with success.

## LUMBERING METHODS IN NOVA SCOTIA.

The conditions under which lumbering was carried on in Nova Scotia up to about twenty years ago were quite different from those at present prevailing. While shipbuilding was the paramount industry, but little attention was given to the manufacture of lumber for export, but when it became unprofitable to build wooden ships, attention was turned to the saw mills. Formerly but very few mills depended wholly on exporting all their cut, most of them sawing shipplank, decking, and other timber required in vessel building, and only sawing the rough and otherwise unsuitable timber for shipbuilding purposes into deals, battens and deal ends, which were sent to St. John in small trading vessels. The mills up to the time mentioned were usually operated by water power, located at or near the mouth of some stream where small schooners could be loaded, and would be run two or three months in the spring, then again in the fall for a short time, when the summer drought was put an end to by the fall freshets. At that time a gang mill sawing thirty-five thousand superficial feet of deals between daylight and dark would be counted an exceedingly good mill.

A great many of the shipyards were equipped with rotary mills between 1870 and 1880, and when shipbuilding waned such experience had been gained in the handling of these mills by the operators that they naturally turned them to the manufacture of deals, some operators being very successful, which fact impelled other, but inexperienced, men into buying "rotary mills." These mills were made light, in order that they could be moved from place to place where a few hundred thousand feet of logs could be got together. Some mills would be moved four times during the year. They generally ran in the winter right in the woods, as near as possible to the stump, the sawn lumber being much easier to haul to the shipping point than the round log to a convenient place to saw, and in this way at least one handling of the lumber would be saved. Usually the owner of the standing timber would cut and haul the logs to the mill, then haul the sawn lumber to the shipping point, paying the owner of the mill so much per thousand for sawing, although in some cases the mill owners would contract to deliver the deals at the shipping point, taking the whole contract for cutting, hauling and sawing. Again, some mill owners would buy a piece of timber land and operate it as he chose, while some would pay a certain amount per thousand feet stumpage, the result being in all cases the same, viz., employment for the mill.

The natural result has followed the introduction of this class of mills, viz., that spruce timber lands are very scarce and in great demand throughout the province. The ojectionable feature of the portable saw mill is the large amount of refuse timber it leaves in the woods in the shape of heavy slabs, which in some cases would make a couple of boards or a piece of scantling. It is claimed that the labor of sawing it into shape, and the hauling, would cost more than it would be worth. In the last few years some of the careful operators have added lath and picket machines to their plants, and thus save what formerly was worse than wasted.

In the counties of Cumberland, Colchester and Hants the portable mill has had its greatest success—these counties formerly being the great shipbuilding points and having a great quantity of timber without water facilities for drawing to tide water.

To a less extent the portable mill has been used in Pictou, Kings, Annapolis and Digby counties, while on the south shore there were but two or three portable mills. Along the Atlantic coast of the province there are some very good rivers which, in addition to providing log driving facilities, also furnish water power to saw the logs—notably Moser river, Sheet Harbor, East and West rivers, Musquodoboit river, Lahave river, Liverpool river, Medway, Jordan and Shelbourne rivers. All these have large mills, while a number of lesser size also have mills in proportion.

There are a number of large steam mills, the logs for which are driven, the cost of steam power being less and more advantageous than water power, viz., at Sherbrooke, St. Mary's river, St. Margaret's Bay, Gold River and Tusket River, near Yarmouth. There are no mills of any size on the north, or, as it is called, the Gulf shore, the lumber there being sawn with small water power and portable mills. The Bay of Fundy waters have but three water mills of any size, two on River Hebert, and one on the St.

Croix. While there are steam mills of larger size at Shulie, Sand River, Apple River, Eatonville, Newville, near Parrsboro, Stewiacke, and on the Avon river above the town of Windsor, there are a number of medium size mills, steam and water, at Weymouth, Meteghan and Hectanooga, at the western end of the province.

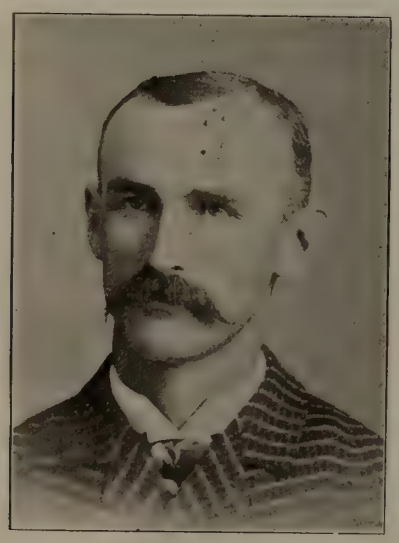
The principal markets for the mills from Annapolis around the shore via Yarmouth to,

Hon. Alfred Dickie.

say, Gold river, is the West Indies and South America, while the Bay of Fundy and the Atlantic coast mills east of Halifax prefer the English market when prices are right, but they are prepared to saw to specifications for the best paying markets.

## ALFRED DICKIE.

The county of Colchester, N. S., stands foremost in the counties of the province in natural resources, and no part of the county in this respect excels the Stewiacke valley. In this valley, on the bank of the Stewiacke river, and in close proximity to the Halifax terminus of the Intercolonial railway, stands the widely known milling property owned and operated by Hon. Alfred Dickie, of Lower Stewiacke. This mill, of



Mr. John A. Gillis,
Manager for Alfred Dickie at Lower Stewiacke, N.S.

which a view is shown, is a modern and up-to-date establishment in every respect, was built by the present owner in the year 1894, and up to the present date has cut up and manufactured some forty million superficial feet of lumber, averaging yearly about a five months' operation.

The mill proper is a structure 80×120 feet, containing, on the upper floor, gang and rotary, patent double edgers, lath, planer and box machines. The ground floor is occupied chiefly by saw-dust carriers, which convey saw-dust to the furnaces. Here also are found turning lathes and general repair apparatus. Adjoining on the north side is a brick engine and boiler house, containing large tubular boilers, and a one hundred and sixty horse power engine.

One of the strong features of this mill is its almost unique contrivance, consisting of an endless chain six hundred feet in length, which carries all refuse material to a distance where it can be burned with safety. The cutting capacity of the mill is eighty thousand superficial feet of deals per day, and a correspondingly large quantity of laths, palings and shooks. The present season's operations, when completed, will amount to as much as ten million superficial feet of manufactured lumber, of course necessitating an unusually long season's work. Mr. John A. Gillis, whose protrait we present, is manager of the mill.

Here a few words as to the nature and extent of similar industries carried on by Mr. Dickie at Three Fathom Harbor (near Halifax) and Glengarry, in Pictou county, might be given.

Three Fathom Harbor is nicely situated, eighteen miles east of Halifax, with which, of course, it has easy and direct communication by water. The business carried on here consists of an 80 h. p. mill, containing a rotary, edgers, trimmers and lath machines. During the past season this mill has turned out some three million superficial feet of deals and other lumber. It is situated in a cove at the head of the harbor, from which the lumber is loaded on large scows, carrying 150 M. superficial feet each, which in turn are towed to Halifax harbor, where they are discharged into vessels ; but arrangements are now being made by which Mr. Dickie hopes to load large vessels at Three Fathom Harbor.

Saw Mill of Alfred Dickie at Lower Stewiacke, N.S.

As to the operations at Glengarry, during the past two seasons Mr. Dickie cut and shipped from that place some eight million superficial feet of spruce and other woods from his portable mills, which wood is carried by rail to Pictou landing, some 18 miles, thence by water to the various ports where markets have been found.

Mr. Dickie recently purchased large interests at Ship Harbor, some 40 miles from Halifax. This property, containing about thirty-five thousand acres of heavily timbered land (principally spruce), was purchased within the last year from Messrs. Hill & French, who carried on lumbering operations in a section of country adjacent. Ship Harbor is considered one of the best ports of shipping in Nova Scotia. This will not seem inconsistent when we say that ships of two thousand tons capacity can sail ten miles inland, where they can be loaded direct from the mill. It is the intention of Mr. Dickie to erect at Ship Harbor the coming winter a mill equipped with every modern milling appliance and with a capacity of six million superficial feet of manufactured lumber each season. At Tusket, N.S., Mr. Dickie, in conjunction with Mr. Thos. N. McGrath, also owns a valuable mill property, which has been

Mr. Thos. N. McGrath,
(Dickie & McGrath, Tusket, N.S.)

previously described in this journal. This year they have been cutting largely for the markets of South America, France and the West Indies.

A few words as to the career of Mr. Dickie. He was born at Lower Stewiacke, where he now resides, some 38 years ago, obtained the degree of B.A. at the age of eighteen, and subsequently an M.A. degree. Afterwards he studied abroad, and launched out into the business world, with what success can be gleaned from the above reference to his lumbering operations. He has also been active in public life, having represented the county of Cumberland in the Dominion parliament and being chosen a member of the Cabinet.

## A. C. & C. W. ELDERKIN.

The lumber mills and property at Eatonville were originally owned by the firm of D. R. & C. F. Eaton, who carried on shipbuilding and a general saw-milling and mercantile business up to the year 1884. Mr. D. R. Eaton died in 1883, ann some time afterwards the firm was reorganized and the name changed to C. F. & F. R. Eaton, F. R. Eaton being a son of D. R. Eaton. About this time the building of wooden ships ceased, and the firm turned their attention to the manufacture of spruce lumber for export. They had a rotary mill about two and one-half miles up the stream, where the timber and planking

for their vessels was sawn, and a horse railroad connecting the mills with the shipyards. When the change was made, they moved the mill frame to tide water and put a gang into the mill. The power was also increased, the engine now being 250 h.p. The mill was designed specially for sawing deals, being supplied with all the improved machinery necessary for the purpose. The Messrs. Eaton carried on the business up to last year, besides building two vessels for the Greenland trade for McKay & Dix, of New York.

About the first of December last, Messrs. A. C. & C. W. Elderkin, of Advocate Harbor, N.S., purchased the property from Messrs. Eaton just as it stood, and have since operated it. The Messrs. Eaton had begun operations for the winter's logging, and had about two million feet of logs yarded. The purchasers took these, along with the teams, logging appliances and camping outfits—in fact, they just stepped in and continued the operations as outlined by the previous owners, although they did not get out quite as many logs as Messrs. Eaton intended to cut. The firm cut at this mill this season three million feet of deals and two million lath. The deals have been shipped to English markets, but they have all their boards yet on their wharf, preferring to hold them rather than sell at the prices prevailing in the United States markets. The firm intend getting out about four million feet the coming winter, and are prepared to saw for the best paying market. They are looking over the South American and West India markets, and will probably test both. Boston and New York have been the best markets for their short lumber and boards, and when business in the United States gets back to its normal condition, it will absorb such goods as heretofore. Vessels of six to eight hundred tons can load directly at the mill wharf, but when they sell to parties shipping to the English markets, the deals are lightered either to West Bay, near Parrsboro, or to Grindstone Island, about ten miles distant, where the largest steamers can take cargo, there being a good depth of water, plenty of sea room, and good anchorage. For South American trade vessels of five to eight hundred tons are the most profitable. These can load at mill.

The timber property of this estate is nearly all spruce, and comprises about twenty thousand acres. By preserving the timber as far as expedient, the supply will stand a cut of about two and one-half million feet for a long time. The limits are situated on the Chignecto peninsula, the land being strong and the growth of timber rapid. Danger from fire is very slight, as the ground is covered with a mossy growth which is always damp. The timber itself is slow burning, being exposed for a great part of each season to the salt fogs that prevail on the Bay of Fundy; the wood absorbs the salt and becomes partially fireproof.

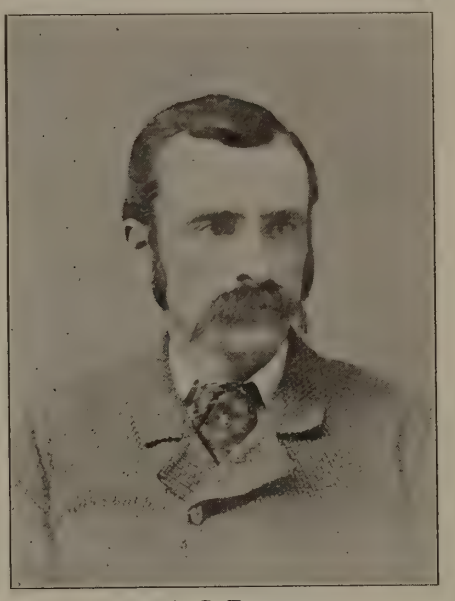
On account of the situation of the limits, about two miles is the longest haul, and the logs cut at the head of the stream are landed three miles above the mill. There are several driving dams on it, which hold enough water to run the logs to the mill in a few hours. Further down the peninsula the logs are browed along the shore, and when wanted are boomed and towed to the mill. There is a large pond just above the mill, into which logs can be run at high water on each tide, and where they are perfectly safe from any storm. The logs from the head of the stream before referred to also run down into this pond. The capacity of the mill is 60,000 feet of deals per day, but Messrs. Elderkin prefer quality to quantity. They believe that they can take a smaller quantity of logs and by careful manufacture make quite as much money out of them, allowing nothing to go to waste, and thus conserve their forest area. The firm own a steam mill and general store at Advocate Harbor, and also have a store at Eatonville. They have some good schooners which they built themselves and run in the coasting trade. They are natives of the county of Cumberland, and are very enterprising young men.

Saw Mill of A. C. & C. W. Elderkin at Eatonville, N.S.

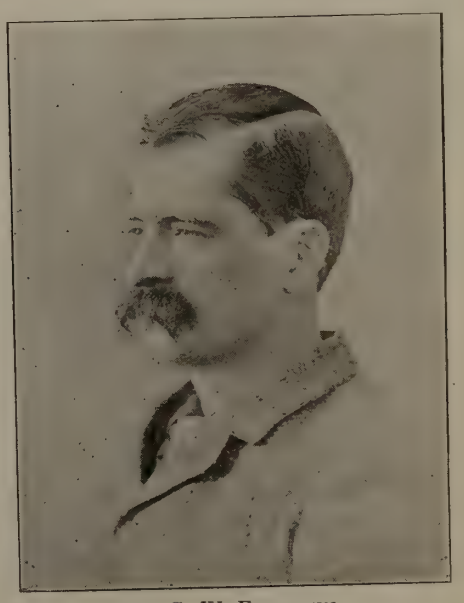
### T. G. McMULLEN & COMPANY.

An account of the lumbering operations of the province without special mention of the firm of T. G. McMullen & Co., whose head office is at Truro, would be incomplete. Mr. McMullen has been prominent in lumbering and milling operations since the early seventies, having built a large rotary mill in Truro in 1873. Logs became scarce there, and he operated a number of portable mills in different parts of Colchester, Hants and Pictou counties. The firm at present probably own the largest quantity of timber lands in the province. Besides several portable mills, they own and operate a modern band saw mill at Hartville, on the line of the Intercolonial railway, and on which the cut of this and several of the portable mills is sent to Halifax for shipment.

The mill is water power, furnished by the St. Croix river, the outlet into the Bay of Fundy of a large system of lakes, around which the company have an immense quantity of very fine spruce and pine timber, and on which the logs are taken to the mill. A system of dams gives them an ample supply of water to operate the mills during the summer drought. At this mill there is sawn about eight million feet per year, while their total cut runs from twenty to thirty-five million, according to the market demands. The bulk of their lumber is shipped from the port of Halifax, but they also ship a quantity from Pictou. The greater portion of their cut is deals for the English market. This firm also believe in the crosscut saw for felling trees and cutting into logs, and so satisfied are they of the advantages obtained by so doing that they stipulate in all contracts with jobbers that the logs must be sawn as far as possible.



Mr. A. C. Elderkin.



Mr. C. W. Elderkin.


### ONE DOLLAR.

The above sum represents the yearly subscription price of the Canada Lumberman, including both weekly and monthly editions, mailed to any address in Canada or the United States. Owing to postal charges, the subscription price to foreign subscribers is two dollars per year. Persons in foreign countries interested in Canadian timber products can invest that sum to no better advantage than by becoming a subscriber. Likewise every mill owner in Canada should read the columns of the Canada Lumberman. A sample copy will be gladly furnished upon request.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

C. H. MORTIMER
PUBLISHER

CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and of allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

### *TO VISITING LUMBERMEN.*

*Lumbermen visiting Toronto are invited to use the office of the CANADA LUMBERMAN as their own. We shall take pleasure in supplying them with every convenience for receiving and answering their correspondence, and hold ourselves at their service in any other way they may desire.*

## THIS ISSUE.

THIS number of the CANADA LUMBERMAN is largely representative of the spruce wood trade of Canada, a branch of the lumbering industry which has rapidly grown in importance of late years, and which is common to the provinces of Quebec, New Brunswick and Nova Scotia. We are too prone to regard our white pine forests as by far the most valuable asset of Canada, and to look upon spruce as an inferior class of timber. But we believe that by careful husbanding of our spruce forests we will find that we shall have a possession quite as valuable as that of pine. For interior finish and the finer grade of joinery and cabinet making, spruce will never become popular, its great value being its adaptability for making pulp. In foreign markets, however, spruce lumber is steadily gaining ground, and is replacing Baltic woods.

This special issue of the CANADA LUMBERMAN is designed to diffuse information regarding the spruce forests and saw milling establishments of this country, and more particularly the eastern section thereof.

It is impossible, in the limited space at our disposal, to publish particulars of the many mills scattered over the three provinces specially represented by this issue. The total number, from the small portable mill used so largely in Nova Scotia to the huge band mill of one hundred thousand feet daily capacity, reaches up into the thousands. To each of these a copy of this issue of THE LUMBERMAN will be forwarded, in order that every lumber manufacturer may, by a perusal of its pages, learn of the advantages to be derived from a first-class trade paper. The subscription price of one dollar covers both the weekly and monthly editions.

The publishers are always gratified to receive contributions from the trade on any subject of current interest. This fact does not appear to be understood to the desired extent. General information, such as proposed improvements, increase of plant, market conditions, etc., is likewise appreciated. The CANADA LUMBERMAN is published in the interests of the Canadian lumber trade as a whole, and to this constituency it confidently appeals for recognition and support proportionate to the service which it is endeavoring to perform.

## FOREST PRODUCTS AND THE QUEBEC CONFERENCE.

No question is receiving more attention by the commissioners in session at Quebec than that relating to trade in forest products. This is as expected. The situation is such as to make it impossible that representatives of the Canadian and United States governments could meet to adjust trade difficulties without being forced to consider the situation as to timber. Anticipating this, the Lumbermen's Association of Ontario adopted a resolution at a meeting last August, setting forth their views, and expressing their willingness to submit to the free exportation of logs in return for free entry of lumber into the United States, although some of those present were bitterly opposed to the export of logs under any circumstances. This was the beginning of what will pass into history as one of the most interesting periods in the lumber industry of both countries.

So far as can be gleaned, a settlement as to logs and lumber is no nearer than when the conference opened, and yet we believe that the importance of the question to both countries will demand that some measure of reciprocity be decided upon for presentation to the governments of both countries.

Canada will accept nothing short of free lumber for free logs. If she cannot obtain free lumber, then the manufacturing clause as passed by the Ontario government will continue to exist. In the United States the situation is different. We find one section of the country arrayed against another; one district in favor of free lumber, another opposed to it. The different interests have been very active during the Quebec conference, deputations having addressed the commissioners and vigorous lobbies having been establised. The Michigan lumbermen owning Canadian limits are directing their efforts to defeating the act passed by the Ontario government compelling home manufacture. Representations to that end have been forwarded to the government at Washington, thence to the British government, Dominion government, and, finally, to the premier of Ontario. The latter, however, has announced his decision to adhere to the manufacturing clause, only receding therefrom on one condition, viz., that the United States shall permit free entry of all grades of Canadian lumber.

Regarding the legal aspect of the case, this was no doubt well thought out and considered by the Ontario cabinet before action was taken, and is founded on the British North American Act. Only a brief review is necessary to show who are responsible for the present difficulties. In the year 1890 there existed a United States import duty of two dollars per thousand on lumber, and a Canadian export duty of two dollars per thousand on logs. In the fall of that year Canada agreed to remove the export duty in return for a reduction of the lumber duty to one dollar. (By a piece of sharp practice, the McKinley bill read "on white pine only," leaving spruce and red pine still at two dollars.) Then in 1894 lumber was declared free by the Wilson bill, but the Dingley bill of 1897 restored the duty on all kinds of lumber to two dollars. The only course left open to Canada was to return to the export duty, but this was prevented by the placing of a retaliatory clause in the Dingley bill, increasing the import duty on lumber by the amount of the export duty that might be imposed. The Dominion government were in a measure handicapped, and the justice which was due Canadian lumbermen was obtained through the original owners of the timber, the Ontario government.

The Michigan lumbermen are not alone in their desire for more amicable relations in regard to timber. The consumers of the Eastern States are working vigorously for free lumber, and are an important section of the country. Wholesale dealers, even those who were previously in favor of the duty, now find that their trade has been seriously interfered with, owing to being compelled to buy at high prices at western points, and are exerting themselves to secure free lumber.

Reverting to the conference, the acceptance by Canadian lumbermen of a one dollar duty in return for free logs seems to have been eliminated from the possibilities. The stand which they have taken is directly opposed to any form of compromise. They reason in this manner: There is an important market in the Eastern States and along the United States shore of Lake Erie for lumber, much of which will be supplied from timber limits tributary to the Georgian Bay. By cutting off the supply of logs for the Michigan mills, some lumber can be sold even under a two dollar duty. But with Michigan mills getting Canadian logs free of duty, and Canadian lumber being subjected to a duty of one dollar, the Michigan manufacturers would have a direct advantage over the manufacturer in Canada. The latter prefer to cut off the log supply to Michigan mills and take their chances under a two dollar duty. Then again, there are many persons in Canada who believe that in return for the free exportation of saw logs and pulp wood, we should be permitted to have unrestricted access to the American market for not only lumber, but all forest products, including pulp and paper. Certainly the same argument that applies to lumber and saw logs is equally applicable to pulp and pulp wood. Every year hundreds of thousands of cords of pulp wood are taken to the United States, to build up paper and pulp manufactories there, while a consider-

able duty is charged on th... nufactured article. Although at the prese... we hav... an abundance of spruce, a policy o... on sho... selves in the position occupi... the United States to-day.

## SUGGESTIVE OF TRADE POSSIBILITIES.

The Dominion of Canada is to-day regarded as a vastly more important lumber producing country than she was a few years ago. Her timber products have, through the efforts of enterprising exporters, found their way into importing countries of both hemispheres, where they have successfully encountered competition and become a standard article of import. Great Britain, under a free trade policy, has furnished a market for perhaps nine-tenths of the export to the European continent, and yet her possibilities are by no means exhausted. It is equally true, however, that in other countries there exists markets quite as promising as those of Great Britain, and worthy of the attention of Canadian lumber exporters.

The information published in this number concerning foreign markets is in some respects particularly suggestive, and will repay careful consideration by manufacturers desirous of engaging in the export trade. We will refer briefly to some of the signal features of the reports.

The magnitude of the annual import of wood goods into Great Britain, reaching in value $88,000,000, of which Canada supplies only $15,000,000, or about one-sixth of the total, furnishes ground for enquiry as to the possibility of increasing our trade with that country. This, we believe, can be done. The timber supply of the United States will soon become exhausted, so that Norway and Sweden are the only countries which can be looked upon as strong competitors of Canada. Our timber has gradually replaced the Baltic wood for certain purposes, and will no doubt continue to do so. The most promising outlook for the expansion of our trade appears to be in the export of partially manufactured stock. In earlier years a larger quantity of timber was imported in the log; this has steadily given way to deals and boards, and to-day the tendency of the trade is to import the manufactured stock ready for use. The reason is obvious. In importing the timber in the log freight must be paid on much waste material; so with deals and boards which are intended to be re-sawn into smaller sizes. The necessity of cheapening the cost of production will not permit of this expenditure. Note the remarks of a correspondent: "There is really no end to the field which exists for the extension of trade in partially and wholly manufactured specialties in hard and soft wood." The wise manufacturer will not permit these suggestions to pass unnoticed. It is along these lines that we would advise our manufacturers to direct their efforts.

Some mill men without representatives in the British market may feel disposed to ship lumber to be sold on consignment. Frequently this method results unsatisfactorily. It is not only unfair to importers who contract for shipments at a fair price, but often causes a general depression of the market. There are reliable agents to be secured, who will look after the interest of exporters and keep them informed as to the requirements.

Taking the other countries to which we export lumber, we find conditions quite different from those in Great Britain. Canadian lumber is imported into South America, the West Indies, Australia, and ... in considerable quantities, although the bulk of it is shipped from United States ports, and is looked upon as American lumber. The lesson to be learned from this is that the Dominion government should, at the earliest possible moment, establish direct lines of steamships between these countries and Canada. So long as we are content to allow our exports to stand to the credit of the United States, we cannot expect to increase our trade to any great extent. It is pointed out that from many of these countries return cargoes of goods could be obtained.

A peculiar circumstance is recorded by Mr. Lewis E. Thompson, commercial agent at Santiago, Chile. For some years, he says, box shooks have been imported into Santiago from England, these being made from Canadian spruce. It seems almost incredible that this should be the case, and it certainly calls for investigation and action by Canadian box shook manufacturers.

The claim has been made against Canadian lumber that it is not always carefully manufactured and shipped in such a manner as to meet the requirements of foreign markets. There has, perhaps, been some ground for this complaint in the past, but a decided improvement has taken place in recent years, and it is now possible to obtain in Canada lumber of the best manufacture and highest grade. Foreign importers evince a strong disposition to handle Canadian timber products, a statement that is borne out by advices from well-informed correspondents. By energetic effort on the part of our manufacturers a considerable extension of our trade in wood goods is possible, and will doubtless be witnessed in the next few years.

## EDITORIAL NOTES.

The experiments now being made at Ottawa to secure the conversion of sawdust into carbon for the manufacture of calcium carbide are being watched with keen interest by lumbermen. Mr. Emerson, the inventor of the patent, has been engaged on the work for several months, and hopes within a short time to demonstrate the success or otherwise of the scheme. If successful, the thanks of the entire lumbering fraternity will be due Mr. Wm. Edwards, under whose direction the investigations are being carried on.

An estimate of twenty-five million feet has been made as the amount of lumber that will be imported into Manitoba and the Northwest from the United States this year. This is as against some sixteen million feet last year. The lumber consumption of the Northwest is yearly increasing; farmers are more prosperous, and are spending more money in the erection of buildings. As the country becomes still further populated, even a much greater quantity of lumber will be consumed. So much regarding the importance of the market. Then why should we permit the benefit of these improved conditions to be shared by the United States, which has erected a tariff wall between the two countries so far as lumber is concerned? Until we are allowed free entry of our timber products into the United States, we should at least exclude the importation of United States lumber.

It is not generally believed that band saws are suitable for cutting hardwoods, the objection being that they are not sufficiently rigid and will not stand up to their work. We know of but few hardwood mills in Ontario equipped with band saws. On the other hand, inquiries received at this office would lead to the conclusion that band sawn hardwood lumber is coming more into favor. This is a point which might well be considered by persons contemplating the remodelling of their mills or the erection of new ones, and upon which we would be pleased to have an expression of opinion from our readers.

No arrangements seem to have been made as yet which would indicate that Canada intends to make a forestry display at the Paris Exposition of 1900. Surely this opportunity of advertising the timber products of this country is not to be allowed to pass, while every day brings evidence of the necessity of Canadian goods being better known in foreign markets. It is probable that the small space allotted to Canada has discouraged the movement to some extent, more especially in view of the proposal which was discussed a few months ago, and is still advocated by some, to hold a World's Fair in Toronto in 1901. Should this project be carried out, we might expect to witness a forestry display which would eclipse anything hitherto attempted.

We are frequently in receipt of letters from foreign importers enquiring as to where stocks of certain kinds of lumber, pulp wood or other timber product can be obtained, and in some instances have been enabled to direct our correspondents in the manner desired. This is practical evidence of the increased attention which is now being given to Canada as a lumber exporting country, and in a short time she may be expected to assume a commanding position in this particular. One of the best methods of ascertaining the whereabouts of desired stock is through the medium of the "Wanted and For Sale Department" of the weekly edition of the Canada Lumberman. This has been found very effective by those who have given it a trial, and will no doubt be patronized to a greater extent as it becomes better known. Advertisers may have their letters addressed to a box at this office, when they will be forwarded by the publishers.

The American Monthly Review of Reviews for October publishes a most interesting series of Indian portraits made by Mr. F. A. Rinehart, the photographer of the Trans-Mississippi Exposition at Omaha, in connection with an account of the Indian congress now in session there.

The Great West, an illustrated monthly magazine, published at Winnipeg, of which the initial number has come to hand, should prove a welcome addition to Canadian literature. It presents an inviting appearance, and is a fine example of "the art preservative." The contents are varied, including many articles of merit.

No matter in what part of the Dominion you are situated, an expression of your views on any subject relative to the lumber trade is solicited by the publisher of this journal. No reader should wait for a personal invitation. Assistance thus rendered, as well as suggestions for making this journal more valuable to subscribers, will be much appreciated.

## LUMBERING OPERATIONS OF EMILE STEHELIN.

A few years ago a progressive capitalist from France, recognizing the advantages of Canada as a field for investment, purchased considerable property in the vicinity of Weymouth, Digby county, Nova Scotia, and proceeded to establish a saw milling business. This gentleman was Mr. Emile Stehelin, by means of whose efforts a thriving settlement has been founded at New France, about sixteen miles from Weymouth. At this place Mr. Stehelin built a gang mill, situated on Long Tusket Lake, and driven by water power. It has a capacity of 15,000 feet of lumber per day, and is also provided with the planing, shingle and lath machinery necessary for a complete equipment. An electric light plant is also installed, which furnishes light to his mill and to the village as well. Three miles from New France, at Doyle Lake, Mr. Stehelin erected a portable mill of the same capacity as the one above referred to.

Mill of Emile Stehelin at New France, N. S.

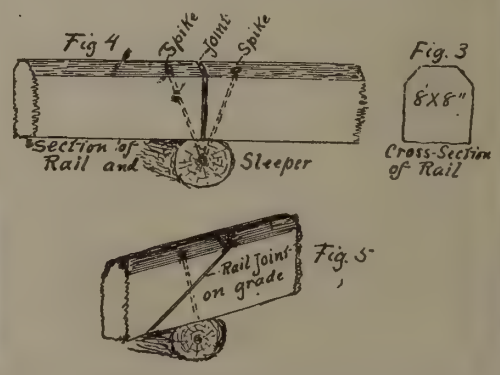
The lumber cut at these mills during the first few years was consumed in the erection of houses, barns, and other necessary accommodation, but when these were completed, attention was given to the export trade. Now Mr. Stehelin manufacturers annually one million feet for the South American market and 500,000 feet of deals for the English market. He owns about ten thousand acres of timber land, chiefly spruce.

Fig. 1—Pole Railway in Operation.

It is not alone in the direction of building saw mills that Mr. Stehelin has shown progress. Having his first stock of lumber ready for market in the year 1896, he discovered that, owing to poor roads, it would be very expensive and laborious to get it to Weymouth, the nearest shipping point. Realizing the necessity of better communication between the point of manufacture and the shipping port, he decided to facilitate matters by building a pole railway, which was begun in April, 1896, and has recently been brought to completion. The distance, as previously stated, is six miles, and the line serves six stations in its course: Nouvelle France; Doyle Lake, where there is one sawmill; Riverdale, where there are two sawmills; Woodville, where there are three sawmills; Corberrie, a thriving little village; and Weymouth, on the coast. The construction of this railway is so unique that we give some particulars and illustrations herewith.

On level ground the construction of a pole railway is a very easy matter, but in this part of Nova Scotia the country is hilly and there are a great many swampy stretches, which made construction more expensive than would often be the case. The cost of the whole line, including equipment in this case, was about $3,000 per mile. This included grades of three to six per cent., a number of bridges and several embankments of from ten to fifteen feet high. On level ground the construction consists in laying down sleepers ten feet long and three to four feet apart, on which is laid a spruce rail, sawn as shown in Fig. 3. The rails are twenty to thirty-five feet long, and are trimmed square for flat stretches and bevelled for grades, as shown in Figs. 4 and 5. The joints are made and the rails secured by twelve-inch wharf spikes.

Fig. 2—Construction of Pole Railway.




The method followed in building bridges and embankments is to lay a series of timber floors one upon another, each at right angles from the last, till the required height of the pier of embankment is obtained. With careful work and exact cutting of the timber, there is practically no limit to the height to which such piers and abutments can be carried.

The locomotive "Firefly," shown below, is the one first used by the road. This is an old stationary boiler and a twenty horse-power engine, mounted on a truck. The wheels are driven by an intermediate crank wheel. Considerable difficulty was experienced in adjusting the parts of this engine, but it was finally got to run very satisfactorily, and is used for hauling logs to the saw mills.

Fig. 6—Pole Railway—The Locomotive "Firefly."

The "Maria Theresa" is an entirely new locomotive, built expressly for the line by a Nova Scotia firm. It has four cylinders of twenty horse-power each, driving two trucks of four wheels each.

In operating a line of this kind, one of the greatest difficulties to be contended with is the amount of friction developed by the wheels, which do not run on the wooden rails with at all the same ease as on steel or iron. The locomotive should, therefore, be made as light as is consistent with the power to be developed, the friction of the wheels being sufficient to compensate for the lack of weight in the locomotive. It is to obviate as much of this friction as possible that the upper surface of the rail is cut in three faces. At present only six miles per hour is obtained regularly, but Mr. Stehelin hopes with some modification of the locomotive wheels to obtain higher speeds. The engines are wood burning, but it is proposed to substitute coal, which can be had very cheaply at Weymouth. The freight cars used on the pole railway are twenty feet long, on two trucks with four wheels each; the passenger car is twenty feet long, and is covered and closed; there is also one small passenger car to carry four persons.

Fig. 7—Pole Railway—Locomotive "Maria Theresa."

# THE NEWS.

—C. McKay has opened a lumber yard at Altona, Man.

—Finch Bros. have started a saw mill at Kimberley, B.C.

—H. Brett has established a lumber yard at Lumsden, Assa.

—Dow & Curry are opening a lumber yard at Pilot Mound, Man.

—Mr. H. J. Greyell, Enderby, B.C., has secured a patent for a cant hook.

—Robert Stewart, of Guelph, Ont., is building an addition to his planing mill.

—The dissolution is announced of Leonard & Morin, lumber dealers, Garthby, Que.

—D. Miller contemplates building a saw mill and stave factory at Washago, Ont.

—Vigars & Co., lumber manufacturers, Port Arthur, Ont., have established an agency in Winnipeg.

—C. T. White is about to rebuild his mill at Apple River, N.S., which was destroyed by fire last spring.

—The E. & N. Railway Company are now locating a line of railway near Chemainus, B. C., to be used for logging purposes.

—The lumber yards of King Bros, Pabos, Que., which were recently consumed by fire, were insured to the extent of $53,000.

—Machinery is being purchased by R. J. Wilson, of Fort Frances, Ont., for a saw mill and flour mill at Big Forks, Rainy River.

—An exhibition of log rolling was one of the attractions at the Ottawa exhibition, some of Mayor Bingham's men being the performers.

—The Wm. Hamilton Mfg. Co., of Peterboro', Ont., propose to extend their works, and have asked for a bonus of $40,000 from the town.

—The firm of J. Biette & Company has decided to remove from Chesley to Tara, where they will manufacture cheese boxes, apple barrels, butter firkins, etc.

—Mr. T. S. Sims has purchased the Hayden mill property at Hardingville, N.B., and will at once install machinery for the manufacture of brush and broom handles.

—The Columbia River Lumber Co., Beaver, B.C., have decided to put in a steam plant in place of the present water power, the latter having resulted in a short milling season.

—B. W. Richards, a former resident of Brockville, Ont., is dead at Los Angeles, Cal., aged forty years. He was a successful lumber merchant until failing health compelled him to retire.

—Peter Genelle & Co.'s new mill near Robson, B.C., has started up. Its capacity is 100,000 feet every 24 hours, and some 50 men will be employed, besides several logging gangs already at work.

—A large circular saw burst in the Hastings mill at Vancouver, B. C., recently. It flew into numerous pieces; 50 men were close by, but no one was hurt, not even the sawyer standing next to the saw.

—The Pigeon River Improvement, Slide & Boom Company has been organized, to carry out improvements on the Pigeon River, in Algoma, in connection with the lumbering operations of Alger, Smith & Co.

—J. O. Gilbert & Son, of Bishop's Crossing, Que., are preparing to build a new office and make additions to their saw and planing mill. They intend putting in a larger engine and machinery for dressing pulpwood.

—Messrs. Galbraith, of Tara, are about to commence the erection of a new saw mill near Parry Sound, Ont., to have a capacity of 20,000 feet per day. Grindley Bros. have commenced the erection of a saw mill on Otter Lake, near that town.

—Incorporation has been granted to the North Shore Timber Co., with a capital of $60,000. The promoters are: Paul Weidner, E. W. Voigt, O. L. Webber and A. K. Kiefer, of Detroit, and R. A. Hazlewood and James Whalen, of Port Arthur.

—The Rat Portage Lumber Company have introduced what is believed to be the first electric car used in saw milling operations in Canada. This car will convey the lumber from the saw mill to the sash and door factory, and is expected to do the work of six horses.

—The generosity of the Royal City Mills Company, New Westminster, B. C., was displayed in connection with the recent fire there, by announcing that all who wished might have lumber, taking their own time to pay for it; besides this they opened a free eating house for the famishing citizens.

—Incorporation has been granted to the Canadian Yukon Lumber Company, of Montreal, composed of R. W. Smith, W. M. Ramsay, T. G. Roddick, E. F. Hand and Henry Bulmer. The company will carry on a lumbering and pulp business, and has a capital of $100,000.

—J. E. Murphy, of Hepworth Station, Ont., writing to the Barrel & Box, states that he has cut 500,000 staves this season, which have been sold at satisfactory prices. He is now turning out 1,000 sets per day of kiln dried heading. He is of the opinion that there is an opening on the Georgian Bay for a good box shook factory.

—It is understood to be the intention of the Hastings Saw Mill Co., of Vancouver, B. C., to erect a large saw mill at Village Bay, in that province, where they have a timber supply for ten years. This company recently completed a large flume over 600 yards in length, in the construction of which 2,000,000 feet of lumber was used.

—The Maple Flooring Manufacturers' Association of Chicago have issued a neat and attractive brochure, the object of which is to set forth the virtues and comparatively low cost of maple flooring. The booklet contains rules for grading maple flooring, and is compiled by the secretary, Mr. John E. Williams, 334 Dearborn street, Chicago.

—The Standard Chemical Co. of Canada, which has taken over the chemical works plant of the Rathbun Co. at Deseronto, Ont., are preparing to extend the works. The large brick kilns used for carbonizing the wood will be supplemented by 40 iron retorts. The company expect to manufacture wood alcohol, acetic acid, chloroform, paris green, and other products.

—Judge Wilson has given judgment against Alex. Crawford and George Phinnimore for the sum of $80.23. The claim was the result of stream driving operations on the Tobique river, the interested lumbermen being James McNair, Hilliard Bros., R. A. Estey, Senator Baird, Adam Beveridge and Hale & Murchie. The defendants were sub-contractors for the Tobique Driving Co.

—Mr. E. F. Stephenson, crown timber agent of Winnipeg, Man., returned recently from a visit to the timber limits situated in the Pine Creek district. He found that fires had done great damage to the reserve, and will recommend the department to take prompt action to preserve the growth in order to make the reserve a permanent one. The timber is chiefly spruce, tamarac and poplar.

—The forests in Sweden are threatened by new insects called nuns, which entirely destroy the trees. According to an official report these insects have ruined 600 acres of excellent forest in the neighborhood of Noorkoping, while all forests which have been invaded by the nuns must be cut down. The insects attack every tree in the forest, but whitewood seems to suffer more than the yellow pine.

—The Nova Scotia Lumber Co., of Sherbrooke, N.S., have completed one of the best gang and rotary saw mills in the Dominion. It is fitted with modern improvements, including saw-dust, bark and refuse conveyor. The conveyor carries the waste wood 400 feet from the mill, where it is consumed by fire. The gang saw has a capacity of 100,000 feet per day, and the rotary of from 25,000 to 30,000 feet per day. Between 80 and 90 men are employed.

—Arrangements have been made for the holding of a South African expedition at Grahamstown, South Africa, commencing December 15th next. The Department of Trade and Commerce has made arrangements for the free transportation from Canada to Cape Town of goods intended to be exhibited, and no duty will be charged on same. The Canadian government will make an exhibit, which is being looked after by Mr. Thomas Moffat, 16 Church street, Cape Town.

—The saw mill of Powers & Lequime at Midway, B.C., was destroyed by fire last month. The mill was in charge of Mr. William Powers, one of the partners, who has met with many business reversals of late. For three successive years floods have carried away his logs, notwithstanding that great precaution was taken to guard against such a contingency. In June last he lost 100,000 feet of logs by fire. We are pleased to learn that there is a probability of the mill being rebuilt.

## CASUALTIES.

—Narcisse Larocque, of Hull, was seriously injured in McGuire's limits at Whitney, Ont., by a tree falling upon him.

—Samuel Dell, a young man working in Welch's shingle mill at Foreston, N.B., had his head completely severed from his body by falling on a circular saw.

—Fred. Porter met with a painful accident in Kirk's mill at Spencer's Island, N.B., the other day. His hand got caught in a belt and was carried into the cog wheels, by which the hand and arm were ground to a pulp.

—Three men, named Joseph Legree, Charles Quesnelle and J. B. Sabourin, were drowned at the mouth of the Rouge river, while attempting to cross the swift current in a small boat. The men were engaged in lumbering operations.

## PERSONAL.

Mr. Podmore, of the timber firm of Sieveking, Podmore & Co., London, Eng., recently paid a business trip to Canada.

Mr. James Innes, secretary of the Sutherland, Innes Co., Chatham, Ont., returned a short time ago from a two months' trip to Europe.

Mr. Sutherland, of the Crown timber office, Winnipeg, has been removed to Yorkton, N. W. T., where he becomes Dominion Land Agent for that district.

Mr. J. A. Graham, assistant timber and tie inspector of the C. P. R., O. & L. division, has resigned, to accept a position as manager of a Kentucky lumber firm.

Hon. Arthur Hill, of the St. Anthony Lumber Co., Whitney, Ont., and the Arthur Hill Co., Midland, Ont., returned a fortnight ago from a six months' trip to the Pacific coast.

The marriage was celebrated last month, in St. Mathias' church, Westmount, of Miss Mabel Hall Ward, fifth daughter of Hon. J. K. Ward, of Montreal, and Mr. Gerald Aylmer, of the Bank of Montreal.

## TRADE NOTES.

The Victoria Foundry Co., of Ottawa, Ont., is building six match-making machines for Merritt & Co., of St. John, N.B.

The Waterous Co., of Brantford, had on view at the Quebec exhibition a 20 h.p. portable engine, running a small saw frame and carriage, cutting logs from 9 to 20 feet in length. In the machinery building they showed a planer, shingle machine and stationary engine.

The attention of Canadian lumber exporters desirous of obtaining a representative in Spain is directed to the advertisement in this issue of Mr. J. Carreras Ferrer, of Barcelona. Mr. Ferrer believes that a market could be found in that country for Canadian lumber, especially spruce, which is used very largely for box making. He offers to furnish first-class references to exporting firms.

At the recent Quebec exhibition an attractive display of their various manufactures was made by the well-known firm of Carrier, Laine & Co., of Levis, Que. In the machinery hall there were shown an automatic compound horizontal engine, developing 60 horse power, which is claimed to be the most perfect engine on the market. Besides other lines of engines and steam pumps, there was exhibited a complete line of gang saws, shingle machines, etc.

The new pork packing establishment of the Park-Blackwell Co., Limited, Toronto, is nearing completion. The building is a commodious structure of four stories, and is being equipped with latest up-to-date machinery and appliances, and is situated conveniently to the hay and cattle markets. The company anticipate requiring about three thousand hogs and one hundred head of cattle weekly. This enterprising company contemplate entering the export trade, in addition to giving attention to their large and growing ham trade. We draw attention to their advertisement, which appears in this month's issue of the CANADA LUMBERMAN.

The Dodge Manfg. Co. of Toronto, Limited, whose advertisement appears in our pages this month, have been granted a charter, and have taken over the business of the Dodge Wood Split Pulley Company. The Dodge Manfg. Co. will continue to manufacture the celebrated Dodge wood split pulley, and will also carry on a general engineering, foundry and machine business, making a specialty of power transmission machinery, such as shafting and hanger equipment, jack shafts, floor stands, friction clutch pulleys and couplings, rope driving, grain handling machinery, etc. The Dodge Company have been fortunate in securing a very able mechanical engineer to take charge of their works, and being especially well equipped, are in the best possible position to get work out quickly. Plans and information on all kinds of special work will always be cheerfully submitted. A 270 page handsomely illustrated catalogue is mailed free by the company on application.

# Foreign Markets for Canadian Timber Products

## GREAT BRITAIN

THE United Kingdom of Great Britain and Ireland is the most extensive timber importing country in the world. Possessing no forest wealth of any account, her many large manufactories using wood as their raw material are dependent almost exclusively upon importations from foreign countries. The quantity of wood goods imported annually by Great Britain is enormous. For the year ending December 31st, 1897, there were received at the various ports 9,845,988 loads of hewn and sawn timber. A load as used in England is equal to 600 feet board measure, making a total import for the United Kingdom in 1897 of 5,907,592,800 feet board measure. Placing the average value at $15 per thousand feet, this represents an annual expenditure in money of over $88,000,000. It should be stated, however, that in that year the market was overstocked, and therefore the average import would be slightly below the above figures.

We give below the quantity of timber received in 1897 at some of the leading ports, according to their respective importance :

| | Loads. |
|---|---|
| London, Eng. | 2,038,863 |
| Cardiff, Eng. | 889,703 |
| Liverpool, Eng. | 812,036 |
| Hull, Eng. | 808,684 |
| West Hartlepool, Eng. | 499,652 |
| Newport, Eng. | 286,548 |
| Glasgow, Scot. | 232,262 |
| Grimsby, Eng. | 396,377 |
| Gloucester, Eng. | 221,492 |
| Grangemouth, Eng. | 194,224 |
| Belfast, Ireland | 192,928 |
| Manchester, Eng. | 186,424 |
| Sunderland, Eng. | 167,954 |
| Bristol, Eng. | 167,382 |
| Leith, Scotland | 155,445 |
| Borrowstounness, Scot. | 131,054 |
| Fleetwood, Eng. | 125,135 |
| Greenock, Scot. | 128,508 |
| South Shields, Eng. | 116,671 |
| Dublin, Ireland | 111,920 |
| Plymouth, Eng. | 100,554 |

It has been estimated that the Dominion of Canada supplies Great Britain with timber products, including manufactures of wood, such as doors, box shooks, heading, etc., to the value of $15,000,000. Perhaps two-thirds of this amount is represented by pine and spruce deals. In late years our manufacturers have increased their shipments of lumber to Great Britain considerably, but from the above figures there would appear to be an opening for further extending our trade. In the lines most commonly imported, such as deals, planks, and square and waney timber, we believe the prospects for business have been fairly well investigated ; but there is undoubtedly a wide market yet undeveloped by Canadian lumbermen for manufactures of wood and specialties. The following letters, bearing upon the import and requirements of some of the principal centres, point in this direction :

DEAR SIR,—Regarding the best methods by which lumber manufacturers not already in the trade may bring their goods to the notice of buyers here, I would state that this can best be done either through the medium of the many old established merchants in the trade, by applying to agents or brokers on this side, or by advertising in special trade papers. There seems to be a concensus of opinion that the Canadian producer should place himself entirely in the hands of a single broker or agent, who would make it his business to watch his interests and obtain the best prices, while keeping him advised as to quality, style of preparation required for this market, etc.

It is not an easy matter to say what are the standard sizes of hardwoods in steady demand, as the demand varies from time to time and the sizes depend to a great extent upon the particular purpose for which the wood may be required. Oak, ash, black walnut, elm, maple, birch and beech are some of the hardwoods most in demand here.

There is really no end to the field which exists for the extension of trade in partially and wholly manufactured specialties in hard and soft wood. It is purely a question of price and quality, as competition is very keen, and for articles such as broom and axe handles, knife boards, spokes, carriage wood, car building materials, furniture, etc., low prices have to be accepted to secure a fair portion of the trade. The demand is very large, and Americans have obtained a hold on the market which renders competition very severe. For the most part the trade is done by merchants who import in large quantities by contract.

The Canadian wood pulp business is already established on a firm basis, and there is room for an indefinite extension of this branch of trade in both the mechanical and chemical varieties. The following are the views of a gentleman well acquainted with the lumber and pulp trade in all its bearings : " The Canadian wood pulp industry has, in our opinion, a great future. The pulp is regarded by British paper makers as in several respects superior to Scandinavian, and makes stronger and tougher paper. There will always be a good demand for it in London and Manchester, even at a trifle higher price per ton than Scandinavian mechanical. In addition to the several schemes for erecting wood pulp mills in Canada and Nova Scotia which are being carried into effect by means of British capital, our Mr. Phillips has heard quite recently that two of the leading paper-making concerns in this country are on the point of dispatching representatives to Canada to gather information with a view to the purchase of land and the establishment of mills to supply pulp for their requirements. No doubt is entertained in the best informed paper trade circles here that the Canadian wood pulp industry is capable of vast development."

J. G. COLMER,
Secretary High Commissioner.

London, England.

---

DEAR SIR,—There is an increasing demand throughout the United Kingdom for all kinds of Canadian hard and soft woods, and our chief trouble has been to keep our customers supplied. We have had large consignments during this year from our own limits in Canada, but are still very much behind with some of our orders. We are desirous of communicating with reliable firms who are prepared to fill export bills according to the required specifications of this country's markets. We can give orders for almost every kind of wood that grows in a Canadian forest, furnish prompt returns for shipments, and supply undeniable references on your side as well as on this. We have a steady demand for oak, ash, rock elm, soft elm, maple, basswood, birch, beech, chestnut, doors, etc., and are prepared to place large contracts with reliable operators who can ship any of the above mentioned woods either in lumber or cut to specification. Our inspectors in Canada are thoroughly conversant with the requirements of this country and would gladly furnish all particulars as to the culling, etc., required for this market. Last year we handled from 200 to 250 large consigments of Canadian woods, and are doing our utmost to further this trade with Canada. We have received recently a large enquiry for willow. Do you know of any firm who handles this wood ?

We cannot see why the Canadians should not capture the paper market of England. It is an undeniable fact that the Americans are taking away the trade of the paper manufucturers in this country. It is also a well known fact that American paper is made from Canadian pulpwood. This trade belongs to the Canadians, and if they don't secure it they have themselves to blame, as they have the raw material and as good natural facilities for manufacturing as the Americans, and quite as good freight rates to this country. The writer remembers, a bout two years ago, while travelling on the north shore of Lake Superior, having seen hundreds of thousands of loads of spruce destined for the American paper mills, and he believes the same applies to all parts of Canada, as we ourselves have recently received tempting offers from American paper manufacturers for the pulpwood on our Canadian limits. The writer believes plenty of money could be raised in England for the industry of paper manufacturing in Canada should a proper prospectus be shown.

THE M. TIMBER COMPANY OF CANADA.
London, England.

---

DEAR SIR,—Before enumerating the various descriptions of timber which find here a ready demand, we beg to point out that no other industrial centre in the United Kingdom presents a more desirable outlet for the products of those who are interested in the timber trade and engaged in its manufacture in the Dominion of Canada. As the chief seat of the shipbuilding industry in this country, our city does a large trade in every kind of wood manufactured and exported from Canada. The imports to the Clyde are large and increasing, and as far as present appearances indicate are likely to continue doing so. The existing demand for nearly all Canadian woods is very good ; for some it is even brisk. We believe, therefore, that there is great scope in this market for a large development in business in Canadian timber, and for the information of your lumber manufacturers we beg to enclose a memorandum of the woods which are most extensively used here.

WANEY BOARDWOOD. — This timber is in constant demand by shipbuilders and house builders, and is regulated in price by size and quality. Work at present is plentiful in each of these departments of trade, with every prospect of being maintained, and as stocks are lighter than they were at the same period a year ago, our anticipations are most likely to be realized.

SQUARE WHITE PINE.—The enquiry for this timber is only moderate. Like the boardwood, the better quality of it is used mostly for finishing purposes in houses and ships, and it always commands a good price.

RED PINE.—At one time a considerable quantity of this wood went into consumption for joisting, etc., but it seems to be out of favor now, and superseded by pitch pine. Still a fair consumption takes place annually.

ELM.—Elm is largely used by shipbuilders, and the stock on hand not being excessive, rather, indeed, under what it was at the same time last year, points to the continuance of a fair demand, especially for large wood.

OAK LOGS AND PLANKS.—The former are used in ship building and railway and wagon building, and the planks chiefly for the latter industry, which is a very important one in this vicinity, and large quantities of various specifications are taken up.

ASH.—This is mostly used by cabinet makers in the manufacture of bedroom furniture, and also for drawer wood. The demand is always more or less active.

BIRCH goes largely into chair making, and there is a better demand than existed some few months ago both for logs and planks, boards and squares.

WHITE PINE DEALS.—There is always a large demand for these in the different sizes and grades of quality. At the beginning of the year, in consequence of large stocks, prices ruled low, but the present very brisk condition of our principal industries has greatly improved matters. First quality are used to a large extent for finishing purposes, such as panelling in house doors, ships, etc., and also for pattern wood for engineers. Second quality, though in fair demand, is not so much used as firsts or thirds, and the imports are therefore on a smaller scale. In third quality deals there is a very large consumption amongst joiners, boat builders, packing box makers, etc., and good sound planks can always be sold at their value. Fourth quality deals, both broad and narrow, are mostly used by packing box makers, but the low price, as compared with thirds, makes them in demand also by the smaller class of furniture makers.

WHITE PINE SIDINGS.—Large quantities of these are imported to this market. Since their introduction here in recent years there has been a great demand for them,

and as they are in favor with consumers the demand is constantly growing.

Spruce Deals.—Large stocks were held at the close of last year, but these have been greatly reduced through the improvement in trade during the interval, and the demand is now very good.

Cant & Kemp.

Glasgow, Scotland.

---

Another correspondent furnishes the following information regarding the British market :

"The timber business of Canada with this country is not only a large one, but as you must be aware, one of the oldest trades carried on between them. All the existing demands for lumber are anticipated in the fall and winter. During these months there is hardly a shipping house from Ottawa to Halifax that is not represented in this country either personally or by their agents. From waney board pine timber down to manufactured goods, such as doors and other descriptions of joinery, all kinds of lumber are pressed upon the markets, often to an unwarrantable extent. Not content with making their contracts for the season's shipment, we find, as a general rule, that having filled up all their forward bills, shippers then proceed to unload themselves in the autumn of their unsold stocks by consigning them upon the large markets, such as London, Liverpool, Glasgow, Cardiff, etc., where they are sold for what they will bring. This is not an isolated example of Canadian shippers' methods—it has occurred over and over again, especially during the past few years. One result of this is that the large importers here are inclined to deal very warily in entering into engagements ahead lest they be swamped with cheap consignments. That this was their policy last winter was best shown by the fact that shippers of all kinds of lumber from Montreal and Quebec returned home this summer with the most meagre orders they have had for many a year. These remarks apply with equal, even if not with greater, force to the spruce deal shippers of New Brunswick and Nova Scotia. During the past year their action in this direction caused a fall in the market of about 25s per St. Petersburg standard. Having filled all the orders they could secure at £7 c.i.f., the price ruling in January, 1897, they swamped not only the large markets of this country, such as mentioned above, but actually sent cargoes into small ports in Ireland to be sold against the goods of their own contractors. The result of this is self-evident ; under the pressure to sell these consignments prices gave way and importers had either to sell out their stocks at competing prices or hold them to look at. Very few are in a financial position strong enough to do the latter, hence losses and in some cases absolute failure."

# THE WEST INDIA ISLANDS

The West India Islands, having an area of 94,000 square miles and a population of several millions, is each year receiving greater attention from Canadian lumber manufacturers. The exports are chiefly from New Brunswick and Nova Scotia. Particulars of the requirements of a number of the islands are given herewith, and will repay careful perusal :

## BARBADOS.

Although the houses, sugar factories and many other buildings in Barbados are built of stone and brick, covered with iron, slate and shingles, yet a fair quantity of timber is consumed. The following figures show the total import of white pine, spruce, hemlock, birch and beech for three years, together with the quantity supplied by Canada :

| | 1895. | 1896. | 1897. |
|---|---|---|---|
| Total Import... | 3,622,547 ft. | 5,898,722 ft. | 8,129,225 ft. |
| From Canada.. | 3,383,195 ft. | 5,230,184 ft. | 6,815,577 ft. |

From the above it will be seen that this market is yearly growing in importance. There is used a large quantity in the making of hogsheads and puncheons, in which the sole product of the island, sugar, is shipped. The consumption is therefore dependent in a great measure on the crop, as from 1½ to 2 million feet, principally spruce, is used in this way.

White pine is used throughout the year, and imported in cargoes of 150,000 to 200,000 feet. The local inspection makes three qualities, shippers, refuse and second quality. The first named consists of boards of 10 feet contents and upwards without sap, of not less than 8 inches wide. Refuse is what is culled from the shippers as not being quite up to that grade, and may contain boards of nine feet contents without sap, or boards of 10 feet contents and upwards with sap, but the sap must not extend across the board, that is, must leave six inches of heart lumber throughout the entire length of the board. Second quality, so-called, is inferior to refuse, and consists of boards of 8 feet contents and under, or boards of larger contents in which the sap does not leave six inches of heart lumber, or has streaks of rot, but in which the rot has not eaten into the board. An allowance of 5 per cent. for splits on shippers is customary. Refuse usually brings $3 per thousand less than shippers, and second quality from $3 to $4 less than refuse. Very little plank is required, not more than 5% of cargo, and it must be of good quality.

Spruce is principally used from February to June, during the crop season, and is imported in cargoes of 150 M to 200 M. There are only two grades, merchantable and second quality. No allowance is made for refuse ; only boards of 6 in. and under, and very much shivered, are thrown out, and bring about $3 per M less. No allowance is made for splits. Scantling is used in very few sizes, such as 2×3, 2×5, 2×6, and in the following proportion, say 25 M 2×3, 5 M 2×5 and 5 M 2×6.

Shingles : Cedar Laying sawn, 4 bundles to 1 M, are largely used, and principally No. 1 extra. Spruce Laying sawn in small quantities are saleable. Long Cedar Split are saleable ; they must be of good quality, 100 to the bundle, and about 20 in. long.

The terms of sale are 3 months' credit to the local buyer. Sales being rendered on completion of delivery are subject to 1½ per cent. discount and 5 per cent. commission, which is really 2½ per cent. selling and 2½ per cent. guarantee, and a small charge of about 15 cents for delivering. The duty on white pine and spruce lumber is $1.20 per thousand feet. Shipments should be made whenever possible by sailers instead of steamers, for convenience of landing, and cargoes should contain about one-third first quality.

## TRINIDAD.

This colony is fairly well supplied with hardwoods of its own growth, supplemented by some imports from the near coast of Venezuela and British Guiana, which amounted in 1897 to 76,825 superficial feet only. Formerly, when the sugar crop was shipped in hogsheads, there was a large importation of cooperage materials. Now hogsheads have been displaced by bags, so that for last year imports were reduced to only 113,000 white oak staves, 1856 bundles shooks and 53,400 wood hoops. Shingles were also largely imported formerly, but last year were reduced to 63,500 pieces, their use now being displaced by galvanized iron. The importation of lumber is therefore practically limited to pitch pine, white pine and spruce, coming from the United States and Canada. The total imports of the three kinds in 1897 were 11,488,375 superficial feet. Of this 10,402,101 came from the United States and only 1,086,274 direct from Canada. The consumption of each kind is estimated to be about as follows : Pitch pine, 30% ; white pine, 55% ; spruce, 15%.

The description of lumber received from Canadian ports is what is known as ordinary shipping boards and planks, 8 inches wide and 2 inches thick. Assortments should not include more than 10% plank. The lumber usually measures from 10 ft. to 22 ft. superficial for board, and of course double for plank. An average of 14 ft. contents for boards is considered good. More than 1 inch of sap on the pieces, or red rot, however little, makes the lumber refuse, and splits of more than three running feet, broken lumber, whilst sizes under 10 ft. superficial for boards, and 20 ft. for planks, are also rejected. The width of the lumber should be from 7 inches up to 15 and 16, or even 18 inches for ordinary quality, but dimensions such as obtain in the lumber received from the United States, say 12 ft. lengths, by 10 and 12 inches wide, will always command a preference with buyers and bring higher prices, as these shipments are always sized and run very regular in length and width, as above.

An allowance of 5% for splits is customary, but in some instances is waived by purchasers. Ordinary sales are made subject to allowance for split. The contents of each board or plank should be legibly marked at one end of the piece, in colored pencil or chalk. Any piece less than 7 inches wide, or under 10 ft. contents board and 20 ft. plank, are considered refuse and rejected as such. The customary difference between good merchantable lumber and refuse is from $4 to $5 per M ft.

The import duty on lumber into Trinidad is $2 per M ft., irrespective of quality or whence imported. The proportion of white pine used in Trinidad in comparison with spruce is fully 3 to 1. The average value of Canadian lumber is $18 to $19 per M for merchantable white pine, and $15 to $16 for spruce.

Much lumber the product of Canadian mills is shipped through United States ports and classed as American lumber. It can usually be obtained cheaper than by direct shipments. This is explained by the difference in freight. The United States have the practical monopoly of the supply of breadstuffs to Trinidad, and the vessels taking flour, etc., carry deck loads of lumber at cheap rates. Thus the one trade facilitates the other. There does not seem to be any good reason, however, why our lumber should not be shipped direct.

## JAMAICA.

Nearly nine-tenths of the lumber used in Jamaica is pitch pine from the United States. The total imports for the year ending March 31st, 1898, as furnished by the Collector-General at Kingston, were as follows :

| Whence Imported. | Pitch Pine. Feet. | White Pine. Feet. | Cypress Shingles. No. | Boston Chips and other Sorts. No. |
|---|---|---|---|---|
| United Kingdom.. | 176 | ..... | ..... | ..... |
| U. S. America.... | 6,740,947 | 2,516,876 | 3,444,319 | 93,675 |
| Canada ..... | 13,486 | 230,031 | ..... | 144,200 |
| British East Indies | 150 | ..... | ..... | ..... |
| Total ..... | 6,754,759 | 2,746,907 | 3,444,319 | 237,875 |

These figures show the small quantity supplied by Canada, and the possibilities of that market for our manufacturers and exporters. Concerning the Jamaica market a correspondent says : "A small proportion of white pine only is used. This comes from New York, but I think it is manufactured in Canada. A very small proportion comes from Nova Scotia, also some spruce, but the quality of the wood that comes from New York is far superior to that which comes from Nova Scotia, the former being all 12" wide, 12, 14 and 16 feet long, while the latter runs from 5" to 16" in width and 10 to 30 feet in length. Seven or eight years ago as much white pine was sold as pitch pine, but the drop in the price of pitch pine, while the price of white pine remained about the same, has no doubt caused the sale of the one to increase while the other decreased. I have often wondered why it is that Canadian manufactured lumber can be sent here through New York commission houses at far lower rates than it is possible to get it direct ; in fact, it is almost impossible to get the same description of boards direct from Canada, although they are manufactured there. This is a matter that should be looked into."

## ST. LUCIA.

The quality of lumber used on this island is all Canadian white pine of 1 and 2 inches by 12 inches and upwards. For some years past it has been found more profitable to import the lumber from New York instead of the Maritime provinces, on account of the cheap freight by steamers from that city. Spruce and hemlock are not used there, and the only other kind of lumber imported is yellow pine from the Southern States. The yearly quantity of both qualities imported amounts to about one and one-half million feet.

Regarding this market, Mr. Sainval Coipel, of St. Pierre, writes : "White pine lumber is imported exclusively from New York, in boards and planks of an average of 16 feet for the former and 32 feet for the latter, their respective thickness being of 1 and 2 inches, and the width varying between 10 and 14 inches. The lumber is of pretty fair quality, not very knotty and almost free of sap. Being myself engaged in the trade as a wholesale dealer, and having very good connections with several New Brunswick firms, I have tried to secure a share of the business for my friends, but to my great regret, they have never been able to send the right article ; it seems as though they cannot get boards of suitable widths. Otherwise, I have not the least doubt that they could compete successfully with the New York shippers. I would, therefore, be glad to place a trial order with some good reliable firm. For spruce there is no demand with us. This description of lumber was used mostly for heading, when our planters were manufacturing Muscovada sugar ; now that they make white crystals only,

they require a special kind of wood for their packages, and spruce is in consequence entirely neglected.

### DEMARARA.

In the year 1897 this island imported 4,463,673 feet of white pine and 934,439 feet of pitch pine, on which the duty was $3 per thousand feet. The white pine sold at from $21 to $24, refuse bringing $17. The average price for pitch pine was $23. Some shingles were also imported. White pine is imported in about the proportion of 20 per cent. of 2 inch plank and 80 per cent. of 1 inch boards, 12 to 16 ft. long, which is received principally from New York and Portland, and much of it is known to be Canadian lumber. The trade in Nova Scotia, at one time large, has decreased of late. Spruce and hemlock do not appear to be in demand.

Messrs. Merwin, Woods & Co., Fredericksted, write: "This market is too small to receive cargoes of lumber. We, ourselves, from time to time, order small quantities of white pine boards from Halifax when we have any difficulty with freights by steamer from New York, but we always find that the Canadian lumber is not uniform in thickness; that is, we require, as well as the other West Indian islands, boards 12 inches wide, from 14 to 16 feet in length and one inch in thickness. The Canadian lumber, as a rule, when ordered for one inch, is either one inch scant or one inch too full, i.e., 1 1/16, all mixed together, which is not satisfactory to the carpenters here; in consequence New York lumber for general purposes, though costing more, is preferred. The only importers, Messrs. Bartram Bros., get their lumber exclusively from New York. We only order from twenty to thirty thousand feet at a time, which is sufficient for our needs."

### CUBA AND PORTO RICO.

It is expected that the lumber trade of Cuba and Porto Rico will immediately revive now that peace has been restored. Buildings will be reconstructed, and much of the lumber required therefor will be imported. The native timber is entirely of the hardwood variety, more suited to the requirements of the shipbuilder, cabinet, furniture and implement manufacturer. The principal woods are mahogany and cedar, the latter being exported to some extent, but the expense of logging, estimated at $50 per thousand feet, has prevented the expansion of the industry.

In the year 1893 Cuba and Porto Rico imported over $70,000,000 worth of merchandise, the greater quantity from the United States and Spain. Steadily since that year the imports have declined, until in 1896 they reached only $50,000,000. Lumber has been imported almost entirely from the Southern States, and consists chiefly of pitch pine. Statistics show that in the year 1893 Cuba received the following: 29,000,000 feet of boards, deals and plank; 3,300,000 feet of joists and scantling; 232,000 shingles; $24,000 worth of hoops; $152,000 worth of shooks; $66,000 worth of staves and heading, and $63,000 worth of all other lumber. For the same year the imports into Porto Rico were: 8,000,000 feet of boards, deals and plank; 1,000,000 feet of joists and scantling; 65,000 shingles; shooks, $76,000 worth; hoops, $8,000; staves and heading, $28,000; all other lumber, $4,600; and a comparatively very small quantity of sawed and hewn timber and logs. Doors, sash, blinds and house finishings aggregated $8,900 for Cuba and $2,400 for Porto Rico; hogsheads and barrels, $74,000 to the former and $2,000 to the latter; household furniture, $217,000 and $25,000 respectively; woodenware, $12,000 and $1,000, and all other manufactures of wood, $133,000 and $4,000 respectively. These figures, while representing the imports of one of the most prosperous years, show the extent and importance of the market, to which attention might well be given by Canadian exporters. Spruce and white pine would be favorably received.

According to the proclamation of the President of the United States, the duty on lumber will be about as follows: Staves, per 1,000, 2 pesos; boards, deals, etc., round wood and timber for shipbuilding, per cubic metre, 1 pesos; planed or dove-tailed, broomsticks and cases wherein imported goods were packed, per 100 kilos, 0.40 pesos; cabinet-makers' woods in deals, boards or logs, per 100 kilos, 3 pesos, sawed in veneers, 4.35 pesos; furniture or bent wood, per 100 kilos, 10 pesos; upholstered furniture, 0.60 pesos; common joinery, 2 pesos. The peso is the Spanish dollar, gold, and its value is 92.6 cents of Canadian money. The kilo is equivalent to 2,204 pounds.

### ANTIGUA.

Following is a return showing the quantity of lumber, shingles, staves and shooks imported into Antigua for five years, from 1893 to 1897:

| Year. | Pitch Pine. Feet. | White Pine and Spruce. Feet. | Shingles. Cedar and Pine. | Shingles. Cypress. | Shooks. | Staves. |
|---|---|---|---|---|---|---|
| 1893. | 457,947 U. S. | 602,900 B. N. A.<br>850,876 U. S.<br>1,000 U. K. | 680,000 B. N. A.<br>797,250 U. S.<br>16,500 W. Islands. | 480,450 U. S. | 8,148 U. S.<br>2,981 B. N. A. | 4,800 Bdos. |
| 1894. | 455,251 U. S. | 332,312 B. N. A.<br>506,677 U. S. | 359,250 B. N. A.<br>150,000 U. S. | 296,260 U. S.<br>5,000 Bdos. | 1,522 Barbados.<br>1,201 B. N. A.<br>1,800 U. S.<br>130 French Ports. | 6,000 Bdos. |
| 1895. | 308,924 U. S. | 393,781 B. N. A.<br>310,354 U. S.<br>1,370 B. Guiano. | 431,850 B. N. A.<br>100,000 U. S. | 568,000 U. S.<br>78,600 Bdos. | 3,910 B. N. A.<br>500 U. S.<br>400 Barbados. | 25,838 U. S.<br>16,857 B.N.A.<br>2,232 Bdos. |
| 1896. | 300,010 U. S. | 247,121 U. S.<br>110,200 Barbados.<br>29,929 B. Guiana.<br>26,551 Trinidad. | 150,000 U. S.<br>115,000 B. N. A. | 349,200 U. S. | 3,500 U. S.<br>900 B. N. A.<br>400 Barbados. | 24,000 Bdos.<br>36,721 U. S. |
| 1897. | 182,827 U. S. | 395,268 U. S.<br>118,607 Barbados.<br>27,323 B. N. A. | 386,750 B. N. A.<br>20,000 U. S. | 100,000 U. S. | 1,465 B. N. A.<br>1,200 U. S. | 2,400 Bdos. |

The lumber most in demand is pitch pine scantling, 2 x 3 to 6 square; pitch pine plank, 2 inches thick; pitch pine boards for flooring, 1 inch thick, 6 inches wide; white pine and spruce plank, 2 inches thick; white pine and spruce boards, 1 inch thick, 12 inches wide.

## MEXICO

### THE MEXICAN LUMBER TRADE.

By Percy L. Robinson, Mexico City.

As is well known, Mexico furnishes a large variety of dye and cabinet woods, which grow in the coast countries, these woods finding their present markets in New York, San Francisco and European ports. Pine and oak, used entirely for home consumption, are found mainly on the great plateau and are almost invariably inferior to similar lumber from northern latitudes; therefore the latter will always find a ready market in Mexico at satisfactory prices. A potent factor in the Mexican lumber industry is the difficulty of securing satisfactory cutting rights, owing to the inaccessibility of the forests and the fact that these are usually the property of Indian tribes, who hold them in common.

At present nearly all importations of lumber into Mexico come from the United States, the principal reason of this being the proximity of one country to the other, and consequently cheaper transportation than obtains between Mexico and any other country which might share the trade.

At present most of the best oak is shipped from Memphis, Tenn., and St. Louis, Mo., and is worth here about $200 Mexican currency per 1,000 feet, the carload freight rates to the frontier being 28 cents gold per 100 lbs. from Memphis, and 33 cents from St. Louis, and from the frontier to Mexico City and common points $16 Mexican currency per 1,000 kilograms, which is equal to about 33 cents gold per 100 lbs. at present rate of exchange, 120 premium. This makes a through rate of 61 cents gold per 100 lbs. from Memphis and 66 cents from St. Louis.

The bulk of imported lumber, however, is pine, and a general idea of its price in this republic will be given by the present retail price in Mexico City of tongued and grooved planed pine, namely, $60 to $65 Mexican currency per 1,000 feet, and $55 for flooring and ceiling. Most of the pine comes from Texas and Louisiana, either all rail or via Mexican gulf ports; the present car load freight rates from mill points to the frontier being 18 cents gold per 100 lbs. plus the 33 cent rate to Mexican City and common points, which makes a through rate of 51 cents gold per 100 lbs.

The lumber carload freight rate from New York by steamer and rail to Mexico City and common points is 60 cents gold per 100 lbs., and on Canadian shipments the rate from point of origin to New York would have to be added, not to mention the expense of bonding through the United States.

It will thus be seen that, with the present transportation facilities and rates of freight, there is little opening for the sale of Canadian lumber in Mexico, but should a direct line of carriers be established between Canadian and Mexican ports, Canadian lumber merchants should be able to build up a very good trade with this Republic.

The following table shows the amount (in Mexican currency) and nature of the importations of lumber into the Republic of Mexico, during the fiscal years of 1895-6 and 1896-7:

| Class of lumber. | Fiscal year 1895-6. Weight in kilograms | Fiscal year 1895-6. Inv. value Mexican silver | Fiscal year 1896-7. Weight in kilograms | Fiscal year 1896-7. Inv. value Mexican silver |
|---|---|---|---|---|
| NON-DUTIABLE. | | | | |
| Ordinary boards, beams, scantling, etc., in the rough | 78,759,131 | $ 612,819 | 89,951,478 | $ 724,817 |
| Railway Ties | 14,176,850 | 110,710 | 20,880,959 | 110,509 |
| Box lumber and boxes | 6,431,457 | 153,070 | 4,741,582 | 120,206 |
| Barrels and staves | | 39,700 | | 27,002 |
| Other non-dutiable lumber | 2,272,781 | 50,145 | 2,540,285 | 43,582 |
| DUTIABLE. | | | | |
| Tongued and grooved planed boards. Duty $1 Mexican currency per 100 square meters | Measurement in sq. meters. 2,150,103 | 129,754 | Measurement in sq. meters. 6,380,168 | 357,578 |
| Fine lumber, planed, all kinds, paying various duties | Weight in kilograms 174,547 | 12,003 | Weight in kilograms 159,507 | 10,487 |
| | | $1,105,003 | | $1,400,961 |

## SOUTH AMERICA

Some of the South American Republics are becoming important markets for Canadian lumber. Several cargoes of pine and spruce are shipped annually from the port of Montreal, while the shipments from New Brunswick and Nova Scotia represent no small quantity. Of the latter no records are available, but it is known that some firms are engaged in that trade almost exclusively.

### ARGENTINA.

In the year 1897 our direct exports of lumber to Argentina was valued at $538,000, an increase of over $100,000 over the previous year. Mr. Edmund E. Sheppard, Trade Commissioner to South America, reports that this trade can be very largely increased, as the woods of that country suitable for lumber are grown nearly altogether in the south towards Patagonia, and are very heavy and not adapted to the purposes for which white pine is used. Spruce is brought nearly altogether from Maine, and handling it is already a very large business. The export of portions of houses already prepared is successful in but few countries, owing to the tariffs, but the export of white pine lumber to Argentina, there to be milled and made into doors and sashes and frames in the yard where it is received, should be a very profitable business, for of all the countries of the south, Argentina is most rapidly increasing in population, the stretches of arable land being enormous, and the erection of small dwellings proceeding at a very rapid rate. The export to Argentina of lumber suitable for the fitting of

cattle vessels is also an important feature. The city of Buenos Ayres has a population of 700,000, and other principal cities are being built up very rapidly. The duty on spruce and white pine is about $5.35 per thousand feet.

## URUGUAY.

In the year 1896 the total imports of timber into Uruguay represented a valuation of $771,000. Of this sum pine accounted for $517,000, of which $500,000 was from the United States.

## BRAZIL.

Last year Brazil imported Canadian lumber to the value of $52,000. Owing to the fact that an insect attacks white pine and burrows through it until it is almost like a handful of ashes, that lumber is little used except for decorative purposes and doors and windows, where it is needed for its lightness, and is protected by varnishes and paint. In the interior and the southern parts of the country the importation of material suitable for window frames and doors should be very large. Of yellow pine there is imported annually about 30,000,000 feet, which realizes about $25 net per thousand. This is also an average price for Canadian boards. The Canadian commissioner states that our trade is hampered by the fact that large ships from United States ports load partly with lumber and partly with kerosene, preferring to mix their cargoes, while mixed cargoes from Canadian ports are hard to obtain.

## PERU.

This republic is showing many elements of prosperity, and is likely to prove a good market for Canadian lumber. This is also true of Eucador, the chief seaport of which, Guayaquil, was recently destroyed by fire and is being rebuilt nearly altogether with wood. The lumber now used is obtained chiefly from San Francisco.

## CHILE.

The timber importations of Chile are in the neighborhood of one million dollars annually, the bulk of which is supplied by the United States. The Chilian lumber is practically all hardwood. The methods of lumbering are very crude, as the result of which the native timber has not had the sale which would otherwise have been the case. The present condition of the country is favorable to an extension of the Canadian lumber trade, particularly in pine and spruce, although the native timber is protected by a substantial duty. The principal drawback to exports of pine and other timber from Canada is that there are no direct means of communication. Supplies of white pine, etc., are first shipped to New York or other United States ports, and hence by steamer, resulting in immense increase in freight and other charges, constituting almost the preclusion of the use of the lumber except on a limited scale. If direct shipments were made of such classes of lumber as could compete with Oregon pine for building purposes, undoubtedly a satisfactory trade would be brought about.

Below will be found an interesting letter from Mr. Lewis E. Thompson, Commercial Agent:

Dear Sir,—Oregon pine was imported here in large quantities up to end of 1896, since which time importation has decreased, owing to the fact that building operations are very limited. A fairly good market is at all times open here for good quality of rived oak staves, of which large quantities are consumed yearly for making wine casks and barrels of different sizes. These staves are imported from New York principally, although small lots are also brought from France, and there is no reason why Canadian staves should not find a good market here also, providing the dimensions and quality are satisfactory.

The same remarks apply also to oak planks of 1½", 2", 3" and 4" thick, and of any width up to 16" or 18", lengths from 12 to 18 feet; also white pine and ash of the same dimensions, all of 1st quality, will find a market, in case these can be delivered at same or lower prices than American lumber of same class.

Box Shooks.—Two large consumers of empty boxes have been importing these for several years from England, and I notice that these shooks are made of Nova Scotia or New Brunswick spruce, evidently resawed for boxes in England; without doubt these shooks could be delivered here direct from Canada much cheaper than is actually the case when they are imported from England, where the cost of making the boxes from deals must be considerable, added to freights and intermediate profits of dealers. The exterior dimensions of these boxes are as follows: Heads, 14½" x 7¾" x 11/16"; sides, 23¼" x 7¾" x 7/16"; T. and B., 23¼" x 7⅝" x 7/16"—all unplaned, but very well and smoothly cut to exact dimensions and neatly packed in complete sets. The tops and bottoms are composed of two pieces each, consequently the width of the box is 15¼" outside measurement.

Canadian merchandise in general labors under the disadvantage of being, in most cases, shipped from New York, and is consequently looked upon as American merchandise, thus placing Canadian products in Chilian statistics as tributary to United States. If complete cargoes of lumber, composed of staves, shooks, oak, ash, white pine and walnut, could be made up in Montreal, I think a good trade could be established between that port and Valparaiso, as return freights of nitrate of soda could be secured for these vessels which engage in this venture.

Should it not be possible or convenient to send full cargoes of lumber, other merchandise, such as agricultural machinery and general goods, could be introduced here with the same facilities which offer for American goods.

The writer is in touch with most of the large lumber importers here, and would suggest that intending exporters send me a list of prices for the lumber above mentioned, free on board in Montreal or New York, prices to be net and without the intervention of middlemen or commission agents, and with this data at hand the writer will make it a point to consult the importers and see if there is a possibility of introducing Canadian lumber here with any degree of profit and success.

It is my impression that a year or two must pass before there will be any considerable demand for Oregon or British Columbia pine, as the restriction in building operations, and also the suspension of all public works, has reduced the demand surprisingly. The greater part of the west coast trade in lumber is, I believe, transacted in San Francisco, and I have been informed that a syndicate has complete control over the entire production of Puget Sound and British Columbia in general.

Lewis E. Thompson.

Santiago, Chile.

# AUSTRALIA.

While Australia possesses a forest area of some extent, the governments of several colonies have lately awakened to the fact that the supply will suffice only for a very few years. In addition to her native supply, Australia has for a number of years imported a large quantity of foreign timber, chiefly from the Pacific coast. The chief supplies are received from the United States, New Zealand and Norway, although last year there were shipped from British Columbia lumber to the value of nearly $200,000. Much complaint has been made that inferior stock has been thrust upon the market, and this has operated against the interests of Canadian shippers.

The bulk of the dressed lumber received in Australia is from Norway and Sweden. It consists of flooring, siding and shelving, and it is said to be full of small and tight knots, which, of course, are objectionable. It is believed that if Canadian mill owners and exporters would push the business vigorously, a large trade in flooring could be secured in Australia, and especially the colony of New South Wales. The Baltic flooring is 6 × ⅞; the British Columbia is dressed out of 6 × 1, and is therefore ½ an inch narrower than the Baltic. The latter is quoted at 13s. 6d. per one hundred superficial feet, while Oregon, by which the B.C. product is known, has sold at 11s., but 11s. 6d. would be paid for it if it could be had.

It is probable that a moderate trade in doors could be secured from Australia by properly directed effort on the part of our manufacturers. These goods are now obtained mainly from San Francisco, the quotations being about as follows:

| Size. | | | |
|---|---|---|---|
| 2′ 6″ | × 6′ 6″ | × 1¼″, double moulded | $2.50 |
| 2 6 | × 6 6 | × 1½ ″ | 2.75 |
| 2 8 | × 6 8 | × 1¼ ″ | 2.75 |
| 2 8 | × 6 8 | × 1½ ″ | 3.00 |
| 2 8 | × 6 8 | × 1¾ ″ | 3.50 |
| 2 10 | × 6 10 | × 1½ ″ | 3.25 |
| 2 10 | × 6 10 | × 1¾ ″ | 4.00 |

Less a discount of 40%, 5% and 2½% cash.

The sizes most used are 2′ 6″ and 2′ 8″ × 1½". In shooks and staves there is also an opening for trade. We are advised that the desire of importers is to deal direct with the mill owner or shipper.

In the following letter the importations by Victoria and New South Wales for the years 1896 and 1897 are reviewed:

Sydney, New South Wales, August 12th, 1898.

Dear Sir,—It is only possible to give you the figures respecting the timber trade of New South Wales and Victoria, as these are the only colonies for which the trade returns of 1897 are to hand.

### NEW SOUTH WALES.

The importations of timber for the years 1896 and 1897 were:

| | 1897. | | 1896. | |
|---|---|---|---|---|
| | Feet. | Value. | Feet. | Value. |
| Timber, rough. | 67,265,849 | £328,753 | 52,668,742 | £268,742 |
| " dressed | 8,723,450 | 65,567 | 6,619,688 | 47,957 |

Of these amounts the imports from Canada and the United States were:

Rough Timber.

| | 1897. | | 1896. | |
|---|---|---|---|---|
| | Feet. | Value. | Feet. | Value. |
| Canada..... | 2,273,557 | £ 8,317 | 1,998,916 | £ 6,963 |
| United States. | 25,513,065 | 106,962 | 21,753,448 | 95,780 |

Dressed Timber.

| | | | | |
|---|---|---|---|---|
| Canada..... | 161,919 | £ 920 | 80,733 | £ 471 |
| United States.. | 1,495,318 | 10,171 | 400,958 | 3,755 |

In addition, there went into Broken Hill, via South Australia, and credited to that colony, 18,654,941 feet of rough and 504,005 feet of dressed timber. This, or nearly all of it, came from the Pacific coast of Canada or the United States. It was mainly what is known here as "Oregon," for timbering the mines.

Other items were sent by Canada to the following values:

| | 1897. | | 1896. | |
|---|---|---|---|---|
| | Canada. | United States. | Canada. | United States. |
| Laths..... | £342 | £2,251 | £250 | £3,316 |
| Palings..... | 80 | 1,683 | ... | ..... |
| Shooks and staves... | 360 | 1,639 | 235 | 1,231 |

There were imported into this colony last year 36,999 doors, valued at £15,715, all but 1,400 coming from the United States.

These figures require but little comment. They show the extent of the market, the relatively small proportion that falls to Canada, the marked improvement of the trade of 1897 over 1896, and that Canada shared in it. The values show that prices in 1897 were rather better than in the previous year.

A year ago I sent you the sizes and prices of doors imported here, and stated that I should be glad to hear from Canadian manufacturers respecting the possibilities of the trade. The doors, then as last year, came from California, and were made of sugar pine. Some attempts have been made to introduce cedar doors from British Columbia, but as there is a prejudice against that timber, the experiment failed. A representative of the British Columbia Milling and Trading Company is expected here shortly, and on his arrival steps may be taken to ascertain whether this prejudice cannot be overcome. When I wrote you and also to some eastern mills respecting doors, the ordinary freight was too high to enable a profitable trade being done. My idea was to have prices and other information ready, so that should a more favorable opportunity occur, advantage could be taken of it. Unfortunately, no one replied to my letters, and the party here that I interested in the matter opened up communication with New York houses, and when freight rates went down to about forty per cent. of the former figures, doors were shipped here. Whether this will result in an extensive trade has yet to be determined, as much will depend on the relative rates of freight between San Francisco and New York and Sydney.

The figures show the very small proportion of dressed lumber supplied by Canada. Two years ago I anticipated the amount would be much increased. Had the Canadian steamers not secured more profitable freight, there is no doubt that the hope would have been realized. The demand for it certainly improved, but as it seemed impossible to get cargo space in Vancouver, the orders were sent to San Francisco, dressed spruce in the shape of shelving coming from that port. If the sugar trade between Canada and Queensland should develop as it now promises to do, it will require additional shipping, and the

B. C. millmen will have very much better facilities for getting into this market.

VICTORIA.

This being a protectionist colony, the duties on dressed and manufactured lumber, and the fact that in the tariff "Oregon" is discriminated against, affects the importations and limits them largely to deals and other undressed stuff. The importations of the classes in which Canada is or might be interested were :

| | 1897. Feet. | 1896. Feet. |
|---|---|---|
| Deals, total | 2,061,900 | 4,429,600 |
| From Canada | 884,900 | 2,400,700 |
| " Norway and Sweden | 954,900 | 1,831,100 |
| Laths, total number | 995,400 | 1,006,000 |
| From United States | 736,900 | 1,002,000 |
| " Canada | 249,000 | ..... |
| Oregon, total | 10,130,000 | 11,318,000 |
| From Canada | 4,116,000 | 3,242,100 |
| Staves, number | 562,133 | 245,923 |
| From United States | 366,220 | 105,480 |
| Undressed timber, total | 16,942,600 | 17,743,100 |
| From Canada East | ..... | 2,400 |
| " United States East | 1,258,300 | 858,400 |
| " " " West | 1,746,900 | 1,074,700 |
| " New Zealand | 11,994,300 | 13,329,000 |
| " Norway and Sweden | 220,400 | 1,082,900 |

It will be seen that there was not much change in the trade of the two years. The largest decrease is in deals, both Canada and Norway and Sweden sharing. There was a demand for spruce deals, but freight rates were high, and this stopped business. The Canadian trade would be much improved by a reciprocal tariff between Canada and Victoria. The duty on Oregon and the free admission of all other undressed timber bears more heavily on the west coast trade of Canada than on that of the United States. Having redwood and sugar pine admitted free, it is easier to make up a cargo in San Francisco than in Victoria. Spruce should find a market in Victoria and take the place of Baltic lining and shelving, as it does in Sydney when it can be had.

Business is improving in Victoria. There appears to be a slow but steady recovery from the crisis of five years ago, and should it be blessed with fair harvest, of which there is now a good prospect, the trade of next year will show a decided advance over that of this or several previous ones. When it is remembered that a large part of its area has suffered from drought for three years, ruining its harvests and lessening its output of wool and butter, its present condition is remarkably good. With more favorable seasons there will be a resumption of building, although mostly like the extent that characterized the boom years prior to '93, and a larger demand for lumber.

J. S. LARKE,
Canadian Commissioner.

## SOUTH AFRICA

IN South Africa there is quite a promising market for Canadian timber products, in which our exports have increased during the past two years. This may be said to be a new field, as it is only within recent time that any considerable shipments from Canada have been made. There is, we believe, a good market there for spruce and pine deals, scantling, doors, sashes, blinds and other manufactures of wood, while a limited quantity of red pine, elm, ash and oak logs could be placed. The consumption of hardwoods in British South Africa will no doubt gradually increase, as the furniture and other industries using this class of raw material are fast developing. In deals 16 feet is the average length for the Cape Town market.

One essential feature in securing a more extensive trade for Canadian lumber manufacturers is that the goods should be placed on the market at a reasonable cost, as competition from Baltic woods is very keen. The attention of the trade is directed to the following letter :

24 WALE STREET, CAPE TOWN, SOUTH AFRICA,
August 1st, 1898.

SIR,—Since my last letter appeared in your journal, considerable improvement has taken place in the timber trade between Canada and South Africa, and I am pleased to note that cargoes from both the Atlantic and Pacific ends of the Dominion have arrived and are still coming, and at this time Canada, with her timber and other products, is better known in this part of the world than ever heretofore. The transactions of the past two years have also had the effect of bringing the two colonies into closer relations, and of seemingly reducing the mileage between them, and I have no hesitation in hazarding the statement that in the past twelve months the number of letters and cables passed between South Africa and Canada will show an increase of tenfold over any previous like period.

All this would indicate that business has begun to be done, and in my opinion it will continue so long as Canadians remain alive to their interests here, and no longer. With the exception of the timber trade, all cargoes have been coming, thus far, through the port of New York, there being a couple of steamers and sailers leaving there for South Africa each month, and so long as present bonding privileges and competitive freight rates to New York continue in force, there is not much to grumble at in that port as an outlet for Canadian general shipments and small shipments of lumber. In fact, before the United States put the new tariff on Canadian lumber, large quantities of Canadian pine were shipped here by American firms by the regular steamers and sailers from New York, which trade should now be continued by Canadians. This channel can therefore be utilized by shippers for the purpose of getting small sample shipments here.

I might say that the principal woods imported into this colony are deals 3" x 9" and 3" x 11", flooring boards, ceiling, clear pine and pine boards, planed on all sides and in the rough, and pitch pine logs.

During the year 1897 there were imported into this colony : Deals, 24,987 standards ; ceiling and flooring boards, 13,755 standards. I have not obtained a return of the imports of pine boards, etc., which would be large, and the returns are not further classified.

Apart from spruce and pine, the major part of these imports is from the Baltic, but recently a new wood to the trade, called "fir," has been introduced here, and several cargoes have been shipped in from Tacoma, Washington Territory, and Vancouver, B.C. The advantage which Baltic timber has had over spruce and red pine is in lengths, as well as being slightly better in quality and more suited for building purposes and joinery work ; but this country demanding long lengths, seems to have given fir a temporary advantage over all, in which deals are now being landed, from 40 to 50 feet long, without a knot.

There seems to be considerable sap in this fir, however, which is also loose in texture, and it is possible that it may not fill the requirements of the market. There is a market here for spruce deals and pine, and the Baltic being closed during winter months, betters the chances so far as the Maritime provinces of the Dominion are concerned, and longer lengths are produced in the provinces than in Quebec. Deals should be 3" x 9", and as long as possible ; other sizes do not sell well, as all building specifications are made out for 3" x 9" sizes. White pine should be shipped say 12" and up x 1", and should be as long as is produced, planed on all sides. It is called "shelving" here. Clear and strictly clear pine boards should be rough, 1½, 2, 2½ and 3" thick, 12" and up wide, and of good length.

I believe the day will soon come when spruce flooring, ceiling and finish will hold a good place with the trade here. As for hemlock, a product of the Maritime provinces, and, I believe, a very good wood, nothing is known of it here, and until a sample lot is received nothing will be heard of it.

I take this opportunity of advising the merchants and mill owners of the Maritime provinces that I have opened here, under sanction of the government of the Dominion, a building wherein exhibits of all kinds may be placed free of charge, and intending exporters are invited to correspond with this office and send samples and form of invoice f.o.b. at port of loading, of goods they are able to supply.

We can without difficulty dispose of car load lots, out of which we can retain samples for exhibition purposes, and we have concluded an arrangement with Mr. J. B. Smull, export agent, 30 State street, New York, to attend to trans-shipments, secure space for shippers, and to advise as to ocean freight rates and sailings. Railway companies will, however, grant through bills to South Africa on car load lots, in which case their own agents attend to trans-shipment.

Thanking you, Mr. Editor, in anticipation of again being allowed space in the columns of your valuable journal, I am,

Yours truly,
THOS. MOFFATT.

## OTHER COUNTRIES

### UNITED STATES.

THE United States market is so well-known to Canadian lumber manufacturers as to require but brief mention here. In the year 1896, with free lumber, our exports of lumber to that country were, approximately, 800,000,000 feet, valued at $9,000,000. There were also exported shingles, lath, scantling, ties, pulpwood, etc., to the value of about $5,000,000. Since the coming into force of the Dingley Bill, in July, 1897, our exports have fallen off considerably. The duty on white pine, spruce and all hardwoods excepting basswood, sycamore and whitewood, is two dollars per thousand feet. These latter are subject to a duty of one dollar.

### FRANCE.

This country is quite an extensive importer of timber products, her chief supply coming from Norway and Sweden. Recently some Canadian lumber has been imported, which seems to have met with favor, and the outlook for an extension of the trade is believed to be promising. The Dominion trade and navigation returns give the export of spruce deals to France in the year 1896 as valued at $110,000, but there is little doubt that this estimate is altogether too low. The average price of 3x9 inch deals at Bordeaux, one of the chief importing points, is 160 francs per standard c. i. f. This is equal to about $32 in Canadian money.

### HOLLAND AND BELGIUM.

These countries also import lumber extensively, the native supply being entirely inadequate. Norway and Sweden furnishes the bulk of the import. Taking the port of Amsterdam alone, we find that in the year 1897 there were received 178 cargoes of wood goods. Zaandam received 142 and Harlingen 72 cargoes. Belgium imported $20,000,000 of lumber in the year 1897. There is a market there for spruce and pine. Indeed, many kinds of lumber would be saleable, providing it is light, properly sawn, squared, and free from rot. The usual dimensions are from 2 to 8 inches in width and from 60 inches upwards in length. The rates of duty assessed on all lumber imported into Belgium are, per cubic meter (35,316 cubic feet), as follows : Oak and walnut wood, and building and cabinet woods other than oak or walnut, in logs or unsawn, and joists and pieces of lumber in the log or unsawn, less than 29 inches in circumference, $0.19$\frac{3}{10}$. Building and cabinet woods (except oak and walnut) : Beams, sawn, $0.38 ; beams, otherwise prepared, $1.16 ; sawn beams, planed, $1.74 ; all other lumber free.

Exporters of lumber desirous of increasing their trade in Belgium must conform to the usage of the country in their methods, especially in the system of measurement. All lumber sold is quoted by the cubic meter ; any other method of giving quotations is unintelligible to Belgian dealers, and all price lists should be made on this basis. Correspondence should be in the French language, and care should be taken to employ the correct technical terms in describing the variety and condition of lumber offered, as confusion is very apt to arise.

### SPAIN.

Concerning the Spanish market Mr. J. Carreras-Ferrer, timber agent, Barcelona, writes as follows : "It is a singular fact that the imports of Canadian produce into Spain should be so limited, and show no signs of improvement. This apathy is due to lack of knowledge on the part of Canadian manufacturers and exporters. I would strongly advise that they appoint capable agents, thoroughly experienced and knowing perfectly the requirements of the different districts of Spain. This country offers a vast field for trade in Canadian wood products, such as pine, hardwoods, wood pulp, etc., and more especially spruce, which is required in large quantities for casing alone, on account of the quantity of fruit produced. The market deserves attention, and Canadian shippers who will take it up in earnest will reap the benefit of their enterprise. Business is of a most sound nature ; no consignments, shippers have no interference with Spanish dues or duties, contracts are made for entire cargoes, both by steam and sailing ships, for determined specifications, at prices in sterling per standard f.o.b. at shipping points, and sometimes c.i.f. Recent sad international

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.*

VOL. IV. TORONTO, ONT., OCTOBER 12, 1898 No. 38.



## CANADA LUMBERMAN

PUBLISHED BY

C. H. MORTIMER

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL.

**Weekly Lumberman,** published every Wednesday Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type; 12 lines make one inch. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

### WANTED.

3" AND 4" HARD MAPLF, 1" SOFT ELM, Black Ash and winter cut Basswood. Box 27, CANADA LUMBERMAN.

### WANTED.

POSITION AS CASHIER AND ACCOUNTANT; over nine years' experience with one of the largest and oldest lumber firms in Ottawa. Best of references. Address, Post Office Box 1066, Ottawa.

### WANTED.

ONE CAR LOAD 1½" ROCK ELM, FIRSTS and seconds, 14, 16 and 18 feet long, and one car load half 1½" and half 2", 10, 12 and 16 feet, to be sawed out and shipped green. JOHN S. MASON & CO., 240 Eleventh Avenue, New York City.

### WANTED—LOCATION FOR SAW MILL.

ADVERTISER SEEKS A LOCATION FOR A saw mill on rail or water—the latter preferred—where from two to five million feet a year of pine, hardwood or cedar could be obtained. Address, "LOCATION," c/o CANADA LUMBERMAN, Toronto.

### TIMBER LANDS FOR SALE.

FRONTING ON RIVER ST. LAWRENCE, south shore, below Quebec. Extent, fifty-four square miles. For particulars apply to

J. P. DUMARESQ,
43 Milton st., Montreal.

### WANTED.

TO CONTRACT WITH SOME GOOD RELIable company to run saw or shingle mill by the thousand. Ten years' experience with band mills (expert band filer by trade); good general mill man from engine to saws; experienced with hard and soft wood sawing; capable and reliable. Highest references on application, from U. S. and Canadian companies. Address "HUSTLER," c/o CANADA LUMBERMAN.

### FOR SALE.

A FIRST CLASS LUMBER AND SHINGLE Mill; average capacity per day, 35 M. feet lumber, 70 M. shingles and 15 M. lath; situated on Hunter's Bay, Lake Vernon, close to station, with six spurs of G. T. Railway running to mill; plenty of Pine Timber. Will be sold cheap. Also a first-class site for a Tannery; plenty of Tan Bark. Apply to THE WHALEY LUMBER CO., Limited, Huntsville, Ont.

### WANTED.

16 INCH XXX AND XX WHITE PINE Shingles; also 18 inch XXXX and 18 inch XX. Address, MIXER & Co., Buffalo, N.Y.

## AUCTION SALE

# Timber Limits

THE UNDERSIGNED WILL OFFER FOR SALE BY PUBLIC AUCTION, at the Russell House in Ottawa, on

**WEDNESDAY, THE 30TH NOVEMBER, 1898,**

at 2.30 p.m., the following timber limits:

### PARCEL NO. 1.

Berths No. 388 and 389, situated on Big Lake, River Dumoine, in the Province of Quebec, containing one hundred square miles. This limit fronts on Big Lake and the River Dumoine for 20 miles and is well watered with improved creeks, making it a cheap country to work. There is a good depot and farm on the limit, and shanty rigging and provisions to the value of about $10,000, which purchaser will be required to take as per inventory, along with the limit.

### PARCEL NO. 2.

Berths No. 343, 344, 205, 233 (or Berth A) and 234 (or Berth B), situated on the River Coulonge, in the Province of Quebec, containing 245 square miles. The Coulonge River runs through these berths. They are well watered with creeks, which are nearly all improved and which render these limits easily worked. There is a good depot and farm on them, and shanty rigging and provisions to the value of about $9,000, which will have to be taken by the purchaser as per inventory.

### PARCEL NO. 3.

Part of Township of Brougham and of Township Bagot, on Madawaski River, in Province of Ontario, containing 37¼ square miles.

### PARCEL NO. 4.

Part of Townships Papineau and Cameron, on Ottawa River at Mattawa, containing 24½ square miles.

All these limits are held by the vendors under renewable licenses or leases from the Commissioner of Crown Lands for the respective provinces, upon terms and conditions mentioned and set forth in the licenses or leases or under the usual provisions set forth in the statutes, orders in council and regulations in that behalf.

The inventories of plant, live stock and supplies will be exhibited at the time of sale or at any time upon application to the vendors, and purchasers shall take such plant, live stock and supplies with respective limits at the inventory's price, subject to deduction of such articles as are consumed, lost or non-deliverable.

The depots, barns, buildings and farms on these limits are upon unsurveyed territory; the titles of which are still vested in the Crown, and the vendors will sell only such right and title thereto as they may possess, and it shall go and belong with the limits on which they are respectively situated.

Each parcel will be offered for sale separately and subject to the terms and conditions of sale, which will be made known at the time of sale.

Dated at Ottawa this 30th day of September, 1898.

W. H. LEWIS, Auctioneer.

WILLIAM MASON & SONS, Vendors.

### SHIPPING MATTERS.

The sch. Fred H. Gibson has been chartered to take lumber from Portland to Paysandu, at $14.50 and return.

The sch. Nimbus has been chartered to load a cargo of lumber at Yarmouth, N. S., for Rosario, at $10.

The saw mill plant of Thompson Smith's Sons at Cheboygan, Mich., one of the largest in that state, was completely destroyed by fire recently, at a loss of $200,000. It is stated that the rebuilding of the mill will depend upon the arrangements that are made for obtaining a log supply from Canada, as at the time of the fire the firm were cutting logs for Alger, Smith & Co., who own limits on the Georgian Bay.

### CURRENT TRADE CONDITIONS.

#### ONTARIO.

The volume and class of lumber moving indicates that retail dealers in Ontario are replenishing their stocks; orders have been chiefly for small lots of pine of the lower grades, although hardwoods of all kinds find a ready sale at firm prices. The conditions surrounding the lumbering industry in this province are such as to make it almost impossible to arrive at a conclusion regarding the future of the market. This much may be said, however, that stocks of hardwoods in first hands are reduced to a minimum, while pine manufacturers are holding less than an average quantity. There is also the fact that the home consumption of lumber is steadily growing, and although we may expect a couple of quiet months in midwinter, the outlook for business is considered good. Lumber will no doubt sell with greater freedom next spring, as the position of Canadian manufacturers will be improved. The United States market must be thrown open to Canadian lumber or the log supply to the Michigan mills will cease. Whatever course is followed, the result will be beneficial to Canadian lumbermen.

#### QUEBEC AND NEW BRUNSWICK.

Chartering is now nearly over for the season. There are some vessels under charter to sail from the St. Lawrence during October and November, but the number is not large, and the total shipments of the season will fall short of last year. The statement of timber measured at Quebec shows a marked falling off in the quantity of waney board pine timber as compared with last year, and a slight increase in square white pine. Other varieties have been exported to about the same extent as last year. There is a slight improvement in local trade, particularly in Montreal, where the proposed harbor improvements are about to be commenced.

Throughout New Brunswick and Nova Scotia no signs of a revival of the lumber demand are visible, although a rather unexpected confidence is exhibited by lumbermen. They believe that the bottom has been reached, and that prices cannot possibly further depreciate. Many of the mills have ceased cutting, and will carry over a quantity of logs until next spring. Taken as a whole, the year has been one of the most unsatisfactory on record. No shipments of any account have been made to the United States market, and those to Great Britain have been made on little or no margin of profit. This can best be understood by contrasting conditions. Prices in the British market were this year from one to two dollars lower than those of last year, while the average freight rate was about 47s 6d, against 37s 6d in 1897. Thus the manufacturer did not receive within two or three dollars of as much for his lumber as he should have realized. The South American and West Indian markets have been and are fairly steady, and have this year furnished the only profitable outlets for the lumber of the Maritime provinces.

#### UNITED STATES.

The lumber requirement for building purposes is growing less each day, and consequently the grades of lumber mostly used for this purpose are not moving very freely. The greatest encouragement comes from manufacturing establishments, such as furniture, implement and box making and general wood-working lines. This is preserving the equilibrium of the market. One favorable condition is that stocks in first hands are not large, and before the winter is gone they will be still further reduced, as wholesale dealers have not purchased very heavily and will certainly enter the market for broken lots during the winter months. Taking the principal manufacturing points, we find that shipments in September were larger than in the corresponding month one year ago, while prices are firm at late advanced quotations. A visible improvement in the demand for all kinds of lumber is reported from the chief centres of the United States; Buffalo and Tonawanda are doing a fair trade, and New York and Boston show signs of revival. A Wisconsin dealer gives it as his opinion that next year birch, ash, elm and maple will be back at the old 1892 prices, that basswood will be one dollar higher, and that rock elm will be two dollars higher than at present. We fear, however, that he does not take into consideration any of the influences affecting the market. Should there be a heavy input of logs the coming winter, it is improbable that prices will be any higher, even if they should hold their own.

#### FOREIGN.

Of the British lumber market an encouraging report cannot fairly be given. Consumption continues active, but importers and dealers find that the market is yet too heavily stocked, and that they are entering upon what may be termed the winter trade with stocks very little smaller than last year. Baltic and Canadian shippers alike are pressing their goods, in the hope of closing contracts, and as a result spruce prices at least are showing a tendency to further decline. This year spruce has been sold quite largely on the east coast, and will no doubt continue to be used now that a footing has been secured. There is a fair inquiry for hardwoods.

The extensive shipments to South American countries would seem to indicate a revival of the demand there. Precaution should be observed, however, lest the market should be overdone. Australia is also showing some activity, and gives promise of furnishing an outlet for an increased quantity of lumber.

### BUSINESS NOTES.

McLeod & Spence, lumber dealers and storekeepers, Port Elgin, N. B., are reported to be offering to compromise at 40 cents on the dollar.

The International Box & Heading Works, Buffalo, is, according to report, in the hands of the sheriff, with liabilities of $48,000 and assets of $12,000.

### STOCKS AND PRICES.

The South River Lumber Co. have put in another camp on their Ballantyne limit.

At Tonawanda, N.Y., lumber is said to be moving with more freedom, a number of buyers having picked up stock for the winter trade.

The exports of lumber from Montreal in the month of September last were valued at $1,364,078.

The Dominion government wants tenders by October 22nd for the supply of timber and lumber required for various canals.

Thomas A. Low, of Eganville, Ont., has just purchased 200,000 feet of sawn lumber at Sturgeon Falls from the M. L. Russell Estate.

F. McGibbon & Sons, of Sarnia, Ont., have secured the contract to supply the lumber for the new G. T. R. round house to be built in that city.

M. T. Landriau, of Sussex street, Ottawa, last week dispatched 115 shantymen to the Beaverstone river, in the Georgian Bay district, to work in the woods.

Sanderson's saw mill at Prince Albert, N.W.T., has closed down for the season, and men have been dispatched to the woods. Their season's cut was 2,000,000 feet.

During the nine months ending October 1st, 1898, the shipments of lumber from Minneapolis totalled 262,000,000 feet, against 210,000,000 feet for same period in 1897.

A 4½-mile berth of timber land was sold at Fredericton, N.B., last week to O. F. Stacy & Co., at the upset price. It is situated at heads of Little river and Nine Mile brook.

Alex. Gibson & Son's mill at Blackville, N.B., ceased operations for the season recently, having cut over 10,000,000 feet, or 800 carloads, of deals, which were shipped to Europe.

J. E. Austin & Co., of Standish, Mich., report the sale of 3,500,000 shingles at $2.75 for the best grade and a proportionate price for the lower grades. The supply of shingles is said to be limited.

B. F. Young & Co.'s mill at St. Margaret's Bay, N.S., has been closed down for some time, but we understand that they have enough logs on hand to carry them over a good part of next year.

The Pacific Coast Lumber Co., of New Westminster, B. C., announce that in consequence of the recent fire in that city, they have reduced the price of their grained cedar timber to $23 per thousand feet.

We understand that the cut of lumber at East River, Sheet Harbor, N.S., for this year is about one million feet less than that of last season, and at West River, Sheet Harbor, it is about four millions short.

Owing to the depression in the Eastern States, a considerable quantity of spruce logs will be carried over by Maine manufacturers until next year. About 18,000,000 feet now remain in the boom at Bangor.

It is reported that Eddy Bros. & Co., of Bay City, Mich., have purchased pine timber on four sections of land owned by Jonathan Boyce, in Roscommon. The purchasers will log about 10,000,000 feet the coming winter.

During September J. A. Morrison shipped from his mill at Fredericton, N. B., 12,000,000 cedar shingles, making 40 carloads and nine schooner loads. Sixteen shingle mills are kept constantly in operation, turning out 13,000 shingles a day.

Pine piece stuff, green, is selling on the Chicago market at $10 per thousand, and dry at $10.25. Common inch pine ranges in price from $11 to $12 per thosand, and hemlock inch lumber at $7.50 to $8.50. Cull inch pine sells at $8 to $8.25, and cull piece stuff at $7.25.

H. D. Wiggin, of Boston, Mass., gives it as his opinion that there is no hope for any marked improvement in business during the balance of the year. He believes, however, that there will be increased activity in the spring.

The Grand Trunk Railway authorities have awarded Messrs. McCormick & McLeod, of Bracebridge, a three-years' contract for ties for the Northern division and the main line of the G.T.R. between Toronto and Montreal. About 450,000 ties will have to be supplied yearly.

Tenders are now being asked by the management of the Intercolonial Railway, Moncton, N.B., for extensive harbor improvements at St. John, N. B., including the building of new wharves, freight sheds and elevator. The work will consume a large quantity of lumber and timber.

A mill at Robson, B. C., has secured a contract to supply timber for the new Robson-Penticton branch of the Columbia & Western Railway, amounting to 14,000,000 feet. One bridge over Moberly creek will be 800 feet long and 200 feet high, and will require 750,000 feet of lumber and timber to build it.

A report from Duluth, Minn., states that the outlook for a prosperous logging season in the northern woods of Minnesota was never better. An unusually large cut will be made, although difficulty is experienced in obtaining the necessary men to go to the woods. Wages range from $22 to $36 per month.

The Central Lumber Co., of Saginaw, Mich., have started logging operations on the Blind river, in Ontario. Eddy Bros. & Co., of Bay City, Mich., are also reported to have started logging camps in the Georgian Bay district, believing that the manufacturing clause will not be enforced by the Ontario government.

Exports to the United States from the consular district of Ottawa for the quarter ending September 30th last, included the following: Lumber, $320,695 88; lumber, for export, $37,793.46; match blocks, $18,161.83; bark, $546; shingles, $9,840.97; railroad ties, $4,860.77; timber, $2,309.99; pickets, $6,344.08; poles, $454.48.

At Buffalo and other eastern points there appears to be a fair stock of high grade pine. There was at one time this year a surplus of 12-inch boards, but the supply is now normal. Strips are also rather scarce, but the great shortage is in mill culls and box lumber. The former sell at from $1 to $1.50 per thousand less than box stuff.

In the Blind river district the outlook for lumbering operations is good. Eddy, Jordan & Co. are putting in two camps. The Blind River Co. are going to operate extensively getting out hemlock and pine, and Quinn will operate again in Montgomery township. Besides this, Thompson Bros. have a contract to get out several thousand cords of pulpwood.

A report from Menominee, Mich., states that eastern dealers are looking for good and common lumber. There is also a strong eastern demand for shop and selects and all the higher grades. W. R. Burt, of New York, purchased 1,500,000 feet of board stock at Menominee last week, and McLean Bros., of North Tonawanda, picked up several blocks of lumber.

A Buffalo dealer is reported to have purchased 1,000,000 feet of Michigan hemlock, but before the stock could be delivered the seller cancelled the order, paid $500 to be released, and sold the lumber in Chicago for $1 per thousand more than was to be paid by the Buffalo dealer. This indicates that better prices for Michigan stock can be obtained in the west than in the east.

The docks around the Chaudiere at Ottawa are lined with barges, all being loaded with lumber. The J. R. Booth Company are loading 15 barges, each of which will carry from 250,000 to 300,000 feet. The other exporting lumber firms are also shipping heavily. The lumbermen have during the summer months been short of boats, and consequently could not ship as fast as they otherwise would have done.

The season for towing logs from Canada to Michigan has practically closed. It is estimated that there were rafted to Bay City and Saginaw 151,997,171 feet board measure of Canadian logs, to Alpena 40,000,000 feet, and to Cheboygan 54,000,000 feet. The complete figures for the different ports have not yet been given out. The Spanish River Lumber Co. sent 10,000,000 feet to East Tawas, where they were manufactured by the Tawas Bay Lumber Co.

The Commissioner of Crown Lands for Ontario has granted to the Sturgeon Falls Pulp Co., Limited, of Sturgeon Falls, Ont., the right to cut timber on 75 square miles of spruce lands on the Sturgeon river. The terms of the grant provide that all the spruce cut must be manufactured in Canada. The company agrees to expend $1,000,000 in buildings and plant, and have laid the foundation of the first of six paper mills to be built at Sturgeon Falls. It is stated that the yearly output will be 360,000 tons of pulp, or 120 tons for every working day. Mr. W. J. Finlay, of Lawrence, Mass., has been appointed manager for the company.

Over fifteen years ago an extensive timber belt was secured by Messrs. Shield, Haggart & McLaren, along Shell river, in the north-western part of Manitoba. At that time the property, some 200 square miles, was estimated to contain 350,000,000 feet of timber. In the meantime, nothing has been done towards cutting the timber, and it is estimated that owing to forest fires not more than 50,000,000 feet now remain. A few years ago the limit was sold to Mr. Ferguson, Q.C., of Ottawa, and there is a rumor that Mr. J. B. McArthur will now purchase the property and cut the logs at his mill, which will be removed from Birtle to Brandon. The logs will be floated down the Shell river to the Assiniboine river.

Concerning the Birmingham market, the Timber Trades Journal says: "Considering the very extraordinary rush for building everywhere that has characterized last and the present year, in which Birmingham and the midland district has very largely participated, and also the fact that the early supply of spruce deals was interrupted by the Spanish-American war, it is surprising that high prices have not been asked for spruce during the past quarter. There never has been a scarcity this season; and now that the late shipments are arriving freely, we may see lower figures than now prevail. Unsorted St. John, for the usual cargo specification, say 15 per cent. of 11 in., about 40 per cent. of 7 in., and 45 per cent. of 9 in., can be bought at £7 15s. delivered, whilst West Bay are sold at 5s. cheaper, and fourths at about £6 15s. delivered."

### THE MANUFACTURING CLAUSE.

Some surprise has been expressed by the daily press, and even by lumbermen, that certain Michigan firms were making preparations for again getting out logs in the Georgian Bay district, presumably for export. Information of this having reached the Ontario government, letters of warning were sent out to the Michigan owners of Canadian limits, stating that the clause compelling home manufacture of timber would be adhered to, and that logs cut during the coming winter could not be exported. Reports state that, in the face of this, some operators have gone into the woods, evidently prepared to take their chances.

The Holland & Emery Lumber Company are operating quite extensively, but as they have recently erected large mills at Byng Inlet, this is of no significance. McArthur Bros., of Detroit, had a quantity of logs left over from last season, which they will, of course, be allowed to export. We are informed that this firm also own a timber limit on the Beaverstone river, which is exempt from provincial regulations. The Hardy Lumber Company, of Detroit, likewise have some two million feet which were not exported this year, and will probably be taken away next season. Other firms referred to as likely to operate in Canada this winter are Eddy Bros. & Co., of Bay City, and the Central Lumber Company, of Saginaw.

### SHIPPING MATTERS.

Brigantine Stella has been chartered by Messrs. Andreson, McKenzie & Co., of Montreal, to load a full cargo of lumber for St. Johns, Newfoundland.

The following charters are reported: Bark Hawkesbury, St. John, N.B., to Buenos Ayres, lumber, $8; schooner Syanara, St. John, N.B., to Santos, $13; bark Anilla, Yarmouth, N.S., to La Plata, lumber, $9.25; Caldera, Montreal to Buenos Ayres, $9; Stranger, Weymouth, N.S., to Buenos Ayres, $9.50.


WANTED

Black Ash, all thicknesses.
1-inch Red Oak.
Inch Butternut, Mill Run.
Hard Maple, all thicknesses.
State quantity and price.
JAS. G. CANE & CO.,
35 Adelaide St. E., Toronto, Ont.

Sieveking, Podmore & Co.
WOOD AGENTS
7 CROSBY SQUARE, LONDON, ENG.
Cable Address: "Sieveking," London. Branch at LIVERPOOL.

H. D. WIGGIN 89 STATE ST., BOSTON, MASS.
will inspect at mill and PAY CASH for
LOG RUN
Elm, Ash, Bass and other Hardwoods
CORRESPONDENCE SOLICITED.

JOHN MCKERGOW, President. W. K. GRAFFTEY, Managing Director.
THE MONTREAL LUMBER CO.
(Limited.)
WHOLESALE LUMBER
OTTAWA PINE A SPECIALTY
Office and Yard: 208 Guy Street,
Bell Telephone 8576. MONTREAL

ORILLIA EXPORT LUMBER CO.
ORILLIA, ONT.
Wholesale Pine and Hardwood
Lumber Dealers
Cabinet Woods, Including Mahogany, A Specialty.
CORRESPONDENCE INVITED QUOTATIONS GIVEN

MILL MEN
Who have desirable lots of 1 to 3" firsts and seconds Soft Elm and 1 to 3" firsts and seconds Brown Ash ready for immediate shipment, will please send full description of stock, stating dryness, lengths and widths, with best cash price f.o.b. cars and freight rate to Boston, to
LAWRENCE & WIGGIN
Wholesale Lumber Dealers - 55 Kilby Street, BOSTON, MASS.

## LUMBER FREIGHT RATES.

CANADA ATLANTIC RAILWAY.

Lumber freight rates on the Canada Atlantic Rail way are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse and Rome, $2.20 per M ft ,(3,000 lbs. and under per M ft.); Ottawa to Montreal, $1.00 per M ft.; Quebec, $2.00; Arnprior to Montreal, $1.50 per M; Quebec, $2.50; Parry Sound to Montreal, $3.00 per M ft.; Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. Arnprior to New York, track delivery 17 cts. per 100 lbs., lightered 19 cts. per 100 lbs. Parry Sound, track, 20 cents, lightered, 22 cents per 100 lbs.; Ottawa to New York, via Albany and Williams Line, seasoned pine lumber and shorts, in lots 50 M feet and over, $2.50 per M; under 50 M feet, $3.00 per M; from Arnprior, lots over 50 M feet, $3.00; under 50 M feet, $3.75 per M; from Parry Sound, lots 50 M feet and over, $4.00 per M; seasoned lath from Ottawa, lots 250 M pieces and over, 50 cents per M pcs.; lots under 250 M pcs., 60 cents per M pcs.; from Arnprior, lots 250 M pcs and over, 60 cents per M pcs.; under 250 M pcs., 70 cents per M; from Parry Sound, 80 cents per M pcs., lots 250 M and over; (rates named on lots under 50 M feet lumber and 250 M pcs. lath subject to extra towage. Rates on 50 M feet lumber and over and 250 pcs. lath are applicable to all points in New York city excepting points above Madison avenue bridge in Harlem river, to all points in Brooklyn, and to Jersey City proper; Ottawa, Rockland and Hawkesbury to Boston and common points, local 15c.; exports 11c. per 100 lbs.; Arnprior to Boston and common points, local 17 cents; export 13 cts. per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cts. per 100 lbs.; Ottawa, Rockland and Hawkesbury to Portland, &c., 15 cts.; Arnprior to Portland, 17 cts.; Ottawa to Burlington, 6c. per 100 lbs.; Ottawa to Albany, 10 cts. per 100 lbs.; Arnprior to Albany, 12 cts. per 100 lbs.; Parry Sound to Albany 17 cts. per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N.Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22½ cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

GRAND TRUNK RAILWAY.

Lumber freight rates for pine on the Grand Trunk Railway, according to the tariff issued 15th February, 1897, will be found below. General instructions in shipping by Grand Trunk are embodied in these words in the schedule: Minimum weight 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination. For instance, the rates from Orillia to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Gravenhurst to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, and the rates from Hanover or Hepworth would not be higher than from Wiarton to the same destination, but in no case are higher rates to be charged than as per mileage table published on page 15 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale Sundridge and South River, to Toronto, 8c.: Trout Creek, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 10c. The rates on hardwoods average about from 1c. per 100 lbs. higher than on pine and softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On spruce and balsam (partly seasoned) for pulp manufacture, the rate from Longford, Wiarton, Penetang, Coldwater, Waubaushene, Victoria Harbor, Haliburton, Kinmount, etc., to Toronto, is $2.20 per cord; and to Merriton and Thorold, $2.60; Katrine, Callendar, North Bay, etc., to same points, $2.45 and $2.60 respectively; Beeton, Allandale, Orillia, etc., $2.20 and $2.60. On green spruce and balsam the rate is 25 per cent. higher.

CANADIAN PACIFIC RAILWAY.

Mr. George A. Fowler, lumber agent C.P.R., writes as follows under date of February 14th, 1898: "The rates at present in effect to Toronto and Hamilton are as follows: Pine and soft woods from Klock, Mattawa, Bonfield, North Bay, Sturgeon Falls, Cache Bay and Warren, 9 cents; from Sudbury Jct., Rayside and Chelmsford, 10 cents; from Cartier and Geneva Lake, 10½ cents; from Biscotasing, White Fish, Massey, Cutler, Spragge and Algoma, 12 cents per 100 lbs. The rates on hardwood are one cent per 100 lbs. higher than those on pine. From Ottawa, Hull, Aylmer and Dechenes Mills, also Arnprior. Braeside and Pembroke, to Toronto the rate is 10 cents both on pine and hardwood. From Ottawa, Hull, Aylmer and Deschenes Mills to station on the Lake Erie and Detroit River, Erie and Huron and Michigan Central railways, specified in special lumber tariff, the rate is 14½ cents on both pine and hardwood. The above rates are based on a minimum of 30,000 lbs. per car."

"Taking effect March 21st, 1898, the rates on seasoned lumber to New York, Brooklyn, Jersey City, etc., via Albany, thence via water, will be as follows: From Ottawa Ont., Aylmer and Deschenes Mills, Que.—pine and shorts, in lots 50 M few and over, $2.50; under 50 M feet, $3.25; hardwood, lots 50 M feet and over, $4; under 50 M feet, $4.25; lath, 250 M pieces and over, 50c. per M pieces; under 250 M pieces, 60c. per M pieces. From Carleton Junction—pine and shorts, lots 50 M feet and over, $2.75; under 50 M feet, $3.50; hardwood, 50 M feet and over, $4.25; under 50 M feet, $4.50; lath, 250 M pieces and over, 55c. per M pieces; under 250 M pieces, 65c. per M pieces. From Arnprior and Braeside—pine and shorts, lots 50 M feet and over, $3 00; under 50 M feet, $3.75; hardwood, 50 M feet and over, $4.50; under 50 M feet, $4 75; lath, 250 M pieces, 60c.: under 250 M pieces, 70c. per M pieces. From Pembroke—pine and shorts, 50 M feet and over, $3.25; under 50 M feet, $4; hardwood, 50 M feet and over, $4.75, under 50 M feet, $5; lath, 250 M pieces and over, 65c.; under 250 M pieces, 75c. per M pieces. The minimum carload of lumber is 10,000 feet and lath 50,000 pieces."

"The summer rates to Montreal go into effect April 1st, and will be as follows: From Ottawa—softwood lumber, $1 per M feet; hardwood and dimension timber, 4c. per 100 lbs.; lath, 20c. per M pieces. From Carleton Junction, seasoned softwood lumber, $1.25 per M feet; hardwood lumber and dimension timber, 5c. per 100 lbs.; lath, 25c. per M pieces. From Arnprior and Braeside—softwood lumber, $1.50 per M feet; hardwood lumber and dimension timber, 6c. per 100 lbs; lath, 30c. per M pieces.

"From Ottawa to Three Rivers and Quebec—softwood lumber, $2 per M feet; hardwood lumber and dimension timber, 8c. per 100 lbs.; lath, 40c. per M pieces. From Carleton Junction—softwood lumber, $2.25; hardwood lumber and dimension timber, 9c. per 100 lbs.: lath, 45c. per M pieces. From Arnprior and Braeside—softwood lumber, $2.50 per M feet; hardwood lumber and dimension timber, 10c. per 100 lbs.; lath, 50c. per M pieces.

"Ottawa rates apply from Hull, Aylmer and Deschenes Mills, Que. Montreal rates also apply to Mile End, Montreal Junction, Westmount, St. Luc Junction, St. Anne de Bellevue, and Vaudreuil. The rates on softwood lumber as above are intended to apply on lumber which will not exceed three thousand pounds per thousand feet, and on lath which will not exceed 600 lbs. per M pieces; excess over these weights will be charged for at rates in effect on dimension timber."


## CANADIAN EXPORTERS AND WHOLESALERS

THOS. MEANEY & CO.
103 Bay Street - TORONTO
WANT Hard Maple, Mill Run. Any Thickness.

JOHN HARRISON
MANUFACTURER OF
PINE AND HARDWOOD LUMBER
Short and Long Dimension Timber, in Pine, Hemlock, Cedar or Rock Elm. Contractors Supplied. Inside Finish, &c.
Saw and Planing Mills: OWEN SOUND, ONT.
C. P. R. and G. T. R. Railways.
WRITE FOR ESTIMATES.

SPECIAL: FOR SALE About 600 M feet Inch Box and Sidings, Mixed Lengths.
Pine Bill Stuff cut to order. Sixteen Inch Pine Shingles always in stock.
Please write for Particulars.
HUNTSVILLE LUMBER CO'Y, Limited. - HUNTSVILLE, ONT.

THE PEMBROKE LUMBER CO. LIMITED
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT.

Wm. Mason & Sons
Dimension Timber, Lath and Shingles, Dressed Lumber, Mouldings, Sash and Doors.
LUMBER
Correspondence Solicited. - OTTAWA, CANADA - P.O. Box 1020. 'Phone 135.

McLAURIN & MacLAREN
Lumber Manufacturers
Dimension Timber in White or Red Pine, Spruce, Hemlock, or Cedar.
PINE DEALS
Cedar Shingles, Cedar Ties, Posts and Poles, Pine Lath, Etc., Etc.
SHIPMENTS BY RAIL OR WATER. - EAST TEMPLETON, QUE.

JAS. PLAYFAIR & CO.
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . .
MIDLAND, ONT.

A. & P. WHITE Manufacturers of and Dealers in.....
Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.
A Large Quantity of Dry Lumber in Stock - PEMBROKE, ONT.

CAR LOAD LOTS Basswood Flour Barrel Heading, Kiln-Dried, Planed and Turned, 17 1/8 Diam.
.....FOR PARTICULARS WRITE.....
J. E. MURPHY - Hepworth Station, Ont.

ROBERT WATT • WIARTON
MANUFACTURER AND WHOLESALE LUMBER
Pine Lath, Cedar, and Pine Shingles.
CORRESPONDENCE SOLICITED. HEMLOCK BILLS A SPECIALTY. Mills at Wiarton.

T. L. BAILIE, LUMBER DEALER, Penetang
DEALER IN BASSWOOD, OAK AND BIRCH
Wants to hear from Mills having Basswood and Red Oak to offer.
300,000 feet Winter-Cut Basswood wanted.

CANADA ATLANTIC RAILWAY
Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
W. P. HINTON, Ass't General Freight Agent, Ottawa.
R. A. CARTER, Contracting Agent; M. A. OVEREND, Foreign Freight Agent, 115 Board Trade, Montreal.
. . . . Shortest and Quickest Route from . . . .
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PARRY SOUND and all points on Grand Trunk Ry., TO BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
C. J. SMITH, General Traffic Manager, Ottawa, Ont.

KILN-DRIED BIRCH FLOORING SHEETING .. and .. CEILING
Flooring from $12.00
Ceiling " 10.00
SAMPLES BY MAIL
KNIGHT BROTHERS CO.
Burk's Falls, Ont.

## FOREIGN EXPORTERS AND IMPORTERS

JAMES SMITH & BRO. - 14 Canada Dock, LIVERPOOL
. . Wood Agents . .
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax, N.S.

WRIGHT, GRAHAM & CO.
7 Royal Bank Place,
GLASGOW, SCOTLAND
WOOD BROKERS
Cable Address: "Brakridge," Glasgow.
Codes Used: Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of CANADIAN WHITE PINE AND SPRUCE, cut to all sizes—and all kinds of Hardwoods in Log Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

## BELTING

Canadian Rubber Co., Montreal and Toronto.
Fleming, W. A., Montreal, Que.
Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
McLaren, D. K., Montreal, Ottawa and Galt.
The Waterous Co., Brantford.
Young, J. S., Montreal.

## BRASS CASTINGS

City Brass Foundry, Hamilton, Ont.
Magnolia Metal Co., New York.

## DRY KILNS

McEachren Heating & Ventilating Co., Galt, Ont.
Standard Dry Kiln Co., Indianapolis, Ind.

## ELECTRICAL APPARATUS

Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

## LUMBER EXPORTERS

Bennett & Co., Quebec, Que.
Bradley, John, Hamilton, Ont.
Dickie & McGrath, Tusket, N.S.
Goodday & Co., H. R., Quebec, Que.
King Brothers., Quebec, Que.
Parker, Eakins & Co., Yarmouth, N.S.
Rhodes, Curry & Co., Amherst, N.S.
Sharples, W. & J., Quebec, Que.
Shives, Kilgour, Campbellton, N. B.

## LUMBERMEN'S SUPPLIES

Eckardt, H. P. & Co., Toronto.
Gartshore, John, Toronto.
McAvity & Sons, T., St. John, N.B.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

## MACHINERY

Bell, Robt., Jr., Hensall, Ont.
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston Ont.
Carrier, Laine & Co., Levis, Que.
Darling Bros., Montreal.
Dunbar & Sons, Alex., Woodstock, N.B.
Kennedy & Sons, Wm., Limited, Owen Sound, Ont.
Lancaster Machine Works, Lancaster, Ont.
Lloyd Manufacturing Co., Kentville, N. S.
Mershon, W. B. & Co., Saginaw, Mich.
Northey Mfg. Co., Toronto, Ont.
Payette, P. & Co., Penetanguishene, Ont.
Rhodes, Curry & Co., Amherst, N.S.
Robb Engineering Co., Amherst, N.S.
Sawyer & Massey Co., Ltd., Hamilton, Ont.
Small & Fisher Co., Woodstock, N.B.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.
The Oxford Foundry & Machine Co., Oxford, N. S.
The Defiance Machine Works, Defiance, Ohio, U.S.A.

## MAGNOLIA ANTI-FRICTION METAL

Magnolia Metal Co., New York.

## PULP MACHINERY

Bertram & Sons, John, Dundas, Ont.
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.

## PULLEYS

The Dodge Mfg. Co., Toronto, Ont.
The Dominion Leather Board Co., Montreal, Que.

## RAILROAD BRASSES

Magnolia Metal Co., New York.

## SAW MANUFACTURERS

Burns, E. R., Saw Co., Toronto, Ont.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.
The James Robertson Co., Montreal, Que.

## TURBINES

Barber, C., Meaford, Ont.
Kennedy & Sons, Wm., Limited, Owen Sound, Ont.
Madison Williams, Port Perry, Ont.

## WHOLESALE LUMBER DEALERS

Houston, G. T. & Co., Chicago, Ill, U.S.A.
Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

## MISCELLANEOUS

Albion Hotel, Halifax, N.S.
Axes, Campbell Bros., St. John, N. B.
Canadian Photo Engraving Bureau, Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Illinois Central R.R.
Lumber Inspector, Edward F. Spering, New York City, U.S.A.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Machine Knives, Peter Hay, Galt, Ont.
Steamship Owners and Agents, Pickford & Black, Halifax, N. S.
The Bradstreet Mercantile Agency, New York and Toronto.
Timber Agent, J. Carreras-Ferrer, Barcelona, Spain.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, October 12, 1898.

CAR OR CARGO LOTS.

| | | | | | |
|---|---|---|---|---|---|
| 1¼, 1½ and 2 inch cut up and better | $32 00 | $34 00 | 1 inch dressing and better | $20 00 | $22 00 |
| 2 inch picks and uppers | 34 00 | 36 00 | 1 inch siding mill run | 14 00 | 15 00 |
| 1x12 dressing and better, 60% 16 ft | 22 00 | 24 00 | 1 inch siding common | 11 00 | 12 00 |
| 1x10 fine dressing and better | 22 00 | 24 00 | 1 inch siding ship culls | 10 50 | 11 50 |
| | | | 1 inch siding mill culls | 8 50 | 9 00 |
| 1x10 and 12 Canadian dressing and better | 18 00 | 20 00 | Cull scantling | 8 00 | 9 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 | 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 | 1 inch strips, common | 11 00 | 12 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 | 1 1-4 inch flooring | | 16 00 |
| 1x10 and 12 common | 12 00 | 14 00 | 1 1-2 inch flooring | | 16 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 | XXX pine shingles, 16 inch | | 2 25 |
| 1 inch clear and picks | 28 00 | 30 00 | XX pine shingles 16inch | | 1 40 |
| | | | Lath, No. 1 | | 1 50 |
| | | | Lath No. 2 | | 1 15 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Ash, white, 1 to 2 in | | $26 00 | $28 00 | Cherry | 1 to 1½ | $50 00 | $60 00 |
| " " 2½ to 4 | | 30 00 | 32 00 | " | 2 " 4 | 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in | | 17 00 | 19 00 | Elm, soft | 1 " 1½ | 14 00 | 15 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in | | 19 00 | 21 00 | " " | 2 " 3 | 15 00 | 16 00 |
| Ash, M. R., 1 | " 2 | 15 00 | 18 00 | " rock | 1 " 1¾ | 16 00 | 18 00 |
| Birch, 1 | " .. | 18 00 | 20 00 | " " | 1½ " 3 | 20 00 | 22 00 |
| " 1½ | " 2 | 20 00 | 23 00 | Hickory | 1½ " 2 | 28 00 | 30 00 |
| " sqrs. 4x4 | " 8 x8 | 24 00 | 26 00 | Maple | 1 " 1½ | 16 00 | 17 00 |
| Basswood, 1sts and 2nds, 1 to 1¾ in | | 16 00 | 18 00 | " | 2 " 4 | 17 00 | 18 00 |
| 1½ | " 2 | 19 00 | 20 00 | Oak, red, p'n | 1 " 1½ | 26 00 | 30 00 |
| " m. r. | 1 " 1¾ | 14 00 | 16 00 | " | " 4 | 29 00 | 32 00 |
| Butternut | 1 " 1½ | 23 00 | 25 00 | " white | 1 " 1½ | 28 00 | 30 00 |
| " | 2 " 3 | 25 00 | 28 00 | " " | " 4 | 30 00 | 35 00 |
| Chestnut | 1 " 2 | 24 00 | 2 00 | " quart'd | " 2 | 46 00 | 50 00 |
| | | | | Walnut | 1 " 3 | 85 00 | 100 00 |
| | | | | Whitewood | 1 " 2 | 32 00 | 36 00 |

## OTTAWA, ONT.

OTTAWA, October 12, 1898.

| | | | | | |
|---|---|---|---|---|---|
| Pine, good sidings, per M feet, b.m | $29 00 | 36 00 | Pine, 8 s.c. and better stock | 10 00 | 12 00 |
| Pine, good strips | 24 00 | 27 00 | Pine, 8 s.c. sidings | 9 00 | 10 00 |
| Pine, good shorts | 16 00 | 25 00 | Pine, " strips | 8 00 | 10 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m | 15 00 | 18 00 | Pine, " shorts | 6 50 | 8 00 |
| | | | Pine, box culls | 9 00 | 10 00 |
| Pine, No. 1 dressing strips | 13 00 | 16 00 | Pine mill culls | 6 00 | 9 00 |
| | | | Lath per M No. 1 | 1 co | 1 10 |
| Pine, No. 1 dressing shorts | 12 00 | 14 00 | Lath per M No. 2 | 60 | 90 |
| | | | 1x10 No. 1 barn | | 18 00 |
| Pine, 10 s.c. and better stock | 12 00 | 13 00 | 1x10 No. 2 " | 14 00 | 16 00 |
| | | | 1x8 & 9 No. 1 " | 15 00 | 17 00 |
| | | | 1x8 & 9 No. 2 " | 14 00 | 16 00 |

## QUEBEC, QUE.

QUEBEC, October 12, 1898.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Common and railroad, for interior and ordinary according to average, quality, etc., measured off | 21 | @ 24 |
| For 40 to 45 feet average, measured off | 26 | 29 |
| For good and good fair average, measured off | 29 | 33 |
| First class " " | 36 | 39 |
| In shipping order " " | 35 | 38 |
| First class Ottawa waney, 18 inch average | 35 | 37 |
| " " " 19 to 21 inch average | 38 | 40 |
| First class Michigan waney board, 18 inch average | 41 | 43 |
| " " " " 19 to 21 inch average | 44 | 46 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 28 |
| In shipping order, 35 to 45 feet " | 38 | 40 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 28 | 34 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average and quality | 21 | 24 |
| To average 16 inch | 25 | 26 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 15 | 18 |
| 16 " " | 16 | 20 |
| 18 " " | 22 | 24 |

DEALS.

Bright spruce, according to mill specification, $39 to $42 for 1st, $25 to $27 for 2nd, $22 to $25 for 3rd, and $18 to $21 for 4th quality. F.O.B. batteau.

## ALBANY, N.Y.

ALBANY, N.Y., October 12, 1898.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $51 | $53 | Dressing boards, narrow | $19 | $21 |
| 2½ in | 50 | 52 | West India shipping boards | 15 | 17 |
| 1 to 2 in | 45 | 48 | Box boards | 12 | 14 |
| 4 inch uppers | | 54 | 10-in. dressing and better | 26 | 32 |
| Selects, 2½ in. up | | 44 | 10-in. common | 13 | 15 |
| 1 to 2 in | | 40 | 12-in. dressing and better | 26 | 34 |
| Fine common, 2½ in. and up | 39 | 42 | Common, 1x12 | 14 | 15 |
| 1 to 2 in | 36 | 38 | No. 1 barn, 1x12 | 20 | 22 |
| No. 1 cut, 1 to 2 inch | 25 | 30 | 1x10 | 18 | 20 |
| No. 2 | 20 | 25 | 1x8 | 16 | 18 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 16 | 17 |
| No. 1 molding, 1 to 2 in | 30 | 36 | 1x10 | 15 | 16 |
| No. 2 molding, 1 to 2 in | 24 | 27 | 1x8 | 13 | 15 |
| Stained saps | | 20 | Shaky or star clear, 1 to 2 in. | 15 | 21 |
| Bracket plank | 30 | 35 | Dressing | 16 | 18 |
| Shelving boards, 12-in. up | 29 | 31 | Common | 11 | 15 |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Pine | $1 | 75 | Spruce | $2 | 00 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $4 | 00 | Bound butts, 6 x 18 | $5 50 | $6 25 |
| Clear butts | 3 | 00 | Hemlock | 2 | 15 |
| Smooth, 6 x 18 | 5 | 00 | Spruce | 2 | 20 |

## BOSTON, MASS

BOSTON, October 12, 1898.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $10 50 | 12 00 | ¾ inch | $ 9 25 | $ 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 11-16 inch | 9 00 | 9 50 |
| Refuse | 12 00 | 13 00 | ⅝ inch | 8 00 | 8 75 |
| Outs | | 9 00 | Clapboards, sap ext. | 40 00 | 44 00 |
| Boxboards, 1 inch | 10 00 | 11 00 | Sap clear | 33 00 | 35 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, 2nd clear | 30 00 | 31 00 |
| | | | No. 1 | 19 00 | 23 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in | $50 00 | @52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in | 58 00 | 62 00 | 1¼, 1½ and 2 in | 30 00 | 32 00 |
| Selects, 1 in | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in | 53 00 | 56 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in | 24 00 | 38 00 |
| Fine common, 1 in | 40 00 | 41 00 | Coffin boards | 18 00 | 20 00 |
| 1¼, 1½ and 2 in | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 50 | 1 75 |
| Cedar, extra | 2 50 | 2 65 | Extra No. 1 | 1 25 | 1 50 |
| Clear | 2 25 | 2 40 | | | |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | | | By cargo | 1 80 | @ 1 90 |
| By car | 1 80 | @ 2 00 | | | |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., October 12, 1898.

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in | $46 00 | 48 00 | No. 3, 1¼ & 2 in | 17 00 | 18 00 |
| 2½ and 3 in | 55 00 | 56 00 | Shelving, No. 1, 13 in. and up, 1 in | 32 00 | @34 00 |
| 4 in | 58 00 | 60 00 | Dressing 1¼ in | 27 00 | 30 00 |
| Selects, 1 in | 41 00 | 42 00 | 1¼x10 and 12 | 28 00 | 30 00 |
| 1¼ to 2 in | 42 00 | 43 00 | 1½ in | 28 00 | 30 00 |
| 2½ and 3 in | | 50 00 | 2 in | 29 00 | 34 00 |
| 4 in | | 52 00 | Mold st'ps, 1 to 2 in | 31 00 | 33 00 |
| Fine common, 1 in | 35 00 | 36 00 | Barn, No. 1, 10 & 12 in. | 22 00 | 23 00 |
| 1¼ and 1½ in | 35 00 | 37 00 | 6 and 8 in | 18 00 | 21 00 |
| 2 in | 36 00 | 38 00 | No. 2, 10 in | 16 00 | 16 00 |
| 3 in | | 45 00 | No. 2, 12 in | 17 00 | 18 00 |
| 4 in | | 47 00 | No. 3, 10 in | 12 00 | 13 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | No. 3, 12 in | 13 50 | 14 00 |
| 1¼ to 2 in | 32 00 | 33 00 | 6 and 8 in | 11 00 | 12 00 |
| No. 2, 1 in | 15 00 | 16 00 | Common, 1 in | 15 00 | 16 00 |
| No. 2, 1¼, & 1½ in | 23 00 | 25 00 | 1¼ and 1½ in | 17 00 | 18 00 |
| No. 3, 1¼ & 1½ in | 16 00 | 18 00 | 2 in | 18 00 | 20 00 |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch | 28 00 | 30 00 | 2½ to 4 in | 34 00 | 38 00 |
| 1¼ to 2 in | 31 00 | 33 00 | Strips | 18 00 | 20 00 |
| | | | Com. and culls | 9 00 | 10 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up | 25 00 | 26 00 | Com. & good culls | 8 00 | 9 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 28 00 | 30 00 | 1st & 2nd, white, 6" & up | 18 00 | 19 00 |
| | | | Com & good culls | 9 00 | 10 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up | 20 00 | 22 00 | 1st & 2d, soft, 8 in. & up | 18 00 | 20 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 18 00 | 20 00 | 1st & 2d, soft, 6in. & up | 18 00 | 20 00 |

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., October 12, 1898.

UPPERS AND SELECTS.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $44 00 | | Selects, 1in., 8in. and up wide | $40 00 | |
| 1¼, 1½ and 2 in | 44 00 | | 1¼, 1½ and 2 in | 41 00 | |
| 2½ and 3 in | 53 00 | | 2½ and 3 in | 47 00 | |
| 4 in | 58 00 | | 4 in | 50 00 | |

FINE COMMON.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 8 in. and up wide | 33 50 | | 2½ and 3in., 8in. and up wide | 42 00 | |
| 1¼, 1½ and 2 in | 35 00 | | 4 in | 45 00 | |

B FINE COMMON OR NO. 1 CUTTING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 7 in. and up wide | 23 50 | | 2½ and 3in., 7in. and up wide | 37 00 | |
| 1¼, 1½ and 2 in | 30 00 | | 4 in | 40 00 | |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 34 00 | | 1 in., 4, 5 and 7 in. wide | 32 00 | |
| 6 in. wide | 36 00 | | 6 in. wide | 36 00 | |

FINE COMMON OR C.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 in. wide | 29 00 | | 1¼ in., 4, 5 in. wide | 30 00 | |
| 1¼ in., 6 in. wide | 34 00 | | in., 6 in. wide | 33 00 | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | | | |
|---|---|---|---|---|---|
| 1¼in., 4, 5, 6 in. wide | 24 00 | | 1 in., 4, 5, 6 in. wide | 22 00 | |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 in | 16 00 | | 1¼ in., 4, 5 and 7 in | 15 00 | |
| 1 in., 6 in | 17 00 | | 1¼ in., 6 in. | 17 00 | |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 | | 1¼ in., 4 to 7 inch | 14 00 | |
| 1 in., 6 inch | 14 00 | | No. 3 Fencing, 1 in., 6 inch | 12 00 | |

SHELVING.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 | | No. 2, 1 in., 7 and 8in. stocks | 19 00 | |
| 1 in., 10 in. and up wide | 26 00 | | 1 in., 10 in. stocks | 21 00 | |
| 1 in., 12 in. stocks | 29 00 | | 1 in., 12 in. stocks | 24 00 | |
| 1 in., 12 in. and up wide | 30 00 | | 1 in., 10 in. and up wide | 22 00 | |
| 1¼in. 1½ and 2in., 8in. and up wide | 29 00 | | 1 in., 13 in. and up wide | 25 00 | |

BARN BOARDS OR STOCKS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 12 in | 21 00 | | No. 2, 9 in | 13 50 | |
| 10 in | 16 50 | | 8 and 7 in | 13 50 | |
| 9 in | 16 00 | | No. 3, 12 in | 12 50 | |
| 8 and 7 in | 16 00 | | 10 in | 11 00 | |
| No. 2, 12 in | 16 00 | | 9 in | 11 00 | |
| 10 in | 14 00 | | 8 in | 11 00 | |

SHIPPING CULLS OR BOX.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4 and 5 in. wide | $ 9 00 | | 1 in., 13 in. and up wide | $1 00 | |
| 1 in., 6 in. wide | 9 50 | | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 | |
| 1 in., 7 in. wide and up | 9 50 | | | | |

SHAKY CLEAR.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9in. wide | 18 00 | | 1 in., 10 in. and up wide | 19 00 | |
| 1 in., 6 in. wide | 20 00 | | 1¼, 1½ and 2 in., 8in. and up wide | 20 00 | |

COFFIN BOARDS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 13in. and up | 22 00 | | No. 1, mill culls | 8 00 | |
| No. 2 | 17 00 | | No. 2, or red horse | 6 50 | |

TIMBER, JOIST AND SCANTLING.

| | | | | | |
|---|---|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $ 9 50 | | Hemlock, 2x4 to 10, 12 to 16 feet | 7 50 | |
| 18 ft | 10 50 | | 2x12 | 8 50 | |
| 20 ft | 11 50 | | Add $1 to each additional 2ft. in length. | | |
| 22 and 24 ft | 12 50 | | | | |

SHINGLES, 18-IN.

| | | | | | |
|---|---|---|---|---|---|
| Country brands, XXXX | 2 75 | | Standard brands, river made, XXXX | 3 00 | |
| Clear Butts | 1 75 | | Clear Butts | 2 00 | |

WHITE PINE LATH.

| | | | | | |
|---|---|---|---|---|---|
| No. 1 | 1 50 | | No. 2 | 1 10 | |
| | | | Hemlock | 1 00 | |

## PRICES OF COOPERAGE STOCK.

| | F.o.b. cars at Sutherland Innes Mills | F.o.b. Wallaceburg |
|---|---|---|
| No. 1 28½ inch jointed elm staves, per net 1,000 | $5 00 | $5 00 |
| No. 1 30 " " " " " | 5 00 | 5 00 |
| No. 1 32 " " " " " | 5 25 | 5 50 |
| No. 1 24 " " " " " | 4 00 | 4 00 |
| No. 2 28½ " " " " " | 3 25 | 3 25 |
| No. 2 30 " " " " " | 3 25 | 3 25 |
| No. 2 32 " " " " " | 3 75 | 3 75 |
| No. 2 24 " " " " " | 2 00 | 2 00 |
| No. 1 14 in. to 14¾ in. kiln dried basswood heading, per set | 3 | 3 |
| No. 1 15 " 16 " " " " | 3¼ | 3¼ |
| No. 1 17⅞ " " " " " | 3¾ | 3¾ |
| No. 1 18 " 18¾ " " " " | 4½ | 4½ |
| No. 1 19⅞ " " " " " | 4½ | 4¾ |
| No. 1 19½ " " " " " | 5 | 5 |

Mill run heading ½ct. per set less, No. 2 heading 1ct. per set less.

| | | |
|---|---|---|
| No. 1 5½ ft. patent coiled elm hoops, per net 1,000 | 5 25 | 5 40 |
| No. 1 6 " " " " " | 5 50 | 5 65 |
| No. 1 6½ " " " " " | 6 00 | 5 90 |

No. 2 hoops about 50 cts. per thousand less.

| | | |
|---|---|---|
| No. 1 28½ in. jointed white ash staves, per net 1,000 | 6 50 | 7 00 |
| No. 2 28½ " " " " " | 3 25 | 3 50 |
| 34 in. to 35 in. elm syrup bbl. staves | 18 00 | 17 00 |
| No. 1 30 inch half syrup barrel staves | 16 00 | 16 00 |

(If bent to shape, $2.00 per thousand more.)

events abated business intensely; but it is gradually recovering. The natural resources of the country are great, and Spanish people, kept to their own boundaries, will soon display their vitality."

### GERMANY.

A limited quantity of pine deals and hardwoods are now exported from Canada to Germany. The requirements of that market, with its extensive manufacturers, are very great, and with vigorous and well directed effort on the part of our exporters a much larger trade could undoubtedly be secured. Nearly all kinds of lumber have been allowed to enter that country free of duty, but a more protective tariff has just been put into force.

## CANADA'S COMMERCIAL AGENTS.

Following is the correct official list of Canada's Commercial Agents in Great Britain, British possessions and foreign countries:

J. S. Larke, Sydney, N.S.W., agent for Austarlasia.

G. Eustace Burke, Kingston, Jamaica, agent for Jamaica.

Robert Bryson, St. John, Antigua, agent for Antigua, Montserrat and Dominica.

S. L. Horsford, St. Kitts, agent for St. Kitts, Nevis and Virgin Islands.

Edgar Tripp, Port of Spain, Trinidad, agent for Trinidad and Tobago.

C. E. Sontum, Christiania, Norway, agent for Sweden and Denmark.

D. M. Rennie, Buenos Ayres, Argentine Republic, agent for Argentine Republic and Uruguay.

In addition to their other duties, the undermentioned will answer inquiries relative to trade matters, and their services are available in furthering the interests of Canadian traders:

J. G. Colmer, 17 Victoria street, London, S.W., England.

Thomas Moffat, 16 Church street, Cape Town, South Africa.

G. H. Mitchell, 15 Water street, Liverpool, England.

H. M. Murray, 40 St. Enoch Square, Glasgow, Scotland.

Harrison Watson, Curator, Imperial Institute, London, England.

## FOREST PROTECTION IN MINNESOTA.

The third annual report of the Chief Fire Warden of Minnesota has been published, from which it appears that, according to the reports of fire wardens, the damage done by forest fires in 1897 was $22,455, and by prairie fires $14,554. Considering that the value of the standing timber in Minnesota is $100,000,000, the reported damage by forest fires is regarded as very small. The report states that the value of the pine, just as it stands, that is cut in Minnesota in a single winter, in a favorable business year, is $5,000,000 when sawed into lumber at the mills, its value will have increased to $10,000,000, of which increase 80 per cent., or $4,000,000, represents labor; when further manufactured and worked up in various forms its value becomes multiplied. This partly illustrates the value of the forests as an industrial resource.

The Chief Fire Warden thinks that as the public comes to understand forestry it will be easier to enforce the law against forest fires. A leading principle of forestry, he says, is that the best agricultural land should not be devoted to forest. One of the great economic advantages of forestry is that wood and timber can be profitably grown on soil that is unfit for farming purposes. Another principle is that the forest must be continuous; that no more timber should be taken out of it in a year, or in a series of ten or twenty years, than grows in the entire forest the same period. Another principle is that the cutting of timber should be in blocks or strips so as to facilitate reproduction on the clear areas by seeds falling from the trees left standing. Another principle is that the forest when young must have in numbers vastly more trees than when it is mature. The tree grown in the open may be handsome and useful for shade, but it is useless for timber. To make good timber the forest, when young, must be crowded so as to secure height growth. Mixed wood managed on forestry principles in the Black Forest of Germany has per acre, at the age of 20 years, 3,960 trees; at the age of 100 years, 262 trees.

The manufacturers of lumber in the Southern States propose holding a conference at an early date to discuss the methods to be adopted for securing the trade in lumber with Cuba and Porto Rico.

## HINTS ON BUILDING BAND MILL TRACKS.

By A. J. Burton, Algonquin Park.

A few suggestions as to the method of building band mill tracks may be appreciated by the practical readers of your journal. One important consideration is that the timber or track ways should be of good sound wood. Southern pine is very well adapted for the purpose, owing to its strength and the fact that it will not warp or twist easily. Plane the track timbers on all four sides as straight as possible, and endeavor to have the timbers of good length to avoid making the joint opposite the saw. Set the timbers 2 inches or 2½ inches into the cross timbers of mill, and bolt down the track timbers, say, every 6 feet. By bolting them it will be much easier to level up the track, for the high places can be drawn down and the lower places can be shimed up, always assuring a good level track. Key the trackways solid by driving hardwood wedges in the gains in the lower cross timbers which the trackways are let into; next, stretch a line parallel with lower band wheel shaft and put down the V or guide track first, which should always be the farthest from the saw, so that it will get less jar from heavy logs and from the nigger than if placed on the saw side, and moreover, you will have less trouble in keeping the track in line. The line should be two inches higher than the top of track iron.

After laying down both tracks temporarily, make a wood straight-edge long enough to reach from one track to the other, and cut a notch in it to fit the guide track exactly, and fair over the centre of guide rail drive in a nail to be used for a guide as a pointer to set the guide rail true to the line by. You can move this straight edge along every foot or so, and with care can set a guide track perfectly true.

It is taken for granted that the track is straight and level, that the edges of the band mill wheels are turned true, and that the lower wheel shaft is perfectly level. Draw a line parallel with the track from one end to the other; then draw a line across the track above the floor in front of band wheels and square this with the first line; then, from sticks or supports above the upper wheel, let fall two plumb lines at opposite edges of front side of upper wheel, and let these lines fall directly to or at equal distances from the line already stretched across the track. Then, by moving one or both ends of the lower wheel shaft, square the wheel shaft with the line across the track by having the opposite edges of the band wheel at exactly the same distances from the two plumb lines, and adjust top wheel in similar manner. It is better to have a band saw trained a little in rather than out of the log, but it is best to have it perfectly parallel with the track. Having the wheels properly lined, do not move the cross line again, not even to adjust the saw, but put saw on mill, run it slowly, and adjust saw with the tilt until the saw runs from ¾ to ⅞ of an inch off the front edges of wheels. If your saws are hammered alike you will not have to move the tilt again for the season's sawing, unless the saw gets hot or meets with an accident, for saws will all run alike if put up alike. Adjust guides carefully and slack off all four guides from saw. Next, set the lower log side guide up to saw, put in a sheet of writing paper between guide and saw, and then screw up the guide until paper will not fall out, but not so hard as to move the saw out of line. Then fasten the guide firmly, put in another piece of paper between the saw and the board side guide, and push the guide up and fasten firmly, and if right the paper will pull out tight and leave a perfectly guided saw without too much or too little clearance. Set the top guides same way, but always be careful not to move saw out of line when setting the guides.

If a band saw is hammered and fitted right, and the mill and guides are properly lined, the saw will stand a good feed and cut straight lumber.

## SPACING AND LENGTH OF BAND SAW TEETH.

The spacing of band saw teeth as used on bands and band resaws varies from 1 to 2 inches, but the great majority run a spacing of about 1½ to 1¾ inches. There is nothing to recommend a longer spacing than the above, unless it is desired to run a long tooth with extreme hook. In such case a 2-inch spacing may be used with a throat from ¾ to 1 inch deep on a log band saw and from ⅜ to 9/16 on a band resaw, with a large rounded gullet quite similar to that run on a circular saw. Shorter teeth are usually preferred for hardwoods and frozen timber than are used for softwoods or summer sawing. Thus a ½ inch tooth is generally used for hardwoods in winter and 9/16 in summer, while teeth for soft woods range from ½ inch to ¾ inch, or longer.

A style of throat that is very popular in many sections, and especially among the cypress manufacturers, is the rather long throat with the base line about horizontal. It is impossible to suggest that any particular style of tooth is best adapted to any particular wood, for the reason that all shapes of teeth are apparently used with success in different woods. Expert users of band resaws find that for boxboard work not over 12 inches wide, a spacing of 1⅝ is satisfactory. In work demanding a minimum saw kerf and a moderate speed for saw, as in sawing picture backing, etc., a 2 inch spacing is found good. The same is true of resawing panel stock and hardwoods. Kiln dried hardwood, such as oak, hard maple, etc., tends to dull the saw very rapidly unless the feed is well regulated, and it is well to have the saw stand a fair feed instead of simply allowing it to rub the dust away. Careful feeding of the saw in kiln dried hardwoods will enable the saw to do good work in cutting considerable stock, where feeding without exercise of careful judgment may dull the saw in a few minutes.—From Baldwin, Tuthill & Bolton's Manual.

## GREAT FORESTS IN INDIA.

Few people have any idea of the immense forest area in British India—a valuable asset which is now being systematically preserved. At the present time the reserves of the forest cover an area of nearly 75,000 square miles, and they may be hereafter further extended in Madras and Burma, where the work of reservation is as yet incomplete. Outside these reserves are about 56,000 square miles of state forests, some of which will eventually be brought within the reserve area. This means that there are in India practically for all time forests which would completely cover the United Kingdom. The mountain slopes of the Western Ghauts are still covered with the vegetation of the primeval forests.

# WOOD PULP DEPARTMENT

## THE PAPER AND PULP INDUSTRY.

THE past two years have witnessed a marked development in the paper and pulp industry of Canada, and yet, considering our vast resources and the excellent facilities at our doors for manufacturing, it is rather surprising that we have not taken advantage of them to a greater extent. It would seem that only recently have Canadians realized the value of such immense spruce forests as are to be found in this country, but now that a commencement has been made in the right direction, we look forward to the establishment of an industry of almost inestimable value to the people.

We have in the past been too content to allow our raw material to be taken to the United States, there to be manufactured into pulp and paper for supplying the British market. It is estimated that in the United States there are 1,200 pulp mills, turning out more than 1,500,000 tons of pulp per year, in the manufacture of which about 2,000,000 cords of wood are consumed. Much of this wood is supplied by Canada. In the year 1892 the United States imported $183,312 worth of pulp wood, while last year the import was valued at $711,152. The significance of these figures is that the United States is becoming more and more dependent upon Canada for a supply of pulp wood, and unless some protective action is taken by the Dominion government, an increasing quantity will be taken away each year. According to the present tariff arrangements, pulp wood is subject to no duty whatever, but the United States government collects a duty of 10 per cent. on imported manufactured pulp and 15 per cent. on paper. The position is therefore unfavorable to the building up of the pulp and paper industry in Canada so far as the United States market is concerned. Whether any change will be made as a result of the conference of government representatives now in session at Quebec is an open question.

In European countries, however, there is a market for paper and pulp which is not subject to such discrimination. We now supply Great Britain paper makers with a limited quantity of pulp, which is regarded as of superior quality to that obtained from Norway and Sweden, but the quantity bears little relation to the facilities which we possess for the manufacture of the material.

## THE CHICOUTIMI PULP COMPANY.

ONE of the most extensive establishments of its kind in Canada is that of the Chicoutimi Pulp Company, at Chicoutimi, in the province of Quebec. The works are situated on the Chicoutimi river, about one-quarter of a mile from its discharge into the Saguenay river, which is navigable up to Chicoutimi. The mill is on an island, the river flowing in rapids on both sides. The Chicoutimi river flows from Lake Kenogami, where the company have about 700 square miles of timber limits, in which black and white spruce are plentiful. The Quebec and Lake St. John Railway Company have a siding right up to the door of the mill. There are several large falls of water both above and below the mill, where a large amount of power might be readily developed.

VIEW OF THE CHICOUTIMI PULP COMPANY'S MILLS AT CHICOUTIMI, QUEBEC.

The town of Chicoutimi numbers about 7,000 people, and is quickly growing, over 100 houses having been built this year. The town is lighted by electricity generated at the pulp mill, and has also a good system of water works. It is a very pleasant place to live in, owing to the superb atmosphere which permeates the district and the many pleasant excursions which can be made to the numerous lakes and mountains where fish and game are abundant.

The pulp works occupy a space covering several acres. One block of buildings comprises grinding rooms, measuring 60 × 80 ft., wet machine rooms, 130 × 50 ft. (of which a view is given), pump room, 30 × 50 ft., bailing room, 30 × 40 ft., electric light room, 30 × 40 ft., all on the island as aforesaid. On the main land is a large wood preparing room, 50 × 80 ft. On a convenient spot are also the blacksmith shop and machine shop, the largest in that section of the country. Other buildings comprise the boiler house used for heating purposes and a large storehouse. The offices occupy a commanding view of the whole works and are light and commodious.

The falls and rapids from which the mill derives its power are 170 feet high, and are capable of developing 15,000 horse power, although at the present time the company use only about 4,000 h.p. The water is conducted to the water wheels by a steel flume 11½ ft. in diameter, having 55 ft. head and 20 ft. draft tubes. The turbines are of the Crocker pattern. There are two 40 inch, one 25 inch, and one 20 inch, all in the same penstock. The wood preparing mill is driven from a wheel in this penstock, and the power is transmitted across the river by a shaft running over a steel bridge.

A series of chains carry the wood from either the cars or the river reservoir to the saws, and from thence to the barkers, whence they proceed across the river to the grinder room without being handled by men. Six grinders of the newest type grind there an average of 50 cords per day, and a sufficient number of screens doubly screen all the pulp produced. In the wet machine room are eight heavy wet presses capable of making from 80 to 90 tons of pulp daily, and powerful hydraulic presses for the purpose of extracting the water and bailing. The pulp is all put up in press-packed bales and sent to Europe. Shipments are made from the Chicoutimi port and also from the port of Quebec.

VIEW OF PORTION OF WET MACHINE ROOM, CHICOUTIMI PULP COMPANY.

The company employ on an average 125 men. In winter 200 extra men are given employment cutting the wood in the forest and drawing it to the edge of the different rivers, which are very

numerous in the district. About 400,000 logs are thus cut down and floated on Lake Kenogami and the Chicoutimi and Saugenay rivers to the mill. The yearly consumption of black and white spruce is about 15,000 cords, producing approximately 24,000 tons of wet pulp. It is the intention of the company to increase its plant in the near future.

The president of the company is Mr. J. D. Guay, of Chicoutimi, who is also the proprietor of the paper "Le Progres du Saguenay." The managing director is Mr. J. E. A. Dubuc, a man of great financial capabilities, who has promoted the interests of the company with a very remarkable success. The superintendent, Mr. Oswald A. Porritt, a practical man of much ability in chemical as well as in mechanical pulp, has under his supervision the whole plant, the produce of which is readily disposed of in the European market. Much of the machinery in the mill was supplied by the Waterous Company, of Brantford.

There are almost 2,000,000 acres of timber on the island of Anticosti, and M. Menier, the owner, will probably establish two pulp factories.

It is expected that the pulp mill at Sturgeon Falls, Ont., which was recently taken over by an English syndicate, will be put in operation during the present month.


PULP and PAPER MILL MACHINERY.....

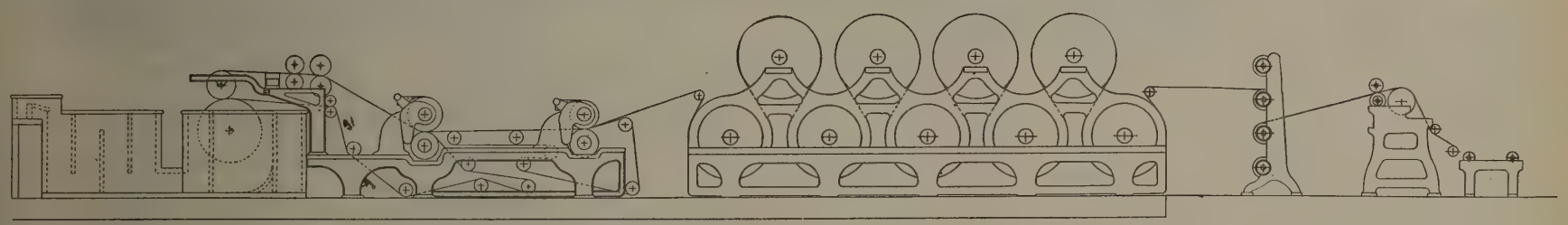
Our Standard Screen.

Complete Equipments supplied for
GROUND WOOD, SULPHITE or SODA PULP MILLS.
Screens, Screen Plates, Wet Presses.
THE PORT HENRY PULP GRINDER
Barkers, Chippers, Digesters, Tanks, Pumps, Etc.
Send for Prices and Information.
THE JENCKES MACHINE CO.
36-40 Lansdowne Street, - SHERBROOKE, QUE.

PULP MILLS - ATTENTION!
Phosphor-Bronze Castings
of any weight, for Pulp Mills (special mixture.)
All Bronze manufactured by us.
Quotations and References cheerfully given.
CITY BRASS FOUNDRY - HAMILTON, ONT.

It pays to advertise in the Canada Lumberman.

JOHN BERTRAM & SONS
DUNDAS, ONTARIO, CANADA



Builders of High Class
Paper Machines
Cylinder Machines
Paper Mill Machinery
CORRESPONDENCE SOLICITED

OAK TANNED BELTING
TORONTO
20 FRONT ST EAST
TELEPHONE 475
THE J.C.McLAREN BELTING Co MONTREAL

## THE LUMBER TRADE IN MONTREAL.

MONTREAL, Sept. 6th, 1898.

To the Editor of the CANADA LUMBERMAN:

DEAR SIR,—The lumber trade in this city is not much improved in a local way from the recent years of depression. Building contracts are comparatively scarce and prices low; consequently, a certain number of builders have gone into the speculative building trade. Hundreds upon hundreds of houses have been erected in the suburbs in desirable localities made accessible by the electric railway extensions, but it has been overdone, and great numbers are idle for want of tenants or purchasers.

The usual method with many who have little to lose and much to gain is to secure a desirable site, pay cash for the land, and borrow and get credit for the building. This worked all right as long as there was a demand for houses, but as purchasers and tenants are not keeping pace with the number of houses, flats and tenements built, the game plays out, and when the houses will neither rent nor sell, or the builders cannot borrow any more money on them, the venture collapses, and the poor lumbermen, millmen and others get left out in the cold. I will give you one instance: A builder who has been erecting scores of houses and tenements, got behind from being unable to sell or negotiate further loans. He owed a lumberman five thousand dollars for material, for which he gave notes. When the notes came due there were no funds; they were renewed as they came due, and nine per cent. interest charged. The lumberman got worried over it and pressed hard for a payment; the builder made a strenuous effort and handed in ten dollars on account. Very shortly afterwards the estate was thrown into bankruptcy, and the lumberman realized sixty dollars out of the five thousand.

There are scores of cases of this kind, which show the unhealthy state of the retail lumber and building trade in this vicinity. Parties who have been catering to this class of trade are beginning to feel the effects of it severely. Credit and bad debts are the curse of the building and lumber yard trade. Irresponsible parties get too much credit and recklessly underbid and undersell responsible parties with capital. Credit is far too easily obtained, as everybody is anxious to sell.

Yours respectively,

"RETAILER."

## THE BRITISH PULP MARKET.

THE following communications from pulp importers in Great Britain, referring to the possibilities of that market, will doubtless be of interest to Canadian pulp mill owners:

GLASGOW, SCOTLAND, 1st September, 1898.

DEAR SIR: Canadian pulps are making their way gradually into favor among British consumers. Mechanical has the advantage in quality over much of the Scandinavian pulp that is imported, and is better liked, but it has this disadvantage, that it is put up in loose bundles and is difficult to handle without loss, whereas all Scandinavian pulp is baled in canvas. Sales might be increased if Canadian mills adopted this style of baling. Sulphite is taking a better place in the market than it did. Buyers like the spruce fibre, but complain of irregularity and want of strength. There is a great future for this article, but whether it commands a high or low price will depend on quality and cleanness. In the latter respect it is wanting. If makers would give more care to have the pulp properly screened, and make it slightly stronger, there would be a greatly increased volume of business done and higher prices obtained.

The new mills in process of erection and contemplated will throw a much larger quantity of pulp on the market, and as great activity is also shown among Scandinavian mills to increase their output, prices will naturally be lower, and rule lower for all sorts until the trade can absorb the increase. Makers who are alive to this have in many instances already discounted the fall and accepted lower prices for next year. We consider the haste to do so premature, seeing that the output from new mills cannot come on the market "all of a heap," but will come gradually and at considerable intervals of time. The fact that some well known brands of Norwegian sulphite have been sold for all next year much lower than last year's contracts were booked at, has compelled other not so well known brands (as well as Canadian) to follow suit.

Yours truly,

THOS. KENNEDY & SON.

LONDON, ENG., Sept. 8th, 1898.

DEAR SIR: At the present time prices of pulp are somewhat uncertain. The Scandinavian makers are not very well satisfied with the prices they are now getting, and it seems probable that lower prices will have to be accepted for next year's contracts. Most of our large paper mills contract for a 12 month's supply in advance. Still for all that, we anticipate much larger trade for Canadian pulp, provided freights keep reasonably low, and we anticipate that steamer freights will be much lower from Canada during the next twelve months. The unsettled state of the freight market, owing to the Spanish-American war, is now over, and owners will be obliged to accept cheaper rates. During the past week there has been a good demand for Canadian pulp, and we hear of several good contracts for next year's delivery.

We can place from eight to ten thousand fathoms of spruce and poplar pulpwood, lengths 4, 6, 8 and 10 feet, and should be glad if you could give us the names of such firms (not already represented here in England) who could supply us with this quantity.

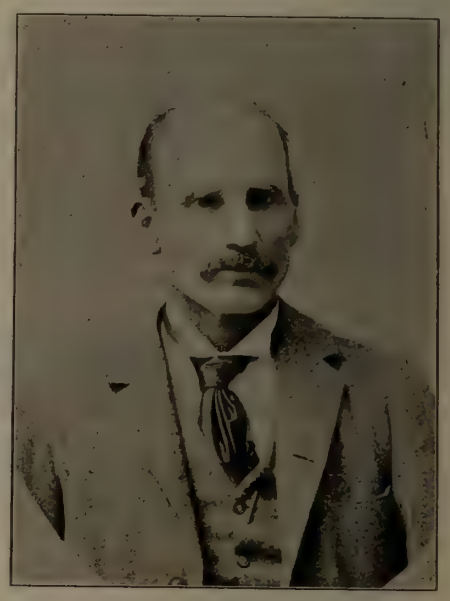
Yours faithfully,

ABBOTT & CO., LTD.

## THE LATE THOMAS HALE.

ANOTHER prominent lumberman of Ontario has joined the ranks of the great majority, in the person of Mr. Thomas Hale, who died at his home in Pembroke on Thursday, September 15th. For some time Mr. Hale had been afflicted with a nervous disorder, but was on the road to recovery, when, one month previous to his death, he was attacked by typhoid fever, with fatal results.

Deceased was born in the year 1841 on the old homestead on Hale's Creek, about four miles west of the town of Pembroke. His father, who was one of the pioneer settlers, was an Englishman, and his mother of Scotch descent. Lumbering attracted Mr. Hale when he was a mere youth, the free life of the woods appealing irresistibly to him, and he has been a lumberman ever since. When about fifteen years old he went to the shanties, and was soon promoted to the position of foreman and pilot for Mr. J. L. McDougall. After serving some years in that capacity he branched out as a lumber jobber, and was quite successful, no doubt owing to his thorough practical knowledge of the business. He afterwards formed a partnership with Mr. Robert Booth, of Pembroke, which continued for some time, when he became associated with Mr. J. R. Booth, the lumber king of the Ottawa valley, the firm name being Hale & Booth. This firm, twelve years ago, bought some timber limits, and from a very small beginning built up a large business. Mr. Hale's first acquaintance with Mr. Booth was in 1878, when he took out a large quantity of logs for his Ottawa mill by contract. It is said that he was the first Canadian to float a raft of timber out of Michigan for the Quebec markets. The Michigan raft was taken from the Two Heart and Sucker Rivers in Northern Michigan, where the firm owned extensive limits, which they have been working recently. In the last few years they have sold many logs to Michigan manufacturers. The firm's limits in Canada are on the Montreal, the Magnetawan, Vermilion,



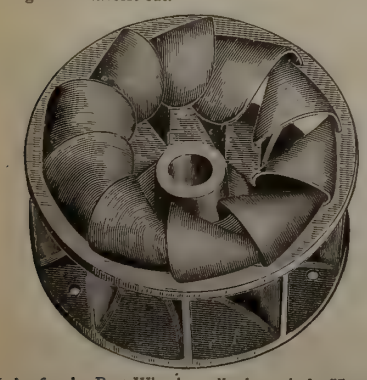
THE LATE THOMAS HALE.

White Fish and Serpent rivers, and in the Kippewa.

Within a few years Mr. Hale was a comparatively poor man, but with qualities for the work he had chosen which ensured success, his opportunities came, and he took advantage of them so effectually that at the time of his death he had accumulated considerable wealth, being the owner of much property in Pembroke. He was a busy man, always actively engaged in looking after the interests of his firm. Indeed, it is feared that his close attention to business hastened his end. In religion Mr. Hale was a Presbyterian and in politics a staunch Liberal, being one of the prominent workers for that party in the North Riding. Mr. Hale is survived by his wife, two daughters and three sons.

**BARBER'S CANADIAN TURBINE**

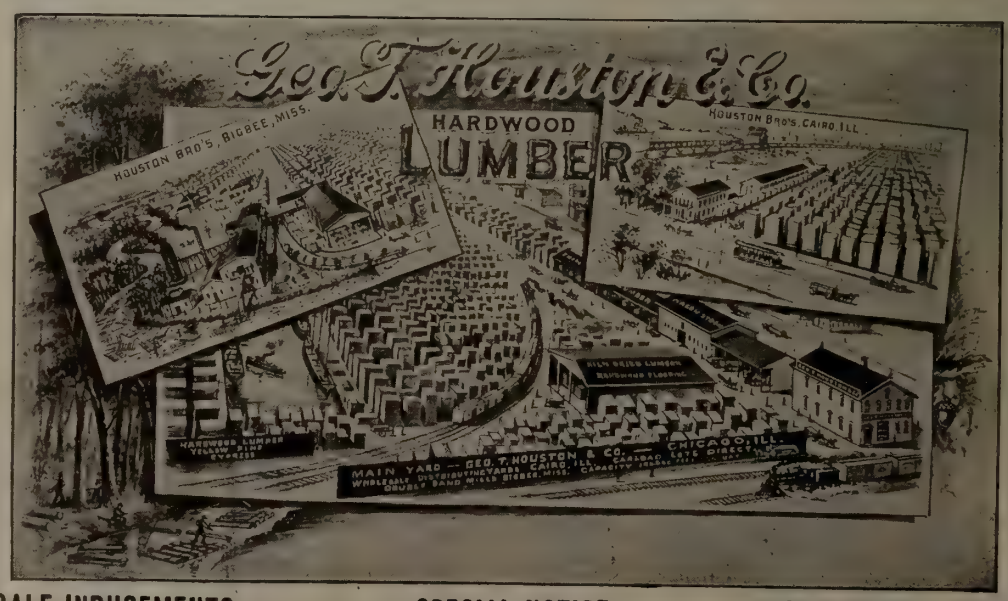
**As a Saw-Mill Wheel,** is by far the Steadiest Driver, varies less from light to full load and pulls steadily through the heaviest cut.



"Is by far the Best Wheel; pulls through the Heaviest Cut where the Leffell could not live."—WYLIE BROS.

**Lowest Price and Highest Satisfaction.**

C. BARBER - MEAFORD, ONT.




**WHOLESALE INDUCEMENTS**

We invite Travelling Buyers to visit our Double Band Saw Mills and examine our large dry stocks. Location: Bigbee, Miss., south-east of Memphis, Tenn., on K. C. M. & B. Railway.

**SPECIAL NOTICE**

We can furnish large lots, straight or mixed carloads, dry stock, at Saw-Mill Prices, and make quick shipment. Inquiries and orders by mail or wire solicited.

**SPECIALTIES—SPECIALTIES**

Large Figured Band-Sawed Quartered White Oak is our main Specialty. All kinds Hardwood Lumber, Yellow Pine and Cypress, Wood Stock. Dimensions sawed to order.

**Main Office: GEO. T. HOUSTON & CO., Chicago, Ill., U.S.A.**

## THE LANE SHINGLE MACHINE.

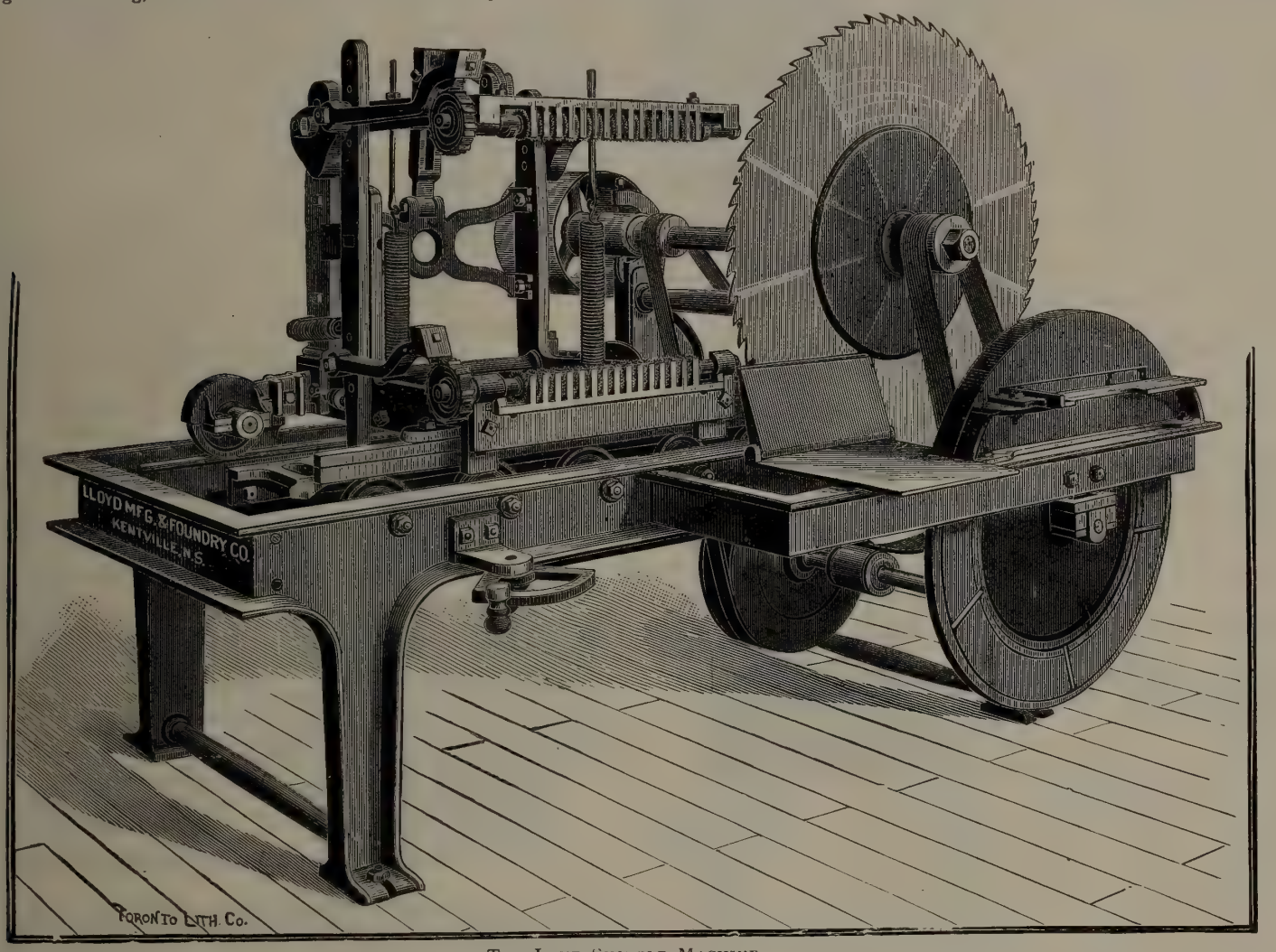
An illustration is given herewith of the Lane shingle machine, as manufactured by the Lloyd Manufacturing and Foundry Company, of Kentville, Nova Scotia. This machine is used very extensively in the United States and Canada, over one thousand having been sold in the former country, where the patentees, the Lane Manufacturing Company, have been awarded numerous gold medals and diplomas. Regarding the construction and operation of the machine, the manufacturers state that the saw arbor is of best steel and 2⅜ inches in diameter, with bearings 10 inches long, lined with best babbit metal; size of driving pulley, 13 inches in diameter and 10 in. face. The brackets that hold bearings are adjustable by screws, so that at any time they can be adjusted to line saw with carriage.

The block carriage is mounted on wheels, two large V wheels on back running on V track, which are provided with means of taking up all lost motion in case of wear, and on the front carriage runs on flat rollers of large diameter, being secured to framework of machine; the rail or way being attached to front of carriage. By this means the sawdust is prevented from sticking, as is the case when the wheels are attached to carriage on front and running on track. By an attachment to handle that starts and stops carriage is a pall, so arranged that when handle is turned to stop carriage, this pall engages in a toothed rack fasted to bottom of carriageway, and securely locks carriage, which overcomes the dangerous objection in many other machines when carriage starts as operator is putting in block, and often causes the loss of an arm.

The top casting that holds block is arranged with two powerful springs with means for making the tension greater or less by a thumb nut. The top of shingle carriage is raised to receive block by a foot treadle which is not shown in cut, but urnished with each machine. The feed has cones of two steps for varying the feed to suit the class of timber to be sawn. Attached to the cone shaft is a leather board friction, which is engaged or disengaged to friction pulley thirty-four inches in diameter, by simple movement of handle shown at side of machine. The large friction pulley revolves on a sleeve bolted solid to framework of machine, with sleeve extending about 2½ inches through hub of pulley. Attached to the end of this sleeve is a casting with a lug pin three inches in diameter, which is offset from centre of sleeve 8 inches, swinging or revolving on this eccentric. On offset lug is a slotted lever or crank, having slot 3 inches wide and 18 inches long. Fastened to spoke or friction pulley is a pin with a 3 inch roller which fits in the slot of lever or crank; thus when you revolve friction pulley, and 3 inch roller is opposite full turn of lever, it will be at farthest end of slot in lever or crank, and when friction pulley is turned a half turn from this point, 3 inch roller attached to spoke of friction pulley will be three and one half inches from centre of fulcrum; thus to each revolution of friction pulley, it gives one slow and one quick motion return of carriage, four to one, this being done without the aid of any weighted movement.

The jointer is built attached to frame of machine as in engraving, or furnished separately when so ordered. The shingle rest or table is arranged with a swinging piece next to saw, which provides for shims or pieces getting between it and saw by it giving away and letting pieces through, then springing back; in machines where this is not provided for, many expensive accidents have occurred, and saws ruined by pieces getting in and crowding saw over against carriage.

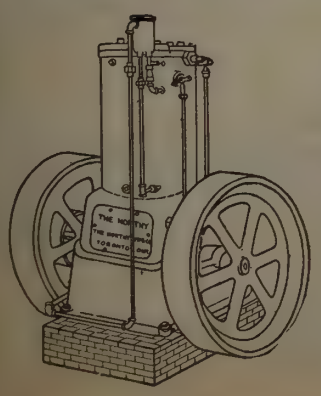
The Lloyd Manufacturing Company will gladly furnish additional particulars of this machine to interested persons.




THE LANE SHINGLE MACHINE.


# Northey Gas and Gasoline Engine

**Safe Powerful Economical**



Can be used to advantage for Lath and Stave Mills, Shingle and Deal Machinery, Portable Saw Mills, Barking or Pulping Machinery.

Our Booklet tells all about it. Write for it.

"Built for Hard Work."

# Pumps "FOR ALL DUTIES"

**Simple Strong Durable**

*Single and Duplex Types Steam and Power*

Write for Catalogues.

# Northey Mfg. Co., Ltd.

1016 King Street Subway, Toronto.

## PULP NOTES.

Mr. Ali, a lumberman of Thirty-One-Mile Lake, Que., states that it is the intention of two American capitalists to build a pulp mill on that lake next spring.

The Electric Light and Power Company of Quebec are building a large power house at St. Gabriel Falls, Que., where it is proposed to establish three pulp mills.

It is said that H R. McLellan, of St. John, N.B., has in view the erection o pulp mill on his timber property at St. Margaret's, on the north shore of the St. Lawrence river.

It is rumored that he International Paper Trust has purchased the Guise wate power on the St. Maurice river, in the province of Quebec, and will erect a large pulp mill there.

Mr. E. V. Douglas, o Philadelphia, who is interested in the Kakabeka Falls, on the Kaministiquia river, near Port Arthur, Ont., is understood to be negotiating for the building of a pulp mill in the vicinity.

A wind storm recently demolished some of the walls of the new pulp mill now in course of construction at Hawkesbury, Ont., for the Riordan Pulp Company, as a result of which the mill will not be completed as early as was expected.

Mr. Harry B. Wood, of Argyle Building, 45 Hanging-Ditch, Manchester, England, has been appointed agent for the Laurentide Pulp Co., of Grand Mere, Que., and will handle their production of sulphite and mechanical pulp in the British market.

The Maritime Sulphite Fibre Co., of Chatham, N. B., have ordered a 500 h.p. cross compound condensing engine from the Robb Engineering Co., to replace their present 250 h.p. engine and to provide for contemplated enlargements of their plant.

The new mills of the Laurentide Pulp Co. at Grand Mere, Que., are now almost completed. The plant has cost about $1,500,000, and is modern in every respect. The daily production of sulphite pulp will be 75 tons, and of ground wood 100 tons.

Mr. W. G. Reid, of Montreal, who was given an extensive franchise by the Newfoundland government, is said to be considering the erection of a pulp mill at Grand Lake, with a capacity of 162 tons of dry pulp per day. For this purpose a company is being formed.

Mr. A. Drewson and his brother, Dr. Drewson, of New York, have just made an extensive tour of the pulp wood districts of the Petawawa river, with the intention of establishing large pulp mills in the vicinity of Pembroke, Ont. They hope soon to secure the necessary capital to carry out the proposed enterprise.

At a recent meeting of the Cushing Sulphite Fibre Co., of St. John, N.B., it was stated that Captain Partington, of the firm of Olive & Partington, Manchester, England, had agreed to furnish two-thirds of the capital for a 50 ton mill. An effort is now being made to secure local capitalists to subscribe the balance of the money.

Dr. Vigo Drewson, of New York, vice-president of the Petawawa Lumber, Pulp & Paper Company, was in Toronto last month. This company holds liberal concessions from the Ontario government setting aside extensive tracts of spruce lands in northern Ontario for the purpose of permanently supplying raw material for the manufacture of wood pulp in the large mills which this company will build at Petawawa, Ont., where it has secured about five hundred acres of land and all water power rights on the Petawawa river, in the vicinity of the Canadian Pacific Railway station. The company expects to have in operation before the end of next season a plant with a daily capacity of 50 tons of dry sulphite fibre. The company will probably build a paper mill also, of about 100 tons daily capacity.

A meeting of Canadian pulp and paper manufacturers was held in Montreal on September 14th, at which the following firms were represented: E. B. Eddy, of the E. B. Eddy Company, Hull; John McFarlane, of the Canada Paper Company; J. F. Patton, of the Dominion Fibre Company; J. Davy, of Merritton; F. H. Clergue, of the Sault Ste. Marie Pulp & Paper Company; W. G. Jones, of the Acadia Pulp & Paper Mills, Halifax, N. S.; Hamilton & Ayers, Lachute; F. G. Soucy, of Old Lake Road, Temiscouata; Jno. R. Barber, of Georgetown, Ont.; St. Raymond Pulp Company; Fraserville Company. After a lengthy discussion, the following resolution was adopted: "It is the sense of this meeting that an export duty be immediately placed on all pulp wood exported from Canada (no matter in what shape or size), which would be equivalent to the present import duty on Canadian pulp entering the United States, unless the United States admit all Canadian pulp, both chemical and mechanical, free of all import duty."

---

The exhibit of Campbell Bros. at the St. John Exhibition consisted of carriage and car springs, axles, chopping, ship bench, boy's, hunter's, fireman's and ice axes, also hatchets, chisels, slicers and adzes. Their exhibit was somewhat different from that of last year, inasmuch as they took goods from stock and showed exactly what they sold to their customers. They claim to have booked some good orders. Their brand of hand made black axe seems to be the favorite with lumbermen.


"A Home away from Home."

**Albion Hotel**

22 Sackville St., HALIFAX, N.S.

S. LeBlanc & Co., Props.

This well-known Hotel, under new management, has been Renovated, Refurnished, and Thoroughly Improved throughout, and is now First-Class in every respect.

The "ALBION" is Large, Airy, and the Most Central Hotel in the city, near Post-Office, Custom House, Principal Banks and Steamboat Landings.

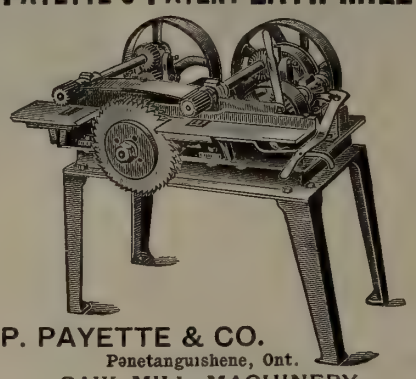
Every modern convenience for the comfort of Guests.

Electric Bells, Electric Lights.

Heated Throughout by Hot Water.

TERMS: $1.50 PER DAY

**PAYETTE'S PATENT LATH MILL**



P. PAYETTE & CO.
Penetanguishene, Ont.
SAW MILL MACHINERY

The LUMBERMAN is issued fifty-two times a year for $1.00. Can you afford to do without it?

**Your Best Interest**

Will be served by getting our prices on the following

White Beans
Comadia Figs
Raisins and Currants

Prunes in 25 and 50 cent boxes
Sugars, dark yellow
Syrup and Molasses

H. P. ECKARDT & CO.,
Wholesale Grocers TORONTO

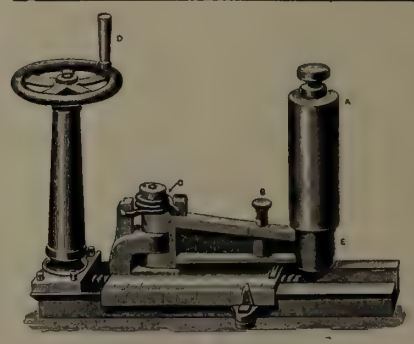
*The Leading European Lumber Paper*

***The Timber Trades Journal***

Published Weekly by WILLIAM RIDER & SON, Ltd.,
14 Bartholomew Close, LONDON, E. C.

SUBSCRIPTION: $5.00 PER ANNUM, POST FREE

The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .



**STAFFORD** The BEST TIMBER GAUGE

There are imitations; don't buy them.

DUBLIN, Ont., July 1, 1891.

DEAR SIRS,—Please find enclosed cheque for payment in full for Set Roller. We find it works remarkably well; in cutting a log of 700 feet or more, you can run the saw through the centre of the log and stand the roller back out of the way. It is always ready and never in your way.

Yours truly, JNO. BENNEWIES.

LANCASTER MACHINE WORKS
17 Oak Street - LANCASTER, ONT.

**TELEPHONES**

Send for our Illustrated Catalogue and Price List of

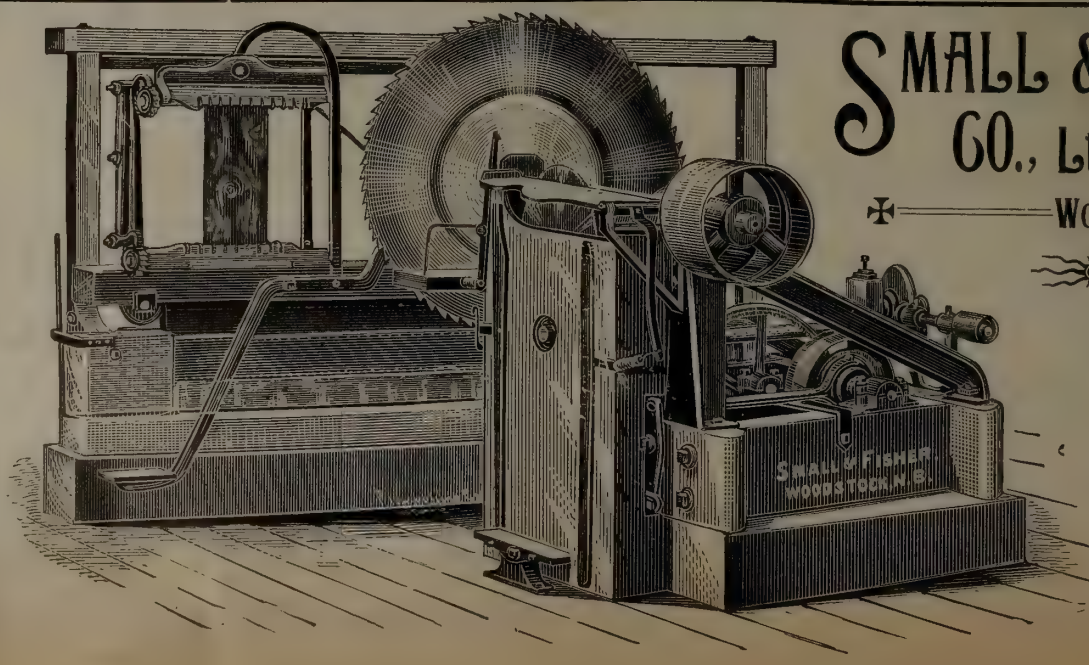
"UNIQUE" TELEPHONES

For Main Line and Warehouse Use.

Only Telephone made that does not get out of adjustment. Satisfaction guaranteed. Sold outright at low prices. No exorbitant royalties.

SOLE MANUFACTURERS

JOHN STARR, SON & CO., LIMITED
P. O. Box 448, HALIFAX, N. S.




SMALL & FISHER CO., Ltd.
Woodstock, N. B.

Patent Shingle Machine

BEST MAIN DRIVE. REGISTERED TRADE MARK GUARANTEED.

CANDY'S PATENT — CANDY'S AMERICAN COTTON BELTING

Sole Canadian Agents :-: Prices Reduced.

WATEROUS, BRANTFORD, CANADA.

# WEST AND SOUTH

run the lines of the Illinois Central Railroad and the Yazoo & Mississippi Valley Railroad reaching into the eleven States of

South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Indiana, Kentucky, Tennessee, Arkansas, Mississippi, Louisiana

Presenting an unequaled territory for diversified industries, and possessing

**Fine Sites for New Mills**

**Best of Freight Facilities—Coal Fields**

**Close Proximity to Distributing Centers**

**Intelligent Help of all Kinds**

**Many Kinds of Raw Material**

To sound industries, substantial inducements will be given by many of the places concisely described in the pamphlet "100 Cities and Towns Wanting Industries." Write for a copy. Nearly all kinds of Industries are wanted. Very liberal inducements are offered **TEXTILE INDUSTRIES** in the South by a number of good places. GEORGE C. POWER, Industrial Commissioner I. C. R. R. Co, Chicago.

## J. D. SHIER

MANUFACTURER OF

**Lumber Lath & Shingles**

BRACEBRIDGE, ONT.

THE CANADIAN Photo Engraving Bureau

TELEPHONE 2130

16 ADELAIDE ST. WEST TORONTO

COPPER-WOOD ZINC ENGRAVINGS FOR ALL KINDS OF ILLUSTRATING HALF-TONE OUR SPECIALTY

OUR EXTRA HAND-MADE

**AXE**

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N.B.

CHARLES F. CLARK, President. JARED CHITTENDEN, Treasurer.

ESTABLISHED 1849.

THE BRADSTREET

**MERCANTILE AGENCY**

*THE BRADSTREET COMPANY, Proprietors*

**346 & 348 Broadway, NEW YORK.**

Offices in the principal cities of the United States, Canada, the European Continent, Australia, and in London, England.

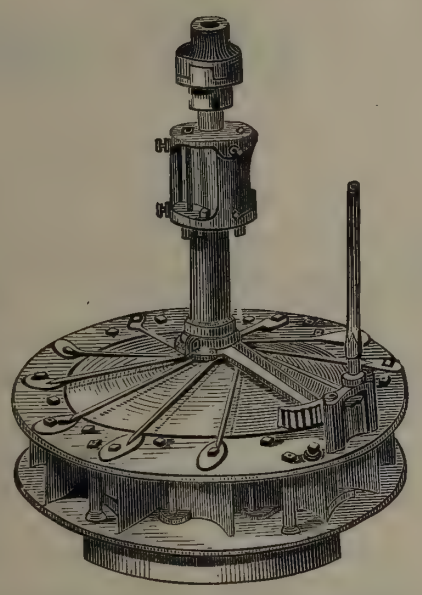
The Bradstreet Company is the oldest, and, financially, the strongest organization of its kind—working in one interest and under one management—with wider ramifications, with more capital invested in the business, and it expends more money every year for the collection and dissemination of information than any similar institution in the world.

TORONTO OFFICES:

*McKinnon Bldg., Cor. Jordan & Melinda Sts.*

THOS. C. IRVING, Superintendent.

It Pays to advertise in the CANADA LUMBERMAN. Try it.



## To Lumber Manufacturers

You've finished another sawing season—perhaps made one more good showing with the old mill. In view of a better demand and better prices, prepare for next season by placing your order for a

**LANE IMPROVED**

Conceded by hundreds the **BEST SINGLE CIRCULAR MILL BUILT.** Do the same if you contemplate winter sawing.

## To Users of Water Power

(MOSTLY GRIST MILLERS)

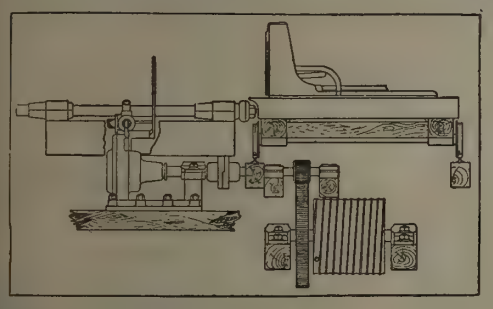
You've got one of the biggest crops to work on in years. Maybe the old wheel is not equal to the job. Don't take the risk. If you do the other fellow will get the best of it. The OTHER FELLOW is the one who places an order for a

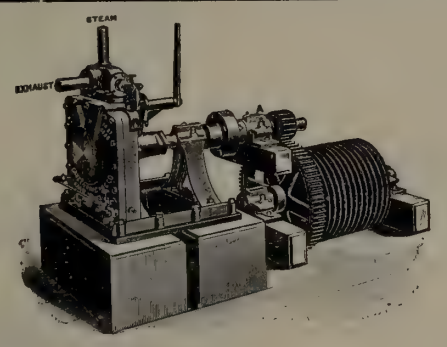
**"LEFFEL," "VULCAN" OR "PERFECTION" TURBINE**

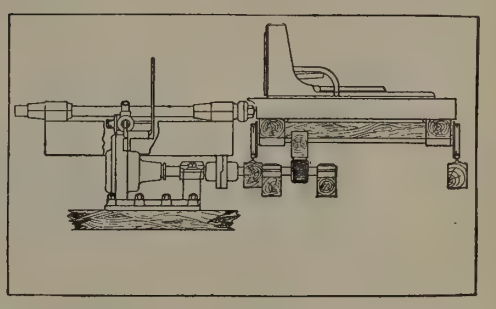
NONE BETTER—NONE EQUAL. Address:

MADISON WILLIAMS, Successor to PAXTON, TATE & CO.
PORT PERRY, ONT.

or A. R. WILLIAMS & CO., Agents, 345 ST. JAMES STREET, MONTREAL, QUE.





The **DAKE STEAM FEED**

Embodies the following Advantages:

SIMPLICITY OF CONSTRUCTION,
POSITIVE AND EASY MANAGEMENT,
ECONOMICAL USE OF STEAM,
SMALL SPACE OCCUPIED, CHEAPNESS,
EASY ADAPTATION TO EITHER NEW MILLS OR THOSE NOW IN USE.

The movement of the engine in either direction is under the absolute control of the sawyer, thus accomodating the speed of the feed to the size of the logs.

Mill men who have used other makes of Steam Feeds comment favorably on the economical use of steam of our feed over others.

Write for Catalogue and full particulars.

## THE JENCKES MACHINE CO. · Sherbrooke Que.

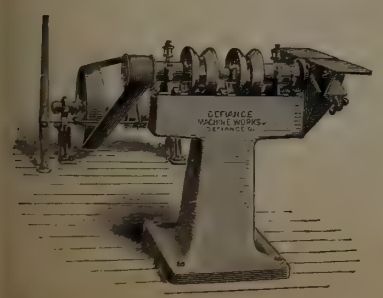
Succeeding the PHELPS MACHINE CO., EASTMAN, QUE.

ESTABLISHED 1850

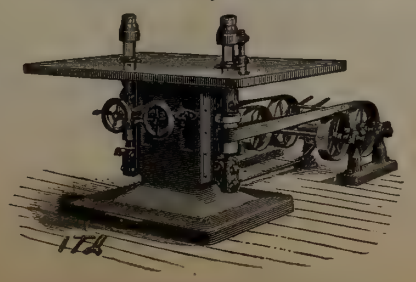
# THE DEFIANCE MACHINE WORKS

Designers and Builders of DEFIANCE, OHIO, U.S.A.

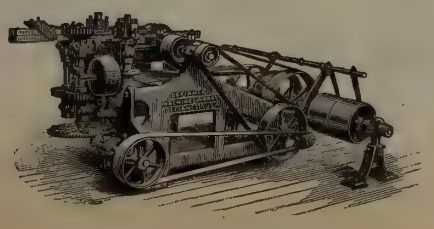
**PATENT HUB, SPOKE, WHEEL, WAGON, CARRIAGE, BENDING, HANDLE AND BARREL HOOP MACHINERY**



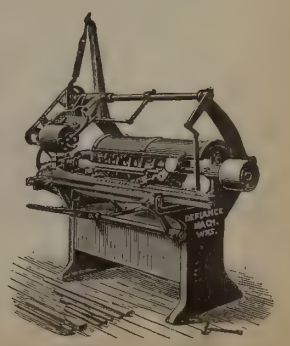
PATENT NO. O ROUNDING AND CORNERING MACHINE, WITH 6 INCH BUZZ PLANER ATTACHMENT.



DOUBLE SPINDLE SHAPING MACHINE



AUTOMATIC SAWED HOOP PLANER.



COMBINED SPOKE TURNING AND SQUARING MACHINE.
Capacity, 2,500 Spokes per day.

RHODES, CURRY & CO.
(LIMITED)

Exporters of

Spruce, Birch, Beech and Maple Sawed to any Dimensions

Dressed Flooring, Mouldings, Etc.

AMHERST, NOVA SCOTIA

W. & J. Sharples

TIMBER EXPORTERS

Head Office: QUEBEC

Branch Offices: MONTREAL, OTTAWA

Parker, Eakins & Co.

MANUFACTURERS OF

SPRUCE

Boards, Scantling, Frames and Shingles

FOR EXPORT

South American Schedules a Specialty.

YARMOUTH, NOVA SCOTIA

KING BROTHERS
(LIMITED)

MANUFACTURERS AND SHIPPERS OF

SPRUCE and Pine Deals, Boards, Railway Ties, Telegraph Poles, Cedar Pickets, Pulpwood, &c.....

Union Bank Building, QUEBEC

Dickie & McGrath

Manufacturers and Wholesale Dealers in ....

TIMBER OF ALL KINDS

Exporters of ....

Spruce Laths, Deals, Box Shooks, Etc.

Orders Solicited for Pulp Wood.
An immense supply available.

TUSKET, Yarmouth Co., Nova Scotia

Cable Address, "McGrath," Tusket; "Zebra" Code.

H. R. Goodday & Co.

LUMBER..... EXPORTERS

PINE
SPRUCE
HARDWOODS

QUEBEC

KILGOUR SHIVES

Manufacturer and Dealer in.....

SPRUCE and Pine Deals, and Dimension Lumber

PLANED LUMBER, FLOORING, SHEATHING, &c.

Boxes and Boxboards
Palings, Laths and
Clapboards

16 and 18 inch Cedar Shingles; also 4 in., 5 in. and 6 in. Dimension Shingles, with Square or Shaped Butts.

CAMPBELLTON, N.B.

## JOHN BRADLEY

HAMILTON, ONT.

Manufacturer of

Hewn and Round Walnut,
Hickory, Birch, Rock Elm,
Maple and Oak Logs.

Also all descriptions of Sawn Hardwoods.

## TIMBER LANDS WANTED

GERMAN PAPER MANUFACTURERS desire offers of Suitable Timber Limits or Freehold Timber Lands for the Erection of Wood-Pulp and Sulphite Mills on a large scale. Location, first cost, quantity of spruce wood and cost of same at suitable mill site must be such as to enable competition with Scandinavian mills.

Address : "F,"
P. O. Box 598, - MONTREAL.

## CUT THIS OUT

And when in need of the services of . . . First Class Lumbermen
Communicate with

**EDWARD F. SPERING**
Inspector of Lumber
130 Pearl Street - NEW YORK CITY, U. S. A.
CORRESPONDENCE SOLICITED

## PICKFORD & BLACK

Steamship ..... Owners and Agents

**HALIFAX, NOVA SCOTIA**

Managers of Regular Lines of Steamers between

**St. John, N.B.** **Halifax, N.S.**

—AND—

**Principal Ports in Bermuda and West India Islands.**

All information on application to W. WEATHERSTON, Toronto; R. REFORD CO., Limited, Montreal; SCHOFIELD & CO., Limited, St. John, N.B., or Agents of the C. P. and G. T. Railways.

## Bennett & Co.

LUMBER COMMISSION MERCHANTS

Union Bank Building - QUEBEC

S. Sloan Bennett. Wm. S. Bennett.

## J. CARRERAS-FERRER

Timber Agent

Cable Address : "Caferrer, Barcelona."
Code : Zebra.

BARCELONA, SPAIN

Correspondence solicited with Wood Exporters, especially Spruce; also with Wood-Pulp Manufacturers. Spain is becoming an important market, worth attention, for Canadian produce. Can establish regular trade from the leading importing firms throughout the Peninsula. First class references.

## Lumberman's Vest-Pocket Inspection Book

Compiled by the Editor of the CANADA LUMBERMAN.

Containing rules for the inspection of Pine and Hardwood Lumber in the leading markets of Canada and the United States, embracing also many useful tables and calculations of every-day service to lumbermen.

Every care has been exercised to insure the accuracy of the information published in this Inspection Book. The memorandom book feature has been adopted with the object of making the book additionally convenient and valuable.

**The Lumberman's Vest-Pocket Inspection Book**

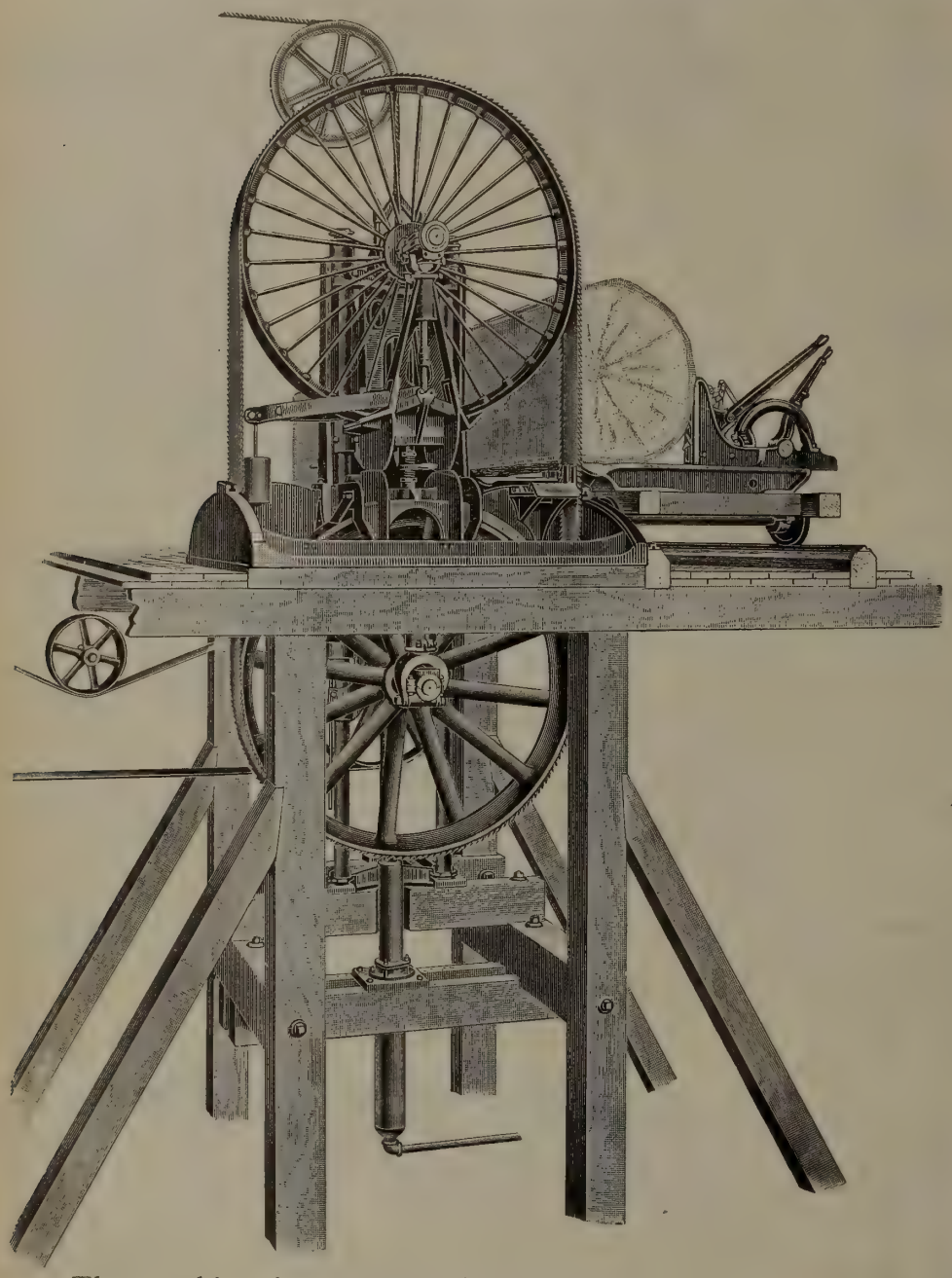
will be sent, postage paid, to any address in Canada on receipt of four three-cent stamps, or to any part of the United States on receipt of twelve cents.

ADDRESS :

The Canada Lumberman
TORONTO, CANADA.

# New Allis Telescopic Band Mill

## For Either Single or Double Toothed Saws



## WHAT DOES IT MEAN?

It means a Band Mill that is built on correct mechanical principles.

This entire mill is moved vertically, so that the centre of the upper band wheel can be brought down close to the top of the smallest log, thereby having a saw shorter than a gang saw above the work on any sized log.

The vertical movement enables us to keep the surplus length of saw blade below intsead of above the log. The upper wheel acting as the guide, insures the greatest possible rigidity of the saw, enabling the same to stand more feed than on the ordinary band mill.

This cut shows the Mill elevated to cut a large log.

Manufactured in Canada only by . . . . .

**THE WATEROUS ENGINE WORKS CO.**

**BRANTFORD, CANADA**

The machine is now, and has been for over seventy-five days, running twenty-two hours per day, fitted with double-toothed band saws, in the H. C. Akeley Lumber Co.'s mill at Minneapolis, Minn.

A visit to the above mill will convince anyone that this mill is cutting lumber at least 50 per cent. faster than it can be manufactured on any other make of band mill.

This mill is moved up and down at any desired speed while sawing by hydraulic power. The machine is very simple in construction, consisting of a regular band mill (less the upper guide and driving mechanism for same) mounted on slides with hydraulic cylinder for raising.

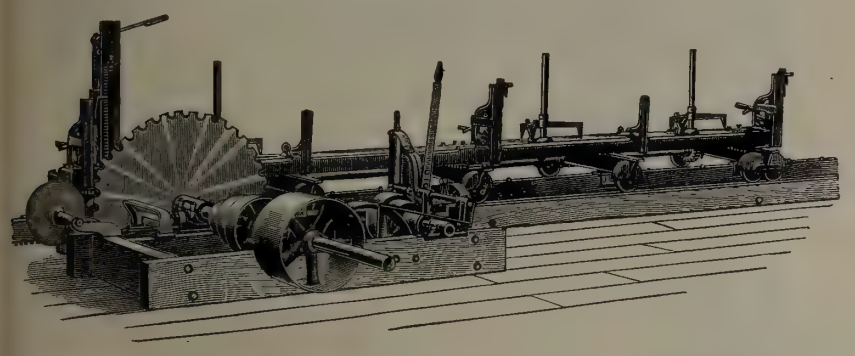
This cut shows Mill in lowest position to cut cants 12″ thick.

**We will be pleased to mail you our Circular, giving full information.**

**Waterous, Brantford, Canada**

# ROTARY SAW MILLS

We build three types of Rotary Carriages—the "Skeleton," as shown in cut; the "Lane," which has a wood frame mounted on trucks; and the "Angle," which is adapted to sawing heavy timber, as it will cut perfectly parallel.



We aiso supply Engines and Boilers for all purposes, Pulp Mill Machinery, Shingle Machines, Lath Machines, Planers, Edgers, Saws, Belting, and other Mill Supplies.

REPAIR WORK GIVEN SPECIAL ATTENTION

## Robb Engineering Co., Limited

AMHERST, N.S.

# Is it Your Wish?

To Purchase or Sell . . . .
as quickly as possible

**A PARTICULAR LOT OF LUMBER**

**A MILL PROPERTY**

**SECOND-HAND MACHINERY**

An advertisement in
the "Wanted" and "For Sale"
Department of the

## Canada Lumberman

**Weekly Edition**

Will secure for you a Buyer or Seller,
as the case may be.

ADDRESS:

**The Canada Lumberman**

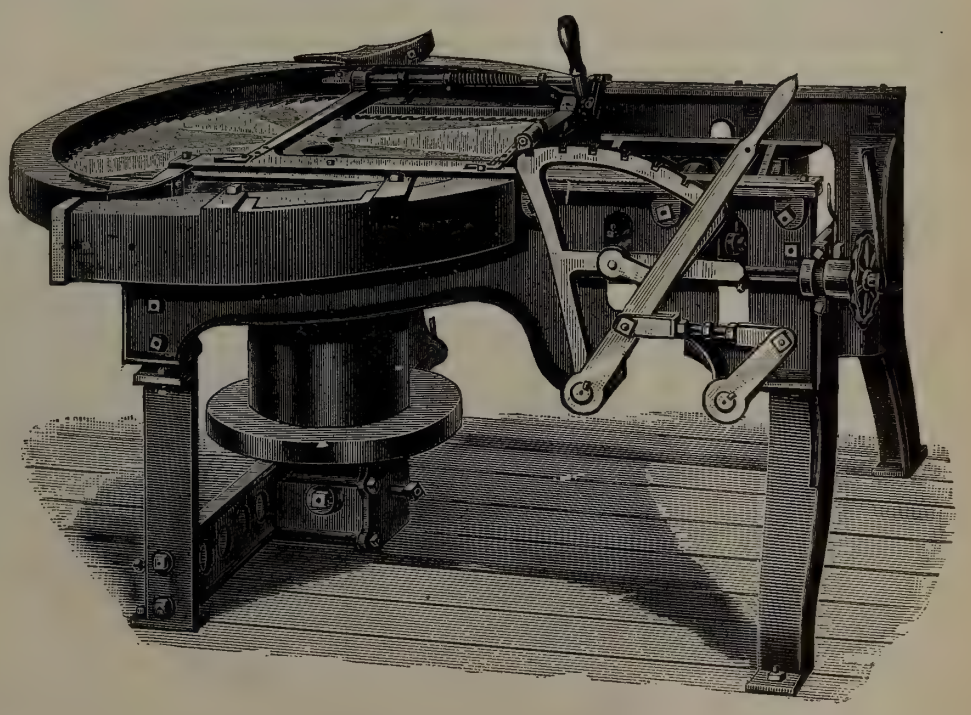
**TORONTO, Canada.**

# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON · ONTARIO

Manufacture

- Band Saw Mills
- Gang Saw Mills
- Circular Saw Mills
- Portable Saw Mills
- Shingle Mills
- Lath Mills
- Saw Filers, and all of F. J. Drake's Patents



DAUNTLESS SHINGLE AND HEADING MACHINE.

Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter.
Capacity 25,000 to 50,000 per day.

Our Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.

CORRESPONDENCE SOLICITED

# FRICTION PULLEY BOARD

The BEST Article Known for the Purpose

MANUFACTURED BY..... THE DOMINION LEATHER BOARD CO'Y. - MONTREAL, QUE.

## THE PARK, BLACKWELL CO.
LIMITED

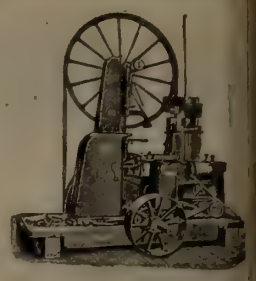
Pork and Beef Packers
Wholesale Provisions

TORONTO

Orders solicited for Pork and Beef Products, Butter, Cheese, Lard, Dried and Evaporated Apples, White Beans, etc., at close quotations.

Mention the CANADA LUMBERMAN when corresponding with Advertisers.

# WRITE TO US

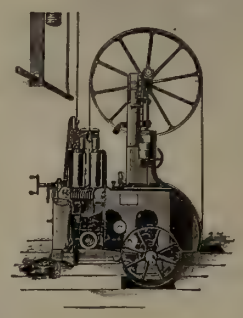


For a List of the Canadian Saw-Mills using our Band Re-Saws.

A number of them are also in use in Canadian Planing Mills and Box Factories.

THIRTY-TWO
# MERSHON BAND RE-SAWS

are Running in the Mills in the Saginaw Valley.



W. B. MERSHON & CO.

SAGINAW - MICH.

# Saw Mill Machinery

ROBT. BELL, JR.
HENSALL, ONT.

*Don't you want a new set of Saw-Mill Dogs and a Roller Gauge before you start up this spring? Send for prices.*

**RE-BUILT ENGINES—**

One Waterous 12 x 18 Right Hand.
One Inglis & Hunter 11 x 18 " "
One Corbett & Sons 11 x 14 " "
One Morrison 10 x 14 Left Hand.
One Darvill 9 x 12 Centre Crank.
One Abell Portable, 16 horse power.
One Sawyer & Massey, 14 horse power.
One Waterous, 12 horse power.
Two White & Sons, 14 horse power.

**PLANERS AND MATCHERS—**

One Cameron & Co., 24 inch.
One McKechnie & Bertram, 24 inch.
Also Several New and 2nd Hand Governors, Inspirators and Boiler Feed Pumps.

*Send for Catalogue of New Saw-Mill Machinery, Engines, Boilers, &c.*

## Robt. Bell, Jr. : Hensall, Ont.

## THE CANADIAN RUBBER CO.
of MONTREAL

Our Leading Brand of.....

# BELTING

FOR

Saw Mills
Paper Mills,
&c., &c.

Also Manufacturers of the following well-known brands in Belting:

"Lumber King,"
"Forsythe" Seamless,
"Stitched"
"Extra Heavy Star,"
"Extra Star."

Fire Hose, Packing, Boots and Shoes, &c.

TO BELT USERS:

Try Our **GENUINE**

## ENGLISH OAK-TANNED BELTING

and Our **Lancashire Hair Belting**

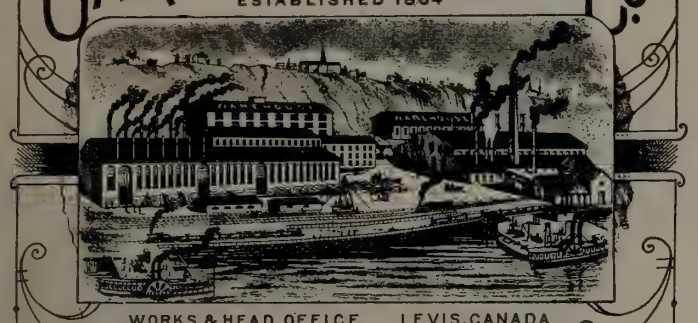
D. K. McLAREN
Victoria Square, MONTREAL

OVER 30 YEARS IN THE BUSINESS

WOOD-WORKING MACHINERY IS OUR STRONG POINT

WE EQUIP MILLS FOR A GUARANTEED OUTPUT

CARRIER, LAINÉ & CO.
ESTABLISHED 1864



WORKS & HEAD OFFICE, LEVIS, CANADA
BEST AND MOST MODERN EQUIPED WORKS

# One Dollar

**is as Good as Another**

**But some people get More for their Dollars than others**

This certainly is true when applied to the purchase of Machinery.

**TO BE POINTED:** You can get more First Class Mill Material from us for your dollars than from any other supply house in America.

## Portable and Stationary Engines and Boilers

## Circular, Gang and Shingle Saw Mill Plants

**Band Saw Mills, Lath Sawing Mills**
**Edgers, Planers and Butters, &c., &c.**

Our Machinery is strictly Up-to-Date in every detail, and our Outfits can be found in every province from Atlantic to Pacific.

We carry a large assortment of Furnishings, and are as careful in the selection of these small requirements as we are particular in the manufacturing of our Machinery.

**WE HAVE A REPUTATION AT STAKE AND TAKE NO CHANCES**

Quotations for purchase outright or in exchange for discarded machinery willingly furnished.

Our terms and conditions are always fair.

**CARRIER, LAINE & CO.**
**LEVIS, QUE.**
BRANCHES: { QUEBEC MONTREAL

THE MOST COMPLETE WORKS IN CANADA

# 1844 1898

IF YOU BELONG TO THE MINORITY WHO DO NOT KNOW US,
WE SHOULD LIKE TO BECOME ACQUAINTED WITH YOU.

**Saw Mills—**
Band, Circular and Portable Mills.

**Re-Saws—**
Circular and Band.

**Steam Acting Machinery—**
Kickers, Log Rollers, Niggers, Jump Saws, Steam Feed and Drag Saws.

**Shingle Machinery—**
Hand and Power Feed.

**Wood-Working Machinery—**
Full Assortment.

**Pulp Machinery—**
Cutting-Off Barkers, Grinders, Screens, Wet Machines, Chippers, &c.

**Brick Machinery—**
Plastic, Stiff Mud and Dry Press.

**Engines—**
Plain, Automatic and Marine.

**Boilers—**
Plain and Water Tube, Clyde, Economic, Marine, Burners, etc.

**Link Belting—**
Malleable Chain—Steel Chain—for all Saw-Mill Work.

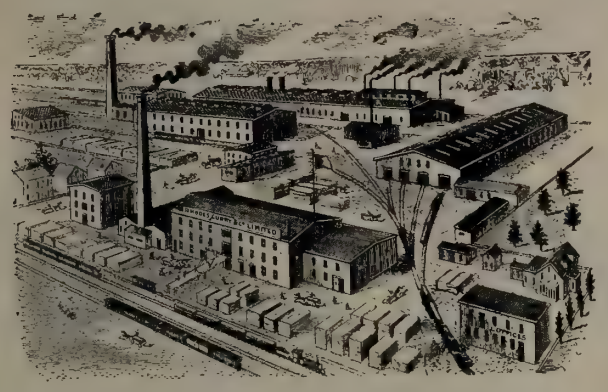
For over 50 years we have been building a reputation for High Class Machinery. Our Mills and Machinery extend, in Canada, from the Pacific to the Atlantic—Newfoundland, Central and South America, New Zealand, Australia, Austria, Roumania and the far east. Our aim is ever to produce the Best, not the Cheapest, with the invariable result that where we receive one order others follow quickly. Our new works, occupied in 1896, give us the much needed room for expansion, coupled with the most modern facilities for economic production and prompt shipments. If you belong to the minority who do not know us, let us become acquainted.

**WATEROUS ENGINE WORKS CO., LIMITED**
BRANTFORD, CANADA

# RHODES, CURRY & CO., LIMITED

Car Works
Machine Works
Foundry

**Saw Mills**
**Planing Mills**

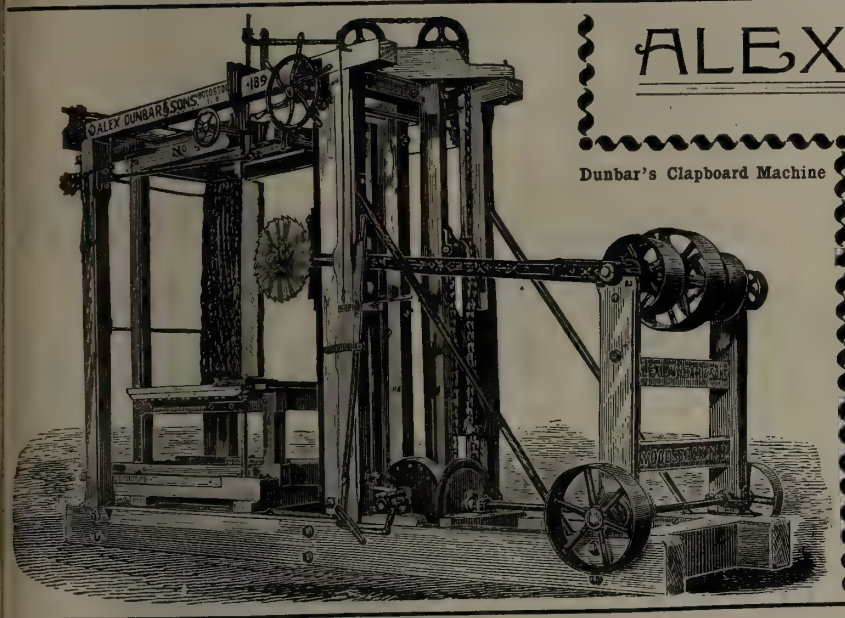


**Logging, Lumber and Pulp Cars**

General Castings and Forgings

CORRESPONDENCE SOLICITED

AMHERST, NOVA SCOTIA



Dunbar's Clapboard Machine

# ALEX. DUNBAR & SONS, WOODSTOCK, N. B.

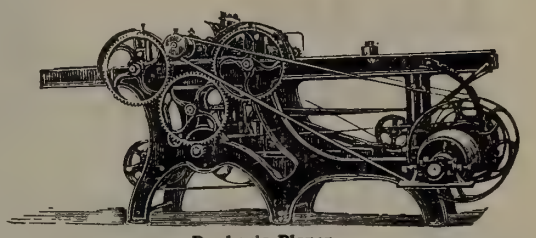
Manufacturers of . . . . . .

## Saw Mill Machinery

OF ALL KINDS

Including ROTARY SAW MILLS (3 sizes), CLAPBOARD SAWING MACHINES, CLAPBOARD PLANING AND FINISHING MACHINERY, SHINGLE MACHINES, STEAM ENGINES, Etc.

Write for Further Particulars.



Dunbar's Planer.

**ALEX. DUNBAR & SONS - Woodstock, N. B.**

# Dodge Man'f'g Co.
of TORONTO, Limited

ENGINEERS
FOUNDERS AND
MACHINISTS

AND SOLE MANUFACTURERS

# DODGE WOOD SPLIT PULLEYS

We make an Specialty of Power Transmission Machinery, including Shafting and Hanger Equipments, Floor Stands, Friction Clutch Couplings, Friction Clutch Pulleys, Rope Driving, Belt Pulleys of all kinds, and all kinds of Special Gearing.

PLANS AND SPECIFICATIONS FURNISHED
SEND FOR 270 PAGE CATALOGUE

**Dodge Manufacturing Co'y**
**of Toronto, Limited**

Offices : 74 YORK STREET, TORONTO
Works : TORONTO JUNCTION.

THE

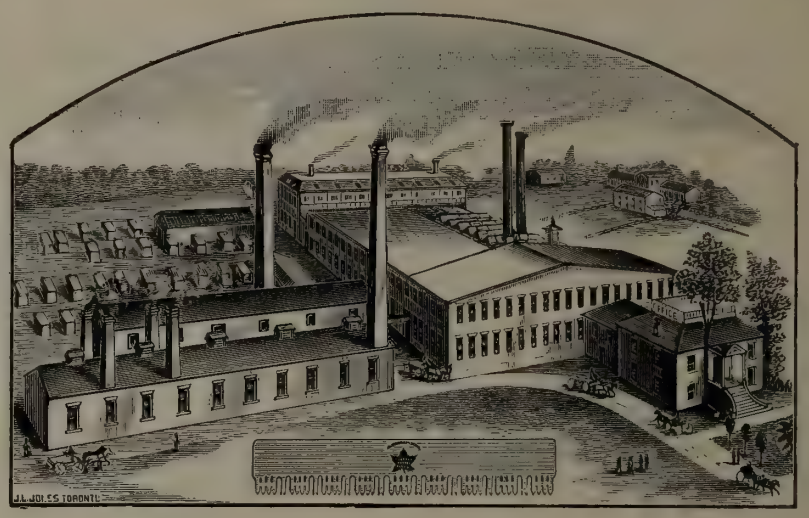
# MAPLE LEAF SAW WORKS

Shurly & Dietrich

GALT, ONT.

Manufacturers of

**CIRCULAR SAWS**
**GANG SAWS**
**MILL SAWS**
**BAND SAWS**
**CROSS-CUT SAWS**



Manufacturers of

**HAND SAWS**
**BUCK SAWS**
**PLASTERING TROWELS**
**BUTCHER SAWS**
**STRAW KNIVES, &c.**

**GROUND THIN ON BACK**

Save Labor — Save Gumming
Save Time — Save Files

## This Saw Stands Without a Rival

AND IS THE

**FASTEST CUTTING SAW IN THE WORLD!**

Its Superiority consists in its Excellent Temper. It is made of "Razor Steel," which is the finest ever used in the manufacture of Saws. We have the sole control of this steel. It is tempered by our secret process, which process gives a keener cutting edge and a toughness to the steel which no other process can approach.

## Maple Leaf Saw Set

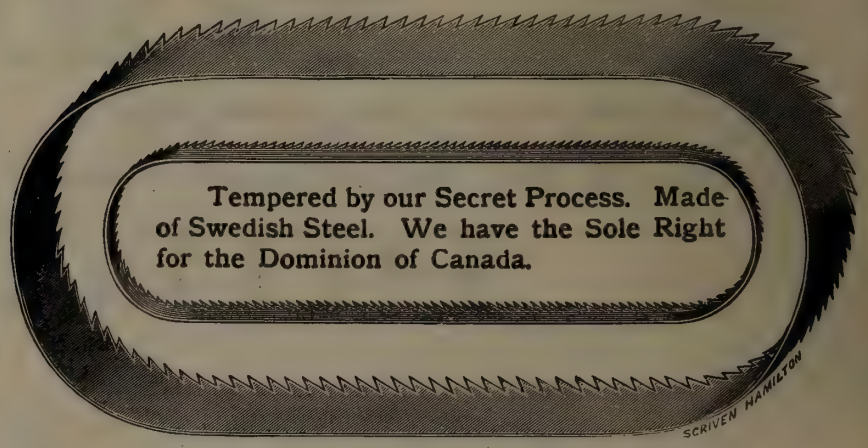
MANUFACTURED BY

**SHURLY & DIETRICH, Galt, Ont.**

**Directions.**—Place the set on the point of tooth, as shown in the accompanying cut, and strike a very light blow with a tack hammer. If you require more set, file the tooth with more bevel.

If you follow directions you cannot make a mistake. Be sure and not strike too hard a blow, and it will set the hardest saw. **On receipt of 40 cents we will send one by mail.**

We are the only manufacturers in the world who export Saws in large quantities to the United States.




We Manufacture

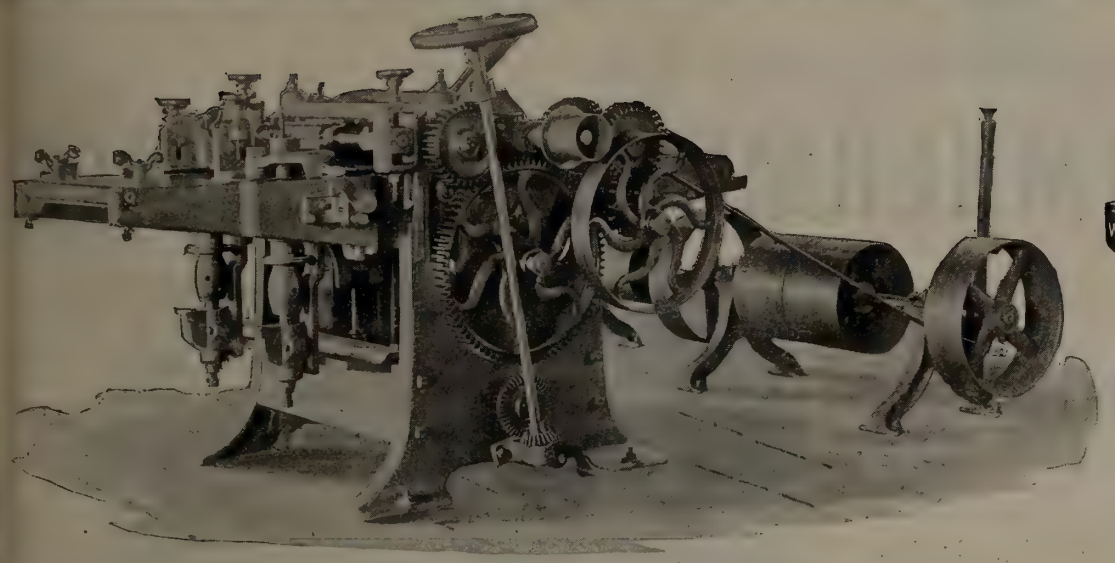
# HIGH GRADE BAND SAWS

of All Widths and Lengths.

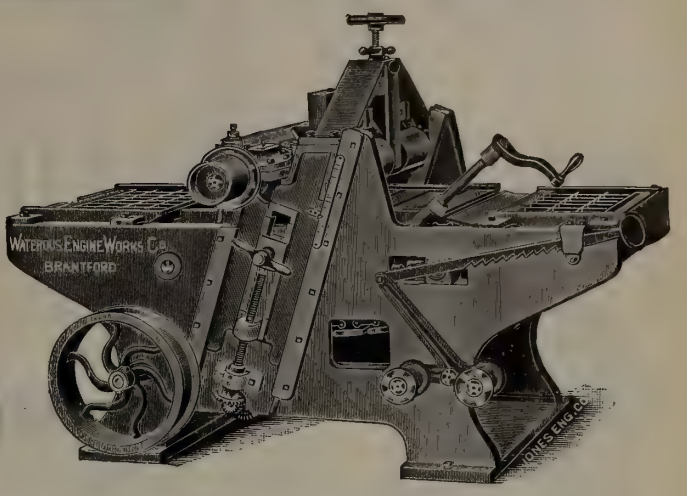
These Saws are made of Refined Swedish Steel imported direct, and tempered by our Secret Process; for Fine Finish and Temper are not excelled.

# WOOD-WORKING MACHINERY

## Suitable for ....Saw Mills

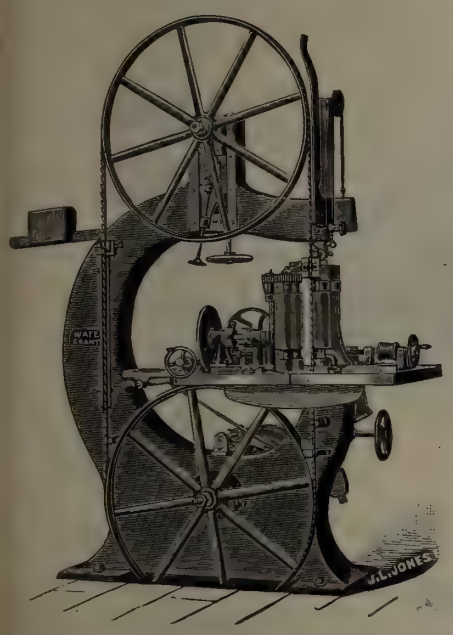


**THE ECONOMIST** PLANER, MATCHER AND MOULDER.—Mandrel Double-Belted—all Feed-Rolls Driven—Strong, Powerful Feed.




**ENDLESS BED SURFACER**

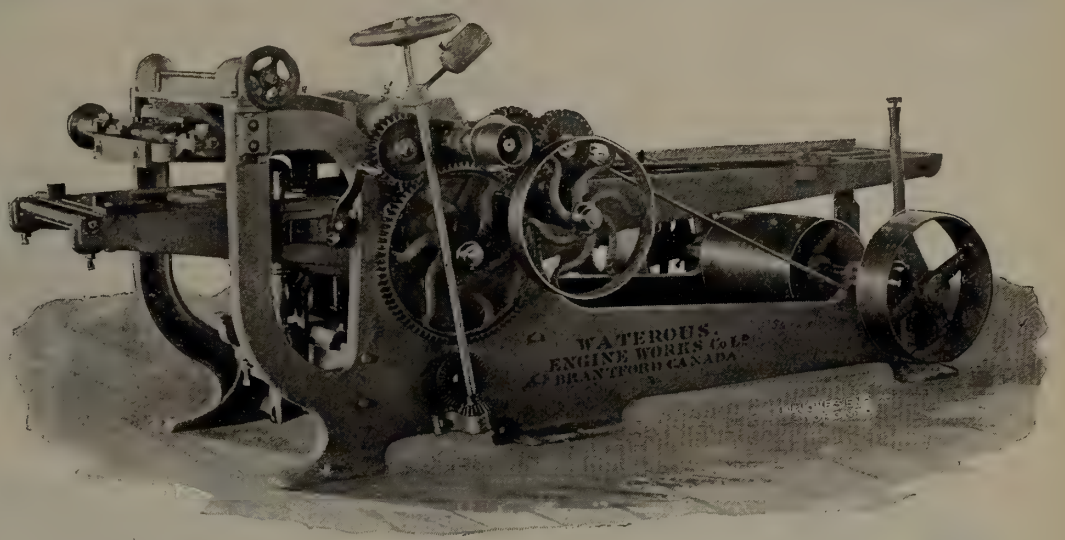
Single and Double Cylinder—a Positive Fast Feed for Green, Wet or Icy Lumber—Very Suitable for Saw Mills that ship Planed Lumber.



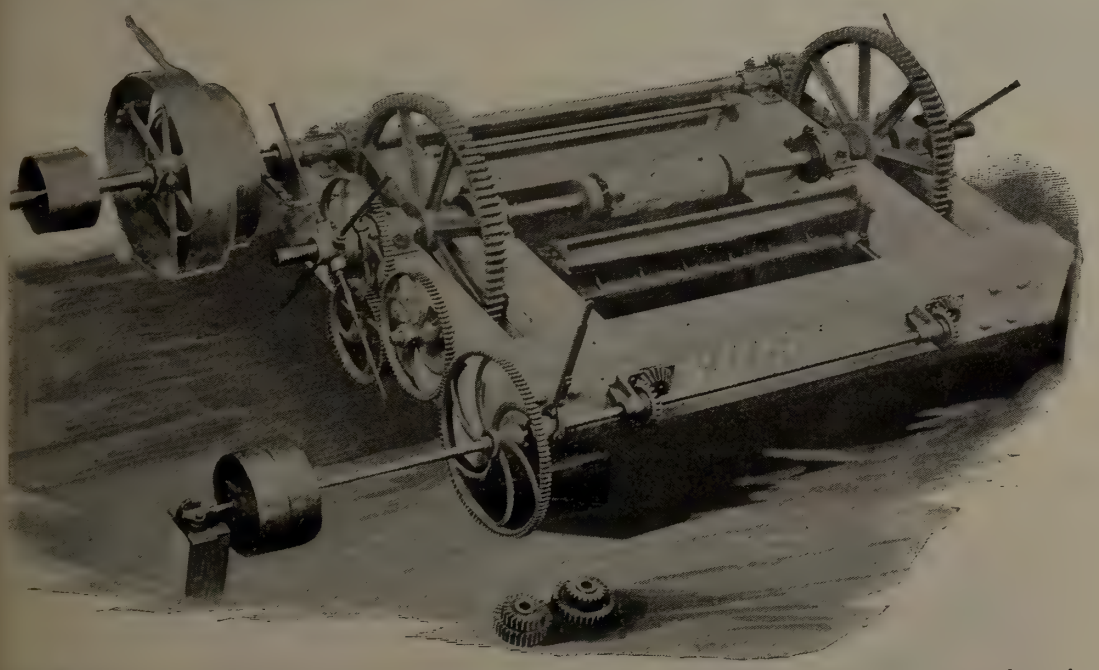
No. 4 BAND RE-SAW.

## Band Re-Saws

from No. 4
Weight - 2,750
for
Planing
Factories
to
No. 8—12,500
for the
Heaviest
Re-Sawing
in Slabs,
Deals, &c.




**THE CHAMPION** PLANER, MATCHER AND MOULDER, with Extended Frame and Table.—Mandrel Double Belted—all Feed-Rolls Driven—a Heavy, Fast and Very Popular Machine.



**VENEER OR PEELING MACHINE** Shown peeling a very short log.—No. 1 takes a log 5 ft. × 48 in.; No. 2, 6ft. × 48in.—Makes any thickness of Veneers—Handles most of the Soft Woods without Steaming—a Very Profitable Addition to a Saw Mill.

ESTABLISHED - - 1844
INCORPORATED - - 1874
NEW WORKS OCCUPIED - 1896

EVERYTHING FOR SAW-MILLS—GET OUR QUOTATIONS

**Best Quality of Work.**
**Low Prices.**

# WATEROUS, Brantford, Canada

# T. McAVITY & SONS

HEADQUARTERS FOR

# MILL AND LUMBERMEN'S SUPPLIES

## CELEBRATED RUBBER BELTING

XXX Brand. Extra Heavy.

Please note that XXX Belting does not PEEL, OPEN AT THE SEAM, nor SEPARATE BETWEEN PLIES.

It is used by the largest Mill Owners in the Maritime Provinces, and is giving Excellent Satisfaction.

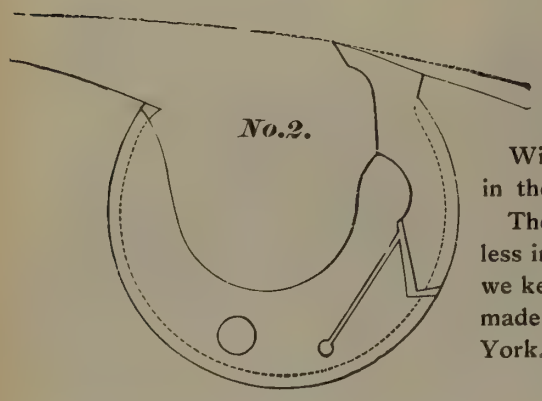
Send for Descriptive Circular and Price List.

## EMERY WHEELS

HART'S MAKE AND "RED DIAMOND" BRAND

Will not burn or case-harden the Saws.

These Wheels are considered the MOST DURABLE, Free and Fast Cutting Wheels for Saw Sharpeners in the Market.



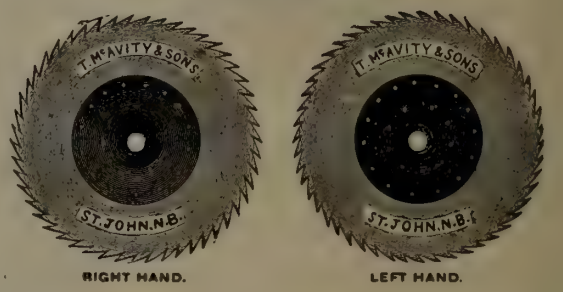

## GENUINE R. HOE & CO.'S CHISEL TOOTH SAW

Without doubt the Best Saw in the Market.

There are a great many worthless imitations in the market, but we keep the Genuine Hoe's Saws, made by R. Hoe & Co., of New York.

SEND FOR PRICES.

SHINGLE SAWS.




## SOLID TOOTH

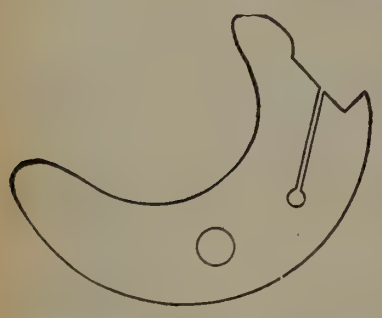
Circular Saws, Mill and Gang Saws in DISSTON'S and other Leading Makes

## BITS FOR HOE'S CHISEL TOOTH SAWS

## TRIUMPH NARROW CROSS-CUT SAWS

WITH HANDLES COMPLETE

For cutting down trees these Saws are unexcelled. They are not so liable to bind by kerf closing as ordinary saws. Reversible handles.

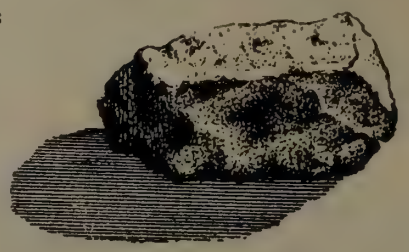


## SHANKS OR HOLDERS FOR HOE'S SAWS

A full stock of Bits and Shanks kept constantly on hand.

## "BANGOR" RED CHALK

REAL CHALK, NOT GRIT.

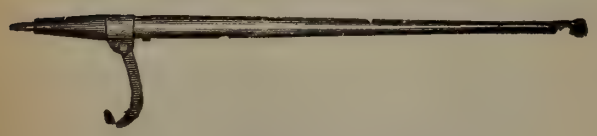


A very Superior Quality now in stock.

## LATH AND SHINGLE TIES

Manila and Sisal Rope, and Cordage of all kinds.

## ORONO CANT DOGS



In 5, 5½ and 6 feet. Prices low.

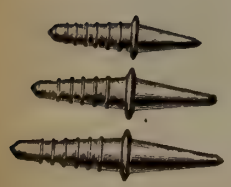
## BABBITT METALS

IN VARIOUS GRADES.

## RAW HIDE LACE LEATHER

XXX Brand, and "Anchor" Brand, Cut Belt Lacings, etc.

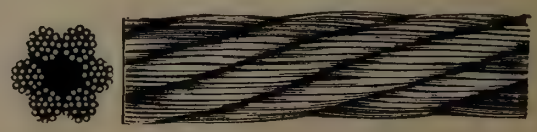
## LUMBER DRIVERS' BOOT CALKS



Made from Best Refined Tool Steel and Forged. Our Calks are stronger and more durable than any other Calk in the market.

## CRUCIBLE CAST STEEL PLIABLE WIRE HOISTING ROPE

6 Strands. 24 Wires in each.



Very best make of English Rope, Plain and Galvanized. Prices Low.

**T. McAvity & Sons** | **13 to 17 King St. 67 to 73 Water St.** | **St. John, N.B.**

# The Royal Electric Company

MONTREAL, QUE. Western Office: TORONTO, ONT.

Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

## Electrical Machinery and Apparatus

... FOR ...

**LIGHT and POWER**

SPECIAL ATTENTION GIVEN TO——

**LONG DISTANCE TRANSMISSION OF ELECTRICITY**

FOR LIGHT AND POWER

ALSO FOR

**ELECTRIC PLANTS FOR MILLS**

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

# DICK'S ORIGINAL BELTINGS

Enormous Transmission

•

No Seams or Joints

Not Affected by Dampness and No Stretching

SOLE AGENT: J. S. YOUNG

This is the Only Genuine and Original Balata Belt offered on the market.

15 Hospital Street, MONTREAL

## Argument vs. Fact

All the argument in the world in favor of the old fashioned, out-of-date, wooden dry-kiln truck, will not avail against the simple statement of fact that a steel truck is not only infinitely **better** in every way, but much cheaper, too, in the end. A man's common sense teaches him that. But there's a difference even in steel trucks. **WE CLAIM,** and hundreds of dry kiln users bear out the statement, that

## The Standard Channel Steel Roller Bearing Truck

is the best truck yet devised. Two men can handle the biggest load on it; it cannot break down; heat and dampness of the dry room does not affect it; it will last a lifetime; it never needs repairs; the amount saved in material and repairs alone in one year will more than pay for the entire cost. This is the actual experience of users. No theory about it.

We make 'em for crosswise and endwise piling and for flat and edge stacking.

We furnish them with **THE STANDARD IMPROVED COMPRESSION DRY KILN,** or sell them separately to users of other kilns.

Ask for our New Truck Booklet. It illustrates and describes our different types of steel trucks, and also our steel transfer cars. It contains, too, testimonials from many people who have thrown away their wooden truck and adopted our new steel truck.

THE DRY KILN THAT DOES NOT Disappoint

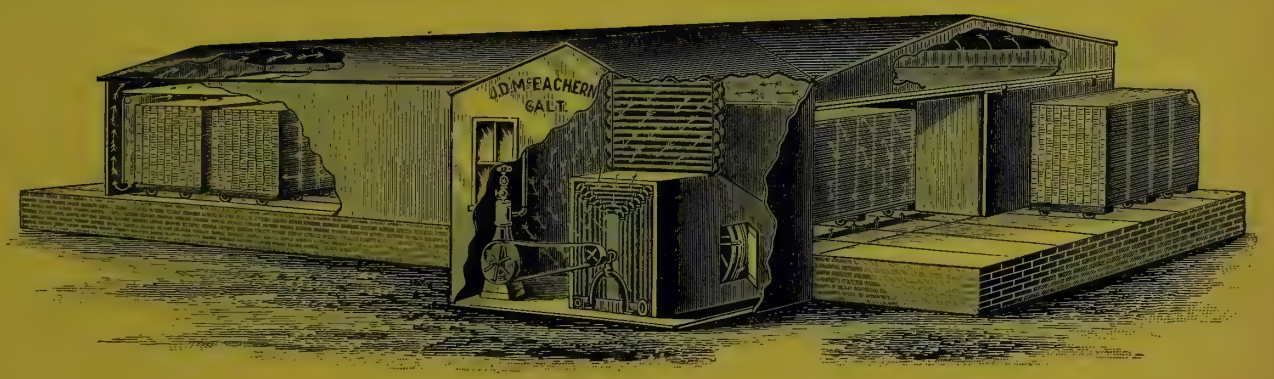
## The Standard Dry Kiln Co.

195 South Meridian Street, INDIANAPOLIS, IND.

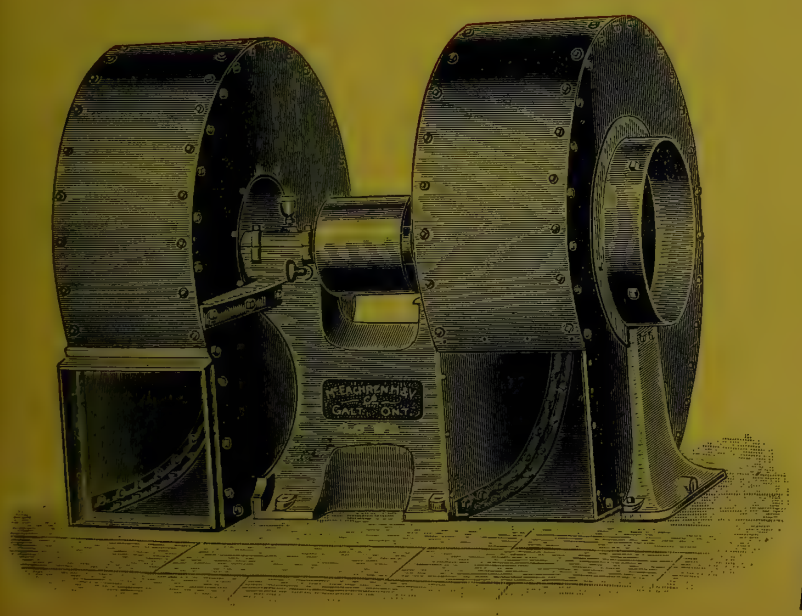
PLANS AND SPECIFICATIONS FURNISHED WITH EACH APPARATUS.

Safe as a "Fire Risk."

ECONOMICAL WITH STEAM AND POWER.....




# The McEachren Progressive Lumber Dry Kiln




## Steel Plate Exhaust Fans

DOUBLE AND SINGLE

FOR REMOVAL OF REFUSE FROM WOOD-WORKING AND OTHER MACHINERY.

FORGE AND CUPOLA BLOWERS

VENTILATING FANS, ETC.

Send for Prices and Catalogues.

McEACHERN HEATING & VENTILATING CO. - GALT, ONTARIO

# THE JAMES ROBERTSON CO., Limited.

Manufacturers of..... Saws of All Description

A Full Line of Mill Supplies, including Rubber and Leather Belting, Babbit Metal, &c., always carried in stock.

Head Office:
144 William St.
MONTREAL

Factories at
MONTREAL,
TORONTO,
and
ST. JOHN, N.B.

ALL OUR SAWS FULLY WARRANTED
Orders promptly attended to.
Satisfaction Guaranteed.

CIRCULAR, GANG AND MILL SAWS A SPECIALTY
Correspondence Solicited.

# SUPPLIES
OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

# RICE LEWIS & SON
(LIMITED)

Cor. King and Victoria Sts. - TORONTO

# Galt Machine Knife Works

**MACHINE KNIVES** OF EVERY DESCRIPTION
FOR **Woodworking Machines**
...Send for Price List...
PETER HAY - - - - - Galt, Ont.

# Notice to Millmen

THE OXFORD FOUNDRY & MACHINE CO., Oxford, N. S., have rebuilt, and are better prepared to give satisfaction, and would solicit a share of the public's patronage.

We manufacture all kinds MILL MACHINERY; also TRAMWAY OUTFITS.

7 3 10

# "DEAD EASY"

But if that "3" represents Middlemen's commission on the Machinery you buy, you had better make a change and deal at headquarters.

No better Mill Machinery is made in Canada or elsewhere than that supplied "DIRECT" from our Machine Shops.

## Portable and Stationary Engines and Boilers

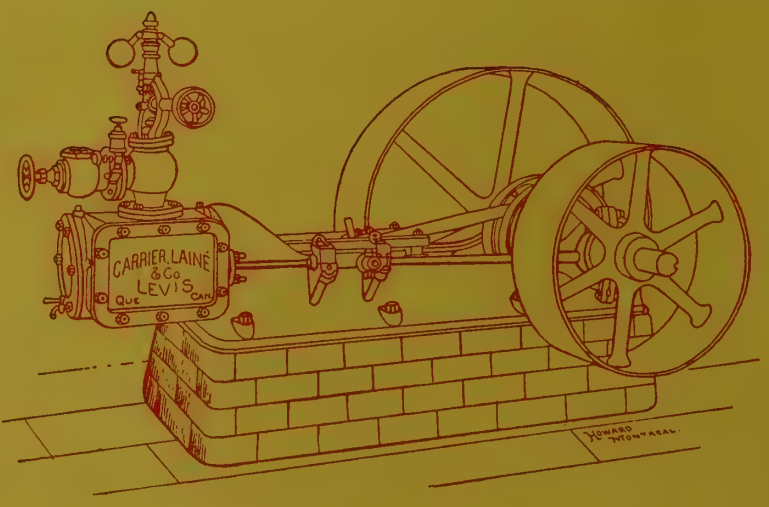
CIRCULAR SAW MILL PLANTS
GANG AND BAND SAW MILLS
SHINGLE MILLS, LATH MILLS
EDGERS,
PLANERS and
BUTTERS

Modern Patterns in Every Line.

Tools, Belting and Supplies.

We are equipped to build any special machine you may require.

IF YOU HAVE PLANT TO EXCHANGE GET OUR ESTIMATES




# CARRIER, LAINE & CO.,
LEVIS, QUE.

USE THE FAMOUS .. PINK LUMBERING TOOLS
Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks
Cant Hook Handles, Peavy Handles } By Car Load or Dozen
Pike Poles, Skidding Tongs, Boom Chains
Lowest Prices THOMAS PINK PEMBROKE, ONT.

# THE CANADA LUMBERMAN

WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XIX. NUMBER 11. | TORONTO, CANADA, NOVEMBER, 1898 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.



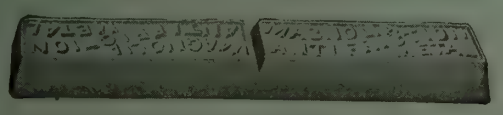
## MAGNOLIA METAL

In Use by Twelve Governments

BEST ANTI-FRICTION METAL FOR ALL MACHINERY BEARINGS.

**BEWARE OF FRAUDULENT IMITATIONS**

Genuine Magnolia Metal is made up in bars, of which this is a fac-simile :



The Name and Trade Mark appear on each box and bar, and besides this the words "Manufactured in U.S.," and "Patented June 3, 1890," are stamped on the under side of the bar.

**MAGNOLIA METAL CO.**

Owners and Sole Manufacturers 266 and 267 West Street, NEW YORK

General Agents for Canada: MESSRS. CAVERHILL, LEARMONT & CO., MONTREAL.

Chicago Office: Traders' Building. London Office: No. 49 Queen Victoria Street, London, E. C.

FOR SALE BY ALL DEALERS

## Ottawa Saw Works Co.

Manufacturers of All Descriptions of..... **SAWS** { Circular, Mill and Gang, Shingle, Butting, Concave, Band, Cross-cut, Billet Webs.

Correspondence Solicited. Middle Street, OTTAWA, ONT.

## MOORE STEAM PUMP

For Stationary, Traction and Marine Boilers.

High and Low or Special Duty.

Send for Illustrated Catalogue.

DARLING BROTHERS

Reliance Works - MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.

Frank Darling, Agent, Nelson, B. C.

## W. A. FLEMING

Sole agent in Canada for

REDDAWAY'S

"Camel" Brand Belting

Cheaper, Stronger and More Durable than best double leather.

Not Affected by Exposure to Water, Heat or Steam.

57 St. Francois Xavier St. - MONTREAL

Our cheapest quality of Hair Belting is called "Camel" Hair Belting.

**TENTS, Sails, Tarpaulins, Camp Beds, Blankets, Underwear, Kersey Top Shirts, Tweed, Flannel, Mackinaw, Etoffe, Cotton, Moleskin, Cottonada, Denim and Fancy Top Shirts, Etoffe and Tweed Pants;** Overalls, Smocks, Sou'wester and Tweed Caps; Beef, Buck and Oil Tan Moccasins; Hand Knit Mitts and Hosiery; Buck and Elk Choppers' Mitts, Oil Clothing, Pipes, Pocket Knives, Stationery, Towelling, etc., etc., including everything for Lumber Camps. Manufactured WHOLESALE, only by

**JAMES W. WOODS**

Klondyke Outfitter 75 Queen St., OTTAWA, ONT.

Agent for Josiah Fowler's Axes; Hodgson, Sumner & Co., Wholesale Dry Goods, Montreal; Alaska Feather & Down Co., Mattresses, Pillows, etc., Montreal.

SAVE WHOLESALERS PROFIT BY BUYING DIRECT FROM MAKER

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING .... AND LACE LEATHER

Danville, Que.

## RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.

JOHN J. GARTSHORE,
49 Front St. West, Toronto.

MANUFACTURERS OF

# HIGH GRADE CIRCULAR AND LONG SAWS

Sole Makers of

## The "Burns" Patent Handle

Patented June 26th, 1893.

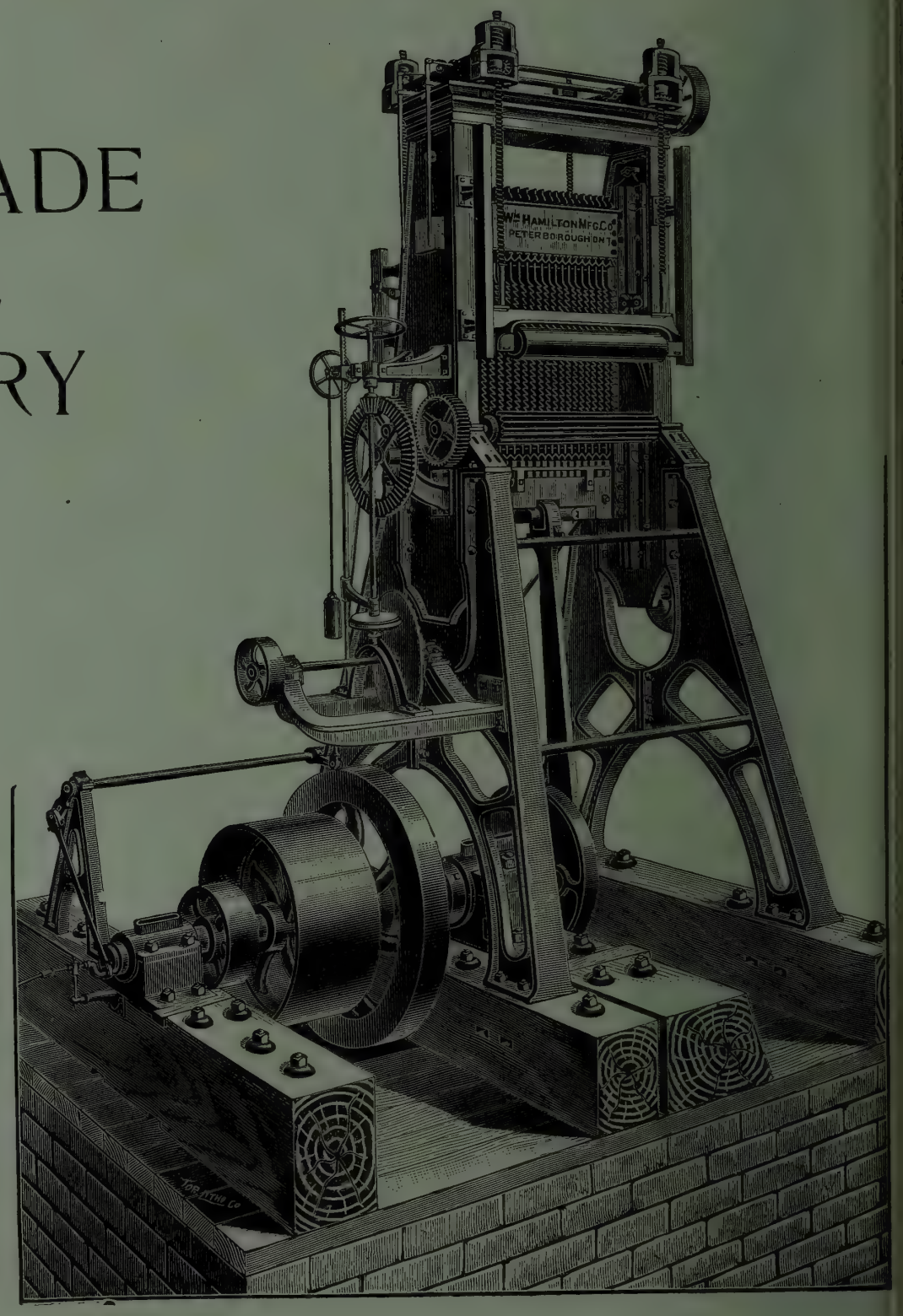
POSITIVELY THE STRONGEST AND MOST EASILY ADJUSTED HANDLE MADE

# NO. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a
Complete Line of

HIGH GRADE
SAW-MILL
MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

WE are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Limited

**Branch Office: VANCOUVER, B.C.** **PETERBOROUGH, ONT.**

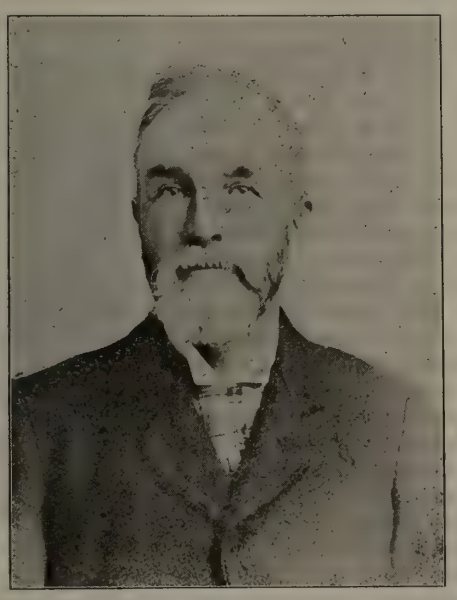
# THE CANADA LUMBERMAN

VOLUME XIX. NUMBER 11. | TORONTO, CANADA, NOVEMBER, 1898 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

## NOVA SCOTIA LUMBERING FIRM.

PROMINENT among the exporters of lumber in the province of Nova Scotia is The S. P. Benjamin Company, Limited, of Wolfville. This firm have a band saw mill at Falmouth, on the Avon river, about ten miles above the town of Windsor. It was built in 1896 on a large limit which the firm purchased tributary to the Avon river, and has a capacity of about five million feet per year. The firm pay particular attention to the South American and West Indian trade. The lumber from the mill is transported in a water sluice several miles to tide water, where it can be put on scows and taken to Hantsport for shipment. The mill is steam power, and was built completely by the Waterous Engine Works Co., of Brantford, Ont.

Messrs. Benjamin also have a water power gang and rotary mill at White Rock, a few miles from Wolfville, where until lately they carried on a lumber business of from four to five million feet per year. In both mills the company's present operations amount to about eight million feet annually All their lumber for export passes through the Basin of Minas into the Bay of Fundy. Mr. S. P. Benjamin, the president of the company, whose portrait we print, is a veteran lumberman, and perhaps no man in the business understands the conditions prevailing in the South American trade better than he. Illustrations of the two mills of the firm appear on this page.



MR. S. P. BENJAMIN.

BAND MILL AT FALMOUTH, ON THE AVON RIVER.

ROTARY AND GANG MILL AT WHITE ROCK.

SAW MILLS OF THE S. P. BENJAMIN COMPANY, LIMITED, OF WOLFVILLE, N. S.

## THE SMALL MILL IN HARDWOODS.

IT is to some extent a disputed point whether hardwood lumber can be most satisfactorily made with a large or small plant. It is contended by some that to make good lumber you must have the best of modern tools—band saws, edgers, trimmers, and all the auxiliaries of a modern and first-class mill. Given an adequate supply of timber to keep such an outfit in operation long enough to enable it to pay for itself, and this position is likely to prove correct, but that it will apply to any great extent to hardwoods is open to question. It is exceptional that locations can be found for hardwood mills that are within easy reach of sufficient timber to justify the building of a first rate mill. Here and there it may be possible to find them, but, generally speaking, such locations are already occupied, and the possibility of finding other similar ones is very remote.

In point of fact, the bulk of the hardwood product has already come from the small mills, and there seems to be no reason now to doubt that it will continue to do so. The main reason of this is that the growth of hardwood is everywhere so scattered that it is difficult to bring it to the mill—so exceedingly difficult, indeed, that in most cases it is found cheaper to move the mill to the timber, and, as the near-by supply is cut out, to move it again within reach of the fresh stock. This is practicable, of course, only within the small mill; hence the small mill is, and must continue to be, the chief reliance of the average producer of hardwoods.

It is even likely that this tendency may make it hard for the larger mills now depending for a log supply upon the streams whereon they are located, to maintain their position as leading producers. The timber near to the streams is getting pretty well cut off, and as the loggers have to go each year farther and farther back to find trees suitable for their purpose, their hauling expense increases until it is even now becoming so heavy as to absorb all the profit there is in the operations. The obvious remedy for this is to move small, comparatively cheap mill plants into the woods, and manufacture the lumber there. Then only the marketable product needs to be hauled out, the mill culls, slabs and other waste remaining where it is made. It costs no more to haul lumber than logs, while the saving in avoiding the needless transportation of a vast bulk of useless material that must in the end be thrown away, amounts in itself to no mean profit.

Formerly the great objection to this method of operation lay in the difficulty of getting lumber decently manufactured with small circular mills, but that is fast disappearing, and complaints of bad sawing are not heard now to nearly the extent they were a few years ago. It is easier now to get good saw mills that will saw as evenly as any, and the business is getting to a greater extent into the hands of men who know that lumber must be well manufactured to sell to any advantage, and who therefore takes pains to have these mills operated by competent sawyers. Country sawed stock is, of course, not yet equal to the best output of first-class band mills, and it is not quite as economically produced, but it is in good enough shape to pass without complaint in the market, and it can be put there so much cheaper that, even allowing for a considerable percentage of extra waste, and possibly some slight difference in selling value, it can still show a large profit to the maker.—Hardwood Record.

---

Mr. Ross Staples has recently started up a new saw and shingle mill at Franklin, Ont., adapted for cutting all kinds of hardwoods and heading.

Why does not some inventor wind up his thinking spring and bring out something which will supersede the drag saw? The roughness of the butts of shingles from blocks cut by such a saw is a great detriment, quotes a contemporary.

The total area of forests and woodland in Belgium is 1,223,568 acres. Of the forest lands 774,084 acres belong to private individuals, the rest to the state, municipalities or to public institutions. The average returns from the sale of lumber average $4,166,000.

# Sea-Going Rafts on the Pacific Ocean

By EDWARD K. BISHOP.

IF some ship-builder of old, with the lines of his primitive vessel in mind, could survey the oceans now, he would doubtless be as much amazed at some of the strange craft putting to sea from the Columbia river as at the modern warships or ocean greyhounds. In truth, many builders well acquainted with the present systems of marine architecture and engineering would view for the first time such craft, while the layman might hesitate before deciding whether to pronounce them monsters of the deep or some freak in ship-building. They can hardly be classified as ships, even though designed to go to sea, or as barges, though great freight-carriers; they are, in short, huge rafts of round timbers or lumber, bound by cables, chains and bolts in a scientific and ingenious manner, the method of construction having been evolved after many experiments in this little-tried field.

For several seasons past rafts of logs have been towed to San Francisco, Cal., and the journey has been completed in safety a sufficient number of times to demonstrate that the method of transportation is practicable as well as profitable. This year rafts composed wholly of lumber, and of totally different construction, have made their appearance, and every one interested in lumber or the carrying trade on the Pacific coast is watching the experiments with great interest, as the establishment of this method of transportation would revolutionize the coastwise carrying-trade, and, by its great saving in cost, drive the sailing vessels and steam schooners out of business, or force a large reduction in charges.

Both log and lumber rafts are still looked upon as objects of curiosity on the Pacific coast, and more or less the projects of men who will take great risks. The former operates in a comparatively restricted field, and will probably never change existing conditions to any great extent, as many think the lumber raft is destined to do; but it has already stood the test of several seasons, and the methods of its construction will be treated first.

A CRADLE IN PROCESS OF CONSTRUCTION, BEFORE LAUNCHING.

Ten years ago considerable attention was directed to the first raft of logs ever built for an ocean trip. It was towed from the Bay of Fundy to New York city. Since then a number have entered that harbor, but at the present time the centre of activity in this line is on the Pacific coast of North America, where a company has been incorporated for the express purpose of transporting the timber of Oregon and Washington to San Francisco by means of rafts. The problem of incorporating material as unpromising as round logs into a vessel sufficiently stanch to make an ocean trip of 650 miles is a peculiar one, and few have seen the actual work of construction.

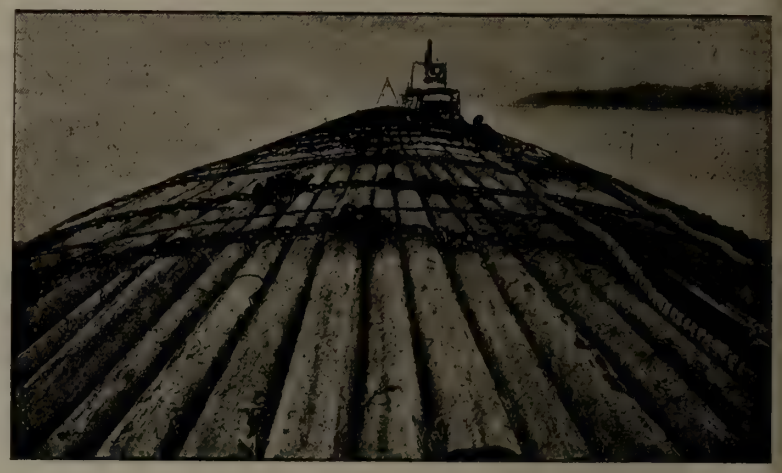
In contrast to ordinary boat-building, the cradle for this unique vessel is constructed on land and launched, leaving the work on the raft itself to take place in the water. The usual process of launching a completed vessel is replaced by drawing certain pins, causing the entire cradle to separate into two parts and allowing the raft to float freely in the river. At a short distance it then closely resembles one of the modern whalebacks, without any upper works, though a little closer inspection reveals the corrugated surface formed by the logs and the huge chains encompassing the whole. The timber composing it is of fir, and is chiefly for piling purposes and spars. No sticks shorter than 30 feet are used, and many measure 110 feet.

The cradle is composed of forty-three inverted bents, twelve feet apart, and the logs extend twelve feet over at each end, making the completed length 528 feet. The posts of the bents are 8 × 10 timbers; with caps, 10 × 20. The desired contour for the bottom of the raft is secured at each bent by 30° and 60° bearers, supplemented by gluts designed to produce a form as nearly circular as possible. The various bents are joined together longitudinally by a series of 12 × 12 timbers, or waling—6 altogether, 4 being at the bottom and 1 on each side.

As already stated, the construction allows the final separation of the cradle into two parts, the line of cleavage corresponding closely to that of the keel of a boat. The division is rendered possible by the manner of joining the posts at each bent. One post is bolted to the 10 × 20, mentioned above, which extends the entire width at the point considered, while the other is fastened at right angles to an 8 × 10 and a 3 × 10, strapped together, with sufficient space left to allow the 8 × 20 to slide between, and long enough to reach half the distance between the posts. Thus it will be seen that the two sides of the cradle are entirely distinct, the connection being made by sliding one timber into the channel formed by the other two, and can be made into a rigid whole only by fastening the sliding member so that no motion is possible. This is done by pinning the three pieces together by a two-inch iron rod, so arranged that, when the raft is completed, power can be applied to withdraw each pin. Upon such withdrawal the cradle slides apart, releasing its burden.

When the cradle has been built and launched, it is towed to the desired location, which in the Columbia has been in fifty feet of water near the mouth of a slough, and is fastened in its place by a row of piling on one side, each pile passing through a tie box, connected with a bent, which allows the cradle to rise and fall with the tide, and also to sink deeper as the load increases. When completed, the raft draws about twenty feet of water.

In order to bind the raft together, the constituent piling must be very carefully selected. No swell butts or crooked sticks are accepted. The minimum length of a pile is thirty feet, and the butt must not be less than twelve inches or more than 15 inches in diameter. Even with such timber, it is a source of wonder that a raft can be built to stand the ordinary swell of the ocean, not to mention the heavy seas frequently encountered, until it is noted with what care each piece is fitted into place, and the whole chained so that the pull on the towline actually binds it more firmly together. The logs are brought beside the cradle, where two large steam derricks, built on scows, are placed to hoist them into position inside. The raft grows, piece by piece, till the cradle is completely filled, when it is ready for the chain work which is to bind the whole together.



A RAFT UNDER TOWAGE.

In form the raft closely resembles a cigar with each end cut off. It is designed that a section taken at any point should be a circle, but in practice most of the upper face is somewhat flattened. Each end is a perfect circle, twelve feet in diameter, and the size gradually increases till the width is fifty feet. After the raft leaves the cradle, its shape is maintained by chains, made of 1¼-inch iron, encircling the raft at intervals of twelve feet, and by wire cables running both longitudinally and transversely. The termination at each end is a stout bulkhead of four-inch plank, spiked to the ends of the logs. Outside of the plank are two upright round timbers, and the double cable, extending the entire length of the raft, joins the corresponding timbers together. The transverse cables connect the encircling chains a little below the water line, thus preventing the raft from spreading.

The method of connecting the towline to the raft is ingenious and effective. Through the exact centre extends a heavy chain of 1¾-inch iron, with a series of smaller chains attached at regular intervals and connected by shackles to those encompassing the raft. Near the middle these chains extend at right angles to the centre line, alternately on one side and the other, except in the case of the last five at each end, where the circumference of the raft is rapidly diminishing, these being arranged in even pairs and slanting sharply toward the bulkheads at the ends, in a regular herring-bone plan, before joining the outside bands. Thus, when a pull is exerted on the towline, it is transmitted to every chain encircling the raft, and the heaviest strain will come on the rear end, which can better stand it. The logs cannot escape, as they are bound by the circles of chain and the increasing diameter of the raft exactly as are the staves of a barrel when an

attempt is made to draw the hoops over the centre. The amount of chain used is about 80 tons.

The completed raft contains 450,000 lineal feet of timber, or in the neighborhood of 3,000,000 feet board measure. The average length of the piles is 55 feet, and the average diameter at the butt 14 inches. The spars are of special dimensions.

Raft Before Astoria, at the Mouth of the Columbia River.

Auspicious weather is almost essential to a safe voyage of one of these unwieldy rafts, and they put to sea only at a time of year when storms are infrequent, though they successfully pass through weather much heavier than any that one would expect them to survive. In tow of an ocean steamer, the trip to San Francisco is made in about seven days. Several rafts have been taken out of Gray's Harbor, Washington, and this year will see the fifth start from the Columbia river. The first raft, in 1894, encountered a severe storm and went completely to pieces, but the succeeding ones reached their destination safely.

The shipping interests would gladly see the business discontinued, as there is always danger of several thousand logs being released on the face of the ocean—a great menace to the safety of vessels whose course lies in their vicinity. The risk which the owners assume when they put many thousands of dollars into such a venture will be more potent in keeping the number of rafts from becoming large than the fears of captains ; but the method of transportation is so economical that doubtless considerable quantities of the piling used in the neighborhood of San Francisco will find its way there in this form.

Captain Robinson, who was interested in the first raft of logs built on the Bay of Fundy, and who is in charge of those constructed on the Columbia river, has patented his methods of building the cradle and of placing the chains.

Lumber Raft Leaving Portland, Oregon, in Tow of a River Steamer.

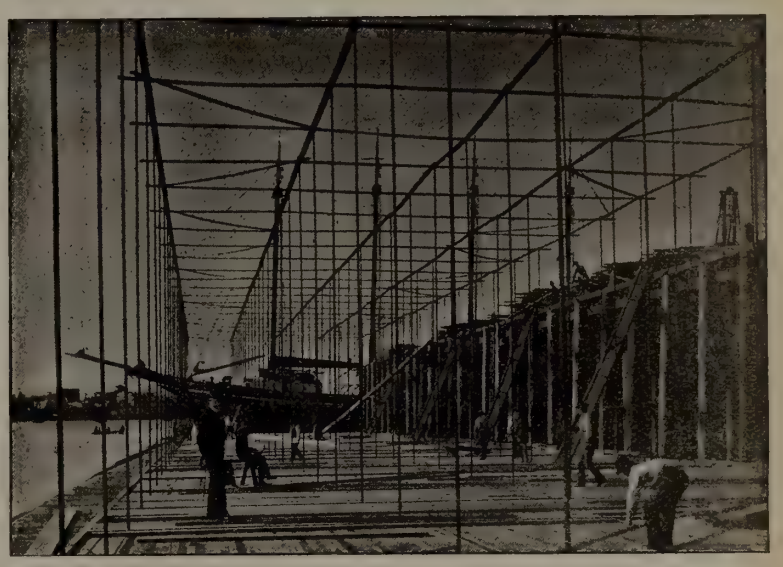
The first raft of lumber built to make the sea journey to San Francisco was constructed at Portland, Oregon, by Inman, Paulsen & Co., and left the Columbia river June 24, 1898, in tow of two tugs. It encountered a storm, and the wind, blowing at the velocity of seventy miles an hour, finally produced a sea which broke the raft in two. The fragments held together for two hours after the back of the raft had been broken, and finally one tug towed the forward part into the harbor of San Francisco, while the other succeeded after a time in picking up the remaining portion and towing it to the same port in safety. Only a tenth of the lumber was lost.

The raft which started in June contained 5,000,000 feet of lumber, and was 396 feet long by 53 feet wide. It is difficult to realize the immense quantity of material incorporated into this raft, though a comparative idea may be gained by considering the fact that the average capacity of large ocean vessels is little more than 1,000,000 feet. Portland already has the distinction of loading the largest cargo of lumber that ever left the Pacific coast, which was won last year when the Glenlochy took 3,000,000 feet of railroad material to Siberia. Now, to pile Pelion on Ossa, the new rafts appear.

The idea of shipping lumber in this way originated with Johan Paulsen, a prominent lumberman, whose attention was attracted to the subject last winter by the difficulty of securing vessels to take lumber to San Francisco, owing to the fact that the majority of those available had entered the Klondike and Alaska trade. Doubters scoffed at the idea of transporting lumber in such a form, but the long years spent by Mr. Paulsen in the lumber business had included experience in rafting on eastern rivers and lakes, as well as on the Baltic ; so, after looking at the project from a scientific standpoint and carefully considering all the difficulties connected with it, he concluded that a method of construction suited to an ocean trip of seven hundred miles could be evolved.

The raft projects very little above the surface of the water, and this greatly increases its chances for a safe trip, as the waves wash completely over it, encountering little resistance, instead of expending their force in battering it to pieces. This is a principle used in the construction of the famous whalebacks, and one which experience has proved to be valuable.

The first step in constructing this late arrival among the various types of marine architecture is to select a dock, or drive a line of piling, 400 feet long, as the basis of the work, and to supply a straight edge for the side of the raft. A stringer, or what might be termed a keel, is built for the entire 400 feet by fastening together five layers of two-inch plank with ends butted so as to ensure the greatest strength. Five of these stringers are made, and placed something like huge joists, ready for a floor, and are then planked over crosswise, making an immense platform 396 feet long and 53 feet wide. The bottom of the raft is now made, and the next step is to pierce each stringer, or joist, at intervals of 12 feet, and insert a long and heavy wrought-iron bolt, fitted with washer and nut below, certain planks being left loose up to this point, to allow their adjustment. The platform, which at first looked like a large dancing floor, is now so changed as to resemble an orchard with long rows of spindling trees. The purpose of these rods can be seen after the lumber is put in.



Arrangement of Bolts and Method of Placing Lumber in Raft-Building.

First, a layer of lumber is placed lengthwise ; next, another crosswise ; and so on, till a pile 21 feet deep is made, the raft gradually sinking as the load becomes heavier, and about a third projecting above the surface all the time. The rods serve to connect the bottom and top, and bind the mass into a homogeneous whole.

A very liberal factor of safety is allowed, as the aggregate strength of the 170 rods would support a weight of 25,000,000 pounds, while the weight of the completed raft is only 15,000,000 pounds out of water, and much less when submerged. The completed raft is encircled lengthwise by a 1¼-inch cable, to furnish a secure hold for the towline. The cable is of plow steel, and its strength is equivalent to that of a 14-inch hawser.

Before construction was commened, a prominent marine underwriter was approached in regard to insurance. He admitted that the danger of loss was not nearly as great as many people would suppose, but predicted that the promoters of the project would encounter difficulty in insuring the raft, because it is so radical a departure from the orthodox methods of transportation, and because, if successful, it would have a far-reaching effect upon the lumber-carrying trade on the coast. Mr. Paulsen has applied for patents on his novel lumber carrier, and he expects his raft to occupy a place beside the whaleback, which was at first an object of ridicule. An important feature in the construction of the raft is that only an insignificant percentage of the lumber is injured by nail or bolt holes, and even this can be utilized for firewood in California.

One of the principal objections brought against rafting is the probable staining of the lumber by immersion in the muddy current of the Willamette river and the salt water. Many claim that the concession in the price of the lumber which will have to be made on this account will balance the saving in freight charges, and say that at best only low-grade stuff can be so shipped to advantage.

Rafting of this kind is still in the experimental stage, and it is early to predict the ultimate result ; but, as this method of transporting lumber is only about half as expensive as the old, it is safe to assume that there will be a strong effort to make it a permanent success, and that the lumber trade of California and the Pacific northwest of America is likely to feel the effect of sea-going rafts.—The Engineering Magazine.

---

The American Monthly Review of Reviews for November makes an interesting assemblage of "Roosevelt cartoons," apropos of the Colonel's candidacy for the governorship of New York.

# NOTES ON BELTING.

## Tests of Leather, Rubber, Cotton and Other Belts.

By G. R. MacLeod, McGill College, Montreal.

For transmission of power by belting various materials are used. Among the most important are: Leather, rubber and cotton belts.

The material considered most favorable for belting is probably leather. It is very efficient and wears well, but is more expensive than rubber or cotton. In certain situations where it would be exposed to moisture, great heat, etc., its efficiency and durability are reduced.

Another weakness is that it must necessarily consist of short strips of about five feet in length, joined in various ways, which will be noticed later. The belt is therefore subject to failure in as many places as there are joints. Some methods, however, make the joints almost as strong as the solid leather, but the presence of the joint may cause the belt to fail, not from tension, but from a tendency to wear or crack at that point.

The best belts are made from oak-tanned ox-hide, the strongest part of the hide being the back. The belt can be made in long strips by taking a wide disc of leather and cutting it in a spiral direction. The strip thus cut is stretched taut and rubbed to make it straight. From a disc 4 ft. 9 in. wide a strip over 100 feet long of 2 inch belt can be made. If greater width is desired several strips can be sewn together side by side. A double belt of this kind has been used 75 inches wide and over 150 feet long.

The grain or hair side of the leather is put next the pulley. It would appear at first sight as if this were a mistake, since the grain side is the smoother and would therefore give less friction.

Mr. Arthur Archard, of Geneva, in a paper before the Institute of Mechanical Engineers, 1881, says:

"If the belt is wide, a partial vacuum is produced between the belt and the rim of the pulley, by the aid of an adequate velocity which causes the atmospheric pressure to press the belt close against the pulley; an adhesion is thereby produced which is totally independent of friction, and enables the tensions to be considerably reduced." This is very important, because the less the tension on the belt, the less will be the friction on bearings, and, hence, the greater power derived. A wide, thin belt is therefore better than a narrow, thick one, and this is so not only for the reason that it gives less tension on the belt, but because it also gives greater flexibility.

Mr. D. A. Low, in his Machine Designing, also states that the smooth side is the better "because it gives greater driving power," reasoning probably in the same way as Mr. Achard.

Mr. J. Tullis, of Glasgow, however, states that the belt will last longer if the grain side is out, and that coatings of curriers' dubbin and oil will make the flesh side as smooth as the other. All writers seem to agree that the adhesion of the belt to the pulley depends very little, if any, on friction, and that, therefore, a rough surface is more injurious than useful.

Rubber belting is superior to leather in damp places. The part of the belt that gives it strength is not the rubber, but the cotton framework.

It is made by taking a wide strip of cotton duck and folding it into as many plies as desired, with rubber in between, with a thicker coating of rubber on the outer side.

The rubber is in a liquid state when applied to the cotton, and when the belt is finished it consists of a strong, solid, flexible belt, having the appearance of solid rubber. There is almost no limit to the length that can be made in one piece, so that there is only one joint in any piece of belt in use. Even this can be avoided by ordering an endless belt for special cases. The manufactured product is usually very uniform in quality. Extremes of heat and cold have very little effect on it, and it has very little tendency to slip on the pulley. It should be kept free from all animal oils or grease, as these are injurious to the rubber. Rubber belting seems to be especially adapted for such purposes as elevators, for railways, pulp mills, mines, etc.

Cotton, that is cotton without rubber or any other material, makes an excellent belt. In can be made stronger than leather of the same cross-section, and of great length without joints. It is better than leather in moist places, and is less expensive. It was formerly made in the same way as cotton and rubber belting—that is, by laying one ply of cotton duck on top of another till the desired thickness was attained, and then sewing the whole together. The more modern method is to make the whole thickness together at one operation, each ply being interwoven with the one next to it. The process of manufacture is rather complicated, but this does not make the belt expensive.

An improvement on the plain cotton belt is made by soaking it in a mixture of red lead and linseed oil. This process has the same effect as it has in preserving wood. The cotton belt is then more efficient in moist places or in conditions which are found very unfavorable to the use of leather or even rubber. Some modifications of this kind of belt are made by substituting for part of the cotton a woof of hair and other materials. An example of this is the "Camel Brand," tests of which are reported below.

Gutta percha has been used as a substitute for rubber, and has been found to be a good protection to the cotton. A special brand of this, called "Balata Belting," was tested. It is manufactured in England, and has a rather thick coating of gutta percha on the outer side, and thin layers between the layers of cotton, while the side next the pulley is coated with a solution called "Balata."

### STRESSES IN BELTS.

Belts are subject to two kinds of stress, viz., tension and bending, but the most serious strain is caused by bending round the pulleys. If the pulleys are small, the only way is to use the most flexible material. This will probably be the cheapest in the long run.

A good rule is given by Lineham in his Mechanical Engineering, viz., the distance from centre to centre of pulleys should not be less than six times the diameter of the larger pulley.

A most important matter is that the edges of the belt should wear well. If the edge is not good it will soon become frayed by contact with the rim of the pulley, and will cause failure of the belt. The best edges that the writer has seen on any belt are on good oak tan leather, and on rubber. The structure of the latter (folding), together with a strong covering of rubber, secures a good, compact edge.

Belts of paper have been made and used in the United States with success. They are very strong and durable if not exposed to moisture, and they stretch very little while at work.

So far nothing has been said with regard to stretch of belts under tension. This will be treated along with the results of the tests.

Creep in belts is due to the belt stretching on the tight side. If the belt stretches easily this is very serious. For every foot of belt that goes on the driver less than a foot goes off and goes on to the follower. If the diameters of the pulleys were equal the driver would make a greater number of revolutions in unit time than the follower would. Hence, if there is much stretch in the belt there is a loss of speed. This loss amounts to 1 per cent. to 3 per cent., depending on the elasticity of the belt; since the tension on the belt is kept as low as possible to prevent too much friction on bearings of the pulleys, the belt that is least extensible at low tensions is the one which is most valuable in this respect.

### JOINTS AND FASTENINGS.

Joints form the weak feature of belts, so far as tensile strength and wear are concerned, especially in the case of leather belting. They are of two kinds, (a) permanent, (b) temporary.

Permanent joints take many different forms. In leather belting the most common is the laced joint (Fig. 1.) A lap-joint splice is made and cemented together; then two or three rows of rawhide lacing is put in. The holes for the lacing are not punched, but two sharp cuts are made for each stitch. The cuts should lie diagonally so as to injure the longitudinal fibres as little as possible.

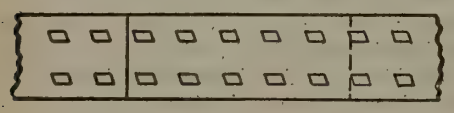


Fig. 1.

Fig. 2.

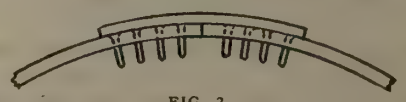


Fig. 3.

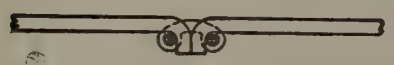


Fig. 4.

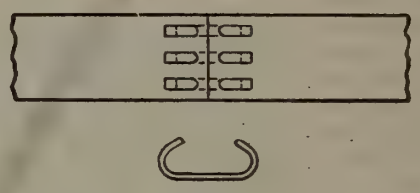


Fig. 5.

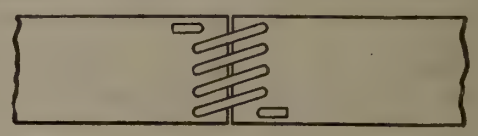


Fig. 6.

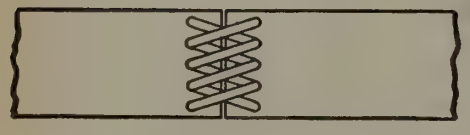


Fig. 7.

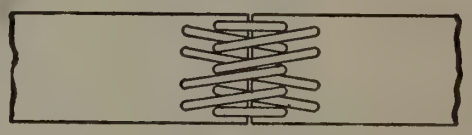


Fig. 8.

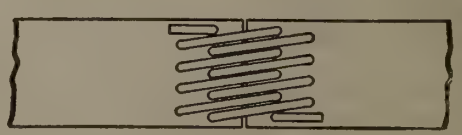


Fig. 9.

Copper riveting is used as a substitute for lacing, the belt being spliced, as before, and a number of rivets inserted (Fig. 2.) This joint shows a tendency to break across a row of rivets, and is only about two-thirds the strength of the solid belt.

Harris metal plate fastener (Fig. 3) consists of a slightly curved plate, same width as the belt, with a number of spikes. The belt is cut with square ends, and the spikes are driven first through one piece and then the other. As the plate is curved and the spikes are perpendicular to it, they take a good firm grip on the leather. The spikes are clinched after connection.

In Lagrelle's fastener (Fig. 4) the ends of the belt are cut square and bent up. Strips of steel or iron are run through the holes cut for the purpose, each strip having two eyes to hold pins. These pins run through strips at each end, and form a wide link. In fasteners such as this the strain is distributed over the width of the belt, and there is also not the same tendency to cut through in front of the holes as in many other kinds.

### TEMPORARY FASTENINGS.

The fastener shown in the accompanying sketch (Fig. 5) consists of a curved strip of iron. The ends of the belt are cut square and holes are made to receive the fastenings, which are inserted and hammered flat.

Laced Joints. There are many forms of laced joints. The simplest is shown in Fig. 6.

Fig. 7 is the same joint as Fig. 6, but double laced.

Fig. 8 is a double laced joint with only one strand in each hole.

In the joint shown in Fig. 9 the holes are staggered; there is only one strand in each hole, and the strands do not cross on each other.

These are the commonest forms. Fig. 6 has hardly enough lacing; Fig. 7 has twice as much lacing as Fig. 6, but concentrates all the stress on a single row of holes. Joints like Fig. 8 and Fig. 9 give about the greatest possible strength of lacing.

The holes for the lacing are usually round punched. Awl holes are not so good. D. A. Low, Machine Designing, says that the holes should be oval punched, and should have the long diameter parallel to the edges of the belt. And on the face next the pulley the lacing should be as nearly parallel to the edge as

possible. It is also better if the lacing does not cross on itself.

Double belting, generally speaking, is not so good as single, since flexibility is what is required. It has been found, however, in certain cases, such as the belt for a return saw, that a double belt wears best, being better able to stand the alternate stretching and buckling.

RELULTS OF TESTS.

Tests of belting were made in McGill College testing laboratory in 1896-7 on the Emery testing machine. When pressure from the accumulator is admitted gradually the diagram curve of extensions is quite smooth and regular, but when the machine is fed rapidly the extensions are less; this becomes more noticeable in belt testing. It shows as a sharp change in the curve, but when the feed is again better regulated the curve resumes its former course. In some cases these sharp changes in the curve may be due to lack of uniformity in the material, particularly in the case of belting composed of cotton and hair. Extensions were read at every 200 pounds increase of load, except in some of the larger specimens, where readings were taken every 500 pounds increase.

Leather Belting.—Specimens were procured from a dealer in Montreal.

NO. 1.—ENGLISH OAK TAN LEATHER.

Width, 2 in. Sectional area, .453 square in.
Weight, .213 lb. per lineal foot.
Cost, 23 cents per ft.
Total stretch in 24 in. was 2.15 in. = 9 per cent.
Permanent stretch, 0.2 per cent.
Maximum strength, 2,210 lbs. per square in.
This specimen contained a spliced cemented joint and laced in the same manner as first example described under "Joints." It broke straight across the middle of the joint.

No. 2.—(Same belt as No. 1, but without joint.)
Maximum strength, 4,640 lbs. per square in.
This shows that the strength of the joint is about one-half the strength of the solid belt.

NO. 3.—HEMLOCK TAN LEATHER.

Width, 3½ in.
Sectional area, .798 square in.
Weight, .206 lbs. per ft.
Cost, 43 cents per ft.
Total extension was 3.11 in. in 18 in. = 18.3 per cent.
This specimen has a cement splice without lace or rivets. It failed at 3,300 pounds per square inch.

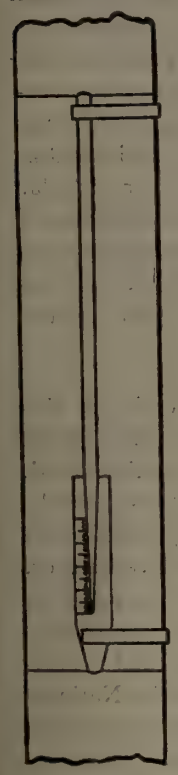


Fig. 10.

Fracture took place, not in joint, but immediately at its edge.

A solid piece of this belt stood 4,000 pounds per square inch.

An unlaced cemented joint is stronger than a laced one, but lacing is necessary where the belt is exposed to heat or moisture.

RUBBER BELTING.

The specimens tested were manufactured by a Canadian company.

The curve of extensions is almost a straight line with a slight tendency to turn upwards immediately before fracture. This straight line indicates that the extensions are about the same for each increment of load, and hence that the material is very uniform. Another fact that shows the uniformity of the material is that the fracture in each case was clear and straight across the belt. It was not a tear but a break.

The method of measuring the extensions is shown by Fig. 10. Two pencil lines are ruled square across the belt exactly thirty inches apart. A scale graduated to hundreths of an inch is clamped with one end at the lower mark.

A long steel pointer is clamped at the other mark. As the belt stretches this pointer moves along the scale, thus giving the amount of stretch, which can be read in hundredths.

Fig. 11 shows the method of holding the specimen. A piece of steel rod a is placed in the loop of the belt, to take up the pressure from the two rods bb, whose section is a semi-circle; bb are fitted into grooves and are free to move, so that the pressure from them is always directed towards the center of a. A separate piece of belting c is placed between the jaw and the specimen to protect the latter from being cut by the jaws. Four bolts d are used to tighten the jaws. When the belt stretches its thickness is diminished. The bolts are then tightened more to prevent slipping. The jaws are connected to the piston of the ram by a ball and socket joint. They can thus adjust themselves to any unevenness in tension.

SPECIMEN NO. 1.

Width, 4 in. Sectional area, .84 square in.
Weight, .4768 lb. per lineal ft.
Cost, 42 cents per ft.
Broke at 4,170 lbs. per square in.
Total extension in 30 in. = 3.00 in. = 10 per cent.
Permanent extension, 0.13 per cent.

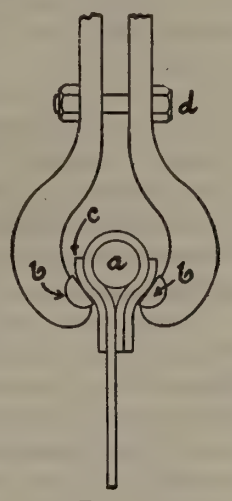



Fig. 11.

SPECIMEN NO. 2.

Width, 5 in. Sectional area, 1.1 square in.
Weight, .635 lb. per lineal ft.
Cost, 52 cents per ft.
Broke at 4,270 lbs. per square in.
Total extension, 14.9 per cent.
Permanent stretch, 3.0 per cent.

SPECIMEN NO. 3.

Width, 6 in. Section, 1.505 square in.
Weight, .844 lb. per lineal ft.
Cost, 62 cents per ft.
Broke at 3,790 lbs. per square in.
Total stretch, 16.4 per cent.
Permanent stretch, 3.0 per cent.

SPECIMEN NO. 4.

Width, 8 in. Section, 1.92 square in.
Weight, 1.032 lbs. per ft.
Cost, 84 cents per ft.
Broke at 3,700 lbs. per square in.
Total stretch, 17.0 per cent.
Permanent stretch, 1.9 per cent.

SPECIMEN NO. 5.

Width, 10 in.
Weight, 1.1434 lbs. per lineal ft.
Cost, $1.07 per ft.
Maximum load, 3,320 lbs. per square in.
Total stretch, 13.9 per cent.
Permanent stretch, 1.6 per cent.

SPECIMEN NO. 6.

Width, 12 in.
Weight, 1.2806 lbs. per lineal ft.
Cost, $1.30 per ft.
Maximum load, 3,540 lbs. per square in.
Total extension, 14.5 per cent.
Permanent extension, 2.4 per cent.

SPECIMEN NO. 7.

Width, 14 in.
Weight, 1.812 lbs. per ft.
Cost, $1.54 per ft.
Maximum load, 3,620 lbs. per square in.
Total extension, 15.8 per cent.
Permanent extension, 2.0 per cent.

CAMEL BELTING.

This belting is made partly of cotton and partly of coarse camel hair, said to be the combings of camels. The cotton is the material which forms the chief strength and therefore the longitudinal fibres are cotton. The hair yarn forms a woof, although in some of the specimens tested there were strands of hair running longitudinally as well as transversely. The two materials being interwoven in several plies, the belt is soaked in red paint and allowed to dry. The paint forms a good body coating, which protects the belt from moisture and makes it very durable. To prevent the belt from becoming stiff and hard an occasional coating of castor oil and tallow should be applied; but any resinous mixture is injurious. In making the lace holes a sharp awl should be used instead of a punch, as the latter cuts the threads and thus weakens the belt.

SPECIMEN NO. 1.

Sectional area, 4.35″ × 29″ = 1.262 square in.
Weight, .5717 lbs. per ft.
Cost, 33 cents per ft.
Total extension, 31.9 per cent.
Permanent extension, 11.6 per cent.
Maximum load, 5,960 lbs. per square inch.

SPECIMEN NO. 2.

Section, 5.07″ × .24″ = 1.22 square in.
Weight, .599 lb. per ft.
Cost, 39 cents per ft.
Total stretch, 35.1 per cent.
Permanent stretch, 4.45 per cent.
Maximum load, 5,570 lbs. per square in.

SPECIMEN NO. 3.

Section 6.1″ × .28″ = 1.71 square in.
Double or "Russian Brand."
Weight, .7995 lb. per ft.
Cost, $1.00 per ft.
Total extension, 24.5 per cent.
Permanent extension, 7.1 per cent.
Maximum load, 5,900 lbs. per square in.

SPECIMEN NO. 4.

Section, 5.95″ × .22″ = 1.31 square in.
Weight, .599 lb. per ft.
Cost, 48 cents per ft.
Total stretch, 27.6 per cent.
Permanent stretch, 12.9 per cent.
Maximum load, 5,650 lbs. per square in.

SPECIMEN NO. 5.

Section, 6.1″ × 30″ = 1.83 square in.
Weight, .781 lb. per ft.
Cost, 58 cents per ft.
Total stretch, 20.6 per cent.
Maximum load, 5,360 lbs. per square in.

SPECIMEN NO. 6.

Section, 12.20″ × .31″ = 3.78 square in.
Weight, 1.705 lbs. per ft.
Cost, $1.33 per ft.
Total stretch, 38.0 per cent.
Permanent stretch, 19.3 per cent.
Maximum load, 5,160 lbs. per square in.

A glance at the curves shows that for small loads the extensions are uniform and even have a tendency to decrease until a certain limit is reached. The elastic limit comes much sooner than in rubber and leather, and there is an enormous extension at the ultimate strength.

The ultimate strength is much greater than that of rubber and leather, etc., but the belt would never be used in such high tension.

PATENT "BALATA" BELTING.

This kind of belting already described seems to be very good. It is very strong, and the amount of stretch is small.

The gutta percha is said to bend over small pulleys with more ease than rubber, and it is also claimed it resists heat and moisture better. It has cheapness in its favor, and is likely to become a popular belt. Only one specimen was tested:

Section, 4.45″ × .22″ = .979 square in.
Weight, .433 lb. per ft.
Cost, 46 cents per ft.
Total stretch, 15.7 per cent.
Permanent stretch, 4.4 per cent.
Maximum load, 5,210 lbs. per square in.
Table showing comparative value of belts:

| Kinds of Belts. | Ultimate strength. Per Square In. | Ultimate strength. Per Lb. per Ft. | Total Stretch. | Stretch at 400 Lbs. per Square Inch. | Permanent Set. |
|---|---|---|---|---|---|
| Leather. | 4,320 | 12,200 | 10.5 to 18.3% | 1.0% | 0.5% |
| Rubber | 3,773 | 7,296 | 14.6% | 2.2% | 2.05% |
| "Camel" | 5,860 | 12,050 | 29.6% | 2.2% | 13.1% |
| "Balata" | 5,210 | 11,750 | 15.7% | 1. 6% | 4.4% |

The column "Strength per lb. per ft.," gives a fair idea of the proportionate driving power that can be got out of the same weight of different kinds of belt.

The last two columns show the comparative values with regard to stretch.

PRICES.

Leather.....10 cents per ft. for 1″ belt, to $12.00 per ft. for 72″
Rubber.....21 cents per ft. for 2″ belt, to $6.72 per ft. for 52″
"Camel".....12 cents per ft. for 2″ belt, to $1.33 p r ft. for 12″
"Balata".....21 cents per ft. for 2″ belt, to $1.30 per ft. for 12″

The "Camel" belting is by far the strongest, but its stretch is greatest. Where it can be used, the leather is probably the most economical, although it is verv expensive in large widths. It is the lightest, and less power is lost by stretch.

The gutta percha comes next for lightness and driving power, and would therefore seem to be the most serviceable belt of all. But it is hardly fair to come to such a conclusion when only one specimen was tested.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

PUBLISHED BY

The C. H. Mortimer Publishing Company of Toronto, Limited

CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

## LEGALITY OF THE MANUFACTURING CLAUSE.

THE International Commission sitting at Quebec adjourned early last month, to again convene, at Washington, on the tenth of November. Meantime, the interest surrounding the timber question has not relaxed, but rather more vigorous efforts have been put forth by those concerned to make such representations as will be likely to accomplish their desires.

The most recent and important feature of the controversy is a memorandum issued by Hon. Mr. Hardy, Premier of Ontario, bearing upon the constitutionality of the clause compelling home manufacture of timber. The statement is a concise review of the situation, and seems to show clearly that the action taken by the Ontario government was within their powers. After pointing out that the timber licenses are granted subject to such conditions as may be imposed by the Crown, Mr. Hardy quotes the British North America Act assigning to the province jurisdiction over the timber lands. As to the power of the Dominion government to disallow the act, it is contended that this should not be exercised except in the case of acts which are illegal or unconstitutional, or which affect the interests of the Dominion generally. This is the principle on which the Federal government acts in relation to disallowance of provincial legislation, and to interfere with the present law would be contrary to all precedent.

Mr. Hardy also treats the question from the standpoint of forest preservation in a manner which is in keeping with the prevailing feeling in Canada. The unwise policy of the state of Michigan has resulted in the depletion of her forests, forcing the lumbermen to seek raw material in Ontario. While our forests are now extensive, a comparatively short time only would elapse before the Michigan lumbermen, if given free access to our forests, would exhaust the timber supply adjacent to the Georgian Bay shore.

The Ontario government, at the command, we may say, of the people, have taken up the weapon to protect Canadian industries and Canadian lumbermen. They have announced a policy to which they will adhere, only swerving therefrom in consideration of the concession which has been asked, namely, free lumber for free logs.

Recent events give strong encouragement to Canada to conserve her forest wealth instead of permitting logs and pulp wood to be exported to the United States. The proposed establishment of pulp and paper mills at Sturgeon Falls, Ontario, at a cost of one million dollars, is in itself particularly significant of possible development. There is every indication of a large and healthful growth of the wood industries of this country.

## THE MONTREAL, OTTAWA AND GEORGIAN BAY CANAL.

THE project to construct a canal uniting the waters of Lake Huron with those of the St. Lawrence river via the Ottawa river has received some encouragement of late, and it can at least be said that there is a reasonable prospect of the uudertaking being carried out in the near future. The report of the special committee of the Senate of Canada upon the feasibility and advantages of such a waterway has been distributed. In this facts are presented which would certainly seem to justify the government in giving such assistance to the scheme as would secure its early completion.

The cost of the construction of the canal is estimated at $17,000,000, and the Dominion government is asked to guarantee two per cent. on that amount for a period of twenty years, which would be $340,000. But the promoters claim that the canal would pay almost from the time it is completed, thus reducing the responsibility of the government. For the purpose of safety, however, it would be well to assume that assistance to the extent of $340,000 annually would have to be given for twenty years. The question then is, would the advantage to the country be sufficient to warrant the expenditure?

No one will dispute that the lack of direct water communication between Lake Huron and the St. Lawrence has affected commerce and retarded the development of the northern section of the province and of western Canada. Owing to the great distance, the existing water route from Sault Ste. Marie, via Lake Huron, Lake Erie, Welland Canal, Lake Ontario and the St. Lawrence river to Montreal, cannot be employed with profit for the transportation of many classes of goods. By the construction of the proposed ship canal, a natural outlet would be provided for immense quantities of grain, timber products and general merchandise. It would open up new timber lands, and give an impetus to the establishment of pulp mills.

The advantage of the Ottawa route is well illustrated by the saving in distance between western lake ports and ocean navigation. From Chicago to Montreal the distance via the St. Lawrence is 1,290 miles, and via the proposed ship canal 950 miles—a difference of 340 miles. From Duluth there is a like saving of 340 miles. It will thus be seen that grain from Lakes Michigan and Superior could be laid down in Montreal at a lower rate of freight, and much trade that now goes by way of the Erie canal would be diverted to Canadian ports.

The feasibility of the undertaking has been favorably reported upon by eminent engineers, and the work will, it is believed, involve no physical difficulties. The distance from the mouth of the French river, on Lake Huron, to Montreal, is 430 miles. Of this distance 351 miles are already a perfect natural navigation, requiring no improvement, while it is said to be practicable so to improve the remaining 79 miles as to convert the chain of waters into a first-class navigation highway for vessels. The length of canalling, exclusive of the Lachine canal, would be about 21 miles.

The project is one of such magnitude that it could scarcely be expected to be undertaken by private capital, and the great commercial advantage likely to accrue to the trade of Canada would, we think, justify the government in guaranteeing the money asked to ensure its construction, which would be a boon to the lumber industry of this country.

## EDITORIAL NOTES.

THE question may be asked as to the extent to which the axe is likely to be superseded by the saw for cutting down trees in connection with lumbering operations. A partial answer to this is found in some correspondence received from the Maritime provinces, in which it is stated that a number of the lumbermen have discarded the axe entirely, and are now using the saw for cutting down the timber. Considering the saving of timber thus effected, which is estimated at from five to ten per cent., it is rather singular that the saw has not been more generally adopted for this purpose. Another advantage claimed is, that when the men become accustomed to using the saw, they can accomplish a greater amount of work in a given time.

SIMULTANEOUSLY with the publication of this number, a meeting of the National Hardwood Lumber Association is being held in Cincinnati, the desired outcome of which is to secure the adoption of a uniform set of grading rules for all the hardwood markets of the United States, or, failing this, for as many of them as possible. Efforts are being put forth to have a representative meeting of both manufacturers and wholesalers. It will be remembered that the National Hardwood Lumber Association was organized in May last, and adopted a set of rules. These do not appear to have given satisfaction, and it is now proposed to make some desired amendments with a view to their more universal adoption. We learn that throughout Ontario much interest is taken in this movement, owing, of course, to the quantity of hardwoods marketed in the Eastern States. It is earnestly hoped that, by the action of this association, the lumbermen of Ontario will be sufficiently aroused

from their legarthy to follow in the footsteps of their neighbors. Just as certain as uniform grading rules are required in the United States, are they likewise a necessity in Canada, and particularly in Ontario, where hardwoods are found in greater abundance than in the other provinces. It would also seem a less difficult task to frame rules that would apply to the various districts of Ontario than to the extensive markets of the United States.

The final report of the Ontario Forestry Commission appointed last year will be presented at the coming session of the provincial legislature. The Commission will then have fulfilled its duties, so far as its present appointment is concerned. Taking, for guidance, the preliminary report submitted last December, we have reason to anticipate a volume of information and recommendations of very great value. The early work of the Commission was much along the line of ascertaining the reproductive qualities of white pine, the results of observation and investigation being of the most encouraging nature. In the final report the question of reforestization will no doubt be dealt with in a more practical manner, and some recommendations submitted to the government regarding the future timber policy of the province. This policy must bear some relation to the quantity of timber owned by the Crown, with regard to which estimates greatly vary. With a view of ascertaining as nearly as possible the extent of the timber lands of Ontario, the Commission have visited various districts in the northern part of the province, and are understood to have found a greater quantity of both pine and spruce timber than was anticipated. It is much to be desired that the work which the Commission has commenced should be continued until we are placed in possession of reasonably accurate data regarding the supply and localization, not only of pine and spruce, but also of hardwood timber.

## PERSONAL.

Mr. Thomas Cowan, of the firm of Cowan & Co., manufacturers of woodworking machinery, Galt, Ont., died last month.

Mr. R. B. Bryce, of Glasgow, Scotland, who is an extensive lumberman in the old country, has been travelling through Canada for some weeks.

We regret to learn of the serious illness of Mr. James L. Burton, the well-known lumberman of Barrie, Ont., and hope that he may soon be on the road to recovery.

Mr. W. R. Ledger, of the Ontario Crown Lands Department, is receiving the congratulations of his friends, on the occasion of his recent marriage. The bride was Miss Smith, of Little Britain.

After being confined to his home for several weeks by serious illness, necessitating a surgical operation, Mr. George A. Anderson, of the wholesale lumber firm of J. G. Cane & Co., Toronto, has recently resumed his business duties.

Messrs. Bertram & Son, of Dundas, Ont., are about to make extensive additions to their works, in order to meet the requirements of their growing trade. It is the intention to roof in the space between the several individual buildings, and in this way, and by removing entirely out of the way one of the old buildings, to gain some 12,000 square feet of floor area. The company are at present filling orders for lathes and other iron-working machinery for customers in Russia, France and Great Britain. They are also manufacturing a large shear weighing 50 tons to be used for cutting up into scrap iron the iron in the old Victoria bridge at Montreal. The machine is to be installed in the Hamilton Rolling Mills.

"GALL."

(Rough Draft of Explanatory Design to accompany Mr. Hardy's Memorandum in reply to Messrs. Dickenson and Lansing, of Michigan.) [From the Toronto Globe.]

## CALCIUM CARBIDE FROM SAWDUST.

The experiments that are being made at the mills of W. C. Edwards & Company, New Edinburgh, Ont., to determine the value of sawdust for producing calcium carbide and other commercial products, continue to be of an encouraging nature. On October 18th a test of the machinery was made before a large number of Ottawa lumbermen and other interested persons, including the following: Prof. Ruttan, of McGill University, Montreal; Messrs. J. R. Booth, F. P. Bronson, G. B. Greene, David MacLaren, R. M. Cox, J. F. Booth, J. A. Cameron, Hon. David Mills, Sir Louis Davies, Sir Henri Joly, Lt.-Col. Anderson, Major Gordeau, John Gilmour, Allan Gilmour, W. J. Conroy, J. C. Edwards, A. H. Edwards, H. A. Bate, H. N. Bate, W. A. Cameron, Ward Hughson, D. Murphy, Capt. Murphy, C. E. Read, H. McPherson, and Mr. Burdette, of Burlington.

The test was most satisfactory, and gives the promoters every reason to expect the ultimate success of the scheme. The machine was shown producing oil, acid, gas and carbon, and samples of the pyroligneous acid were taken by Prof. Ruttan to test at McGill University.

The machine runs automatically; first the sawdust goes through a drying process by having all the excess of heat contained in the burned gases forced through the sawdust in a drying kiln. This dried dust is carried by an elevator to the top of the retort, and by means of an automatic feed is supplied to the machine as quickly as it is required. The retort is an upright iron cylinder, between 15 and 20 feet high, and about 3 feet in diameter, surrounded by brickwork. Within the retort are a series of hoods on a central hollow revolving axle, which has perforations under the hoods. The various gaseous products escape through the lower end of the retort, where the liquid products are condensed and separated, escaping through two outlets. At one passes off a mostly wood creosote, which can be utilized for a variety of purposes, and from the other crude pyroligneous acid, from which can be prepared wood alcohol, acetic acid, and various other products. The gases pass through a purifying process, and after being highly heated are forced through the sawdust as it passes down the retort. The excess of gases pass into the furnace, supplying heat, which is practically sufficient to carbonize the sawdust in the retort. The carbon prepared from the sawdust passes out through an opening for the purpose in the lower end of the retort. Carbon derived from this source, owing to its density and purity, is superior, and produces what is known as charcoal iron, which commands the highest price in the market. Calcium carbide, derived from this source of purified carbon, is worth from $60 to $70 per ton. As the mills in the neighborhood of Ottawa produce about 900 tons of sawdust per day, it is easily understood that, if the hopes of the experimenters are realized, Ottawa will reap enormous benefits.

## "WANTED AND FOR SALE."

Persons having for sale or wishing to purchase a particular lot of lumber, a mill property, timber limits, second hand machinery, etc., in fact, anything pertaining to lumbering operations, will find a buyer or seller, as the case may be, by placing an advertisement in the "Wanted and For Sale Department" of the Canada Lumberman Weekly Edition. Testimonials to the value of this department by those who have given it a trial state that the results of advertisements were frequently better than anticipated; the cost is comparatively small. Mill owners might, with profit to themselves, make use of this method of advertising their stock to a still greater extent.

# THE RETAILER AND Wood-Worker

## UNIQUE SPECIMEN OF WOODWORK.

AFTER sixteen years of labor, off and on, Llewellyn Cunningham, of 184 Adams street, Dorchester, N.B., has recently completed a table which stands unique as a specimen of handiwork with carpenters' tools. When it is stated that in the construction of this piece of furniture the maker has utilized over 160,000 separate pieces of wood, the reader will have a slight idea of the magnitude of the task. It is not alone in this, however, that the interest in the table lies, for included in the immense number of pieces worked into its construction there are 270 different species of wood, from all parts of the world, as well as relics from railroad disasters, floods, big fires, battle-fields and old government ships, and others commemorative of important events.

Mr. Cunningham began work on the table in 1882, then having considerable leisure at his disposal, and from that time until the present he has worked a few hours each day upon the affair. During all these years he has kept strict account of the hours so spent, and he reckons them at 3,692. The result is that in its completed state the table is not only ornamental, but useful as well. By Mr. Cunningham's ingenuity, patience and perseverance, he has worked every piece together, however small, into odd and striking designs, which are inlaid on the top, bottom and legs. The central design in the top is a checker board, which contains the largest pieces to be found in the table. These are 1½ inches square. The finest work, into which are worked the smallest pieces, figures about 1,200 of them to the square inch. Of the various soft woods, a very small piece of each has been utilized. Of the hard and rare woods many pieces of the same kind were used. These woods were obtained at considerable expense and labor, and came from every state and territory in the United States, as well as from Nova Scotia, New Brunswick, Prince Edward Island, Cape Breton Island, British Columbia, Quebec, Manitoba, Mexico, Chile, Peru, the Andes Mountains, Bolivia, United States of Columbia, Honduras, Venezuela, the Guianas, Ecuador, Brazil, Argentina, Rio de Janeiro, Trinidad, Russia, China, Japan, Siberia, Asia Minor, Turkey in Asia, Constantinople, Austria, Hungary, Prussia, Poland, Sweden, Lapland, Italy, France, Spain, Portugal, England, Ireland, Scotland, Norway, Greece, Cyprus, Sicily, Sardinia, Borneo, Sumatra, Singapore, Arabia, Persia, Madagascar, Liberia, Australia, Zanzibar, Africa, Cairo, Tasmania, Sandwich Islands, Society Islands, Samoa, Cuba and Porto Rico.

Among the many important events from which relics are worked into its construction are the railroad disaster at Ashtabula, Aug. 29, 1876; Spuyten Duyvel, Jan. 13, 1882, and the Quincy wreck, Aug. 19, 1890; also the big fires of Portland, Me., in 1860; Chicago, in 1871; St. John, N.B., in 1877; Boston, in 1872, and Seattle, Wash., in 1889, and the floods of Mill River, 1874, and Johnstown, in 1889.

Other interesting souvenirs are from the old government ships Ohio and Merrimac; a piece of the Benedict Arnold house in New Haven, Ct.; a piece of the Judges' cave and the old Yale fence in the same city; a piece of shrub near Ledyard monument on the hill opposite New London; a piece of the old Liberty elm, Boston, and the old Washington elm, Cambridge; a piece of a wrecked car at the Pittsburg riot in 1877; a piece of the stock of a rifle shot off at Gettysburg, July 1, 1863, and a piece of the deck load of the barkentine Herbert Fuller, when she lay in Halifax harbor.

## MAKING FIGURED VENEER.

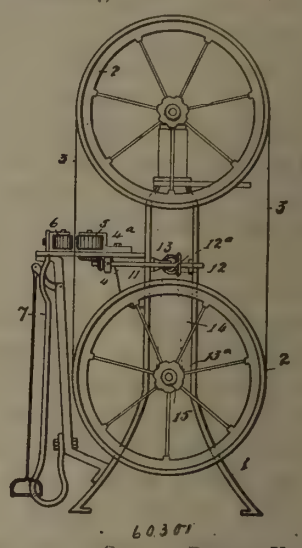
THE Timber Trades Journal, of London, England, gives out the formula by which a curious yet beautifully figured piece of veneer is now being made. It is difficult to secure figured wood which can be thoroughly relied upon, but by this method a figure is artificially produced with the certainty of securing a very effective result. The process has mainly been applied to Italian walnut. An ordinary log is first cut into veneers of perhaps thirty to the inch. These veneers are then glued together and pressed into a corrugated steel mould until a solid block several inches in thickness is secured, which is of a corrugated shape. From this block veneers are then cut, so that in each leaf of the new veneer the figures and marking of some eight others are intermingled, and a sort of fine tortoise-shell figure is produced. The effect is said to be strikingly beautiful, and there is little or no evidence in the veneers of how they were produced.

## DEMAND FOR DOVE-TAILING MACHINES IN FRANCE.

THE United States Consul at Nantes, France, writes:—"One of the leading business men of Nantes informs me that certain American wood-working machines used in dove-tailing lumber for packing cases would find a market here. The gentleman was unable to give the name of the manufacturer, or the exact name of the machine, but said he saw them working in England, and that they did their work neatly and rapidly. An immense amount of lumber is constantly used here in making the cases in which small sardine boxes and packages of conserves are packed for shipment. Not only could the machine be used in Nantes in dove-tailing lumber for boxes, but also at Brest, Lorient and Concarneau, where other large sardine factories are located, and at Samur, where quantities of fine wines are packed for shipment. Thousands of cases are also used by the extensive biscuit factories of Nantes. Manufacturers wishing to place the machines on the market in this part of France will do well by corresponding with Mr. Edward Kerr, 3 rue Gresset, Nantes." Here is an opening for Canadian manufacturers of wood-working machines.

## PATENTS FOR WOOD-WORKING MACHINERY.

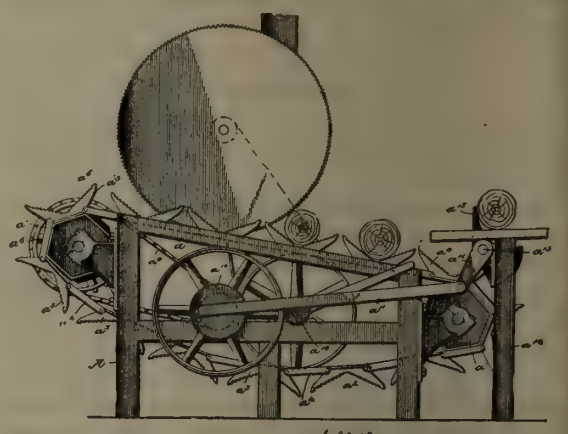
PATENTS have recently been granted in Canada for the following wood-working devices:




MACHINE FOR SAWING BARREL HOOPS.

Patentee: T. C. Seekel, Bay City, Mich., granted June 13th, 1898; 6 years.

CLAIM.—In a machine for sawing barrel hoops from poles, having a band saw with a horizontal swing table and a yielding whip roller, flexibly mounted, combination feeding and guiding mechanism, consisting of a vertical guide roller at the side of the saw and substantially on the same transverse line with the saw teeth and the axis of whip roller, together with means of rotating said roller at a speed proportional to the speed of the saw, the roller being mounted on a line with the teeth of the saw, and forming a fulcrum about which to swerve the pole in feeding.




WOOD SAWING MACHINE.

Patentee: Samuel W. Butterfield, Three Rivers, Que., granted 13th June, 1898; 6 years.

CLAIM.—In a log sawing machine, comprising a frame, drums mounted on each end of frame, a series of log carrying chains mounted on said drums, and having movement thereon, said chains being adapted to carry a log into and past the movement of a saw, and an automatic log releasing device adapted to place the logs on said chains singly. The log carrying chain comprises a series of log carrying links, and a series of connecting bars arranged alternately; a link having a V-shaped opening, and log engaging teeth extending inwardly from the sides of said opening, the chains being arranged in a manner to retain the portions of the log after being sawed.

Readers of THE LUMBERMAN who contemplate enlarging their mill, or purchasing new machinery of any kind, are asked to advise us of their requirements. Such information is greatly appreciated.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.*

VOL. IV. TORONTO, ONT., NOVEMBER 2, 1898 No. 41.



## CANADA LUMBERMAN

PUBLISHED BY

**The G. H. Mortimer Publishing Co'y of Toronto, Limited**

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING,
MONTREAL.

**Weekly Lumberman,** published every Wednesday Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.



LUMBERMAN'S

VEST-POCKET

INSPECTION BOOK

Containing Rules for the Inspection and Measuring of Pine and Hardwood Lumber in the leading markets of Canada and the United States. Embracing also many useful tables and calculations of everyday service to lumbermen.

*Prepared by the Editor of the 'Canada Lumberman."*

Toronto, Canada
C H. MORTIMER, Publisher
1895

THE above is a fac smilie of the title page of the latest and most complete Lumber and Inspection Book published.

We shall be pleased to send you a copy on receipt of four 3 cent Canadian postage stamps

THE CANADA LUMBERMAN,
*Toronto, Canada*


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type; 12 lines make one inch. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

### POSITION WANTED.

A MAN OF 32, FIFTEEN YEARS' EXPERIence in office, road and wholesale yards, wants position January 1st. BOX 75, CANADA LUMBERMAN.

### LUMBER WANTED.

WE WANT FROM ONE TO TEN CARS OF No. 1 Basswood 1 to 2 in. thick, plump 12 ft. long; from one to twelve cars of Soft Elm 1 to 3 in.; from one to twenty cars of Birch 1, 2, 2½, 3, 4 and 5 in. thick, log run; from one to fifteen cars of No. 1 straight grained Rock Maple 1 to 2 in. thick, 8, 16 or 24 ft. long. Will send man to mill to inspect lumber and pay cash for same. Address, "WHOLESALE LUMBER," P. O. Box 862, Bangor, Me.

## AUCTION SALE

# Timber Limits

THE UNDERSIGNED WILL OFFER FOR SALE BY PUBLIC AUCTION, at the Russell House in Ottawa, on

**WEDNESDAY, THE 30TH NOVEMBER, 1898,**

at 2.30 p.m., the following timber limits:

### PARCEL NO. 1.

Berths No. 388 and 389, situated on Big Lake, River Dumoine, in the Province of Quebec, containing one hundred square miles. This limit fronts on Big Lake and the River Dumoine for 20 miles and is well watered with improved creeks, making it a cheap country to work. There is a good depot and farm on the limit, and shanty rigging and provisions to the value of about $10,000, which purchaser will be required to take as per inventory, along with the limit.

### PARCEL NO. 2.

Berths No. 343, 344, 205, 233 (or Berth A) and 234 (or Berth B), situated on the River Coulonge, in the Province of Quebec, containing 245 square miles. The Coulonge River runs through these berths. They are well watered with creeks, which are nearly all improved and which render these limits easily worked. There is a good depot and farm on them, and shanty rigging and provisions to the value of about $9,000, which will have to be taken by the purchaser as per inventory.

### PARCEL NO. 3.

Part of Township of Brougham and of Township Bagot, on Madawaski River, in Province of Ontario, containing 37¼ square miles.

### PARCEL NO. 4.

Part of Townships Papineau and Cameron, on Ottawa River at Mattawa, containing 24½ square miles.

All these limits are held by the vendors under renewable licenses or leases from the Commissioner of Crown Lands for the respective provinces, upon terms and conditions mentioned and set forth in the licenses or leases or under the usual provisions set forth in the statutes, orders in council and regulations in that behalf.

The inventories of plant, live stock and supplies will be exhibited at the time of sale or at any time upon application to the vendors, and purchasers shall take such plant, live stock and supplies with respective limits at the inventory's price, subject to deduction of such articles as are consumed, lost or non-deliverable.

The depots, barns, buildings and farms on these limits are upon unsurveyed territory; the titles of which are still vested in the Crown, and the vendors will sell only such right and title thereto as they may possess, and it shall go and belong with the limits on which they are respectively situated.

Each parcel will be offered for sale separately and subject to the terms and conditions of sale, which will be made known at the time of sale.

Dated at Ottawa this 30th day of September, 1898.

W. H. LEWIS, Auctioneer.
WILLIAM MASON & SONS, Vendors.

### WANTED.

FROM 1 TO 20 CARS OF CANADIAN WHITE Pine, from 1 to 3 inches thick, square edge, undressed. Quote lowest price f.o.b. cars, Bangor rate of freight. Address, C. & T., Box 862, Bangor, Me.

### FOR SALE.

FIRST CLASS WATER POWER SAW MILL on good sized stream, convenient to G. T. R. Capacity 20 M per day. Would give purchaser contract of cutting ½ million feet or over next season. Plenty of timber available for years. Good reasons for selling. Address, Box 94, Powassan, Ont.

### WANTED.

WE WANT TO CONTRACT WITH RELIABLE parties to cut this fall and winter, and saw in dimensions as required, ready for shipment next season, from 100,000 to 1,000,000 ft. of Birch, Maple, Beech, Ash, Elm, Oak and Basswood. For full particulars, terms, etc., write to "WHOLESALE LUMBER," P O. Box 862, Bangor, Me.

### WANTED.

TO CONTRACT WITH SOME GOOD RELIable company to run saw or shingle mill by the thousand. Ten years' experience with band mills (expert band filer by trade); good general mill man from engine to saws; experienced with hard and soft wood sawing; capable and reliable. Highest references on application, from U. S. and Canadian companies. Address "HUSTLER," c/o CANADA LUMBERMAN.

### WANTED.

1STS AND 2NDS AND CLEAR STRIPS SECOND growth Hickory, 12 feet long; good, common and better Basswood, 7-inch and wider; any length Brown or Black Ash all thicknesses, common and better or 1sts and 2nds; Birch, all thicknesses, 1sts and 2nds and common, in any quantities, even car loads. Quote lowest cash price and name point of delivery. Address "HICKORY," care of CANADA LUMBERMAN.

### CURRENT TRADE CONDITIONS.

#### ONTARIO.

Unfavorable weather during the last few days of October interfered with outside building work, and caused a diminution in the consumption of lumber in country districts. In cities the requirement is largely for finishing material, as most buildings are now nearing completion. It is worthy of note, however, as showing a degree of prosperity, that even at this late season of the year, new buildings, including factories, warehouses, dwellings, etc., are being commenced in Toronto and other cities. This in a large measure accounts for the increased local demand for lumber that has been experienced this fall. Another factor is the increased activity of our industrial establishments, many of which use more or less lumber in their operations. The lumber trade of the past week has developed no new features. Some export trade is doing in pine, pine and cedar shingles are selling liberally at good prices, and hardwoods are becoming scarcer as the season advances, elm and ash receiving more attention than the other woods. These are being purchased for export, while at the same time they are wanted for local industries. It is not surprising, therefore, that the tendency of prices is to advance.

#### QUEBEC AND NEW BRUNSWICK.

A few lumber-laden vessels are yet to leave the St. Lawrence this fall, but the season will be practically over in another week. The Quebec market is by no means firm, and it is quite possible that a smaller cut of logs than usual will be made this winter. Prices have not improved, and stocks of inch lumber and three-inch deals, cut for the European market, are heavy. In some localities a very good trade is doing in cedar shingles, while of the hardwoods ash and basswood are leading. It is yet too early to speak of the export trade of 1899, although it is reported that some vessels have been chartered for first open water sailing at 43s. 9d. to England, from Montreal, Saguenay and St. Thomas. The outlook in New Brunswick and Nova Scotia, although not all that could be desired, seems to be improving. Stocks of lumber have passed out of manufacturers' hands better than was anticipated earlier in the season, and with a restricted log input this winter, which operators have apparently decided upon, there is reason to expect that the market will fully recover itself by next spring. The experience of the past year has served as a lesson to manufacturers and exporters alike, and it is hoped that a repetition of the heavy export, and consequent depression of business, will not occur again for many years to come. No shipments of any account are now being made either to Great Britain or the United States.

#### UNITED STATES.

There is a moderate movement of pine towards the Eastern States, but freight rates from Duluth and Superior are now so high that arrangements are being made for storing the lumber purchased until next spring. The winter stocks at Buffalo and Tonawanda will not be heavy, and will be well moved off before the winter is gone. At Albany there are smaller stocks than usual, and more activity in trade is reported, the chief requirement of nearly all the eastern markets being box grades. No improvement in the spruce trade can be recorded. The reports relative to the hardwood trade confirm what has already been said, that stocks are exceptionally light, and those who have any supply of elm, ash and maple are realizing good prices. Firmness also characterizes the shingle market, the holdings of wholesale dealers being almost nominal.

#### FOREIGN.

Railway work in China is creating a heavy demand for lumber and timber, to the advantage of Canadian mill owners. Some large shipments have been made from the Pacific coast, and other contracts have, it is learned, been placed. China and Japan are growing markets, worthy of the attention of Canadian exporters.

Reports from the importing centres of Great Britain tell of a sharp falling off in imports and a disposition of the market to strengthen. On the Bristol channel and in Ireland spruce is moving quite freely, and with stocks none too heavy in these districts, higher prices are looked for. St. John deals are quoted at 65s. to 67s. 6d. per standard c.i.f. The high freight rates have improved the position of holders of stock, as some charters made for this fall will be carried over until next spring. The opinion is advanced that prices will improve with the turn of the year, but in view of the heavy stocks of Canadian goods, we do not look

for any general improvement. Spruce will no doubt recover to some extent, and certain hardwoods may gain strength. Although somewhat early, we learnthat one or two contracts for next season's supply of wood goods have been placed, at prices favorable to shippers. Some charters have also been made for deals from the St. Lawrence, for f.o.w. sailing.

### STOCKS AND PRICES.

The saw mill of Messrs. Galbraith at Parry Sound, Ont., will run all winter, cutting hardwood lumber.

Cross & Ewing, of Marbleton, Que., are making arrangements for water power at Lime Ridge, for the purpose of manufacturing pulp wood.

White oak lumber from Richmond, Virginia, is being used to some extent in the construction of the new C. P. R. elevator at St. John, N.B.

Shingles are good property at Manistee, Mich. Sales of one and two million lots are common, and prices are advancing. A sale of 2,000,000 of the cedar variety, at $2.10 delivered, is noted.

The saw mill of the Holland & Emery Company at Byng Inlet, Ont., will close down about the 15th of November. They have had a very successful season, their cut amounting to about forty million feet.

Alex. Wood, of Parry Sound, Ont., has taken a contract to get out a considerable quantity of saw logs for Wm. Beatty. The Parry Sound Lumber Co. has given contracts to Richard Robinson and Wm. Argue to strip certain lots.

Albany dealers anticipate a further advance on common and box lumber before the close of navigation. Common lumber of all sorts sells freely, shippers are not plentiful, and there is comparatively little No. 2 shelving and coffin boards.

Donald Fraser & Sons, of Fredericton, N.B., have made their first shipment of box shooks to Glasgow, Scotland, and have also received and accepted an order from Liverpool for a consignment to be sent to that port as soon as practicable.

It is said that J. & T. Charlton will cut about 10,000,000 feet of logs at White Fish River, Ont., this winter, with the intention of rafting them to Michigan next season. About 6,000,000 feet of logs belonging to the same firm will be wintered over at Cheboygan, Mich.

From replies received by the Ontario Crown Lands Department, it has been estimated that the cut of logs on the Georgian Bay shore this winter will be about 500,000,000 feet. This is exclusive of the logs cut on the Indian reserve, which are under Dominion control.

During a severe storm at Chatham, N. B., recently, about 1,000,000 feet of timber broke loose from the south-west booms. The Masterman pulp mill, Hutchinson, Richards and Snowball booms also broke, allowing a large quantity of timber to get loose, some of which has been recovered.

A Vancouver, B. C., exchange says: After loading ten days at Moodyville, the eamer Ragnar went to sea this afternoon. She had on board over a million feet of assorted lumber for Russian railway work in the Orient. She is bound for Taku, China. The barque Elwell is also loading lumber at Moodyville for Oriental work.

In addition to a winter camp at Deer Bay limit, below Buckhorn, where large quantities of hardwood were cut last season, J. M. Knowlson, of Lindsay, will this winter have a second camp on a limit at Squaw river, near Little Ball Lake, recently purchased from Chas. Fairbairn.

At Buffalo an active demand for box and mill cull pine continues, and prices are firm at the advanced quotations. High grade pine is rather dull. Enquiries are numerous for low grade 18 inch shingles. This shortage cannot be met by red cedar shingles, on account of freight charges.

A Bangor, Maine, despatch says: In the past few weeks there has been an advance of about 50 cents per M. in the price of spruce lumber, and, as is usual in the fall months, the demand has increased somewhat. Freights have also recovered part of the decline of last summer, the prevailing rates being $1.62 to Boston, $1.87 to the Sound, and $2.12 to New York.

McPherson Bros. & Stout, of Greenwood, B.C., have an extensive timber contract for the Robson-Penticton railway. The contract includes the greater part of the bridge timbers and ties to be used on this new road, amounting to 5,000,000 feet of lumber and 175,000 ties. The saw mill installed some 20 miles out has nearly finished the work at the present location, and will soon be moved a few miles further to the new town of Gladstone, where it will probably be located all winter.

The statement of timber culled to October 25th, for three years past, as furnished by James Patton, Supervisor of Cullers at Quebec, is as follows:

| | 1896. | 1897. | 1898. |
|---|---|---|---|
| Waney white pine | 2,804,369 | 4,310,682 | 1,903,148 |
| White pine | 313,267 | 832,557 | 1,062,157 |
| Red pine | 50,609 | 210,704 | 239,512 |
| Oak | 1,119,038 | 1,448,960 | 1,072,588 |
| Elm | 416,625 | 662,577 | 474,194 |
| Ash | 83,723 | 13',435 | 35,164 |
| Basswood | 728 | 25 | ..... |
| Butternut | 327 | 673 | 955 |
| Tamarac | 138 | 396 | ..... |
| Birch and maple | 252,424 | 271,176 | 112,500 |

Following are current quotations for Canadian lumber ex quay at west of England ports:

| | Per Foot. |
|---|---|
| Quebec white pine, square wood | 1s 4d to 2s 9d |
| " " waney board | 1s 11d to 3s 6d |
| Red pine | 1s 2d to 2s 6d |
| Oak, 1st quality | 2s 9d to 3s 6d |
| " 2nd quality | 1s 4d to 2s 6d |
| Elm | 1s 7d to 2s 1d |
| Ash | 1s 6d to 2s 3d |
| Birch, St. John | 1s 2d to 2s 0d |
| " Quebec | 1s 3d to 2s 6d |
| " Nova Scotia | 1s 0d to 1s 8d |
| Birch planks | 0s 9d to 1s 3d |

| | Per Std. £ s. | £ s. |
|---|---|---|
| Quebec pine deals, 3 x 11 and under: | | |
| 1st quality | 20 0 | to 25 0 |
| 2nd quality | 15 10 | to 17 0 |
| 3rd quality | 9 5 | to 10 10 |
| Spruce deals, St. John, &c., 7-in., 9-in., and 11-in | 5 17½ | to 6 10 |
| Spruce deals, Nova Scotia, &c., 7-in., 9-in., and 11-in | 5 10 | to 6 0 |
| Spruce boards, &c | 5 5 | to 6 0 |

### SALE OF QUEBEC TIMBER LIMITS.

PRICES REALIZED MUCH ABOVE THE AVERAGE.

The most successful sale of Crown timber lands yet held by the province of Quebec took place on October 27th at the Department of Woods and Forests, Quebec. Mr. Blouin, Superintendent of Woods and Forests, conducted the sale. There were over one hundred persons in attendance, and at times the bidding was lively, though at others somewhat slow. Although several lots were withdrawn because the upset prices were not reached, the total amount realized by the sale was about $120,000. By far the largest purchaser was Mr. H. A. Melville, representing the Shawenegan Water Power Company. The value of his purchases amount to close upon $50,000.

The lowest upset price was $25, but in the majority of instances it was $50 and $75. Still there were others of $100, $150, $200, $225, and even one of $300 per mile, but few of them were realized. These high prices were mostly asked for limits on the Ottawa river, though the last mentioned and largest was for the Mistassini river and Sheldrake No. 1, 32¾ miles, in the Saguenay district. It was not reached. The best bidding was in the case of lot No. 4, of twelve miles in Duquesne township, West Rimouski, which started at $30 per mile and reached $140, Messrs. Price Bros. and Napoleon Adam being the rival bidders.

The official designation of the lots sold, with the number of miles in each, names of purchasers and amount paid per mile, are as follows:

ST. MAURICE AGENCY.

St. Maurice river, No. 10 east, 47 miles, J. A. Rousseau, $78.

Trenche river, No. 1 west, 24 miles; Trenche river, No. 2 west, 50 miles; Trenche river, No. 2 east, 40 miles, all to H. A. Melville, at $76.

Mattawin river, No. 10, 48 miles, H. T. Melville, $101.

Rear River du Milieu, 29 miles, H. A. Melville, $106.

Rear St. Maurice, 13 west, 25 miles; rear St. Maurice, 14 west, 40 miles; rear St. Maurice, 15 west, 50 miles; St. Maurice, 13 west, 50 miles; St. Maurice, 14 west, 50 miles; Bostonnais, 4 north, 25 miles; Bostonnais, 4 south, 50 miles; Bostonnais, 2 south, 50 miles; Bostonnais, 3 south, 50 miles, all to H. A. Melville at $51.

Croche, 4 west, 50 miles; rear Croche, 4 east, 50 miles; rear Croche A, 40 miles; rear Croche B, 50 miles, all to H. A. Melville at $76.

OTTAWA RIVER.

Lot No. 595, 32 miles; Jos. Bourque, $128.
No. 607, 22 miles; Jos. Bourque, $125.25.
No. 608, 26 miles; Jos. Riopel, $151.
No. 609, 11 miles; Jos. Riopel, $155.

LE PECHE RIVER.

No. 525, 16½ miles, R. J. Davidson, at $53. No. 524, 11¼ miles, Mr. Davidson, $27.

LOWER OTTAWA.

River Rouge, South L, 43 miles, and River Rouge, South M, 42 miles, both to E. B. Eddy, $102.

Wentworth Township, No. 3, 6¾ miles, Mr. E. T. Porcheron at $1.53.

UPPER OTTAWA.

Block A, Range 4, north half, 25 miles, Jos. Bourque, $50.25.

South half, No. 8, 25 miles, Jos. Bourque, $62.

MONTMAGNY.

Rolotte and Roux Townships, Moose River, 37 miles, Price Bros., 66.

Lafontaine Township, 17⅓ miles, Napoleon Adam, $29.

Roux Township, 7¾ miles, H. Atkinson, $78.

Mailloux Township, 13¼ miles, Price Bros. & Co., $77.

Ashburton Township, 3⅓ miles, Napoleon Adam, $62.

Talon Township, 3¼ miles, Mr. Kilburn, $90.

GRANDVILLE AGENCY.

Armand Township, No. 2, 10 miles, Chas. Macdonald, $50.25.

Armand No. 2, 13 miles, Chas. Macdonald, $50.25.

Escourt Township, No. 3, 8⅝ miles, C. Macdonald, $50.25.

Parke No. 2, 9 miles, Geo. St. Pierre at $54.

Parke No. 3, 21 miles, Alexis Belanger, $51.

METAPEDIA.

Amantjish Township, No. 2, 18½ miles, Mr. Fenderson, $76.

EAST RIMOUSKI.

McNider No. 3, 7½ miles, Thos. Lebel, $31.

WEST RIMOUSKI.

Doquesne No. 3, 8 miles, Price Bros., $460.

Duquesne No. 4, 12 miles, Price Bros., $140.

Rimouski River, centre east, 10 miles, Price Bros., $75.25.

Rimouski River, centre west, 32 miles, Elz. Talbot, $138.

Lake Temiscouata, 3rd Range, Block 1, 26 miles; Block 2, 26 miles; and Block 3, 33 miles; all to C. Macdonald at $80.25.

Rear Rimouski River, No. 2, west, 18 miles, Price Bros. & Co., $100.

Macpes Township, 6 miles, Price Bros., $79.

WEST BONAVENTURE.

Meadow Brook (Patapedia River), 30 miles, Mr. Moffatt, $26.

ST. CHARLES.

141 West, 20 miles, William Power, $30 per mile.

143, 18 miles, Price Bros., $41.

SAGUENAY.

River Manicouagan, No. 2 west, 40 miles, J. B. Renaud & Co., $35.25.

River Manicouagan, No. 5, 56 miles, J. B. Renaud & Co., $115.25.

Malbaie River, No. 1, 27 miles, Bazile Neron, $26.

St. John River, No. 1, 24 miles; No. 2, 24 miles; No. 3, 23 miles, and No. 4, 18 miles, all to H. M. Price at $25.25.

Laval Township, 1 mile, Chas. Belanger, $51.

NORTH OF LAKE ST. JOHN.

First Range, lots No. 4, 26¼ miles; No. 5, 26¼ miles; No. 6, 38¾ miles. Second range, lots No. 1, 17 miles; No. 6, 36½ miles; and 3rd range, lot No. 1, 17 miles; all to B. A. Scott at $25.25.

Lot No. 7, 26¼ miles and lot No. 8, 18¾ miles, to D. R. McLeod at $30.25.

### SHIPPING MATTERS.

The ship Coringa has been chartered to load lumber at Yarmouth, N.S., for Buenos Ayres, at $8.50. The bark Lovisa will load at Tusket, N.S., for same port at $8.75.

Freights from St. John, N.B., rule about as follows: To New York, $2 to $2.25; Boston, $1.75; South Port, $2; W. C. England, 42s. 6d. to 45s.; Barbados, $5; Buenos Ayres, $11.50; Rosario, $12.50.

A deputation from the Montreal Board of Trade recently conferred with the managers of the Grand Trunk and Canadian Pacific Railways with respect to the extension of the term of summer freight rates from the 15th to the 30th of November. The companies absolutely refused to grant the request.

JOHN TREAT, Pres. CHAS. B. TREAT, Sec. and Treas.
The Largest Establishment of the kind in the World.
VANCEBORO MANFG. CO'Y WOOD TURNINGS of every description.
Directors: John Treat, Chas. B Treat, Eugene F. Hersey, Chas. D. Whittier. ENFIELD, MAINE.

WANTED
Black Ash, all thicknesses.
1-inch Red Oak.
Inch Butternut, Mill Run.
Hard Maple, all thicknesses.
State quantity and price.
JAS. G. CANE & CO.,
35 Adelaide St. E., Toronto, Ont.

Sieveking, Podmore & Co.
WOOD AGENTS
7 CROSBY SQUARE, LONDON, ENG.
Cable Address: "Sieveking," London. Branch at LIVERPOOL.

H. D. WIGGIN 89 STATE ST., BOSTON, MASS.
will inspect at mill and PAY CASH for
LOG RUN
Elm, Ash, Bass and other Hardwoods
CORRESPONDENCE SOLICITED.

JOHN MCKERGOW, President. W. K. GRAFFTEY, Managing Director.
THE MONTREAL LUMBER CO.
(Limited.)
WHOLESALE LUMBER
OTTAWA PINE A SPECIALTY
Office and Yard: 208 Guy Street,
Bell Telephone 8576. MONTREAL

ORILLIA EXPORT LUMBER CO.
ORILLIA, ONT.
Wholesale Pine and Hardwood
Lumber Dealers
Cabinet Woods, Including Mahogany, A Specialty.
CORRESPONDENCE INVITED QUOTATIONS GIVEN

SWAN-DONOGH LUMBER CO.
WHOLESALE LUMBER DEALERS.
North Tonawanda

Do You Use Mahogany?
If so don't buy until you have seen or inquired about our now famous . .
TABASCO MAHOGANY
Finest figured wood on the market; is hard and takes elegant finish. Brings highest prices in Europe, but we sell here about same prices as ordinary mahogany. Specially adapted for fine cabinet and interior finish . . . . . .
LAWRENCE & WIGGIN
Importers and Manufacturers BOSTON, MASS.

## LUMBER FREIGHT RATES.

### CANADA ATLANTIC RAILWAY.

Lumber freight rates on the Canada Atlantic Rail way are as follows: Ottawa to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse and Rome, $2.20 per M ft ,(3,000 lbs. and under per M ft.); Ottawa to Montreal, $1.00 per M ft.; Quebec, $2.00; Arnprior to Montreal, $1.50 per M; Quebec, $2.50; Parry Sound to Montreal, $3.00 per M ft.; Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. Arnprior to New York, track delivery 17 cts. per 100 lbs., lightered 19 cts. per 100 lbs. Parry Sound, track, 20 cents, lightered, 22 cents per 100 lbs.; Ottawa to New York, via Albany and Williams Line, seasoned pine lumber and shorts, in lots 50 M feet and over, $3.00 per M; under 50 M feet, $3.25 per M; from Arnprior, lots over 50 M feet, $3.50; under 50 M feet, $3.75 per M; from Parry Sound, lots 50 M feet and over, $4.00 per M; seasoned lath from Ottawa, lots 250 M pieces and over, 55 cents per M pcs.; lots under 250 M pcs., 60 cents per M pcs.; from Arnprior, lots 250 M pcs and over, 65 cents per M pcs.; under 250 M pcs., 70 cents per M; from Parry Sound, 80 cents per M pcs., lots 250 M and over; (rates named on lots under 50 M feet lumber and 250 M pcs. lath subject to extra towage) Rates on 50 M feet lumber and over and 250 pcs. lath are applicable to all points in New York city excepting points above Madison avenue bridge in Harlem river, to all points in Brooklyn, and to Jersey City proper; Ottawa, Rockland and Hawkesbury to Boston and common points, local 15c.; exports 11c. per 100 lbs.; Arnprior to Boston and common points, local 17 cents; export 13 cts. per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cts. per 100 lbs.; Ottawa, Rockland and Hawkesbury to Portland, &c., 15 cts.; Arnprior to Portland, 17 cts.; Ottawa to Burlington, 6c. per 100 lbs.; Ottawa to Albany, 10 cts. per 100 lbs.; Arnprior to Albany, 12 cts. per 100 lbs.; Parry Sound to Albany 17 cts. per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N.Y., 13 cents per 100 lbs, from Arnprior 15 cents, rom Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 21 cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

### GRAND TRUNK RAILWAY.

Lumber freight rates for pine on the Grand Trunk Railway, according to the tariff issued 15th February, 1897, will be found below. General instructions in shipping by Grand Trunk are embodied in these words in the schedule: Minimum we ght 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination. For instance, the rates from Orillia to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Gravenhurst to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, and the rates from Hanover or Hepworth would not be higher than from Wiarton to the same destination, but in no case are higher rates to be charged than as per mileage table published on page 15 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale Sundridge and South River, to Toronto, 8c.: Trout Creek, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 10c. The rates on hardwoods average about from 1c. per 100 lbs. higher than on pine and softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On spruce and balsam (partly seasoned) for pulp manufacture, the rate from Longford, Wiarton, Penetang, Coldwater, Waubaushene, Victoria Harbor, Haliburton, Kinmount, etc., to Toronto, is $2.20 per cord; and to Merriton and Thorold, $2.60; Katrine, Callendar, North Bay, etc., to same points, $2.45 and $2.60 respectively; Beeton, Allandale, Orillia, etc., $2.20 and $2.60. On green spruce and balsam the rate is 25 per cent. higher.

### CANADIAN PACIFIC RAILWAY.

Mr. George A. Fowler, lumber agent C.P.R, writes as follows under date of February 14th, 1898: "The rates at present in effect to Toronto and Hamilton are as follows: Pine and soft woods from Klock, Mattawa, Bonfield, North Bay, Sturgeon Falls, Cache Bay and Warren, 9 cents; from Sudbury Jct, Rayside and Chelmsford, 10 cents; from Cartier and Geneva Lake, 10½ cents; from Biscotasing, White Fish, Massey, Cutler, Spragge and Algoma, 12 cents per 100 lbs. The rates on hardwood are one cent per 100 lbs. higher than those on pine. From Ottawa, Hull, Aylmer and Dechenes Mills, also Arnprior, Braeside and Pembroke, to Toronto the rate is 10 cents both on pine and hardwood. From Ottawa, Hull, Aylmer and Deschenes Mills to station on the Lake Erie and Detroit River, Erie and Huron and Michigan Central railways, specified in special lumber tariff, the rate is 14½ cents on both pine and hardwood. The above rates are based on a minimum of 30,000 lbs. per car."

"Taking effect March 21st, 1898, the rates on seasoned lumber to New York, Brooklyn, Jersey City, etc., via Albany, thence via water, will be as follows: From Ottawa Ont., Aylmer and Deschenes Mills, Que.—pine and shorts, in lots 50 M few and over, $2.50; under 50 M feet, $3.25; hardwood, lots 50 M feet and over, $4; under 50 M feet, $4.25; lath, 250 M pieces and over, 50c. per M pieces; under 250 M pieces, 60c. per M pieces. From Carleton Junction—pine and shorts, lots 50 M feet and over, $2.75; under 50 M feet, $3.50; hardwood, 50 M feet and over, $4.25; under 50 M feet, $4.50; lath, 250 M pieces and over, 55c. per M pieces, under 250 M pieces, 65c. per M pieces. From Arnprior and Braeside—pine and shorts, lots 50 M feet and over, $3.00; under 50 M feet, $3.75; hardwood, 50 M feet and over. $4.50; under 50 M feet, $4.75; lath, 250 M pieces, 60c.: under 250 M pieces, 70c. per M pieces. From Pembroke—pine and shorts, 50 M feet and over, $3.25; under 50 M feet, $4; hardwood, 50 M feet and over, $4.75, under 50 M feet, $5; lath, 250 M pieces and over, 65c.; under 250 M pieces, 75c. per M pieces. The minimum carload of lumber is 10,000 feet and lath 50,000 pieces."

"The summer rates to Montreal go into effect April 1st, and will be as follows: From Ottawa—softwood lumber, $1 per M feet; hardwood and dimension timber, 4c. per 100 lbs.; lath, 20c. per M pieces. From Carleton Junction, seasoned softwood lumber, $1.25 per M feet; hardwood lumber and dimension timber, 5c. per 100 lbs.; lath, 25c. per M pieces. From Arnprior and Braeside—softwood lumber, $1.50 per M feet; hardwood lumber and dimension timber, 6c. per 100 lbs; lath, 30c. per M pieces.

"From Ottawa to Three Rivers and Quebec—softwood lumber, $2 per M feet; hardwood lumber and dimension timber, 8c. per 100 lbs.; lath, 40c. per M pieces. From Carleton Junction—softwood lumber, $2.25; hardwood lumber and dimension timber, 9c. per 100 lbs.: lath, 45c. per M pieces. From Arnprior and Braeside—softwood lumber, $2.50 per M feet; hardwood lumber and dimension timber, 10c. per 100 lbs.; lath, 50c. per M pieces.

"Ottawa rates apply from Hull, Aylmer and Deschenes Mills, Que. Montreal rates also apply to Mile End, Montreal Junction, Westmount, St. Luc Junction, St. Anne de Bellevue, and Vaudreuil. The rates on softwood lumber as above are intended to apply on lumber which will not exceed three thousand pounds per thousand feet, and on lath which will not exceed 600 lbs. per M pieces; excess over these weights will be charged for at rates in effect on dimension timber."


## CANADIAN EXPORTERS AND WHOLESALERS

THOS. MEANEY & CO.
103 Bay Street - TORONTO
WANT Hard Maple, Mill Run. Any Thickness.

JOHN HARRISON
MANUFACTURER OF
PINE AND HARDWOOD LUMBER
Short and Long Dimension Timber, in Pine, Hemlock, Cedar or Rock Elm.
Contractors Supplied. Inside Finish, &c.
Saw and Planing Mills: OWEN SOUND, ONT.
C. P. R. and G. T. R. Railways.
WRITE FOR ESTIMATES.

SPECIAL: FOR SALE About 600 M feet Inch Box and Sidings, Mixed Lengths.
Pine Bill Stuff cut to order. Sixteen Inch Pine Shingles always in stock.
Please write for Particulars.
HUNTSVILLE LUMBER CO'Y, Limited. - HUNTSVILLE, ONT.

THE PEMBROKE LUMBER CO. LIMITED
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT.

Wm. Mason & Sons
Dimension Timber, Lath and Shingles, Dressed Lumber, Mouldings, Sash and Doors.
LUMBER
Correspondence Solicited. - OTTAWA, CANADA - P.O. Box 1020. 'Phone 135.

Is it your wish . .
To Purchase or Sell as quickly as possible
A PARTICULAR LOT OF LUMBER
A MILL PROPERTY
SECOND-HAND MACHINERY
An Advertisement in the "Wanted" and "For Sale" Department of the . . .
CANADA LUMBERMAN WEEKLY EDITION
Will secure for you a Buyer or Seller, as the case may be. Address,
The Canada Lumberman
Toronto, Canada.

JAS. PLAYFAIR & CO.
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . .
MIDLAND, ONT.

A. & P. WHITE Manufacturers of and Dealers in.....
Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.
A Large Quantity of Dry Lumber in Stock - PEMBROKE, ONT.

CAR LOAD LOTS Basswood Flour Barrel Heading, Kiln-Dried, Planed and Turned, 17⅛ Diam.
.....FOR PARTICULARS WRITE.....
J. E. MURPHY - Hepworth Station, Ont.

ROBERT WATT • WIARTON
MANUFACTURER AND
WHOLESALE LUMBER
Pine Lath, Cedar, and Pine Shingles.
CORRESPONDENCE SOLICITED. HEMLOCK BILLS A SPECIALTY. Mills at Wiarton.

McLAURIN & MacLAREN
Lumber Manufacturers
Dimension Timber in White or Red Pine, Spruce, Hemlock, or Cedar.
PINE DEALS
Cedar Shingles, Cedar Ties, Posts and Poles, Pine Lath, Etc., Etc.
SHIPMENTS BY RAIL OR WATER. EAST TEMPLETON, QUE.

CANADA ATLANTIC RAILWAY
Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
W. P. HINTON, Ass't General Freight Agent, Ottawa.
R. A. CARTER, Contracting Agent; M. A. OVEREND, Foreign Freight Agent, 115 Board Trade, Montreal.
.... Shortest and Quickest Route from ....
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PARRY SOUND and all points on Grand Trunk Ry., TO BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
C. J. SMITH, General Traffic Manager, Ottawa, Ont.

KILN-DRIED BIRCH FLOORING SHEETING .. and .. CEILING Flooring from $12.00 Ceiling " 10.00 SAMPLES BY MAIL KNIGHT BROTHERS CO. Burk's Falls, Ont.

## FOREIGN EXPORTERS AND IMPORTERS

JAMES SMITH & BRO. - 14 Canada Dock, LIVERPOOL
. . Wood Agents . .
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax, N.S.

WRIGHT, GRAHAM & CO.
7 Royal Bank Place,
GLASGOW, SCOTLAND
WOOD BROKERS
Cable Address: "Brakridge," Glasgow.
Codes Used: Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of CANADIAN WHITE PINE AND SPRUCE, cut to all sizes—and all kinds of Hardwoods in Log Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

## BELTING
Fleming, W. A., Montreal, Que.
Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
McLaren, D. K., Montreal, Ottawa and Galt.
The Waterous Co., Brantford.
Young, J. S., Montreal.

## BRASS CASTINGS
City Brass Foundry, Hamilton, Ont.
Magnolia Metal Co., New York.

## DRY KILNS
Standard Dry Kiln Co., Indianapolis, Ind.

## ELECTRICAL APPARATUS
Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

## LUMBERMEN'S SUPPLIES
Eckardt, H. P. & Co., Toronto.
Gartshore, John, Toronto.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

## MACHINERY
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston Ont.
Carrier, Laine & Co., Levis, Que.
Darling Bros., Montreal.
Kennedy & Sons, Wm., Limited, Owen Sound, Ont.
Lancaster Machine Works, Lancaster, Ont.
Lloyd Manufacturing Co., Kentville, N. S.
Mershon, W. B. & Co., Saginaw, Mich.
Northey Mfg. Co., Toronto, Ont.
Payette, P. & Co., Penetanguishene, Ont.
Sawyer & Massey Co., Ltd., Hamilton, Ont.
Small & Fisher Co., Woodstock, N.B.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.
The Oxford Foundry & Machine Co., Oxford, N. S.
The Defiance Machine Works, Defiance, Ohio, U.S.A.

## MAGNOLIA ANTI-FRICTION METAL
Magnolia Metal Co., New York.

## PULP MACHINERY
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.

## PULLEYS
The Dominion Leather Board Co., Montreal, Que.

## RAILROAD BRASSES
Magnolia Metal Co., New York.

## SAW MANUFACTURERS
Burns, E. R., Saw Co., Toronto, Ont.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.
The James Robertson Co., Montreal, Que.

## TURBINES
Barber, C., Meaford, Ont.
Kennedy & Sons, Wm., Limited, Owen Sound, Ont.
Madison Williams, Port Ferry, Ont.

## WHOLESALE LUMBER DEALERS
Houston, G. T. & Co., Chicago, Ill, U.S.A.
Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

## MISCELLANEOUS
Axes, Campbell Bros., St. John, N. B.
Canadian Photo Engraving Bureau, Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Illinois Central R.R.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Machine Knives, Peter Hay, Galt, Ont.
The Bradstreet Mercantile Agency, New York and Toronto.

# WHOLESALE PRICES CURRENT.

(The quotations given below are, unless otherwise specified, the average selling prices quoted by wholesale dealers at the different markets named.)

## TORONTO, ONT.

TORONTO, November 2, 1898.

CAR OR CARGO LOTS.

| | | | | |
|---|---|---|---|---|
| 1¼ 1½ and 2 inch cut up and better | $32 00 | $34 00 | 1 inch dressing and better | $20 00 | $22 00 |
| 2 inch picks and uppers | 34 00 | 36 00 | 1 inch siding mill run | 14 00 | 15 00 |
| 1x12 dressing and better, 60% 16 ft | 22 00 | 24 00 | 1 inch siding common | 11 00 | 12 00 |
| 1x10 fine dressing and better | 22 00 | 24 00 | 1 inch siding ship culls | 10 50 | 11 50 |
| 1x10 and 12 Canadian dressing and better | 18 00 | 20 00 | 1 inch siding mill culls | 8 50 | 9 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 | Cull scantling | 8 00 | 9 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 | 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 | 1 inch strips, common | 11 00 | 12 00 |
| 1x10 and 12 common | 12 00 | 14 00 | 1 1-4 inch flooring | | 16 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 | 1 1-2 inch flooring | | 16 00 |
| inch clear and picks | 28 00 | 30 00 | XXX pine shingles, 16 inch | | 2 25 |
| | | | XX pine shingles 16inch | | 1 40 |
| | | | Lath, No. 1 | | 1 50 |
| | | | Lath No. 2 | | 1 15 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Ash, white, 1 to 2 in. | | $26 00 | $28 00 | Cherry | 1 | to 1½ | $50 00 | $60 00 |
| " " 2½ to 4 | | 30 00 | 32 00 | " | 2 | " 4 | 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in | | 17 00 | 19 00 | Elm, soft | 1 | " 1½ | 14 00 | 15 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in | | 19 00 | 21 00 | " " | 2 | " 3 | 15 00 | 16 00 |
| Ash, M. R., | 1 | " 2 | 15 00 | 18 00 | " rock | 1 | " 1¼ | 16 00 | 18 00 |
| Birch, | 1 | " | 18 00 | 20 00 | " " | 1½ | " 3 | 20 00 | 22 00 |
| " | 1½ | " 2 | 20 00 | 23 00 | Hickory | 1½ | " 2 | 28 00 | 30 00 |
| " sqrs. 4x4 | " 8 x8 | 24 00 | 26 00 | Maple | 1 | " 1½ | 16 00 | 17 00 |
| Basswood, 1sts and 2nds, 1 to 1¼ in | | 16 00 | 18 00 | " | 2 | " 4 | 17 00 | 18 00 |
| " | 1½ | " 2 | 19 00 | 20 00 | Oak, red, p'n | 1 | " 1½ | 26 00 | 30 00 |
| " m. r. | 1 | " 1¼ | 14 00 | 16 00 | " | | " 4 | 29 00 | 32 00 |
| Butternut | 1 | " 1½ | 23 00 | 25 00 | " white | | " 1½ | 28 00 | 30 00 |
| " | 2 | " 3 | 25 00 | 28 00 | " " | | " 4 | 30 00 | 35 00 |
| Chestnut | 1 | " 2 | 24 00 | 2 00 | " quart'd | | " 2 | 46 00 | 50 00 |
| | | | | | Walnut | 1 | " 3 | 85 00 | 100 00 |
| | | | | | Whitewood | 1 | " 2 | 32 00 | 36 00 |

## OTTAWA, ONT.

OTTAWA, November 2, 1898.

| | | | | | |
|---|---|---|---|---|---|
| Pine, good sidings, per M feet, b.m | $29 00 | 36 00 | Pine, 8 s.c. and better stock | 10 00 | 12 00 |
| Pine, good strips, | 24 00 | 27 00 | Pine, 8 s.c. sidings | 9 00 | 10 00 |
| Pine, good shorts, | 16 00 | 25 00 | Pine, " strips | 8 00 | 10 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m | 15 00 | 18 00 | Pine, " shorts | 6 50 | 8 00 |
| | | | Pine, box culls | 9 00 | 10 00 |
| Pine, No. 1 dressing strips, | 13 00 | 16 00 | Pine mill culls | 6 00 | 9 00 |
| | | | Lath per M No. 1 | 1 00 | 1 10 |
| Pine, No. 1 dressing shorts, | 12 00 | 14 00 | Lath per M No. 2 | 60 | 90 |
| | | | 1x10 No. 1 barn | | 18 00 |
| Pine, 10 s.c. and better stock, | 12 00 | 13 00 | 1x10 No. 2 " | 14 00 | 16 00 |
| | | | 1x8 & 9 No. 1 " | 15 00 | 17 00 |
| | | | 1x8 & 9 No. 2 " | 14 00 | 16 00 |

## QUEBEC, QUE.

QUEBEC, November 2, 1898.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Common and railroad, for interior and ordinary according to average, quality, etc., measured off | 21 @ | 24 |
| For 40 to 45 feet average, measured off | 26 | 29 |
| For good and good fair average, measured off | 29 | 33 |
| First class " " | 36 | 39 |
| In shipping order " " | 35 | 38 |
| First class Ottawa waney, 18 inch average | 35 | 37 |
| " " " 19 to 21 inch average | 38 | 40 |
| First class Michigan waney board, 18 inch average | 41 | 43 |
| " " " " 19 to 21 inch average | 44 | 46 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 28 |
| In shipping order, 35 to 45 feet " | 38 | 40 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 28 | 34 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average and quality | 21 | 24 |
| To average 16 inch | 25 | 26 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 15 | 18 |
| 16 " " | 16 | 20 |
| 18 " " | 22 | 24 |

DEALS.

Bright spruce, according to mill specification, $39 to $42 for 1st, $25 to $27 for 2nd, $22 to $25 for 3rd, and $18 to $21 for 4th quality. F.O.B. batteau.

## NEW YORK CITY.

NEW YORK, N. Y., November 2, 1898.

WHITE PINE TIMBER.

| | | | | | |
|---|---|---|---|---|---|
| Bridge timber | $28 00 @ | 40 00 | Building orders | $27 00 @ | 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in | 14 00 | 14 50 | 10 to 12 in | 16 25 | 17 00 |
| 6 to 12 in | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 to 12 in | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | | | |
|---|---|---|---|---|---|
| 1 inch, | No. 1 and 2 | Black Ash, | 10 to 16 | | 25 00 |
| 1¼ to 2 in. | " | " | " | | 26 00 |
| 1 inch, | " | Soft Elm, | " | | 19 00 |
| 1¼ in and thicker, | " | " | " | | 21 00 |
| 4/4 | " | Hard Maple, | " | | 21 00 |
| " | " | Basswood, | " | | 20 00 |
| " | " | Birch, | " | | 23 00 |
| " | " | Black Ash, Com. and Shipping Cull, M.C.O. | | | 14 00 |
| " | " | Soft Elm, | " | | 12 00 |
| " | " | Hard Maple, | " | | 14 00 |
| " | " | Basswood, | " | | 12 00 |
| " | " | Birch, | " | | 14 00 |

## ALBANY, N.Y.

ALBANY, N.Y., November 2, 1898.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $51 | $53 | Dressing boards, narrow | $19 | $21 |
| 2½ in. | 50 | 52 | West India shipping boards | 15 | 17 |
| 1 to 2 in. | 45 | 48 | Box boards | 12 | 14 |
| 4 inch uppers | | 54 | 10-in. dressing and better | 26 | 32 |
| Selects, 2½ in. up | | 44 | 10-in. common | 13 | 15 |
| 1 to 2 in. | | 40 | 12-in. dressing and better | 25 | 34 |
| Fine common, 2½ in. and up | 39 | 42 | Common, 1x12 | 14 | 15 |
| 1 to 2 in. | 36 | 38 | No. 1 barn, 1x12 | 20 | 22 |
| No. 1 cut, 1 to 2 inch | 25 | 30 | 1x10 | 18 | 20 |
| No. 2 | 20 | 25 | 1x8 | 16 | 18 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 16 | 17 |
| No. 1 molding, 1 to 2 in. | 30 | 36 | 1x10 | 15 | 16 |
| No. 2 molding, 1 to 2 in. | 24 | 27 | 1x8 | 13 | 15 |
| Stained saps | | 20 | Shaky or star clear, 1 to 2 in. | 19 | 21 |
| Bracket plank | 30 | 35 | Dressing | 16 | 18 |
| Shelving boards, 12-in. up | 29 | 31 | Common | 11 | 15 |

LATH.

| | | | |
|---|---|---|---|
| Pine | $1 75 | Spruce | $2 00 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $4 00 | $4 25 | Bound butts, 6 x 18 | $5 50 | 25 |
| Clear butts | 3 00 | 3 25 | Hemlock | | 15 |
| Smooth, 6 x 18 | 5 00 | 5 50 | Spruce | | 2 20 |

## BOSTON, MASS

BOSTON, November 2, 1898.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $10 50 | 12 00 | ¾ inch | $ 9 25 | $ 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 11-16 inch | 9 00 | 9 50 |
| Refuse | 12 00 | 13 00 | ⅝ inch | 8 00 | 8 75 |
| Outs | | 9 00 | Clapboards, sap ext | 40 00 | 44 00 |
| Boxboards, 1 inch | 10 00 | 11 00 | Sap clear | 33 00 | 35 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, 2nd clear | 30 00 | 31 00 |
| | | | No. 1 | 19 00 | 23 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in | $50 00 @ | 52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in | 58 00 | 62 00 | 1¼, 1½ and 2 in | 30 00 | 32 00 |
| Selects, 1 in | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in | 53 00 | 56 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in | 24 00 | 38 00 |
| Fine common, 1 in | 40 00 | 41 00 | Coffin boards | 18 00 | 20 00 |
| 1¼, 1½ and 2 in | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 50 | 1 75 |
| Cedar, extra | 2 50 | 2 65 | Extra No. 1 | 1 25 | 1 50 |
| Clear | 2 25 | 2 40 | | | |

LATH.

| | | | |
|---|---|---|---|
| Spruce | | By cargo | 1 80@ 1 90 |
| By car | 1 80@ 2 00 | | |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., November 2, 1898.

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in | $46 00 | 48 00 | No. 3, 1¼ & 2 in | 17 00 | 18 00 |
| 2½ and 3 in | 55 00 | 56 00 | Shelving, No. 1, 13 in. and up, 1 in | 32 00@ | 34 00 |
| 4 in | 58 00 | 60 00 | Dressing 1¼ in | 27 00 | 30 00 |
| Selects, 1 in | 41 00 | 42 00 | 1¼x10 and 12 | 28 00 | 30 00 |
| 1¼ to 2 in | 42 00 | 43 00 | 1½ in | 28 00 | 30 00 |
| 2½ and 3 in | | 50 00 | 2 in | 29 00 | 34 00 |
| 4 in | | 52 00 | Mold st'ps, 1 to 2 in | 31 00 | 33 00 |
| Fine common, 1 in | 35 00 | 36 00 | Barn, No. 1, 10 & 12 in. | 22 00 | 23 00 |
| 1¼ and 1½ in | 35 00 | 37 00 | 6 and 8 in | 18 00 | 21 00 |
| 2 in | 36 00 | 38 00 | No. 2, 10 in | 16 00 | 16 00 |
| 3 in | | 45 00 | No. 2, 12 in | 17 00 | 18 00 |
| 4 in | | 47 00 | No. 3, 10 in | 13 00 | 13 00 |
| Cut'g up, No. 1, 1 in | 28 00 | 29 00 | No. 3, 12 in | 13 50 | 14 00 |
| 1¼ to 2 in | 32 00 | 33 00 | 6 and 8 in | 11 00 | 12 00 |
| No. 2, 1 in | 15 00 | 16 00 | Common, 1 in | 15 00 | 16 00 |
| No. 2, 1¼, & 1½ in | 23 00 | 25 00 | 1¼ and 1½ in | 17 00 | 18 00 |
| No. 3, 1¼ & 1½ in | 16 00 | 18 00 | 2 in | 18 00 | 20 00 |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 28 00 | 30 00 | 2½ to 4 in | 34 00 | 38 00 |
| 1¼ to 2 in | 31 00 | 33 00 | Strips | 18 00 | 20 00 |
| | | | Com. and culls | 9 00 | 10 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 25 00 | 26 00 | Com. & good culls | 8 00 | 9 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 28 00 | 30 00 | 1st & 2nd, white, 6" & up, | 18 00 | 19 00 |
| | | | Com & good culls | 9 00 | 10 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 20 00 | 22 00 | 1st & 2d, soft, 8 in. & up, | 18 00 | 20 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 18 00 | 20 00 | 1st & 2d, soft, 6in. & up, | 18 00 | 20 00 |

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., November 2, 1898.

UPPERS AND SELECTS.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $44 00 | | Selects, 1 in., 8 in. and up wide | $40 00 | |
| 1¼, 1½ and 2 in | 44 00 | | 1¼, 1½ and 2 in | 41 00 | |
| 2½ and 3 in | 53 00 | | 2½ and 3 in | 47 00 | |
| 4 in | 58 00 | | 4 in | 50 00 | |

FINE COMMON.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 8 in. and up wide | 33 50 | | 2½ and 3 in., 8 in. and up wide | 42 00 | |
| 1¼, 1½ and 2 in | 35 00 | | 4 in | 45 00 | |

B FINE COMMON OR NO. 1 CUTTING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 7 in. and up wide | 23 50 | | 2½ and 3 in., 7 in. and up wide | 37 00 | |
| 1¼, 1½ and 2 in | 30 00 | | 4 in | 40 00 | |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | | | |
|---|---|---|---|---|---|
| 1½ in., 4, 5 and 7 in. wide | 34 00 | | 1 in., 4, 5 and 7 in. wide | 32 00 | |
| 6 in. wide | 36 00 | | 6 in. wide | 36 00 | |

FINE COMMON OR C.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 in. wide | 29 00 | | 1¼ in., 4, 5 in. wide | 30 00 | |
| 1¼ in., 6 in. wide | 34 00 | | in., 6 in. wide | 33 00 | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 24 00 | | 1 in., 4, 5, 6 in. wide | 22 00 | |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 in | 16 00 | | 1¼ in., 4, 5 and 7 in. | 15 00 | |
| 1 in., 6 in. | 17 00 | | 1¼ in., 6 in. | 17 00 | |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 | | 1¼ in., 4 to 7 inch | 14 00 | |
| 1 in., 6 inch | 14 00 | | No. 3 Fencing, 1 in., 6 inch | 12 00 | |

SHELVING.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 | | No. 2, 1 in., 7 and 8in. stocks | 19 00 | |
| 1 in., 10 in. and up wide | 26 00 | | 1 in., 10 in. stocks | 21 00 | |
| 1 in., 12 in. stocks | 29 00 | | 1 in., 12 in. stocks | 24 00 | |
| 1 in., 12 in. and up wide | 30 00 | | 1 in., 10 in. and up wide | 22 00 | |
| 1¼ in. 1½ and 2in., 8in. and up wide | 29 00 | | 1 in., 13 in. and up wide | 25 00 | |

BARN BOARDS OR STOCKS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 12 in. | 21 00 | | No. 2, 9 in | 13 50 | |
| 10 in | 16 50 | | 8 and 7 in | 13 50 | |
| 9 in | 16 00 | | No. 3, 12 in | 12 50 | |
| 8 and 7 in | 16 00 | | 10 in | 11 00 | |
| No. 2, 12 in | 16 00 | | 9 in | 11 00 | |
| 10 in | 14 00 | | 8 in | 11 00 | |

SHIPPING CULLS OR BOX.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4 and 5 in. wide | $ 9 00 | | 1 in., 13 in. and up wide | $1 00 | |
| 1 in., 6 in. wide | 9 50 | | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 | |
| 1 in., 7 in. wide and up | 9 50 | | | | |

SHAKY CLEAR.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9in. wide | 18 00 | | 1 in., 10 in. and up wide | 19 00 | |
| 1 in., 6 in. wide | 20 00 | | 1¼, 1½ and 2 in., 8in. and up wide | 20 00 | |

COFFIN BOARDS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 13in. and up | 22 00 | | No. 1, mill culls | 8 00 | |
| No. 2 | 17 00 | | No. 2, or red horse | 6 50 | |

TIMBER, JOIST AND SCANTLING.

| | | | | | |
|---|---|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $ 9 50 | | Hemlock, 2x4 to 10, 12 to 16 feet | 7 50 | |
| 18 ft | 10 50 | | 2x12 | 8 50 | |
| 20 ft | 11 50 | | Add $1 to each additional 2ft. in length. | | |
| 22 and 24 ft | 12 50 | | | | |

SHINGLES, 18-IN.

| | | | | | |
|---|---|---|---|---|---|
| Country brands, XXXX | 2 75 | | Standard brands, river made, XXXX | 3 00 | |
| Clear Butts | 1 75 | | Clear Butts | 2 00 | |

WHITE PINE LATH.

| | | | | | |
|---|---|---|---|---|---|
| No. 1 | 1 50 | | No. 2 | 1 10 | |
| | | | Hemlock | 1 00 | |

# PRICES OF COOPERAGE STOCK.

| | F.o.b. cars at Sutherland Innes Mills | F.o.b. Wallaceburg |
|---|---|---|
| No. 1 28½ inch jointed elm staves, per net 1,000 | $5 00 | $5 00 |
| No. 1 30 " " " " " | 5 00 | 5 00 |
| No. 1 32 " " " " " | 5 25 | 5 50 |
| No. 1 24 " " " " " | 4 00 | 4 00 |
| No. 2 28½ " " " " " | 3 25 | 3 25 |
| No. 2 30 " " " " " | 3 25 | 3 25 |
| No. 2 32 " " " " " | 3 75 | 3 75 |
| No. 2 24 " " " " " | 2 00 | 2 00 |
| No. 1 14 in. to 14¾ in. kiln dried basswood heading, per set | 3 | 3 |
| No. 1 15 " 16 " " " " | 3¼ | 3¼ |
| No. 1 17⅞ " " " " " | 3¾ | 3¾ |
| No. 1 18 " 18¾ " " " " | 4¼ | 4½ |
| No. 1 19⅞ " " " " " | 4½ | 4¾ |
| No. 1 10½ " " " " " | 5 | 5 |

Mill run heading ½ct. per set less, No. 2 heading 1ct. per set less.

| | | |
|---|---|---|
| No. 1 5½ ft. patent coiled elm hoops, per net 1,000 | 5 25 | 5 40 |
| No. 1 6 " " " " " | 5 50 | 5 65 |
| No. 1 6½ " " " " " | 6 00 | 5 90 |

No. 2 hoops about 50 cts. per thousand less.

| | | |
|---|---|---|
| No. 1 28½ in. jointed white ash staves, per net 1,000 | 6 50 | 7 00 |
| No. 2 28½ " " " " " | 3 25 | 3 50 |
| 34 in. to 35 in. elm syrup bbl. staves | 18 00 | 17 00 |
| No. 1 30 inch half syrup barrel staves | 16 00 | 16 00 |

(If bent to shape, $2.00 per thousand more.)

# USEFUL INFORMATION

No boiler will give good results unless the circulation is free and rapid. To overcome the difficulty experienced with some kinds, where there is no circulation in some parts of them, ejectors have been used to take the water out of the dead spaces and discharge it into other parts where the water is always in motion so long as there is any fire in the furnace.

Loose crank pins, and how to make them tight, is an interesting theme, and frequently comes up for discussion among engineers. One of the best remedies that I have heard of is to bore holes partly in the pin and partly in the boss of the crank, the holes being parallel to the axis of the pin, then driving in iron bolts that are a perfect fit and rivetting them solidly in place.

INSPECTING BELT LACING.—A good practice is to draw in extra pieces of lacing over the regular strips, and then have a board in close proximity to the belt as it runs. The result is that the outside pieces, which are not intended to hold any of the stress, catch all of the wear, and as soon as a piece is worn in two the centrifugal force due to its motion causes it to strike the board and attract attention. It is not at all necessary to shut down when this warning note is heard, for no one will know it to be but the outer part, but it should be attended to the next time that the engine is shut down. The adoption of this plan will save delays in many places where they are now considered a necessary evil.

BOILER CLEANERS.—A correspondent of the Scientific Machinist, on the advice of a brother engineer, took a good sized stick of cordwood (oak), put it in the boiler and screwed it to the brace so that it could not get fast between the flue and the shell when the water was low. After a week's run he found a great deal of scale had come off the sides, and a lot more was loose that was easily knocked off. At the end of the third week the scale was loose on the flues and easily knocked off. By continuing to use oak wood and to clean out once a week, in a remarkably short time he had the boiler free from scale. The difference in firing alone was no small matter. It is best, he says, to clean every week when using the wood, as it does not reduce the scale to a mud. Blowing off causes it to gather around the blow-off, which, if left too long, is apt to burn the shell, owing to its keeping the water from the shell.

OLIVE OIL.—There is no question but olive is the best oil to be used for many purposes in both mill and shop; its advantages over other kinds are that it softens, and even after a year or more does not become stiff and hard, and the oil remains fresh and sweet in it. It is very difficult to detect adulteration in oil, and as olive oil is mixed to a large extent with cotton seed oil, it behooves the purchaser to be very careful what he is doing, or some smart "drummer" will sell him a few barrels of cotton-seed oil with a little olive mixed in for the best pure olive oil. The following is a good test for oil: Take a portion of the oil and stir it up with forty parts of a solution of carbonate of soda of three degrees of Baume. If the oil forms a milky emulsion, without any oil drops on the surface, it is a guarantee for a good greasing of the object to which it is applied.

It would be a wise precaution for every mill owner to insist on his foreman posting himself on the laws relating to accidents. There are some plain decisions that have been rendered by the courts which can readily be obtained. A little knowledge sometimes might save a man's life and a big expense bill. For instance, the supreme court of Louisiana recently held "that it is negligence for the foreman of a steam saw mill to call on one of the employees suddenly and on the spur of the moment to take a position in the mill that is dangerous without giving him any instructions or explanation whatever of the movements of the machinery or the risk and hazard of the employment, of which the employee had no previous knowledge." A careful foreman who knew this to be the law would see that the interests of his employer were cared for and the safety of the employee guarded by advice.

TO TELL WHEN TIMBER WAS CUT.—A current item says that timber cut in summer represents a lower value than that felled in winter, and it is of great importance to buyers to know when a trunk was hewed. Timber hewed during the resting period—i.e., between October and April—contains in its cells numerous starch particles which cannot be found in wood cut down in summer. This starch closes the pores, and the wood becomes coarse and impenetrable. This is the reason that winter-hewed timber is exclusively employed for staves. Made with staves from summer-hewed wood, the barrels leak and the contents may evaporate through the pores. A sure test is the use of iodine, which gives the starch in the winter wood a violet color. If the timber to be examined is coated with an iodine solution, and the surface of the felling side shows yellow, it may be taken as a certainty that the tree was cut down in summer. The light yellow lines are the moisture rays, while cells, tissue and wood fibres simply take on a yellow coloring. In winter-hewed timber the amylaceous rays form much darker, ink-colored, black stripes on the yellow ground.

POWER CONSUMED BY WOOD-WORKING MACHINERY.—Prof. O. G. Dodge, U.S.N., who was chief electrical inspector at the World's Fair, recently made some careful tests to determine the power required to drive wood-working machinery at the navy yard in Washington. With a circular rip saw 28 inches in diameter and running at 1,200 revolutions per minute (or 8,800 lineal feet per minute), and ripping seasoned hard oak 7⅝ inches thick, with a feed of 10 feet a minute, 18.8 mechanical horse power was used. The motor and saw running idle absorbed 2.1 horse power. In other tests with rip saws of 24, 14 and 12 inches diameter, and at varying speeds of from 1,500 to 2,000 revolutions per minute, the mechanical horse power output ranged from 2.6 to 8.9 horse power. A band saw running at 160 revolutions per minute (or 3,017 lineal feet per minute) required 10.4 mechanical horse power when the motor was running idle. When ripping seasoned ash 10¾ inches thick, with a feed of 6 feet per minute, but 14.8 horse power was consumed. In ripping yellow pine 12 inches thick and running 20 feet per minute, 17.6 horse power was consumed. The above figures are in contrast with the work done by a band saw having a pulley 28 inches in diameter and running at 480 revolutions a minute. With a belt pulley 12 inches in diameter and 3½ inches face, and with the motor belted to the saw shaft, the motor consumed nine-tenths horse power when running idle, and but 1.3 horse power when ripping seasoned oak 3 inches thick, and with a speed in one case of 2½ feet per minute, and in the other cases of 4 feet per minute, the difference in speed apparently making no difference in the consumption of power.

THE AMERICAN BOARD RULE.—The American board rule is founded upon the principle that a foot of lumber is one inch thick and 12 inches square, and that this is composed of 12 pieces one inch wide and 12 inches long. In a 12 foot board it takes a strip one inch wide the whole length of the piece to make a foot of lumber; in a 14 foot board it takes a strip the whole length of the board only $\frac{12}{14}$ of an inch wide, and if 16 feet long only $\frac{12}{16}$ of an inch wide, and by the same theory an inch in width in a 12 foot board, as has been stated, makes one foot of lumber; a strip an inch wide in a 14 foot board makes $\frac{14}{12}$ feet or one foot and $\frac{2}{12}$, or $\frac{1}{6}$ of a foot over. But as the figures on the board rule represent the number of feet in a board whose width corresponds with those figures, it must be seen that in a 12 inch board, as has already been stated, it takes an inch in width to make one foot, hence the figures in the 12 foot run are all exactly one inch apart on the length of the rule; but in a 14 foot board it requires only $\frac{12}{14}$ or $\frac{6}{7}$ of an inch in width to make a foot of lumber, hence in the 14 foot run the figures on the rule are placed $\frac{6}{7}$ of an inch apart. In a 16 foot board it requires only $\frac{12}{16}$ or ¾ of an inch in width to make a foot, hence in the 16 foot run the figures are only ¾ of an inch apart. The same rule holds good in all lengths over 12 feet, but in lengths under 12 feet the rule is reversed, the spaces being wider between the figures. For instance, if the board is only 10 feet long it will require $\frac{12}{10}$ or $1\frac{1}{5}$ inches in width to make one board foot, hence in the 10 foot run the figures are $1\frac{1}{5}$ inches apart. In the 11 foot run they must be $1\frac{1}{11}$ inches apart.—O. S. Whitmore, in Dixie.

No matter in what part of the Dominion you are situated, an expression of your views on any subject relative to the lumber trade is solicited by the publishers of this journal.

The lumber journal of Sweden is called the "Svensk Travarutidning." It contains a great deal of valuable timbereskine and statististical lumbertolsons. It wants to be read out loud to be appreciated, quotes a contemporary.

## A TWISTED BAND SAW.

THE engraving herewith is from a kodak picture of a band resaw six inches wide by 32 feet long, 18-gauge thick. This saw was doing first-class work and had no cracks in it, writes A. J. Burton, in the Wood-Worker. The sawyer was called away one day very suddenly, and the manager was obliged to put on a man of less experience in his place.

Things went along nicely till they were obliged to change saws; then the trouble commenced. The first saw the new man put on was not placed on both wheels alike. It was about one inch off the top wheel and about two inches on the lower wheel, so that when he first started up, the saw oscillated so much that the teeth hit the husk or bed iron, and knocked all the points off the teeth half way round the saw, which had to be taken off and refitted.

The next saw he run about 20 minutes. Up he came to the filing room and asked me to come down and look at the saw, which was "notching" the boards, as he called it. And no doubt it was, for by the time I got to it the saw was nearly red hot and would hardly stay on the wheels, to say nothing of sawing lumber with it. I did not stay long, for I saw it was all day with that saw. I told him to take it off.

A TWISTED BAND SAW.

As soon as released from the wheels, it twisted and coiled up as shown in the engraving, but not before it presented the men handling it with several cuts and wounds, so much so that one of the men was obliged to go to the doctor to get his wounds dressed.

The whole trouble was that a sliver got in between the guide and the saw and caused it to heat, and the sawyer, not knowing what was the trouble, kept on sawing. Soon as the saw got so hot that it could no longer stand up and cut, it dished or turned over and run clear out of a three-inch plank, and this caused the saw to twist as you see.

One trouble after another continued for a week, till the regular sawyer returned. By this time the new man had moved nearly every part of the machine, so the whole thing had to be re-adjusted. After the regular sawyer got the mill properly adjusted, everything run perfectly and the saws did not "notch" the boards, as the new man termed it. My advice to mill men is to always try to secure a good, experienced man to operate these machines, for "the best are the cheapest."

Messrs. Herman, Noss & Sons, York, Pa., in remitting their subscription to THE LUMBERMAN, write: "We look for THE LUMBERMAN weekly and profit thereby. Wishing you success."

# THE NEWS.

—Mr. Contine has purchased a saw mill at Bayfield, Ont.

—J. Smith, of Hall Landing, Ont., purposes rebuilding his saw mill.

—J. W. Templeman is enlarging his broom handle factory at Burk's Falls, Ont.

—An agent of one of the steamship companies at Montreal has received enquiries for prices on barrel heads and casks for export to Spain.

—Tenders are called for the purchase of the plant and premises of the W. R. Gardner Tool Co., Limited, Sherbrooke, Que., in liquidation.

—W. Craddocks, of Huntsville, Ont., has increased his plant for turning out saw handles, baseball bats and other woodworking specialties.

—The town of Peterboro', Ont., has granted a bonus of $30,000 to the Wm. Hamilton Manufacturing Company, to assist them in extending their works.

—Elrick Sedvall has given particulars to the city council of Winnipeg, Man., of a match factory to be erected in that city by a Swedish syndicate. It will employ fifty hands.

—James Gillies, of Carleton place, John Gillies, of Braeside, and other lumbermen, have been incorporated as the Lake Temiscamingue Navigation Company, with a capital of $25,000.

—Long & Thompson, of Orillia, Ont., are filling a large order for the English syndicate which has undertaken the work of carrying to completion the big pulp and paper enterprise at Sturgeon Falls.

—Mr. Allcroft, of the firm of Dent, Allcroft & Co., glove manufacturers, London, Eng., and Mr. Davey, have been in New Brunswick recently relative to securing a supply of lumber for boxes and cases for their extensive glove shipments.

—Geo. F. Roy & Sons, of Sprucedale, Ont., have bought from the John Abell Co., Toronto, their saw and shingle mill at Starrat. They have now one thousand acres of timber land, and will commence cutting on a contract of 300,000 feet of hardwood.

—J. A. Craig, of Shanghai, China, a former Canadian boy, is at present in this country, for the purpose of working up a trade between Canada and China. He states that there is a good market in the latter country for lumber, and while here he will arrange for some trial shipments.

—Minneapolis sash and door manufacturers who are seeking trade in Manitoba find that the new sash and door factory of the Rat Portage Lumber Company, at Rat Portage, Ont., is a strong competitor. This plant is just completed and is more nearly modern than any such plant in northwestern Canada.

—Price Brothers, of Quebec, have purchased ground at Batiscan, Que., for the erection of a saw mill, to which will be transferred their present plant at St. Stanislas. The mill will be equipped with the latest modern improvements, lighted by electricity, and with a capacity for sawing 200,000 logs per season.

—A delegation of Ottawa lumbermen waited on Sir Wilfred Laurier, Sir Richard Cartwright and Sir Louis Davies recently. It comprised Messrs. J. R. Booth, W. C. Edwards, M.P., A. Lumsden, M.P.P., and Levi Crannell. The position of the lumbermen of Ontario was discussed, during which some doubt was expressed as to the wisdom of the manufacturing clause.

—The saw mill on the C. P. R. at Biscotasing, Ont., formerly owned by Simpson & O'Neil, of Lindsay, but operated for the past couple of years by Thos. Sadler & Company, was closed down last month, the limit having become completely exhausted. A large stock of old lumber on hand has been disposed of to the C.P.R., and shipping has been going on steadily all summer. This year's cut of lumber—about 4,000,000 feet—is still in the yard, but a very large quantity of bridge timber was cut and sold to the C.P.R. and the Copper Cliff Mining Co. at Sudbury. At present there is a prospect of disposing of the mill at Biscotasing to an American firm, who, if they purchase, will remove it to a limit near Sudbury. Several offers have been made for the lumber on hand, but Messrs. Sadler & Co. have decided to hold till next season, believing that prices will advance.

—A case known as Creighton vs. Pacific Coast Lumber Company was heard in Winnipeg last month. The plaintiff is a lumber merchant in Winnipeg and defendants carried on business in New Westminster. In March last defendants agreed to sell to plaintiff a carload of clean cedar strips of second grade or better; a carload was shipped and defendants drew on plaintiff for the amount due, plaintiff paid the draft and also paid the C.P.R. $120 for freight. When the lumber was unloaded plaintiff claimed that none of it was of the grade agreed to be sold to him by defendants, and he refused to accept same, and notified the defendant company that it was held subject to their order. Plaintiff claimed that because the lumber delivered was not of the character ordered he was entitled to refuse acceptance thereof and to be repaid the sums paid by him. Defendants alleged that the plaintiff examined and inspected the lumber before completing the purchase and satisfied himself as to the quality thereof. They denied that there was any express or implied warranty on their part and that the plaintiff had any claim against them. Judgment was reserved.

## CASUALTIES.

—Joseph Sawyer, of Hintonburg, Ont., was drowned while booming logs on the Madawaska river for McLachlin Bros.

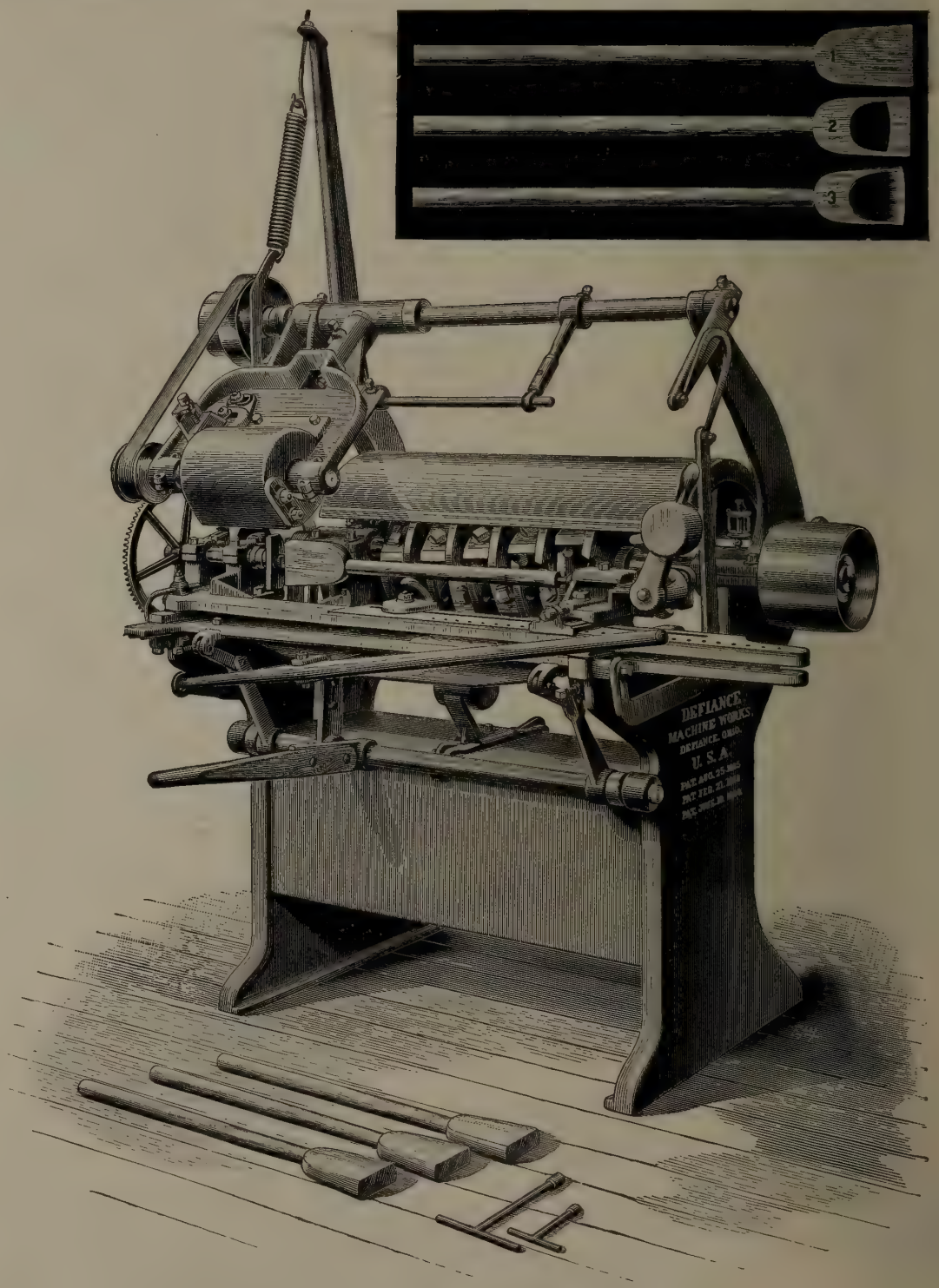
—Paul C. Kaiser was killed in Tait's logging camp opposite Borven Island, B.C., by being struck by a log passing down a chute.

—Charles Brown, a son of the night watchman at J. A. Morrison's shingle mill at Fredericton, N.B., was seriously injured by falling under a moving loaded car.

—A sad accident occurred at Conroy's Mills, at Deschenes, Que., whereby Richard Baulke, an employee, met a sudden death. Baulke was employed at a saw used in cutting slabs, and was in the act of pushing a board up to the revolving saw when a large splinter flew off and struck him in the lower part of the abdomen, inflicting such injuries that he died in a few hours.

## PATENT AUTOMATIC HANDLE LATHE.

THE accompanying engraving represents a patent automatic lathe especially designed for turning D handles for shovels, spades and forks, the manufacturers being the Defiance Machine Works, of Defiance, Ohio. The lathe is so constructed that the rough material is placed into the machine and the turning and dressing of the flat end of the handle are accomplished at one and the same time. The work is accomplished at the rate of 2,000 handles per day.




NO. 1 PATENT AUTOMATIC D HANDLE.

In a circular descriptive of the machine the manufacturers say:

Its advantages are very great over other machines intended for the same purpose. Turning and dressing the handle at the same operation effects a saving of several machines and operators, and the work is performed more accurately, as the handle end is always true with the stem or round portion of the handle. A uniform true and smooth product is guaranteed. The frame is heavy and substantial, overcoming all tendency to twist or spring, securing an easy uncramped movement to the working parts. The cutterheads are of large diameter and fitted to a 2¼" steel spindle. They are locked to it by a friction grip, no set-screws touching the shaft to mar it. Each head is fitted with three shear-cutting knives, and a sufficient number of heads are used to cover the longest handle to be turned, forming a continuous cut over the full length of handle. Different lengths of handles can be made by simply adjusting the tail stock horizontally on the table. It is also provided with a right-angular adjustment to turn the handle parallel or to any taper. The table carrying the centres which support the material to be turned slides to and from the cutters by a convenient hand-lever, and when moved up to the cutters to a point where the turning shall begin, the handle blank is slowly rotated until finished. At the same time, the swinging cutterhead for dressing the flat sides of the handle automatically comes down and completes its work. The table is then moved back toward the operator, which movement automatically lifts the swinging cutterhead up out of the way, and stops the feed for the removal of the finished handle and the reception of another blank. The swinging cutterhead rides upon a cast-iron cam when doing its work. The shape of this cam governs the shape of the turning, and it can be easily shaped with a file to suit any shape of handle, making one side of the flat portion of the handle straight, the other convex or concave, or making both sides alike and to any taper lengthwise.

Handle No. 1 shows the product as it is taken from the machine; No. 2, after having been punched by a special machine for that purpose; No. 3, a finished handle after being chamfered and the hand-hold rounded, which is also accomplished by special machines which we build for that purpose. The several operations necessary in D handle making are very simple by our machines, and do not require expensive skilled labor.

The counter for this machine is furnished as follows: Shaft, $2\frac{3}{16}$" x 6' long; two No. 2 ball-and-socket adjustable hangers; driving pulley, 30" x 6", for main cylinder; driving pulley, 18" x 2½", for swinging cutterhead; tight and loose pulleys, 14" x 6", speed 600 rotations per minute.

# WOOD PULP DEPARTMENT

## SCANDINAVIA VS. CANADA.

FROM the report of the annual meeting of the Scandinavian Chemical Pulp Union, it will be seen that the sulphite pulp manufacturers are becoming alive to the fact that they have a very powerful rival to meet in Canada, and have decided to send a representative to the United States and Canada, to find out what they will have to fear from the new sulphite mills now building or projected in those countries. There is no doubt they will find Canada a very hard nut to crack, for the maritime provinces have already proved that they can compete profitably in this market, while many of the new mills are backed by British paper-makers' capital, and can count on being supported by the paper-makers represented. Among these latter we may mention the St. John Sulphite Co., the capital of which has been furnished almost exclusively by Scotch paper-makers ; the Dominion Pulp Co., an English company, with one of the largest English paper-makers at its head ; the Cushing Sulphite Co., two-thirds of the capital of which has been guaranteed by another well-known English paper-maker. English capital has also been invested in other well-known concerns. It was at one time thought that the competition in sulphite pulp this year would be very severe, owing to the large number of new mills projected in Scandinavia, but as ready pointed out in our market reports, several of these have been built with a smaller capacity than originally intended, while other schemes have been held in abeyance in the meantime, so that the prospects for the new Canadian mills are not so dark as they might have been. The great drawback to the Canadian makers at present is the heavy freight on pulp, and when this is remedied, as it is sure to be by-and-by, as the industry develops, they will compete on pretty equal terms with Scandinavia. For, although in the latter country labor is cheaper and the market nearer at hand, Canada has the advantage of cheap wood of excellent quality, and in practically unlimited quantities. There have been many rumors lately that Scandinavian pulp-makers will put in paper machines if the Canadian competition in pulp becomes severe, but we think this would be a mistake, as they cannot afford to adopt the same tactics as United States paper-makers, who find it profitable to dump their surplus here at a loss rather than spoil their own market, for the Scandinavians have practically no market of their own to speak of. Victory is generally on the side of the biggest battalions, and the result of the struggle for the wood-pulp trade will doubtless be in favor of the country which has the most natural advantages for its production.—Paper and Pulp, London, Eng.

At the new pulp mill at Mispec, near St. John, N. B., 150 men are still employed in building operations. It is expected that it will be ready to open about the middle of January or the first of February. Mr. B. Mooney is local manager.

## NEW USE FOR WOOD PULP.

A CONTEMPORARY, Invention, states that a composition is made by Brandon & Sons which is intended to take the place of both leather and India rubber. This is as it may be, but the process may be described in the meantime. While one set of workmen is mixing ordinary "India rubber solution," preferably containing a little sulphur, with dry powdered chalk, another set is drying and breaking up ordinary sulphate pulp. The pulp is then mixed with the India rubber mixture. The whole mass is then made into a sheet and exposed to a temperature of from ninety-three to 107 deg. C. The object of the chalk is to enable this heating to be made moderate. If chalk is not used a higher temperature must be employed to make the India rubber combine firmly with the pulp, and this higher temperature much diminishes the durability of the India rubber, and causes the resulting composition, although answering as well at first as that made with chalk, to rapidly disintegrate when exposed to the weather, and especially to the sun.

The volatile matters present having been evaporated, the leaf is passed between rollers to compact it, as it is left in a somewhat porous and spongy state. A little soot or lampblack should be added to the chalk before incorporating that with the other ingredients.

The following are the recipes used :

| | Lbs. |
|---|---|
| A. For India rubber : | |
| Dry sulphate pulp | 100 |
| India rubber solution | 50 |
| Chalk | 50 |
| Lampblack | 5 |
| Sulphur | 5 |
| B. For leather : | |
| Dry sulphate pulp | 120 |
| India rubber solution | 40 |
| Chalk | 30 |
| Lampblack | 5 |
| Sulphur | 5 |

## EXTENSIVE PULP AND PAPER MILLS.

A few years ago there was erected at Sturgeon Falls, Ont., a comparatively small pulp mill, but owing to limited capital, the venture was not a success. Recently a British syndicate, known as the Occidental, and represented by Mr. Ernest A. Bremner, of London, Eng., secured control of the property, and cast about to see how the business could be enlarged. After negotiating for several months, an agreement was reached with the Ontario government for the acquisition by the syndicate of seventy-five square miles of spruce limits along the Sturgeon river, and as a result extensive pulp and paper mills are to be established. The company agrees (1) to take up the property of the Sturgeon Falls Pulp Company and carry out and extend the objects of the original company ; (2) to expend one million dollars in erecting paper mills, pulp mills, machinery, plant, etc., and utilizing the water power at Sturgeon Falls ; (3) at least 240 hands will be employed, and at least 30,000 tons of paper turned out every year ; $250,000 of the one million dollars must be expended in the first eighteen months, $500,000 within two years, and the whole sum within three years.

By way of encouraging the establishment of the enterprise, the government set apart for the use of the company the spruce and jack pine on 75 miles of limits on the Sturgeon river and its tributaries. For all pulp timber taken from these limits the company is bound to pay the government the usual dues, which are at present twenty cents a cord, but this rate may be increased from time to time at the discretion of the Lieutenant-Governor-in-council during the period of 21 years covered by the agreement. The company acquires no title to the land or pine timber thereon covered by the concession, nor is the land withdrawn from settlement.

Complaint has been made that the concessions given to the Sturgeon Falls syndicate by the government are too liberal, and that the result will be to give the concern a great advantage over enterprises less favorably treated. In reply to this, it has been pointed out that the agreement with the Sault Ste. Marie Company served as a model for this one, although in one or two respects the former is more rigorous. For example, the dues of twenty cents a cord, which are also imposed on the Sault Ste. Marie Company, are in its case unalterable for twenty-one years. In the case of the Sturgeon Falls Company they may be increased whenever it is thought fair to do so, the general prevailing rates for such a privilege being the guide. Concerning the matter the Toronto Globe says: It should be observed that before making the concessions in question the government insisted that the company should undertake not merely the manufacture of pulp, but the more finished product, the manufacture of paper. The company is under obligation to employ at least 240 men about the mills, but the employment of this number at the mills necessitates a considerable volume of work in the woods and on the rivers. This will afford employment for settlers in the winter, a great desideratum in new districts where the poorer settlers must find cash jobs to carry them over the lean years that every settler experiences while he is making his clearing. The agreement carefully provides that the logs taken shall be made into pulp and paper, and not exported as logs. It is, indeed, a beginning in Ontario of an industry that may become one of its greatest sources of wealth and employment.

The Occidental syndicate includes such men as Harold Gilmour Campion, son of Admiral Campion ; H. G. Sinclair, of Tilley & Henderson, London, Glasgow and Belfast ; H. Graham Lloyd, of B. S. Lloyd & Co., Maures Horner, director of the State Insurance Co., and of Richardson & Co., the big New Zealand wool house. Mr. Wm. J. Findlay, of Lawrence, Mass., has been appointed manager.

## PULP NOTES.

The town of Woodstock, N.B., has decided to engage an expert to report on the outlook for establishing a pulp mill in the vicinity.

Mr. W. C. Edwards, M.P., of New Edinburgh, Ont., is reported to be investigating the outlook for a pulp mill in the vicinity of Ottawa.

An exchange states that some Ontario and English capitalists have an option on a site across the river from Campbellton, on the Quebec side, where it is said they contemplate erecting large pulp mills.

Mr. A. E. French, of Sundridge, Ont., has shipped the second consignment of balsam to be used for pulp. It will be a great boon to the farmers in Ontario if the balsam wood which is now being tried as an experiment will work satisfactorily in the manufacture of pulp.

The Scandinavian Chemical Pulp Association, at a recent meeting, decided to send Engineer Karl Everitt, of the Aras Sulphite Mill, to Canada and the United States to find out what competition the Scandinavian makers were likely to have to meet in the near future, and the probable effect on the market of the newly erected sulphite mills in those countries.

Mr. George Lake, of Glossop, England, who was commissioned by Captain Partington, of Liverpool, Eng., to report on the prospects for the proposed Cushing pulp mill at St. John, N.B., has been in Canada for the past month. He expresses himself as favorably impressed with the facilities at St. John for the manufacture of pulp, and it is believed that he will advise Captain Partington to invest in the undertaking.

The Parrsboro, N.S., Leader, says : The report of Mr. T. R. Allison on the adaptability of Parrsboro as a pulp centre, came to hand last Monday evening. The report, though not lengthy, is an endorsation of all the facts stated in the prospectus. Parrsboro, it states, is in a position to compete with the world in the manufacture of pulp, having cheap coal, good shipping facilities, plenty of raw material and lots of water. These and other points are touched on, and coming from a man who has had much practical experience in the pulp business, should have weight sufficient to interest capitalists.

Mr. F. X. Gosselin, of Quebec, has been appointed crown timber agent in the Yukon district, at a salary of $1,800 per year.

Mr. Emile Stehelin, of New France, N.S., has ordered another locomotive for his pole railway. It was purchased from the Robb Engineering Company, of Amherst, N.S.

The new pork-packing establishment of the Park-Blackwell Co., Limited, Toronto, is nearing completion. The building is a commodious structure of four stories, and is being equipped with latest up-to-date machinery and appliances, and is situated conveniently to the hog and cattle markets. The company anticipate requiring about three thousand hogs and one hundred head of cattle weekly. This enterprising company contemplate entering the export trade, in addition to giving attention to their large and growing home trade. We draw attention to their advertisement which appears in this month's issue of the CANADA LUMBERMAN.


PULP and PAPER MILL MACHINERY.....

OUR STANDARD SCREEN.

Complete Equipments supplied for

GROUND WOOD, SULPHITE or SODA PULP MILLS.

Screens, Screen Plates, Wet Presses.

THE PORT HENRY PULP GRINDER

Barkers, Chippers, Digesters, Tanks, Pumps, Etc.

Send for Prices and Information.

THE JENCKES MACHINE CO.

36-40 Lansdowne Street, - SHERBROOKE, QUE.

It pays to advertise in the CANADA LUMBERMAN.

PULP MILLS - ATTENTION !

Phosphor-Bronze Castings

of any weight, for Pulp Mills (special mixture.)

All Bronze manufactured by us.
Quotations and References cheerfully given.

CITY BRASS FOUNDRY - HAMILTON, ONT.

## THE ST. MAURICE LUMBER COMPANY.

SINCE the publication of our October issue, in which there appeared illustrations of the St. Maurice Lumber Company's mill at Three Rivers, Que., the following particulars have been received: The mill is 150 x 54 feet, and has two floors. The first, or lower floor, contains all the shafting and pulleys to drive the machinery, which is placed on the second floor. This floor is extended after the edgers to receive the transfer chain for the slash table and trimmer table. It is a double mill, having two No. 3 Allis band mills, with the necessary log carriages, steam feeds, live rolls and edgers. The logs enter the mill in the centre, where an endless heavy log haul-up is placed, and are delivered on to log rolls and placed on to the log skids by a double deck kicker, each provided with two arms and heavy steam cylinders. The logs are delivered from the skidway on to the carriage by steam log loaders and turned into position by steam niggers. The carriages open 40", and consist of heavy cast iron log seats, provided with Allis set works and automatic receding rig and offset. They are actuated by powerful 10" gunshot steam feed. The boards drop on to live rolls and are transferred by a transfer chain to the edger table. After passing the edger, the boards are sent to the end of the mill, where they are dropped on to a transfer running across the mill, bringing the boards to the trimmer. The edgings are dropped by the man behind the edger on to the slash table transfer. This transfer is built into the floor, and delivers edgings and small slabs on the slash table, carrying them under a mandrel with five cross-cut saws of 36" diameter. To resaw the heavier slabs, each side of the mill is provided with a circular re-saw. The slabs drop on to the live rolls, and are handled by a steam flipper on to the rolls feeding the re-saw, from whence the boards are transferred to the edger, and the remaining slabs on to the transfer to slab slasher.

The engines and boilers are situated on the south side of the mill. The saw-dust from each machine is collected and carried over the boilers into the furnace, which burns all the sawdust, making ample steam for the mill. Each of the boilers is provided with a Dutch oven. All refuse stuff, too small to work up, is carried by the refuse conveyor to the burner, which is situated south of the boiler room. All slabs passing over the slash table are cut into four foot lengths, dropping into a conveyor. As they pass along in this conveyor, the best pieces are taken out and prepared for pulp by being barked on Waterous barkers, of which there are four in an adjoining building next to the slash table. This is a new departure in preparing pulp-wood, as formerly no slabs were used for this purpose, all going to the burner. All the refuse slabs in this mill are barked and converted afterwards into pulp in their pulp mills. The roof above the band mill is raised, making a large and convenient room for preparing band saws. It is fitted up with a full line of Waterous band saw tools. The machinery and equipment of this mill was supplied by the Waterous Engine Works Co., Limited, of Brantford, and erected according to their plans under the supervision of their millwright.

## ERRATUM.

BY a peculiar circumstance the name of Mr. Alfred Dickie, of Colchester, N.S., was confused, in our October issue, with that of Hon. A. R. Dickey, the member for Cumberland in the Dominion Parliament. This account for the word "Honorable" which appeared below the portrait of the former gentleman. However, both are prominent lumbermen and most enterprising business men.

## ONE DOLLAR.

THE above sum represents the yearly subscription price of the CANADA LUMBERMAN, including both weekly and monthly editions, mailed to any address in Canada or the United States. Owing to postal charges, the subscription price to foreign subscribers is two dollars per year. Persons in foreign countries interested in Canadian timber products can invest that sum to no better advantage than by becoming a subscriber. Likewise every mill owner in Canada should read the columns of the CANADA LUMBERMAN. A sample copy will be gladly furnished upon request.

## BUSINESS IS BUSINESS.

"The man who whispers down a well
About the goods he has to sell,
Won't reap the gleaming golden dollars
Like one who climbs a tree and hollers."

## CANADA'S COMMERCIAL AGENTS.

FOLLOWING is the correct official list of Canada's Commercial Agents in Great Britain, British possessions and foreign countries:

J. S. Larke, Sydney, N.S.W., agent for Australasia.

G. Eustace Burke, Kingston, Jamaica, agent for Jamaica.

Robert Bryson, St. John, Antigua, agent for Antigua, Montserrat and Dominica.

S. L. Horsford, St. Kitts, agent for St. Kitts, Nevis and Virgin Islands.

Edgar Tripp, Port of Spain, Trinidad, agent for Trinidad and Tobago.

C. E. Sontum, Christiania, Norway, agent for Sweden and Denmark.

D. M. Rennie, Buenos Ayres, Argentine Republic, agent for Argentine Republic and Uruguay.

In addition to their other duties, the undermentioned will answer inquiries relative to trade matters, and their services are available in furthering the interests of Canadian traders:

J. G. Colmer, 17 Victoria street, London, S.W., England.

Thomas Moffat, 16 Church street, Cape Town, South Africa.

G. H. Mitchell, 15 Water street, Liverpool, England.

H. M. Murray, 40 St. Enoch Square, Glasgow, Scotland.

Harrison Watson, Curator, Imperial Institute, London, England.


Your Best Interest

Will be served by getting our prices on the following

White Beans
Comadia Figs
Raisins and Currants
Prunes in 25 and 50 cent boxes
Sugars, dark yellow
Syrup and Molasses

H. P. ECKARDT & CO.,
Wholesale Grocers TORONTO

CANADIAN OFFICE & SCHOOL FURNITURE CO. LIMITED PRESTON ONT.
FINE BANK, OFFICE, COURT HOUSE & DRUG STORE FITTINGS.
OFFICE, SCHOOL, CHURCH & LODGE FURNITURE
SEND FOR CATALOGUE

TELEPHONES

Send for our Illustrated Catalogue and Price List of

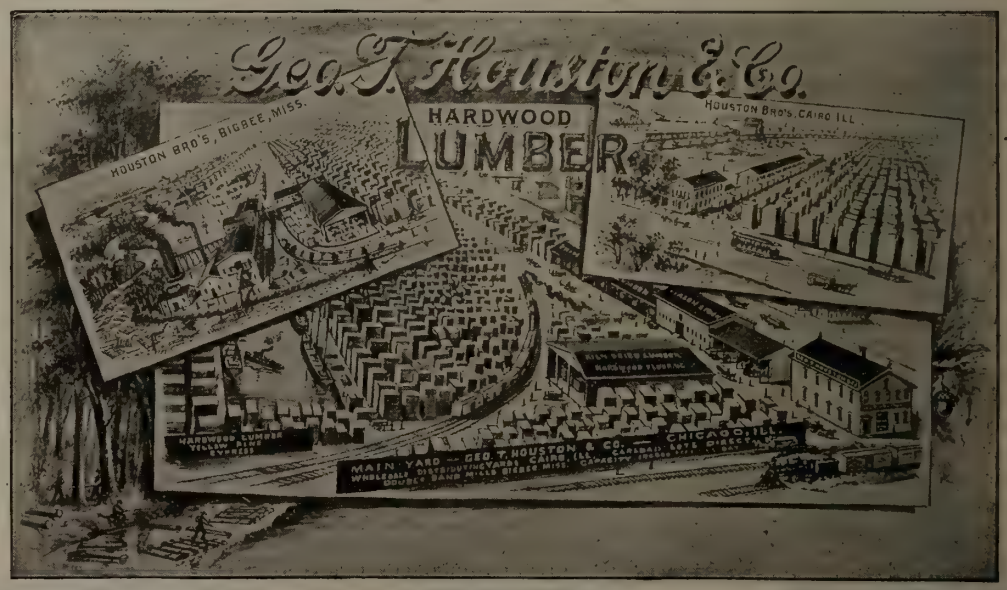
"UNIQUE" TELEPHONES

For Main Line and Warehouse Use.

Only Telephone made that does not get out of adjustment. Satisfaction guaranteed. Sold outright at low prices. No exorbitant royalties.

SOLE MANUFACTURERS
JOHN STARR, SON & CO., LIMITED
P. O. Box 448, HALIFAX, N. S.

Geo. T. Houston & Co.




WHOLESALE INDUCEMENTS

We invite Travelling Buyers to visit our Double Band Saw Mills and examine our large dry stocks. Location: Bigbee, Miss., south-east of Memphis, Tenn., on K. C. M. & B. Railway.

SPECIAL NOTICE

We can furnish large lots, straight or mixed carloads, dry stock, at Saw-Mill Prices, and make quick shipment. Inquiries and orders by mail or wire solicited.

SPECIALTIES—SPECIALTIES

Large Figured Band-Sawed Quartered White Oak is our main Specialty. All kinds Hardwood Lumber, Yellow Pine and Cypress, Wood Stock. Dimension sawed to order.

Main Office: GEO. T. HOUSTON & CO., Chicago, Ill., U.S.A

OAK TANNED BELTING

TORONTO
20 FRONT ST EAST
TELEPHONE 475

THE J. C. McLAREN BELTING Co MONTREAL

Canadian Agents :-: Prices Reduced.
ATEROUS, BRANTFORD, CANADA.

# WEST AND SOUTH

run the lines of the
ois Central Railroad and the Yazoo & Mississippi
ey Railroad, reaching into the eleven States of

South Dakota — Kentucky
Minnesota — Tennessee
Iowa — Arkansas
Wisconsin — Mississippi
Illinois — Indiana — Louisiana

enting an unequaled territory for diversified industries, and possessing

**Fine Sites for New Mills**
**t of Freight Facilities—Coal Fields**
**se Proximity to Distributing Centers**
**Intelligent Help of all Kinds**
**Many Kinds of Raw Material**

o sound industries, substantial inducements will be n by many of the places concisely described in the phlet "100 Cities and Towns Wanting Industries." te for a copy. Nearly all kinds of Industries are ted. Very liberal inducements are offered **TEXAS INDUSTRIES** in the South by a number of good es. GEORGE C. POWER, Industrial Commissioner I. C. R. R. Co., Chicago.

## J. D. SHIER

MANUFACTURER OF

## Lumber, Lath & Shingles

BRACEBRIDGE, ONT.

OUR EXTRA HAND-MADE

## AXE

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N.B.

CHARLES F. CLARK, President. — JARED CHITTENDEN, Treasurer.

ESTABLISHED 1849.

## THE BRADSTREET MERCANTILE AGENCY

*THE BRADSTREET COMPANY, Proprietors*

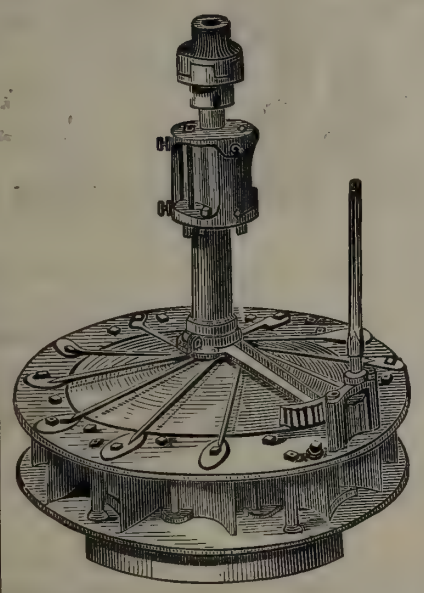
**346 & 348 Broadway, NEW YORK.**

Offices in the principal cities of the United States, Canada, the European Continent, Australia, and in London, England.

The Bradstreet Company is the oldest, and, financially, the strongest organization of its kind—working in one interest and under one management—with wider ramifications, with more capital invested in the business, and it expends more money every year for the collection and dissemination of information than any similar institution in the world.

TORONTO OFFICES:
*McKinnon Bldg., Cor. Jordan & Melinda Sts.*
THOS. C. IRVING, Superintendent.

It Pays to advertise in the CANADA LUMBERMAN. Try it.



## To Lumber Manufacturers

You've finished another sawing season—perhaps made one more good showing with the old mill. In view of a better demand and better prices, prepare for next season by placing your order for a

**LANE IMPROVED**

Conceded by hundreds the **BEST SINGLE CIRCULAR MILL BUILT.** Do the same if you contemplate winter sawing.

## To Users of Water Power

(MOSTLY GRIST MILLERS)

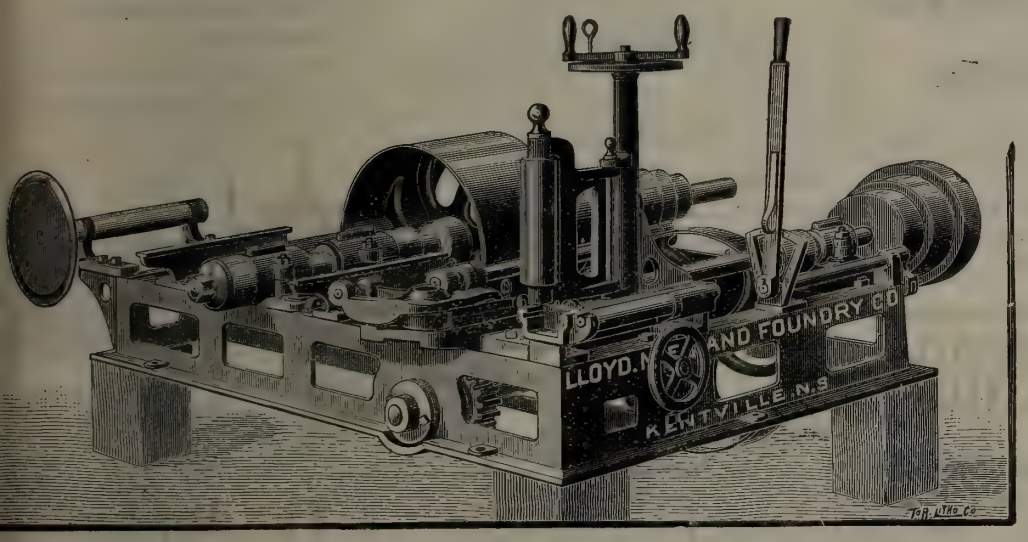
You've got one of the biggest crops to work on in years. Maybe the old wheel is not equal to the job. Don't take the risk. If you do the other fellow will get the best of it. The OTHER FELLOW is the one who places an order for a

**"LEFFEL," "VULCAN" OR "PERFECTION" TURBINE**

NONE BETTER—NONE EQUAL. Address:

MADISON WILLIAMS, Successor to PAXTON, TATE & CO.
PORT PERRY, ONT.

or A. R. WILLIAMS & CO., Agents, 345 ST. JAMES STREET, MONTREAL, QUE.




## Lloyd Manufacturing Co'y

JOHN I. LLOYD, Proprietor

# SAW MILL OUTITS

**Pulp Machinery, Belting, Etc.**

OUR SPECIALTIES:

Band Saw Mill Machinery,
Improved Rotary Saw Mills, with Green Mountain Dogs,
Also Screw Post Dogs,
Turbine Water Wheels,
Power Feed Gang Edgers,
Buzz and Surface Planers,
Heading Rounders,
Stave Machines, Stave Jointers,
Stave Planers.

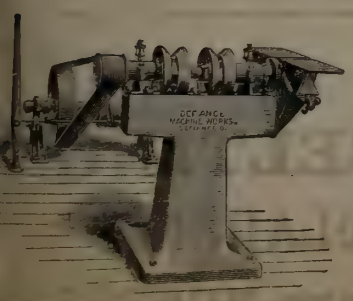
KENTVILLE, N.S.

ESTABLISHED 1850

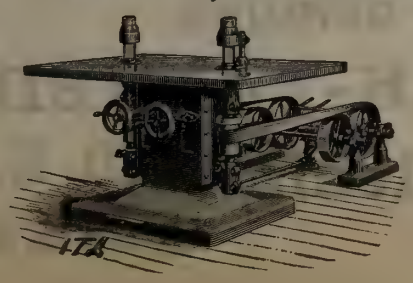
# THE DEFIANCE MACHINE WORKS

Designers and Builders of — DEFIANCE, OHIO, U.S.A.

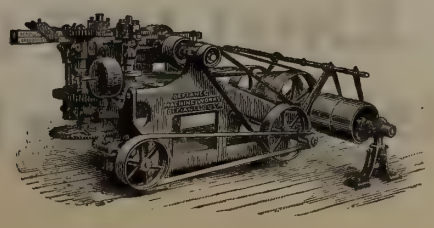
**PATENT HUB, SPOKE, WHEEL, WAGON, CARRIAGE, BENDING, HANDLE AND BARREL HOOP MACHINERY**



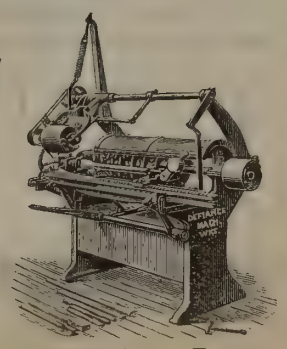
PATENT NO. O ROUNDING AND CORNERING MACHINE, WITH 6 INCH BUZZ PLANER ATTACHMENT.



DOUBLE SPINDLE SHAPING MACHINE



AUTOMATIC SAWED HOOP PLANER.



COMBINED SPOKE TURNING AND SQUARING MACHINE.
Capacity, 2,500 Spokes per day.

# FRICTION PULLEY BOARD

The BEST Article Known for the Purpose

MANUFACTURED BY..... THE DOMINION LEATHER BOARD CO'Y. - MONTREAL, QUE.

## FOR SALE

24 sets good Lumbering Sleighs. Width, 5 feet 2 inches over all; runners, 4 x 6 x 7 feet; bunk, 8 feet; spring steel shoeing. Will be sold cheap. Aapply to

THE WHALEY LUMBER CO., Limited,
Huntsville, Ont.

The LUMBERMAN is issued fifty-two times a year for $1.00. Can you afford to do without it?

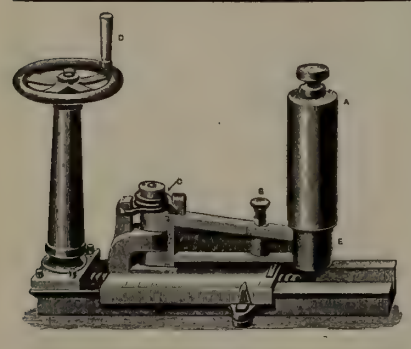
*The Leading European Lumber Paper*

## The Timber Trades Journal

Published Weekly by WILLIAM RIDER & SON, Ltd.,
14 Bartholomew Close, LONDON, E. C.

SUBSCRIPTION: $5.00 PER ANNUM, POST FREE

The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .



## STAFFORD The BEST TIMBER GAUGE

There are imitations; don't buy them.

DUBLIN, Ont., July 1, 1891.

DEAR SIRS,—Please find enclosed cheque for payment in full for Set Roller. We find it works remarkably well; in cutting a log of 700 feet or more, you can run the saw through the centre of the log and stand the roller back out of the way. It is always ready and never in your way.

Yours truly, JNO. BENNEWIES.

LANCASTER MACHINE WORKS
17 Oak Street - LANCASTER, ONT.

## THE PARK, BLACKWELL CO.
LIMITED

Pork and Beef Packers
Wholesale Provisions

TORONTO

Orders solicited for Pork and Beef Products, Butter, Cheese, Lard, Dried and Evaporated Apples, White Beans, etc., at close quotations.

# DICK'S ORIGINAL BELTINGS

Enormous Transmission • No Seams or Joints

TRADE

MARK

Not Affected by Dampness and No Stretching

SOLE AGENT: J. S. YOUNG

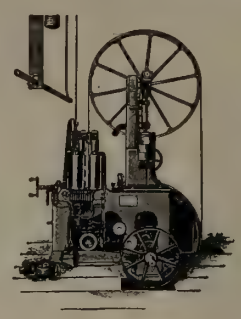
This is the Only Genuine and Original Balata Belt offered on the market.

15 Hospital Street, MONTREAL

# Band Re-Saws

## 50 SAGINAWS In SAW MILLS

If you want a Band Re-Saw for Any Purpose, write to Headquarters:

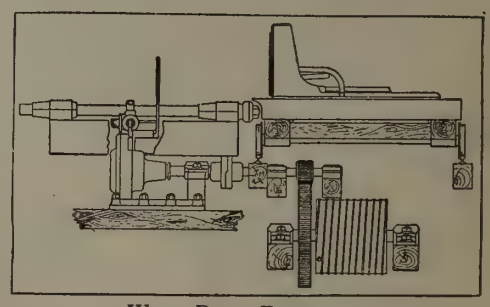


W. B. MERSHON & CO.

SAGINAW - MICH

The

# DAKE STEAM FEED



WITH ROPE FEED.

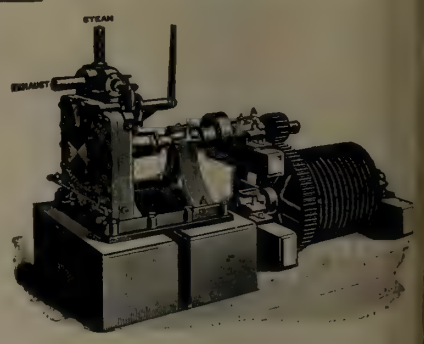
Embodies the following Advantages:

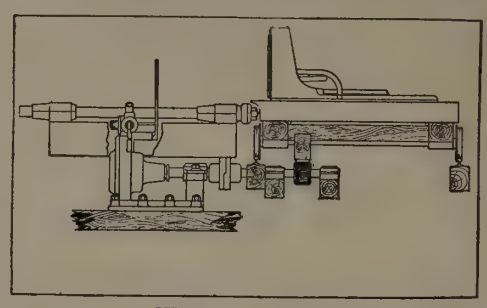
**Simplicity of Construction,**
**Positive and Easy Management**
**Economical Use of Steam,**
**Small Space Occupied,**
**Cheapness,**
**Easy Adaptation to either New Mills or those now in use.**

The movement of the engine in either direction is under the absolute control of the sawyer, thus accommodating the speed of the feed to the size of the logs.

Mill men who have used other makes of Steam Feeds comment favorably on the economical use of steam of our feed over others.

Write for Catalogue and full particulars.



WITH RACK FEED.

The Jenckes Machine Co.

36-40 Lansdowne Street,

SHERBROOKE, QUE.

TO BELT USERS:

Try Our **GENUINE**

# ENGLISH OAK-TANNED BELTING

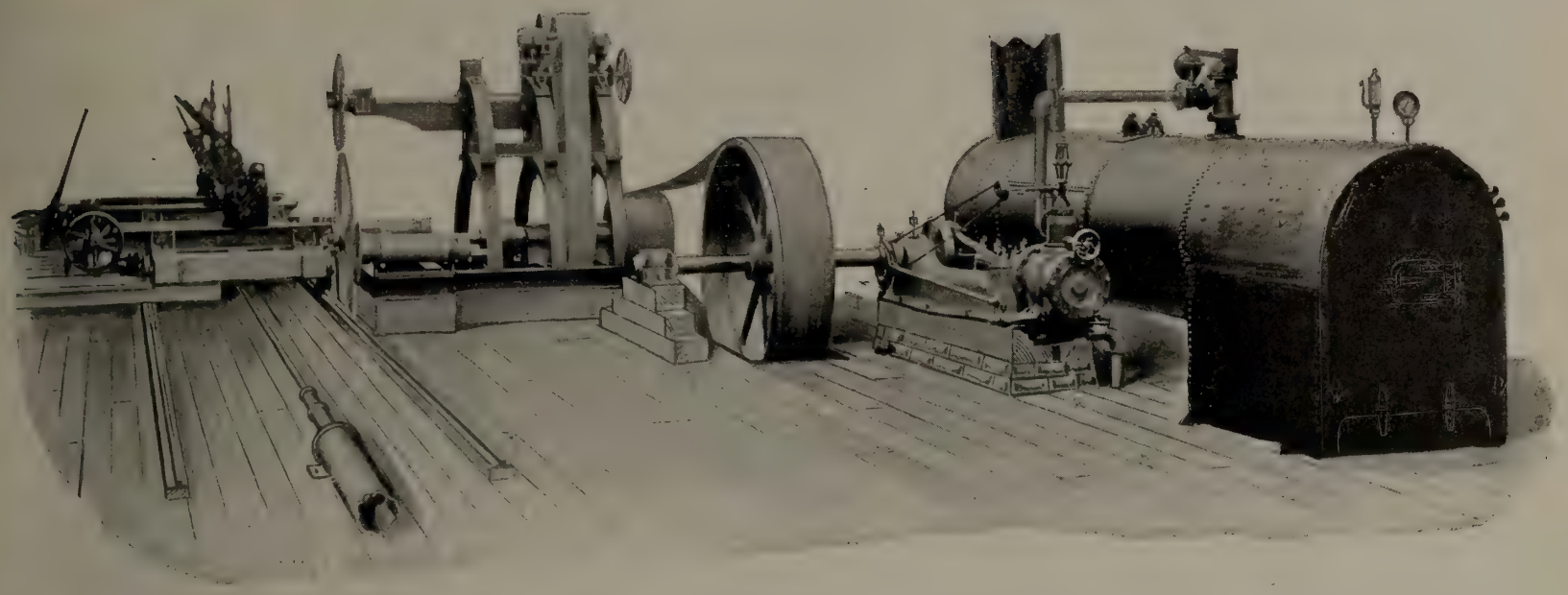
and Our **Lancashire Hair Belting**

D. K. McLAREN

**Victoria Square, MONTREAL**

# PORTABLE SAW MILLS

in many instances are indispensable.
Our Experience in building them extends over Half a Century. . . . . .



## 100 H.P. "PACIFIC COAST MILL"

With No. 4 Saw Frame, 72" Lower and 56" Upper Saw ; No. 7 Girder Steel Unbreakable Carriage, opening 72 inches from Saw—all portions of Carriage either Rolled or Cast Steel, Direct-Acting Steam Feed, etc.

**Waterous, Brantford, Canada**

**Waterous,**

## 60 H.P. "ONTARIO AND WESTERN MILL"

With No. 3 Saw Frame, having 12 inch face Friction Feed Works, taking 60 inch Lower Saw and 40 inch Upper Saw. A No. 3½ 5 Block Girder Steel Carriage opening 50 inches from Saw, with Peel and Reliance Cant Hook Double Spud Dogs—Rope Feed, Automatic coupling in Carriage between 3rd and 4th blocks—extras when required Bull Wheel, Slab Saw, Single or Double Edger, Trimmer, Live Rolls, Planer and Matcher, etc.

THE above are our Large Portable Saw Mills. We Manufacture all sizes down to 12 H.P., with Saw Irons of Smallest and Lightest Dimensions for Mule Back or Dog Train Transportation to the Mines. One of our 12 H.P. mills has been operated for years by the Hudson Bay Co., at Fort Churchill, H. B., and many are scattered throughout the Dominion. We have shipped many of the smallest to British Columbia, several for transportation 600 miles north into the Omenica and Cassiar districts, others to Dawson City and vicinity, Rat Portage, Kootenay and leading Mining Centres. Write or Wire us for Prices and Delivery Date.

**Waterous, Brantford, Canada**

# R. H. SMITH CO., LIMITED

## St. Catharines, Ont.

We are the Sole Manufacturers of Saws under the **Simonds' Process** in the Dominion of Canada.

There is no process its equal for tempering circular saws. Other makers recognize this fact, as some of them, in order to sell their goods, claim to have the same process. **All such Claims are FALSE,** as the patentee in the U. S. and ourselves are the only firms in the world who use it.

MILL STREAM, QUE., on I. C. R'y, December 17th, 1894.

R. H. SMITH CO., LTD., St. Catharines, Ont.

DEAR SIRS,—Driving a 20 in. 13 gauge saw into frozen hardwood, using a 9 in. 4-ply belt, if it can be done satisfactorily, is a very severe test. Your saws have stood that test better than any I have tried. I have been experimenting with different makes—both home and imported—during the last five years, and give yours the preference. Last order is just to hand and will report on them by and bye.

Yours very truly, JAMES McKINLAY.

---

CAMPBELLTON, N.B., Nov. 17th, 1894.

R. H. SMITH CO., LTD., St. Catharines, Ont.

DEAR SIRS,—In regard to your Shingle Saws, you can say that I have been using Shingle Saws of your make (Simonds) for the past four years, and they have given good satisfaction. I am running nine machines and use a good many saws, but have never had a saw yet that did not work satisfactorily. Before using your saws I used saws of American make, which worked well, but after giving your saw a trial have continued to use yours, as they are cheaper, and in regard to working qualities are all that is needed.

Yours truly, KILGOUR SHIVES.

---

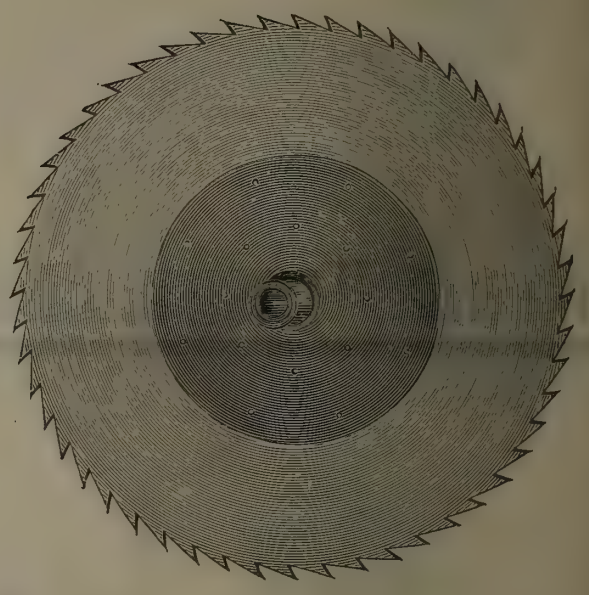
CLAVERING, ONT., May 3rd, 1897.

R. H. SMITH CO., LTD., St. Catharines, Ont.

GENTS,—In reply to your letter asking me how I liked the 62" SIMONDS Saw, I must say in all my experience I never had a saw stand up to its work like the one purchased from you last month. Having used saws for the last 22 years, and tried different makes, I can fully say it is the best saw I have ever had in my mill, and would recommend the SIMONDS' Process Saws to all mill men in need of circular saws.

Yours truly, W. G. SIMMIE.

P.S.—I am sending you my old saw to be repaired; please hammer to same speed as new one. W.G.S.



## THE "LEADER" CROSS-CUT SAW

These Saws are made from the best DOUBLE REFINED SILVER STEEL, warranted four gauges thinner on back than front, and the only Saws on the market that are a perfect taper from the points of the teeth to the back, and require less Set than any other Cross-Cut Saw.

They are tempered by the Simonds' Patent Process, insuring a perfectly uniform temper throughout the plate, and stand without a rival as the BEST, FASTEST, AND EASIEST-CUTTING SAW KNOWN. A gauge to regulate the clearing teeth is furnished with each saw.

Directions for Setting and Filing are plainly Etched on every Saw. None genuine without our Registered Trade Mark as shown in cut.

## THE "LEADER" SAW SWAGE

**Made in 3 Sizes—$2.00, $2.50, $3.00 Net.**

OUR PRICES ARE RIGHT. KINDLY ALLOW US TO QUOTE YOU BEFORE PURCHASING.

# R. H. SMITH CO., Limited, St. Catharines, Ont.

# THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office : TORONTO, ONT.

Cable and Telegraph Address, "Royelectric."

MANUFACTURERS OF

## Electrical Machinery and Apparatus

... FOR ...

**LIGHT and POWER**

SPECIAL ATTENTION GIVEN TO———

**LONG DISTANCE TRANSMISSION OF ELECTRICITY**

FOR LIGHT AND POWER

ALSO FOR

**ELECTRIC PLANTS FOR MILLS**

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

## The WM. KENNEDY & SONS, Limited

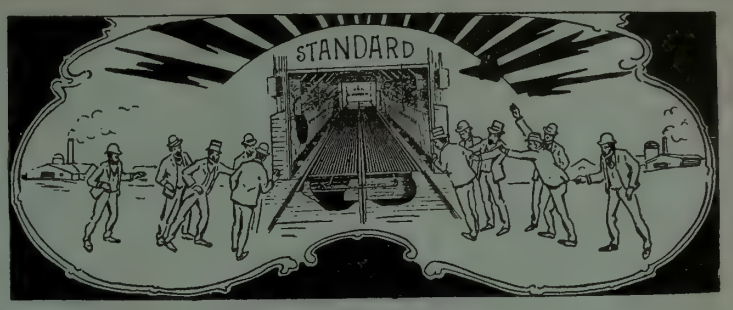
Manufacturers of Owen Sound, Ont.

THE VERY LATEST AND MOST POWERFUL

# TURBINES

Accurately Machine Dressed Gearing, Iron Bridgetrees, Pulleys, Shafting, Trevors Swing Shingle Machines, &c.
Propeller Wheels from 12" to 12' diameter and for any Purpose.

NOTHING BUT FIRST CLASS WORK.




## TAKE A PEEP INSIDE

of the Standard Kiln, and it will be easy for you to understand WHY it is the Most Perfect Lumber Drier in the World. There are other "good looking" kilns. Yes, and other "good" kilns, too; but no other kiln ever made will dry SO MUCH lumber, do it SO QUICKLY and SO THOROUGHLY, and use SO LITTLE STEAM as

## The Standard Improved Compression Dry Kiln

We can prove that—by demonstration or by evidence. We will mail you the evidence of many users, if you want it. It will give you a good idea of the range and the quality of its work. Here is one firm's opinion :

OTTAWA, ONT., June 25, 1898.

THE STANDARD DRY KILN CO., Indianapolis, Ind.

GENTLEMEN,—In reply to yours of the 21st of June, I have to say that the "Compression" Kiln put in for us is "all right." It worked very nicely during the winter months, and seems to suit our Canadian climate.

Yours truly, R. THACKRAY,
Per James Davidson.

Our illustrated catalog sets forth in a very clear manner the detail of construction, and shows plainly the application of the Standard "Moist Air" theory of drying. You can have one for the asking.

## THE STANDARD DRY KILN CO.

195 South Meridian Street, INDIANAPOLIS, IND.

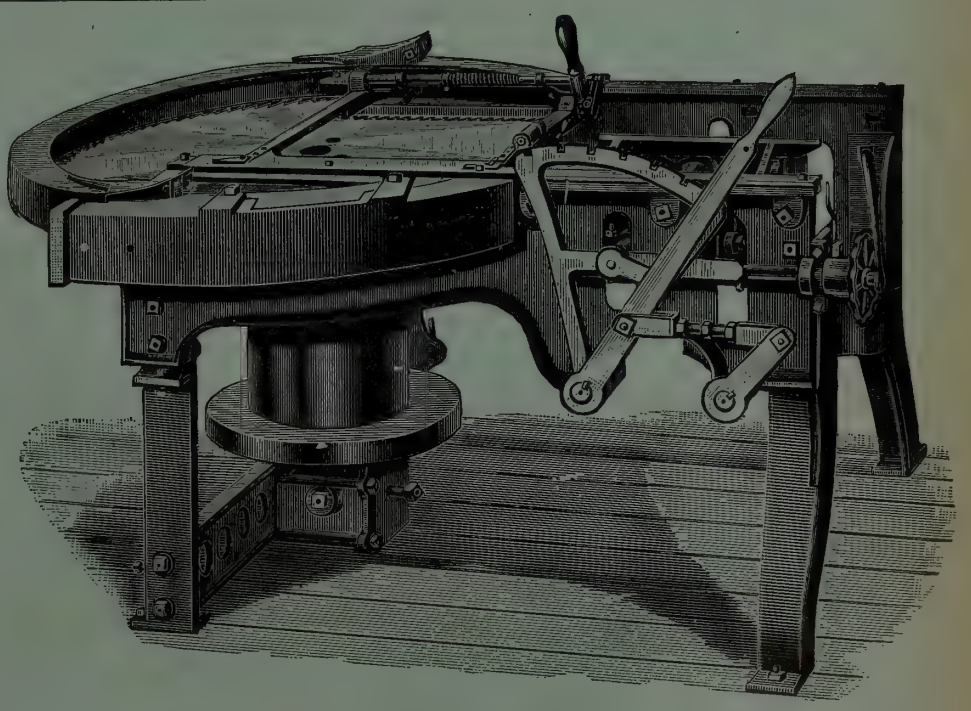
THE DRY KILN THAT DOES NOT Disappoint

# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON · ONTARIO

Manufacture

- Band Saw Mills
- Gang Saw Mills
- Circular Saw Mills
- Portable Saw Mills
- Shingle Mills
- Lath Mills
- Saw Filers, and all of F. J. Drake's Patents



DAUNTLESS SHINGLE AND HEADING MACHINE.

Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter.
Capacity 25,000 to 50,000 per day.

Our Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.

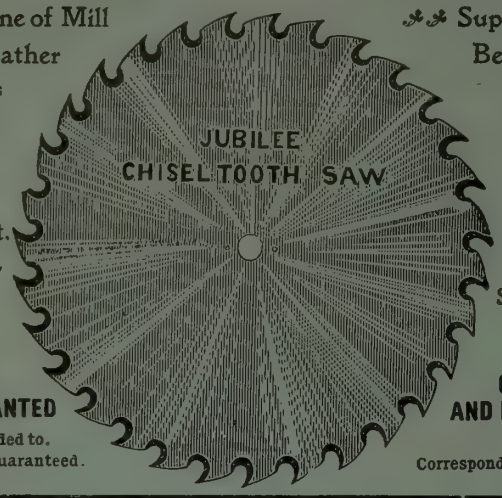
CORRESPONDENCE SOLICITED

# THE JAMES ROBERTSON CO., Limited.

Manufacturers of..... Saws of All Description

A Full Line of Mill Rubber and Leather Metal, &c., always

Supplies, including Belting, Babbit carried in stock.




Head Office: 144 William St. MONTREAL

Factories at MONTREAL, TORONTO, and ST. JOHN, N.B.

ALL OUR SAWS FULLY WARRANTED
Orders promptly attended to. Satisfaction Guaranteed.

CIRCULAR, GANG AND MILL SAWS A SPECIALTY
Correspondence Solicited.

# Galt Machine Knife Works

**MACHINE KNIVES** OF EVERY DESCRIPTION FOR **Woodworking Machines**

...Send for Price List...

PETER HAY - - - - - - Galt, Ont.

# SUPPLIES
## OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

# RICE LEWIS & SON
(LIMITED)

Cor. King and Victoria Sts. - TORONTO

Every Lumberman wants it — 35 cents buys it

## Scribner's Lumber and Log Book

SAVES TIME SAVES MISTAKES SAVES MONEY

BRIMFUL OF EVERY-DAY, PRACTICAL INFORMATION

Address: THE CANADA LUMBERMAN, Toronto

7 3 10

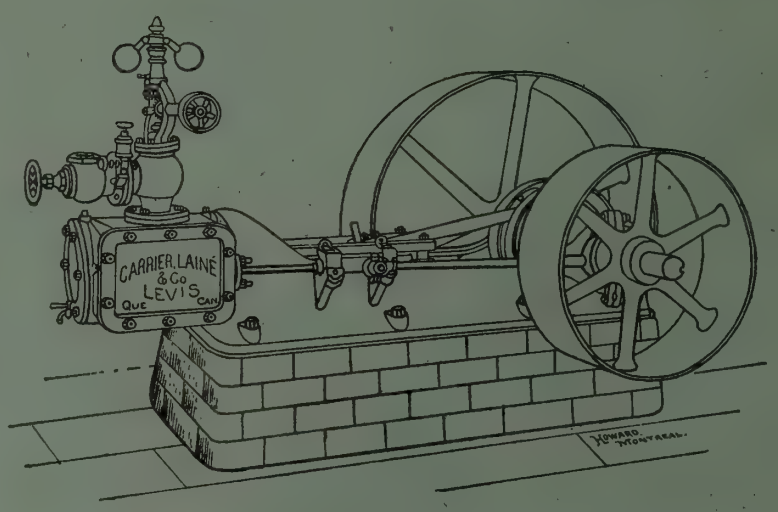
# "DEAD EASY"

But if that "3" represents Middlemen's commission on the Machinery you buy, you had better make a change and deal at headquarters.

**No better Mill Machinery is made in Canada or elsewhere than that supplied "DIRECT" from our Machine Shops.**

## Portable and Stationary Engines and Boilers

CIRCULAR SAW MILL PLANTS
GANG AND BAND SAW MILLS
SHINGLE MILLS, LATH MILLS
EDGERS,
PLANERS and
BUTTERS




**Modern Patterns in Every Line.**

**Tools, Belting and Supplies.**

We are equipped to build any special machine you may require.

IF YOU HAVE PLANT TO EXCHANGE GET OUR ESTIMATES

# CARRIER, LAINE & CO.,
LEVIS, QUE.

USE THE FAMOUS .. **PINK LUMBERING TOOLS**

Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks

Cant Hook Handles, Peavy Handles } By Car Load or Dozen

Pike Poles, Skidding Tongs, Boom Chains

**Lowest Prices** ◎ THOMAS PINK ◎ **PEMBROKE, ONT.**

# THE CANADA LUMBERMAN

WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XIX. NUMBER 12. | TORONTO, CANADA, DECEMBER, 1898 | TERMS, $1.00 PER YEAR. SINGLE COPIES, 10 CENTS.



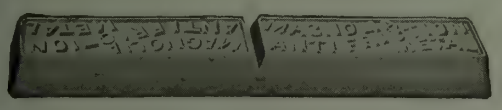
## MAGNOLIA METAL

In Use by Twelve Governments

BEST ANTI-FRICTION METAL FOR ALL MACHINERY BEARINGS.

**BEWARE OF FRAUDULENT IMITATIONS**

Genuine Magnolia Metal is made up in bars, of which this is a fac-simile :



The Name and Trade Mark appear on each box and bar, and besides this the words "Manufactured in U.S.," and "Patented June 3, 1890," are stamped on the under side of the bar.

**MAGNOLIA METAL CO.**

Owners and Sole Manufacturers 266 and 267 West Street, NEW YORK

General Agents for Canada: MESSRS. CAVERHILL, LEARMONT & CO., MONTREAL.

Chicago Office: Traders' Building. London Office: No. 49 Queen Victoria Street, London, E. C.

FOR SALE BY ALL DEALERS

## Ottawa Saw Works Co.

Manufacturers of All Descriptions of..... **SAWS** { Circular, Mill and Gang, Shingle, Butting, Concave, Band, Cross-cut, Billet Webs.

Correspondence Solicited. Middle Street, OTTAWA, ONT.

## MOORE STEAM PUMP

For Stationary, Traction and Marine Boilers.

High and Low or Special Duty.

Send for Illustrated Catalogue.

DARLING BROTHERS

Reliance Works - MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.

Frank Darling, Agent, Nelson, B. C.

Use the..... **BEST** and Strongest.

## CAMEL BRAND BELTING

Is Twice the Strength of Oak-Tanned Leather, Stretches Less under Double the Strain, **MOST** Economical and not being affected by Dampness, Heat or Steam, it is More

**DURABLE**

W. A. FLEMING & CO. - Montreal

**TENTS, Sails, Tarpaulins, Camp Beds, Blankets, Underwear, Kersey Top Shirts, Tweed, Flannel, Mackinaw, Etoffe, Cotton, Moleskin, Cottonada, Denim and Fancy Top Shirts, Etoffe and Tweed Pants;** Overalls, Smocks, Sou'wester and Tweed Caps; Beef, Buck and Oil Tan Moccasins; Hand Knit Mitts and Hosiery; Buck and Elk Choppers' Mitts, Oil Clothing, Pipes, Pocket Knives, Stationery, Towelling, etc., etc., including everything for Lumber Camps. Manufactured WHOLESALE, only by

**JAMES W. WOODS**

Klondyke Outfitter 75 Queen St., OTTAWA, ONT.

Agent for Josiah Fowler's Axes; Hodgson, Sumner & Co., Wholesale Dry Goods, Montreal; Alaska Feather & Down Co., Mattresses, Pillows, etc., Montreal.

SAVE WHOLESALERS PROFIT BY BUYING DIRECT FROM MAKER

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING AND LACE LEATHER

Danville, Que.

## RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.

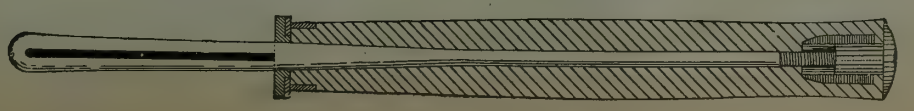
JOHN J. GARTSHORE,
49 Front St. West, Toronto.

MANUFACTURERS OF

# HIGH GRADE CIRCULAR AND LONG SAWS

Sole Makers of

## The "Burns" Patent Handle



Patented June 26th, 1893.

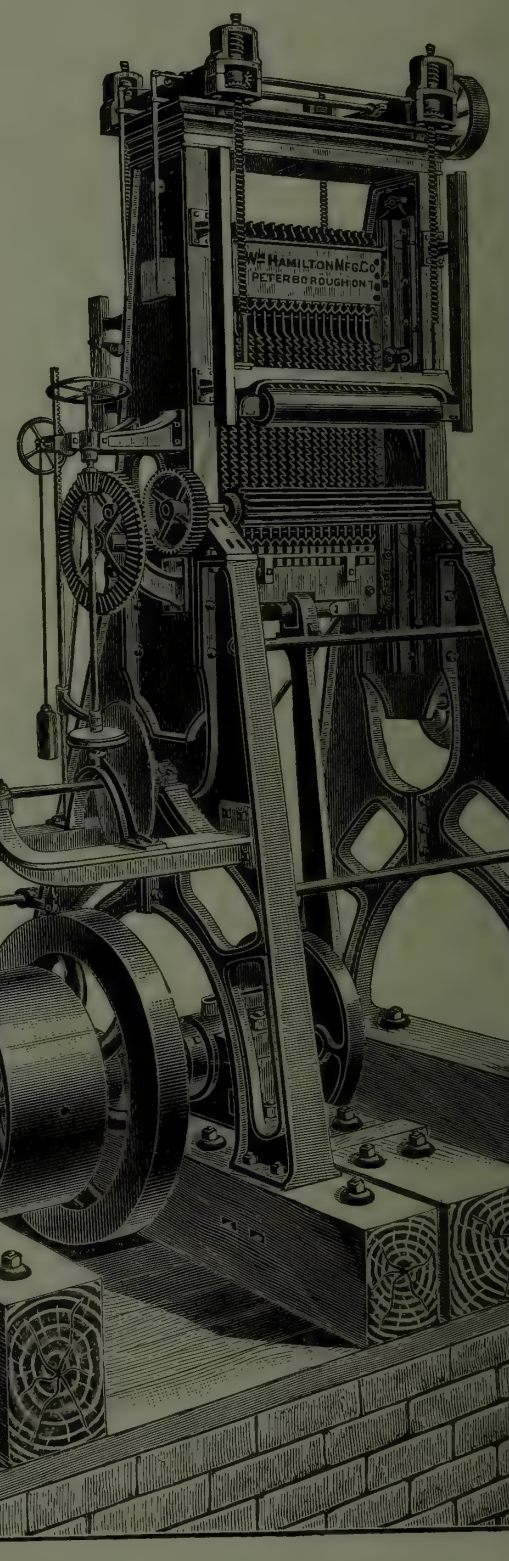
**POSITIVELY THE STRONGEST AND MOST EASILY ADJUSTED HANDLE MADE**

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a Complete Line of

HIGH GRADE SAW-MILL MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

WE are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Limited

Branch Office: VANCOUVER, B.C.

PETERBOROUGH, ONT.

# THE CANADA LUMBERMAN

VOLUME XIX. NUMBER 12. | TORONTO, CANADA, DECEMBER, 1898 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

## A YUKON SAW MILL.

IN the early days of the Klondike rush, the crafts constructed for conveying gold seekers and their supplies down the lakes and the Yukon river to the heart of the gold fields at Dawson City were of the most primitive and crude design, and it is said that a number of the wrecks in the canyons and rapids are accounted for on these grounds. With the advent of saw mills the conditions were somewhat changed. The Mining Record furnishes the accompanying illustration of one of these mills, together with the following comment :

A local company, incorporated in Victoria in January, and known as the Victoria-Yukon Trading Company, sent 30 men, in charge of one of their directors, Mr. M. King, a well-known and experienced coast logger, to Lake Bennett, and in the face of most tremendous difficulties a complete saw mill equipment, weighing altogether in the neighborhood of 200 tons, and including a 40 horse power engine and boiler, was transported over the pass —a really remarkable feat, considering the then conditions of the trail, horses and men having to make their way through soft snow in many places many feet deep and up hill at that, dragging and carrying loads which would be trying enough on the level. At length, as is generally the case, pluck, perseverance and patience were rewarded, and by the middle of March the party arrived at Lake Bennett. The work of installing the machinery was commenced forthwith, and within two weeks from that time the steam whistle startled the silence of that grim north country, and a steam saw mill was in full operation on the shore of Lake Bennett. Needless to say, the mill could hardly keep pace with the enormous demand for lumber that immediately followed, for although prices would seem terribly "steep" to coast builders, to the prospectors, who with enormous labor had previously been obliged to whip-saw every foot of timber required for their boats, the saw mill charges appeared wonderfully moderate. Many, however, preferred to purchase boats or barges ready built at the mill, and so the company found it necessary to send from Victoria a small army of competent ships' carpenters and boat builders, who received as much as fifteen and twenty dollars a day wages for their work ; but then boats sold never far short of a hundred dollars. This year already hundreds of craft of all sizes and shapes have been turned out from the Lake Bennett mills, and the industry promises to become a very important one.

SAW MILL AT LAKE BENNETT, IN THE YUKON DISTRICT.

## ACCIDENTS FROM SMALL SAWS.

IT is not a matter of surprise that so many accidents occur in saw mills, planing mills and other wood-working plants where rough lumber is cut up and finished. Indeed, it would be a great surprise if none occurred, or if they were of rare occurrence only. Of the accidents recorded in the daily papers as occurring in wood-working plants, by far the greater number are caused by the small saws used for various purposes. Doubtless most of these accidents are due to the negligence or carelessness of the employees ; at least that is the opinion of the writer, after considerable experience and observation. It is curious, but more accidents from this cause happen to hands with more or less experience than to new beginners. A long experience with rapid-moving belts and machinery induces a carelessness that amounts to a contempt for the known dangers. It was a favorite trick with the "Mohawk Dutchman," the champion scroll sawyer, to rub the ball of his thumb on an oil stone or greasy bearing, and remove the grease clean by passing his thumb repeatedly against the rapidly moving scroll saw. A new beginner would never attempt such a trick. As long as he is afraid of moving machinery, he is pretty safe from accidents ; but after a long experience he loses all fear, becomes careless and gets hurt.

It is true that many accidents are chargeable to the owners, operators or foremen. Often machines are not properly arranged on the floors, and placed in positions that greatly increase the liability to accidents. In such cases the owners or operators are liable for damages for accidents that may occur.

In this country the law gives a person who is hurt through the neglect or carelessness of his employer the right to bring suit for damages for any amount of money he may choose, and jurors generally sympathize with the poor man who is hurt and also necessarily thrown out of employment, at least temporarily; but our laws make no provision to force employers to place their machines in such positions and to protect them in such a manner as to reduce the danger of accidents to a minimum. In England they have official factory inspectors who visit the plants using machinery, periodically in person ; and if they find a machine is "dangerous," they serve a written notice to that effect on the foreman, proprietor or other proper person, and a heavy penalty attaches to operating that particular machine until it is made to comply with the requirements of the Factory Act. Recently a law has been enacted requiring a hood, or a "fence," over all circular saws. The law has been much discussed of late in the British lumber trade papers. The trouble is to provide a hood, or fence, that will protect the operator and at the same time detract nothing from the efficiency and capacity of the saw. Several styles have been invented, and doubtless one will be devised that will be satisfactory to the employers.—Southern Lumberman.

A large saw mill is being constructed at Lake Temiscouata, Que., by James Miller, of St. John, N. B., and D. A. Huntley, of Parrsboro, N.S. The mill, which will begin operations next spring, will have a capacity of about 15,000,000 feet of lumber during the summer season. The firm have a gang of men in the woods now getting out logs.

## CANADIAN HOO-HOOS.

In the United States there is a society called the Hoo-Hoo, it being a social order composed almost exclusively of lumbermen. It was organized in 1861, and has since grown to considerable proportions, having a total membership of about 6,000. Some time ago the first branch of this society in Canada was formed in Vancouver, B.C., and on November 12th last another Canadian branch was organized in Winnipeg. A number of officers of the order from Minneapolis and vicinity, including Platt B. Walker, jr., the Snark, or great chief, visited that city, and initiated the following candidates into the mysteries of the society :

Richard Dignity Vigars, Vigars Bros., Port Arthur, Ont.

Arthur Frederick Ernest Phillips, Brunnette Saw Mill Co., Winnipeg, Man.

Henry Scoots Burns, G. B. Housser & Co., Winnipeg, Man.

George Oliver Aulsebrooke, Brown & Rutherford, Winnipeg, Man.

John Malcolm Chisholm, Dick, Banning & Co., Winnipeg, Man.

George Welgord Campbell, B. C. Mills, Timber and Trading Co., Winnipeg, Man.

John Campbell Graham, Rat Portage Lumber Co., Winnipeg, Man.

Theodore Arthur Burrows, Winnipeg, Man.

Gideon Boyd Housser, G. B. Housser & Co., Portage la Prairie, Man.

Robert Hugh O'Hara, Barclay & O'Hara, Brandon, Man.

Daniel Boyce Sprague, D. E. Sprague, Winnipeg, Man.

John Dick, Dick, Banning & Co., Winnipeg, Man.

Douglass Cameron, Rat Portage Lumber Co., Rat Portage, Ont.

Magnus Stockholm Esbjornsson, Abbott Bros., St. Paul, Minn.

After the ceremony was completed an adjournment was taken to the Holmes restaurant, where an excellent banquet was participated in. Short addresses were made by all present, and the most cordial and friendly relations established between those who, while living in different countries, have many interests in common.

The appointment of a vicegerent for Manitoba was referred to the newly initiated members, and John C. Graham was uninously selected for that honor. Mr. Graham is one of the representative lumbermen of the province, a genial gentleman and a general favorite.

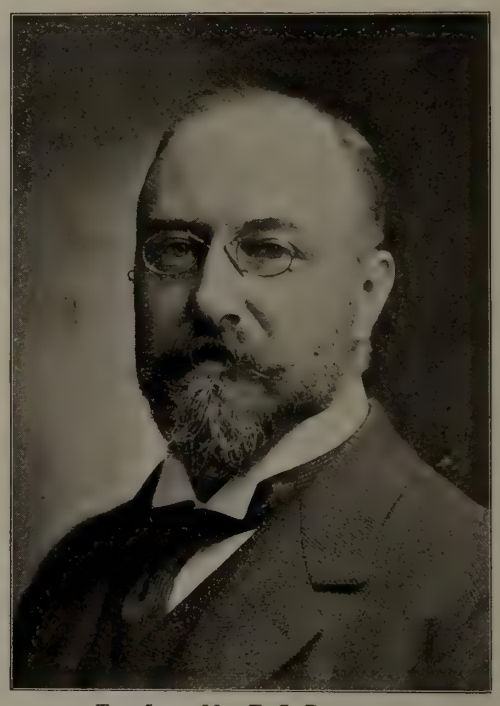
## MAKING CLOTHESPINS.

There are probably very few people outside the trade who know anything concerning the vast number of clothespins that are annually required to supply the millions of housekeepers throughout the United States. It is estimated that as many as 50,000,000 dozen, or 600,000,000 single pins, are manufactured in eastern and western factories every year. Clothespins are made principally of beech and maple. Blocks of this wood are fed to a very ingenious and exceedingly rapid-running machine, which has three separate compartments. One of these cuts a block up into a dozen or more pieces, each of which is suitable for forming a pin. It next seizes and cuts the "crutel," or place that is to grip the wash on the clothesline, and the final operation turns the neck and head of the pins and smoothes and finishes them off by the bushel, ready for use. The pins are then packed into boxes, each containing 720, and the boxes are then nailed up by another labor-saving machine, ready for the market.

## THE LATE MR. F. S. RATHBUN.

In lumber circles in Canada no name is more familiar than The Rathbun Company, of Deseronto, Ont. Widespread grief will therefore be felt at the death of Mr. F. S. Rathbun, one of the active partners and treasurer of the company, who was called away on the morning of November 26th, his death being due to heart failure. He appeared in the best of health and spirits the previous evening, arose in the morning at his usual time, and went to his dressing room, where he suddenly expired. His death is indeed a great loss to his relatives, the Rathbun Company, and the community at large.

Frederic Sherwood Rathbun was the son of the late Hugo Burghardt Rathbun, the founder of the Rathbun Company, and brother of Mr. E. W. Rathbun, the manager of the company. He was born in Deseronto on January 26th, 1856, and was one of a family of ten children, of whom four survive. He attended school in New York city, and at the early age of sixteen entered the office of H. B. Rathbun & Son, subsequently taking the duties of accountant in that firm.



The Late Mr. F. S. Rathbun.

When it became incorporated as the Rathbun Company, he was appointed secretary-treasurer of that great business organization. The position was one of great responsibility. His ready tact, prompt decision and wonderfully methodical arrangement of duties enabled him to perform the difficult task in a manner which won the admiration of all. He was always approachable by the members of the office staff, and secured their confidence, respect and loyal support. He was a thorough man of business, giving his close attention to the management of the department immediately under his supervision, and with every detail of which he was conversant. He was closely identified with the general management of the extensive business of the company, and in this respect his loss may be said to be irreparable, Mr. E. W. Rathbun losing in him a wise counsellor and strong right arm, as well as an affectionate brother.

In addition to his position in the Rathbun Company, deceased was also treasurer of the Bay of Quinte Railway Company, president and treasurer of the Oshawa Electric Railway Company, treasurer of the Thousand Islands Railway Company, treasurer of the North American Telegraph Company, president of the Deseronto News Company, and treasurer of the Muskoka Slide and Boom Company. He avoided publicity, but nevertheless always took a deep interest in the affairs of the country, and more particularly in the town of Deseronto. He especially interested himself in educational affairs, being a member of the High School board.

Mr. Rathbun held the position of treasurer of Deseronto ever since it was incorporated as a town. He was postmaster of Millpoint and Deseronto for twenty years, and gave much attention to the proper management of the office. He was fond of yachting, boating, bicycling, and all kinds of manly sports, was for several years captain of the Deseronto Canoe and Boat Club, and, it will be remembered, held for one year the honorable position of Commodore of the American Canoe Association. He was very firm and constant in his friendships, and in his intercourse with men of business he was regarded as the soul of honor ; hence the sorrow for his loss in such an extended circle of friends.

In religion Mr. Rathbun was a Presbyterian, being a trustee and a member of the board of managers of the Church of the Redeemer. On October 23rd, 1877, he married Miss Jean McMurrich, daughter of the late Hon. John McMurrich, of Toronto ; three children survive him. His funeral was made the occasion of a spontaneous expression of respect for the dead and sympathy for the bereaved.

## HOW FLAG STICKS ARE MADE.

The little sticks to which flags are attached are produced automatically by an ingenious machine recently invented for the purpose. By the old methods of manufacture it would hardly be possible to supply the demand, and certainly not at the remarkably low price at which this machine turns them out. Under the old method each stick was rounded separately, and the operation was very tedious and slow. By means of the new invention the whole board is fed into the machine. These boards are first sawed into the length of the finished stick. There are two sets of cutters, one cutting on the top and the other on the bottom of the board. These cutters are especially shaped, the upper cutter cutting one-half the circle of the finished stick, the lower cutter cutting the other half, and this is done so nicely that when the board has passed the cutters it is cut into finished round sticks, each separate from the other, and each so nicely rounded that the meeting point of the two sets of cutters cannot be observed. After leaving the machine, the finished sticks drop into a large box or hopper, and are then stacked up ready for the flags. The machine is made so that it will cut any size of stick, from the very smallest up to any diameter desired, by simply changing the cutters on the cutting mandrels. The machines are arranged so that these cutters can be removed from the mandrels very readily, and new cutters can be put in place in about a minute's time. The upper and lower cutters are placed in an almost vertical plane, so they will cut the stick at almost the same time, and after the sticks leave the cutters they are fed into circular grooves before they leave the machine, so that each separate stick is held firmly in place and a smooth cut ensured.—Invention.

# CHAMBER OF SHIPPING BRITISH NORTH AMERICAN TIMBER AND DEAL CHARTER, 1898-99.

Following is a copy of the proposed steamship charter governing the shipment of timber, deals, etc., from Canada to Great Britain, as drawn up by the British Chamber of Shipping :

CODE NAME.

IT IS THIS DAY MUTUALLY AGREED between ..... 189
Owners of the good Steamship called the
of Tons net register, or thereabouts, and of , St. Petersburg standards, the Shipowners
having a margin of 10 per cent. more or less, Master,
now
and of Charterers.

1.—That the said Steamship, being tight, staunch and strong, and every way fitted for the Voyage, shall with convenient speed (having liberty to take Cargo for Owner's benefit, to any port or ports on the way, or to ), and after discharge of same, sail and proceed to

Memo.—Owners may agree to expunge the words "always afloat" at loading and/or discharging ports.

or so near thereunto as she may safely get, and there load, always afloat, from the Agents of the said Charterers, a full and complete Cargo of
The Steamer to be provided with a Deck load, at full freight, at Charterers' risk, and with a sufficient quantity of ends, eight feet and under, for Broken Stowage only.
Not exceeding what she can reasonably stow or carry, over and above her Tackle, Apparel, Provisions and Furniture : and being so loaded shall therewith proceed to
or so near thereunto as she may safely get, and deliver the same, always afloat, on being paid Freight as follows :—

| | £ | s. | d. | |
|---|---|---|---|---|
| For TIMBER | | | | per load of 50 cubic feet Customs calliper measure. |
| " DEALS and BATTENS | | | | " St. Petersburg Standard Hundred. |
| " BOARDS | | | | do. do. |
| " DEAL ENDS, for broken stowage, eight feet and under | Two-thirds | freight. | | do. do. |
| " BOARD ENDS, for broken stowage, eight feet and under | | | | |

Memo.—Battens to be considered 2½ in. x 6 in. and up.

The Owner not to be responsible for any shortage or damage except as ascertained on delivery ex Ship.
The Steamer to be free of Bateau hire on broken stowage at Quebec.
The freight is in full of all Port Charges and Pilotages.
In the United Kingdom the Timber to be measured by the Customs Fund Officers; on the Continent or in the United Kingdom where there are no Customs Fund Officers, then to be measured by an official measurer. Measurements to be calculated upon the basis of full square dimensions (no allowance to be made for wane), and the expense of Measuring to be divided between the Charterers and the Owners of the Steamer.

2.—The Master or owners to telegraph the Shippers of the Cargo (telegraphic address as per margin), giving at least days' notice of the probable date of Steamer's arrival at the loading port. Default of this not to be considered a breach of Charter, but Charterers not to be responsible for delay in loading caused by such default of the Master or Owners.

3.—The cargo to be loaded and discharged with customary Steamship dispatch as fast as the Steamer can receive and deliver during the ordinary working hours of the respective ports, but the Charterers undertake that in no case shall the minimum quantity supplied in loading be less than standards per day, nor less than standards per day received at the Port of Discharge. Sundays and legal holidays in both loading and discharging excepted, unless used. Should the Steamer be detained beyond the time stipulated for loading and discharging demurrage shall be paid at the rate of pounds per running day, payable day by day. The cargo to be brought to and taken from alongside the Steamer at the Charterers' risk and expense, any custom of the respective ports to the contrary notwithstanding. The Steamer is not to be responsible for any cargo until same is taken hold of by her loading tackle. The Master has liberty to bring phosphate or other dead weight as ballast for Steamer's benefit.

4.—Sufficient Cash for Steamer's ordinary disbursements to be advanced the Master, if required by him, at Port of Loading, subject to 2½ per cent. Commission and cost of Insurance.

5.—If the Cargo cannot be loaded and/or discharged by reason of a strike or lock-out of any class of workmen essential to the loading and/or discharge of the Cargo, or by reason of epidemics, the time for loading and/or discharging shall not count during the continuance of such strike or lock-out or epidemic; a strike or lock-out of the shippers' and/or receivers' men only shall not exonerate them from any demurrage for which they may be liable under this charter if by the use of reasonable diligence they could have obtained other suitable labor, and in case of any delay by reason of the before mentioned causes, no claim for damages shall be made by the shippers, the receivers of the Cargo, the owners of the ship, or by any other party under this charter.

6.—The Bills of Lading shall be prepared by the Shippers of the Cargo in accordance with the form endorsed on this Charter, and shall be signed by the Master, quality, condition and measure unknown, freight and all conditions, clauses and exceptions as per this Charter.

7.—The Act of God, the Queen's Enemies, Restraints of Princes and Rulers, and Perils of the Seas excepted. Also Jettison, Fire, Barratry of the Master and Crew, Pirates, Collisions, Strandings and Accidents of Navigation, or latent defects in, or accidents to, Hull and/or Machinery, and/or Boilers, always excepted, even when occasioned by the negligence, default, or error in judgment of the Pilot, Master, Mariners or other persons employed by the Shipowner, or for whose acts he is responsible, not resulting, however, in any case from want of diligence by the Owner of the Steamer, or by the Ship's Husband or Manager. The Steamer has liberty to call at any ports in any order, to sail without Pilots, to tow and assist vessels in distress, and to deviate for the purpose of saving life or property, and has liberty to coal at any port or ports, including Cape Breton, without prejudice to this Charter.

8.—Should ice (except in the Spring) effectually prevent the Steamer getting into the port of loading, this Charter to be null and void ; and if during the loading (except in the Spring) ice should make it dangerous to complete the Cargo, the Master shall have liberty to sail with what Cargo he has on board, with the option of filling up at a port or ports on the way home for a port or ports on the way to, or for the port of discharge under this Charter party for Owners' benefit. If the nation under whose flag the Steamer sails shall be at war whereby the free navigation of the Steamer is endangered, this Charter shall be null and void at the last outward port of delivery or at any subsequent period when the difficulty may arise, previous to Cargo being shipped.

9.—The freight to be paid in cash without discount on unloading and right delivery of the Cargo, but the receivers of the cargo are to pay freight during delivery ; if to the Continent in cash at the exchange current on the day of Steamer's arrival, for short sight Bankers' Bills on London.

10.—The Master not to be obliged to sign more than one set of Bills of Lading, unless due written notice be given him before commencing to load, and the cargo to be supplied, so as to enable him to keep separate the different consignments, and suitable lengths to be given with each parcel, so that while keeping the parcels separate the hold space be not wasted. In no case more than sets Bills of Lading shall be required.

11.—In case of average the same to be settled according to the York/Antwerp Rules, 1890, excepting that jettison of deck cargo (and the freight thereon) for the common safety shall be allowable as General Average.

12.—If discharged in a dock in London Consignees to pay two-thirds of the dock dues, and unless the Steamer is to be discharged in the Surrey Commercial Dock, the Charterers are to give the Owners seven days' notice before arrival where the Steamer is to discharge.

13.—The Master or Owners to have an absolute lien upon the Cargo for all freight, dead freight, demurrage and average, and should the receiver require the cargo to be delivered overside or at a place where the Owners cannot exercise their lien, then the approximate freight, etc., to be paid before delivery.

14.—The Charterers to have the option of cancelling this Charter if the Steamer has not arrived at her Loading Port on or before the day of next.

15.—Penalty for non-performance of this Agreement, proved damages, not exceeding estimated amount of freight.

16.—The Brokerage is at Five per cent. and is due to on the signing hereof, and the Steamer is to be reported by them at the Custom House at

---

SHIPPED in good order and condition by .. .in and upon the good Steamship called the of ..... whereof ..... is Master for this present Voyage, and now lying in ..... and bound for ..... via other loading Ports, as per Charter, dated ..... 189....
(with liberty to call at any ports in any order, including Cape Breton, to coal, or for loading or discharging Cargo under Clause 8 on the undermentioned Charter Party, or otherwise, to sail without Pilots, and to tow and assist vessels in distress, and to deviate for the purpose of saving life or property)

of which .....pieces on deck at Charterers' risk. And to be delivered in the like good order and condition at the aforesaid Port of .....

The Act of God, the Queen's enemies, Restraint of Princes and Rulers, Perils of the Seas excepted. Also Jettison, Fire, Barratry of the Master and Crew, Pirates, Collisions, Strandings and Accidents of Navigation, or latent defects in, or accidents to, Hull and/or Machinery, and/or Boilers, always excepted, even when occasioned by the negligence, default, or an error in judgment of the Pilot, Master, Mariners, or other persons employed by the Shipowner, or for whose Acts he is responsible, not resulting, however, in any case from want of due diligence by the Owner of the Ship, or by the Ship's Husband or Manager. The cargo shall be received at the port of discharge from the Steamer's tackle in the ordinary working hours with customary steamer despatch, but at the minimum rate of not less than Standards per day, Sundays and Holidays excepted (unless used)—any custom of the port to the contrary notwithstanding—and should the Steamer be detained beyond the time stipulated for discharging demurrage shall be paid at the rate of Pounds Sterling per running day, payable day by day.

Received on account of Freight, ..... Pounds..... ..... Shillings, and..... ... Pence on which Commissi n and Insurance have been paid.
£.....

unto ..... or .....
Assigns, he or they paying Freight for the same as per Charter-Party dated ..... 189....
all the terms and exceptions contained in which charter are herewith incorporated.
General average payable according to York-Antwerp Rules, 1890, excepting that jettison of deck cargo (and the freight thereon) for the common safety shall be allowable as General Average.
IN WITNESS whereof the Master or Agent of the said Ship hath signed .....Bills of Lading all of this tenor and date, any one of which being accomplished the others to be void.
Dated in .....this.....day of.....189....

QUALITY, CONDITION AND MEASURE UNKNOWN.

*The Master to apply for Cargo to The Telegraphic Address of the Shipper is*

## A MISLEADING ARTICLE ON BELTING.

In our issue of November last, we printed an article entitled "Notes on Belting," by G. R. McLeod, McGill College, Montreal, which on account of the omission of very important data in the tables of comparison, and several errors embodied in the article itself, especially in regard to "Reddaway" or "Camel Brand" hair belting, is very misleading. This has been brought to our notice by Messrs. W. A. Fleming & Co., of Montreal, agents for the "Camel Brand" hair belting.

When the matter was brought to our attention, we communicated with Prof. Bovey, Dean of the Faculty of Applied Science, McGill University, Montreal, and received in reply the following letter, wherein he points out how the table of comparison is misleading :

DEAR SIR,—The account as given by you is substantially correct, but one very important omission has been made. In all the samples of the "Reddaway" belting, the total extension was given without any statement as to the load under which this extension was produced, and consequently in the table the results are very misleading, although they are correct. For example :

In sample No. 1, the total extension in a length of 30 inches was 10.03" under a load of 7,500 lbs.

In sample No. 2, the total extension in a length of 30 inches was 10.15", under a load of 6,050 lbs.

In sample No. 3, in the same length, the total extension was 7.34", under a load of 10,000 lbs.

In sample No. 4, in the same length, the total extension was 8.27", under a load of 7,200 lbs.

In sample No. 5, the total extension in the same length was 7.18", under a load of 9,200 lbs.

In sample No. 6, the total extension in the same length was 11.4", under a load of 19,400 lbs.

If a table is constructed, it should be made so as to give the extension per cent. per square inch of sectional area, and it should be clearly stated also over what length the extension is measured. All these items are of importance in making comparative estimates.

I think it is only fair to the Reddaway Company that you should make a statement to clear up these doubtful points, as I consider the "Camel Brand" belting an extremely valuable production. I am, Yours truly,

(Signed) HENRY T. BOVEY.

We have also been authorized by Prof. Bovey to state that the tests in question were made by Mr. George R. McLeod, under Professor Cecil B. Smith, when the former was an undergraduate in the Faculty of Applied Science. The actual results of these tests were communicated by Professor Smith in a letter which has been placed at our disposal, as follows :

MCGILL COLLEGE, MONTREAL,
March 30th, 1898.

W. A. FLEMING, ESQ.,
Agent F. Reddaway Belting & Hose Co., Ltd.

DEAR SIR,—The following are results of tests on pieces of Reddaway's "Camel Brand" hair belting, kindly forwarded by you for our 4th year civil engineering students to test :

| Dimensions. | Weight per foot. | Area of Section. | Time of Test. | Permanent Set in 30 in. | Breaking Load. | | Stretch in 30 inches under loads of | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Total. | per s. in. | 1000 | 2000 | 3000 | 4000 | 5000 | 6000 | 7000 | 8000 | 9000 | 10000 |
| | Lbs. | Sq. Ins. | Mins. | Ins. | | | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins. | Ins | Ins. | Ins. |
| No. 1 Single, 4.35"x.29" | .572 | 1.26 | | 3.5 | 7520 | 5968 | .92 | 1.50 | 2.06 | 2.81 | 3.63 | 5.31 | 7.91 | | | |
| No. 2 Single, 5.07"x.24" | .599 | 1.22 | 22 | 4.45 | 6800 | 5574 | .90 | 1.51 | 2.11 | 2.76 | 4.01 | 7.86 | | | | |
| R'ss'n No. 3 Double, 6.10"x.28" | .799 | 1.71 | 22 | 2.12 | 10100 | 5906 | .77 | 1.18 | 1.55 | 1.96 | 2.28 | 2.72 | 3.29 | 4.11 | | |
| No. 4 Single, 5.95"x.22" | .599 | 1.31 | | 3.87 | 7400 | 5649 | .84 | 1.24 | 1.82 | 2.28 | 2.87 | 4.17 | 7.09 | | | |
| No. 5 Double, 6.01"x.30" | .781 | 1.80 | | | 9800 | 5444 | 1.25 | 1.87 | 2.28 | 2.73 | 3.20 | 3.77 | 4.28 | 5.33 | 6.85 | |
| No. 6 Double, 12.20"x.31" | 1.705 | 3.78 | | 5.80 | 19600 | 5185 | .65 | 1.06 | 1.41 | 1.71 | 1.98 | 2.22 | 2.48 | 2.75 | 3.03 | 3.31 |

I am, Yours truly,
(Signed) CECIL B. SMITH (Professor).

We also give the following extracts from our correspondence with Messrs. W. A. Fleming & Co., and the comparative tables, furnished by them, which can be understood at a glance :

"It would be almost impossible to make a comprehensive table of comparison from the samples of different beltings, as none of the samples were of the same width and weight. The above table gives the ultimate strength (breaking load) and stretch of the "Camel Brand" samples, tested under different loads up to the ultimate strength. There is no kind of belting that will show so small a percentage of extension, under similar loads, and no belting will stand as great a strain per square inch as this table shows the "Camel Brand" capable of resisting.

"A sample of English oak-tanned leather belting, tested at the same time reached its breaking strain at 2200 lbs. per square inch while the limit of the "Camel Brand" was 5,968 lbs. per square inch. Before the breaking strain of the leather was reached it stretched 9 per cent. under a greater lord, viz., 2460 lbs. per square inch. The single "Camel Brand" stretched only 7 per cent. Moreover, under a load of about double the breaking strain of leather the stretch of the "Camel Brand" was scarcely any greater than the ultimate strength of leather. By this it will be seen that the "Camel Brand" stretches much less at the breaking strain of oak-tanned leather, and its breaking load is actually two and a half times greater.

"The following results of tests will be of interest, being made under the direction of Mr. Chas. Hopkinson, M. Inst. C.E., M. Inst. M.E., B.Sc., of Manchester, England, who designed a very elaborate and perfect machine, and erected a testing apparatus, enabling him to accurately ascertain the driving power of any belt up to 50 h.p.

COMPARATIVE ULTIMATE STRENGTHS OF THE "CAMEL BRAND" OR "REDDAWAY" BELT AND BEST DOUBLE LEATHER BELTS.

| Width of Belt in Inches. | "Camel Brand" Belting. | Double Leather. |
|---|---|---|
| 4 | 6,866 lbs. | 4,908 lbs. |
| 6 | 11,515 lbs. | 5,641 lbs. |

"In this connection it may also be of interest to give a few of the results of a series of tests to ascertain the ultimate strength of different widths of "Camel Brand" belting, which were carried out by Mr. Chas. Hopkinson :

ULTIMATE STRENGTH OF "CAMEL BRAND" BELTING.

| Width of belt in inches. | Breaking load in lbs. per inch of width. | Width of belt in inches. | Breaking load in lbs. per inch of width. |
|---|---|---|---|
| 3 | 1,890 | 7 | 1,819 |
| 4 | 2,084 | 8 | 1,778 |
| 5 | 1,870 | 9 | 1,763 |
| 6 | 1,838 | 10 | 1,714 |

"These tests compare favorably with those made at McGill College.

"Extracts from further tests made by Mr. Hopkinson, comparing the driving power of link leather, ordinary leather (best quality) and "Camel Brand," will be of interest :

"The results are tabulated to enable the comparisons to be readily made. The belts tested were the "Reddaway" or "Camel Brand" belting, 6 and 3 inches wide, of the regular make; link leather belts, 6 and 3 inches wide; plain leather belts (best quality) 6 and 3 inches. The belts were all run for several hours under considerable tension before testing. They were, in fact, in as favorable a state as they could be. In the case of the 6 in. link leather belt, which was more difficult to get into good running order, the experiments were repeated; and the 3 in. link leather belt was run for some hours driving about 8 h.p., in addition to the same preliminary run as the "Camel Brand" and plain leather belts.

"The belts in all cases were jointed with metal fasteners, and no failure of a joint took place.

"The tests upon the 6 in. belts were repeated after altering the crowning of the pulley. At first the driving pulley was crowned 9/32 in. in 8⅞ in. wide; after running some time, the crowning was reduced to 6/32 in.; the results of the second run were distinctly better, and the belts showed a better surface at the edges.

"In belts 3 inches wide, running 1353 feet per minute the safe load of link leather and cemented leather in both cases was 6 horse power, while that of the "Camel Brand" was 8.72 horse power. With belts 6 inches wide the results were precisely similar.

HOPKINSON'S EXPERIMENTS—FIXED CENTRES.
Belts 3 inches wide running 1353 feet per minute.

| Total Initial Tension. | Link Leather. | | Leather. | | Camel Brand. | |
|---|---|---|---|---|---|---|
| | Indicated Horse Power. | Slip % Loss of Power & Speed. | Indicated Horse Power. | Slip % Loss of Power & Speed. | Indicated Horse Power. | Slip % Loss of Power & Speed. |
| 457 lbs.—76 lbs. per inch width of belt of slack and tight parts. | 8.4 | 1.65 | | | | |
| | 10.43 | 1.95 | | | | |
| | 12.54 | 2.65 | 12.83 | 2.1 | 12.75 | 1.0 |
| | 14.6 | 3.16 | | | 14.08 | 1.15 |
| Initial arcs of contact, 180°. | | | 15.09 | 3.0 | 15.8 | 1.26 |
| | | | 16.24 | 3.4 | 16.69 | 1.48 |
| | | | | | 18.65 | 1.9 |
| | | | | | 19.66 | 2.4 |
| 793 lbs. — 132 lbs. per inch of width. | | | 12.66 | 1.3 | 12.59 | 0.8 |
| | 16.65 | 2.05 | 16.81 | 2.1 | 16.73 | 1.15 |
| | 20.82 | 2.56 | 20.82 | 3.6 | 20.75 | 1.4 |
| | 22.94 | 3.16 | | | 22.67 | 1.48 |
| | | | | | 25.62 | 1.75 |
| | | | | | 28.5 | 2.35 |
| | | | | | 30.4 | 3.0 |

"Remarks : With less tension than 457 lb. the linked leather belt would not drive steadily.

"The loss of speed by slip and creep of the belts, is for any given load twice as much with the leather belt as with the "Camel Brand" belt.

"With the initial tension of 132 lb. per inch of width, which is very high for a leather belt, the leather belts showed less inferiority relatively to the "Camel Brand" belts.

"The results indicate that the usual allowance of 2 per cent. for slip and creep is sufficient for leather belts, and that 1 per cent. would be equally ample for the "Camel Brand" belts.

COMPARISONS OF DRIVING POWERS OF BELTS 6 IN. WIDE RUNNING 1353 FEET PER MINUTE.

| Total Initial Tension. | Link Leather. | | Leather. | | Camel Brand. | |
|---|---|---|---|---|---|---|
| | Indicated Horse Power. | Slip % Loss of Power & Speed. | Indicated Horse Power. | Slip % Loss of Power & Speed. | Indicated Horse Power. | Slip % Loss of Power & Speed. |
| 121 lbs.—10.08 lbs. per inch width of belt slack and tight parts. | Would not drive. | | | | 16.73 | 1.46 |
| Lbs. Lbs. | | | | | | |
| 233—19.4 do. | | | Would not drive. | | | |
| 345—28.75 do. | wd not driv | | 14.69 | 3.7 | | |
| 457—38.08 do. | 19.8 | 2.66 | | | 30.44 | 1.81 |
| 793—64.41 do. | 23.73 Arc | 4.18 197 | 32.68 | 2.94 | 36.82 | 1.84 |
| 1129—94.08 do. | 36.24 | 3.5 | 40.43 | 2.77 | 47.07 | 2.27 |

"With regard to the construction of the "Camel Brand" belting in your article of November it is stated "the belting is made partly of cotton and partly of coarse camel hair. The cotton is the material which forms the chief strength and therefore the longitudinal fibres are cotton. The hair yarn forms a woof, although in some of the specimens tested there were strands of hair running longitudinally as well as transversely. This statement is entirely in error; on the slightest examination anyone will see that just the contrary is the case; the hair forming the chief strength of the fabric, the cotton is simply the woof, no longitudinal strain bearing on it whatever."

## DECREASED PRODUCTION OF LOGS.

LITTLE CURRENT, Nov. 17th, 1898.

To the Editor of the CANADA LUMBERMAN :

DEAR SIR,—In your November monthly edition you state that it is reported that J. & T. Charlton intend to cut ten million feet of logs the coming winter for exportation to Michigan. The report is not correct, as their cut will be less than one-half of that amount, and in regard to towing the logs to Michigan, it is very likely they will do so providing the manufacturing embargo is removed; if not, of course they will have to manufacture in Canada. The reason I refer to this matter is, first, because the amount is far too large, and secondly, because Mr. John Charlton is a member of the Joint High Commission now sitting in Washington, and that the report might influence American operators to increase their output perhaps to their sorrow.

Yours truly,
J. C. WELLS,
Manager for J. & T. Charlton & Co.

## ONE DOLLAR.

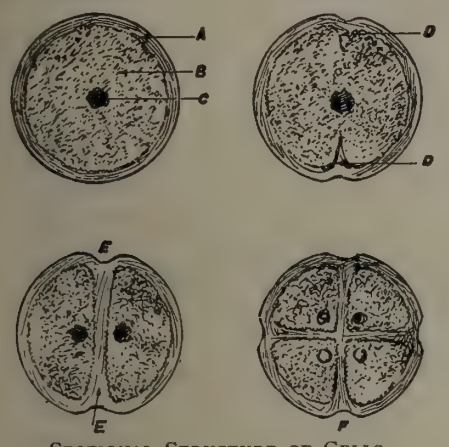
THE above sum represents the yearly subscription price of the CANADA LUMBERMAN, including both weekly and monthly editions, mailed to any address in Canada or the United States. Owing to postal charges, the subscription price to foreign subscribers is two dollars per year. Persons in foreign countries interested in Canadian timber products can invest that sum to no better advantage than by becoming a subscriber. Likewise every mill owner in Canada should read the columns of the CANADA LUMBERMAN. A sample copy will be furnished upon request.

The Lloyd Mfg. Co., of Kentville, N. S., advise us that their business was started in a small way fifteen years ago by Mr. J. L. Lloyd, the present proprietor, and gradually increased as capital and demand would warrant. Their plant was greatly increased last fall. The factory has a frontage of 90 feet by 120 feet, is two stories, and employment is given to about 25 skilled mechanics. Shipments of machinery are now made to Newfoundland, Quebec, New Brunswick, and Pacific coast.

## HOW TREES GROW.

By John Black.

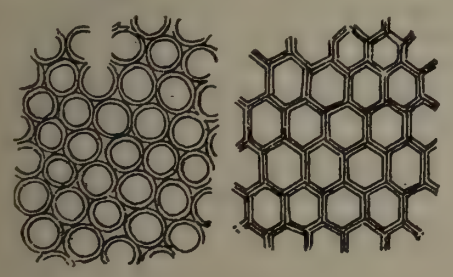
BEFORE attempting to offer an explanation of the curious processes whereby trees develop in stature, it will be necessary, in the first instance, to briefly describe the nature of the materials of which they consist, as well as to shortly notice the intimacy with which the latter are associated with and depend upon each other. In the first place, there is a structural peculiarity which is not only common to all trees but to all plants—from the tiniest mosses to the most gigantic trees of California, which often exceed 400 feet in height—and which comprises a complex system of cells or vesicles of which all vegetable growths are composed. These cells, as the name imports




SECTIONAL STRUCTURE OF CELLS.

are minute, bladder-like cavities, bounded by fibrous walls and usually containing both fluid and solid matter of a heterogeneous composition. These and their numerous modifications may be very aptly compared to the bricks or stones of which a house is built, but with this remarkable difference, that they are continually dividing and sub-dividing and are constantly being supplied with fresh layers of what corresponds to cement as long as the life of the plant endures. The microscopic examination of a thin shaving of any vegetable product, whether it be the pulp of an orange or the pith of an oak, will give the best idea of the general appearance of these formations. Geometrically they are infinitely varied in form, owing to mutual pressure and other causes, but the designs that are of most frequent occurrence in the vegetable world are illustrated on this page. And just as they are of no uniform shape, neither are they of any regular compass. In fact, they alternate in magnitude in different plants from about the thirteenth of an inch to the forty-thousandth of that measurement. In order to understand the process of growth or, rather, of the multiplication and expansion of these animate organisms, it is desirable that an examination of the structure and functions of what are known as the "active cells" should first be made.

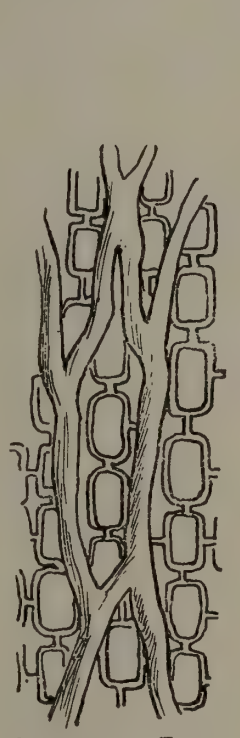
First, there is an outer covering, the cell wall, which is more or less elastic and which varies in thickness and density. In its earlier stages it is soft in texture and freely permeable to water. Inside there is a softer and more elastic layer, technically called "primordial utricle" or vesicle. The latter is scarcely membraneous like the



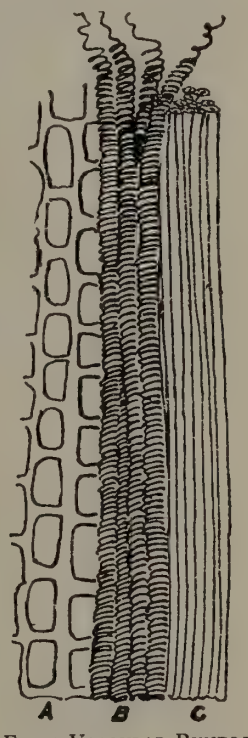
PITH CELLS.

cell-wall, and is merely the outer film of the softer matter called protoplasm. In the latter there is usually, but not invariably, present a small globular body called the nucleus, which, in turn, often contains smaller granules called nucleoli. The accompanying figure will enable the reader to understand these structures and their relative positions more clearly. The most important of these granules contain the green coloring matter which is so freely distributed throughout the composition of tree foliage, and when they disappear the activity within the cell walls diminishes and the tree becomes correspondingly lifeless. When the protoplasm is present in what may be called a healthy condition, these granules can often be seen moving about from point to point in a manner which strongly suggests the circulation of the blood in animals. The regularity of this movement of the fluid contents of the cell-sap can be distinctly seen with a powerful microscope even in the case of so minute an object as the hair of a common nettle. The formation of new cells begins by a change in the protoplasm, the whole of which or a part only may be concerned in the production of such new cells. By the division of this substance, which has been called "the physical basis of matter," into new cells, and their subsequent alteration, the mass of the entire plant is built up. Some of the simpler forms of trees and plants readily illustrate the way in which the protoplasmic contents of a cell give rise to fresh cells. In certain of these, as shown in Fig. 3, there is a general infolding or splitting up of the cell at two or more opposite points, which finally results in the production of an equal number of new and distinct cells, each with its proper complement of walls, nucleoli, &c. As the new walls develop which separate the individual compartments, the lines dividing the latter become more clearly defined, and this intercellular substance, or vegetable cement, is the material by which the cells are bound together and which permits of their subsequent division and expansion.

The process of growth in nearly all the higher forms of trees necessitates changes at certain points in their structure into string-like fibres or sinews to lend strength and support to the softer parts. This is easily seen when a leaf is reduced to the form of a skeleton by maceration or any similar means that will reveal the beauty and variety



LATICIFEROUS TUBES.




FIBRO-VASCULAR BUNDLE.

of its framework. If the stems of some of our larger ferns are treated in the same way they will exhibit, under the microscope, an amazing labyrinth of network, called "fibro-vascular bundles," as shown, which are the same in principle as those met with in the case of their sturdier brethren, the trees of the forest. In such a bundle of fibres there are generally two modifications—one called bast, a, and the other what is virtually known as wood, b. In the earlier stages these vascular bundles are composed of ordinary cells, by the transformation of which they are produced, the bast layer being usually on the outside in the case of trees proper, and the cells which continue in an active state lying between it and the inner wood. Without entering into details, it may be sufficient to state that the parts of a vascular bundle are either true vessels or merely fibrous. The former consist of long cells in rows one over the other, the partitions between their ends partially or entirely disappear and so form continuous tubes, the most notable of which have a spiral band in the interior, either continuous or broken up in places, and closer or wider apart in different cases.

The other fibrous portions of a bundle are long, spindle shaped, and without spiral bands. They often contain grains of starch, sugar, gluten, etc., and are readily detected when the wood is cut into very thin slices. The laticiferous tubes are a very interesting modification of the true vessels of this vascular system, because they contain a limpid or milk-like juice, and are in other respects a curious blending of the principles carried out in both the lacteal and blood vessels of animals.

Certain chemical changes always take place during growth. Water, so necessary for life in the plant, consisting as it does of the two gases, oxygen and hydrogen, yields supplies of these, and is also the medium by which other matters dissolved in it are conveyed to the tree or plant. The more important and life-sustaining of these are carbon, oxygen, nitrogen, hydrogen, and such other requisites as potash, lime, magnesia, phosphorus, and silica. The operation of such external influences as light and heat are just as important to the well-being of trees as the more material elements which are absorbed into their composition. The stimulus of light on the green contents of their leaves is necessary for the formation of new products and for the storing up of these in their internal recesses, for when a full supply of these is deposited in the cells there is less necessity for the action of light itself. The presence or absence of the latter has also a considerable influence upon the movements of the grains of chlorophyll. In darkness, more or less dense, these collect into bodies and display a degree of inertness which, if sufficiently prolonged, would lead to the eventual withering away and utter destruction of the tree; the phenomena presented being, in fact, almost precisely similar to what would inevitably occur in the case of an animal whose circulation, having become impaired, ultimately ceased altogether. There is still some difference of opinion as to whether those green granules are endowed with voluntary motion or whether they are carried about by some equally unknown property possessed by the fluid in which they float. The combination of light, heat and moisture enable a tree to produce new products from carbon, nitrogen, oxygen, etc., which are technically known as albuminoids, and which yield material in abundance for sustaining its life. When the juice of a plant is heated, part of it coagulates, just like the white of an egg, called albumen, when treated in the same way, and this has been extracted from the earth from many substances and converted by the instrumentality of the tree into its albuminous form.

Evaporation of water from the leaves of a tree determines the absorption of fluid by its roots, and its subsequent diffusion throughout the tissues of the plant by osmose —that is, the tendency of fluid matters to mix and combine in equal proportions when they come into contact. New cells are then formed by the division of the protoplasmic matter, as already described, and the succeeding alterations they undergo, as they are repeatedly subdivided, build up the separate organs which collectively constitute the entire tree. The rate of growth of certain trees is a subject of much interest and importance to both forester and carpenter. A cross section, cut at the base of the stem, shows a central spot—the pith—and, arranged concentrically, a number of layers, called the "annual zones," marking the growth of each year, surround this point. The exact age of a log of timber can thus be ascertained (when the date of its being felled is known), and its suitability for the purposes for which it may be required can therefore be all the more readily gauged. Whether or not it was grown in congenial soil may also be gathered from an inspection of the thickness or spareness of these tell-tale rings, the appropriateness of the ground being estimated by the quality and depth from year to year. In all cases the external or youngest layers are the most juicy and least dense, and every carpenter knows the difference between sap-wood and heart-wood.

In this way trees grow, but how the flint of the soil is transferred into their substance, or in what manner that which of itself is incapable of giving nourishment is transformed into wholesome vegetable aliment, is so far, unfortunately, a puzzle alike to the chemist and the botanist. —Illustrated Carpenter.

## "WANTED AND FOR SALE."

Persons having for sale or wishing to purchase a particular lot of lumber, a mill property, timber limits, second hand machinery, etc., in fact, anything pertaining to lumbering operations, will find a buyer or seller, as the case may be, by placing an advertisement in the "Wanted and For Sale Department" of the CANADA LUMBERMAN Weekly Edition. Testimonials to the value of this department by those who have given it a trial state that the results of advertisements were frequently better than anticipated. The cost is comparatively small. Mill owners might, with profit to themselves, make use of this method of advertising their stock to a still greater extent.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

PUBLISHED BY

The C. H. Mortimer Publishing Company of Toronto, Limited

CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touchin these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

## FREIGHTS ON HARDWOODS.

THE injustice from which the hardwood industry of Canada has so long suffered as a result of discrimination in freight rates may yet be rectified. As forecasted in a previous issue, the question has been taken up by the Lumbermen's Association of Ontario, and recently a deputation from that body interviewed the traffic managers of the Grand Trunk and Canadian Pacific railways at Toronto, on the subject. It was pointed out that no discrimination should be made as between pine and hardwood lumber, that the higher freight rates on the latter could not justly be maintained, and that it would be in the interest of the lumbering industry, the railway companies, and the country generally, to encourage the manufacture of hardwoods. The representations of the deputation were promised the usual consideration.

With but few exceptions, from one to two and one-half cents per 100 pounds is charged against hardwoods as compared with pine and other soft woods shipped to points in Canada. This can be verified by reference to the freight rates published on the third page of the CANADA LUMBERMAN WEEKLY EDITION, and which are revised by the railways. Taking one or two points for illustration, the rate from the Owen Sound, Wiarton and Hepworth district to Toronto is 6½ cents per 100 pounds on pine and 7½ cents on hardwoods; to Montreal from same district the rate is 12½ and 15 cents respectively, a difference of 2½ cents. The average discrimination, however, to Ontario points, is about one cent per 100 pounds. This, at a glance, seems a trifling discrimination, yet a little investigation shows how seriously it is affecting the hardwood trade. The minimum car-load of lumber, as fixed by the railway authorities, is 10,000 feet, and the minimum weight 30,000 pounds. Thus, on a car-load of hardwood lumber the overcharge of one cent per 100 pounds would be equal to three dollars, or 30 cents per thousand feet. This, in these days of keen competition, is quite an important item.

The business of exporting hardwoods to the European markets is handicapped to a still greater extent. From the hardwood district of Owen Sound to Montreal, the nearest point of vessel loading, the additional charge on a car-load of hardwoods over that of pine is $7.50, equal to 75 cents per thousand feet. This cannot but have a tendency to discourage any efforts in the direction of establishing an export trade.

What method of figuring was adopted by the railway authorities in arriving at the decision to subject hardwoods to a higher rate of freight than pine it is difficult to conceive. It is generally understood—in fact, we are so advised by the railways—that the schedule of rates is based upon the valuation of the goods. This being so, the inference is that the members of the Classification Committee are of the opinion that hardwood lumber is more valuable than pine. Such is not the case. Were there to be found in this country even moderate quantities of mahogany, walnut, rosewood, cherry, etc., the contention that hardwoods are more expensive than pine might be justified. But we observe that such woods as these are placed in a higher category than the other hardwoods, and are not permitted to be shipped at the same rate of freight, the railway companies reserving the right to make special charges for more valuable woods. The evident intention is, therefore, to discriminate against the cheaper varieties of hardwoods.

The hardwood timbers found most plentifully in Ontario are birch, ash, elm, maple and beech. The average selling price of these is, we believe, below that of pine, while the cost of manufacturing is even greater, leaving a smaller profit for the manufacturer. The waste in pine during process of manufacture is comparatively small, while at least 25 per cent. of the hardwood timber finds its way to the wood pile, in the shape of hearts and other defects. The remaining 75 per cent. is worth about $13 per thousand feet at the mill. Out of every thousand feet of logs only 750 feet of saleable lumber is obtained, netting $9.75. The average price paid for logs is $6 per thousand feet, and adding $2 as the cost of manufacture, brings the cost to the mill man of producing one thousand feet of marketable lumber to $8. It will thus be seen that the margin of profit is very small, and that but a limited revenue is derived from the small cut of the average hardwood mill. Another feature of the hardwood trade is that it is impossible to handle large stocks, as can be done with pine, owing to scattered growth, and the fact that only a small percentage of it is suitable for saw logs, small and rough logs going into firewood.

We believe it to be a short-sighted policy on the part of the railways to discriminate against the hardwood industry, which, more perhaps than many other branches of commerce, requires fostering at least to a reasonable extent. If given equitable freight rates, and under present conditions, the export of hardwoods to foreign markets is certain to increase, as it has done, even under unfavorable circumstances, during the past few years. Ontario, the hardwood province of the Dominion, is so situated geographically as to be largely at the mercy of the railway companies with respect to export.

The question of equitable freight rates also bears a close relation to the development of local industries. The scattered growth of hardwoods makes it necessary that they should be transported to some central point for manufacture at the lowest possible cost. Within the last few years several factories have been established in Ontario for the manufacture of wood specialties, such as chair stock, clothboards, etc., for export, hardwood timber being used as the raw material. These industries, employing hundreds of workmen, are of great advantage to the country, utilizing, as they do, much timber which could not be exported at a profit, and which would otherwise remain in the bush to be destroyed by fire. A liberal policy on the part of the railways will result in the establishment of a still greater number of such industries, as well as in greatly increasing the volume of freight traffic.

It is desirable that everyone interested in the hardwood trade should lend their aid to accomplish a reduction in the freight rate. It is believed that the Joint Traffic Association is responsible for the discrimination which now exists, and it should only be necessary to present the facts in their proper light in order to obtain redress.

## THE PROPOSED TIMBER AND DEAL CHARTER.

ON another page will be found a copy of the new timber and deal charter as drawn up by the British Chamber of Shipping for the regulation of the Canadian export timber trade. This charter is so unsatisfactory and contains so many objectionable clauses that the timber interests on both sides of the Atlantic have strongly expressed their dissatisfaction therewith. On October 28th, at a meeting convened in London, Eng., by the Timber Trade Federation, the following resolution was passed:

"That this meeting, having considered the proposed new British North America charter, formulated by the Chamber of Shipping, and having regard to the unanimous objections of the trade in all parts of the kingdom to its provisions, cannot advise members of the federation to attend the conference called by the Chamber of Shipping for November 2nd, 1898. This meeting further considers that, in view of the abortive result of the prolonged negotiations with the Chamber of Shipping respecting the Baltic charter, such conference, on the basis of the form now submitted, could not lead to any satisfactory arrangement being arrived at, the trade being satisfied that the terms embodied in the London Chamber of Commerce and similar forms now generally in use, are fair and reasonable for both parties."

This resolution has been concurred in by the shippers from Montreal and Quebec, who regard the charter as inapplicable to these ports, and not nearly so satisfactory as the London Chamber of Commerce charter now in use.

This question is one which may seriously affect the Canadian export trade, causing, as it must, a temporary deadlock in chartering. Yet the form of charter seems so manifestly un-

reasonable that we cannot but commend the course taken by the shippers.

Some of the objectionable features might be noted. In clause 1 no provision is made for satisfactory loading berths. In Montreal, for instance, there are objectionable berths, and to protect shippers the words "as directed after arrival by the said merchants" should be inserted. In clause 3 there is an important omission, viz., "only rope slings or chains properly covered with canvas to be used for loading and discharging." On the whole, this clause is not nearly so desirable as the corresponding clause in the present charter, which reads as follows: "The cargo to be supplied to the ship and to be taken from alongside, as customary, at each port. Only rope slings, or chains properly canvassed, to be used for loading and discharging. Ship to work at night at port of loading if required by charterers or shippers. Ship's hold to be thoroughly swept and cleansed before taking in cargo; no stevedores objectionable to merchants to be employed."

Clause 8 is too ambiguous. If a steamer found it to her advantage to clear away in the fall before completion of loading, she might do so, in order to fill up at other ports lower down the river, while the shipper at the original port of loading might be left with cargo on his hands which he desired to send forward.

A portion of clause 9 is almost contradictoty, inasmuch as it states "freight to be paid on right delivery of the cargo," but "receivers to pay freight during delivery."

Coming to clause 10, we read "suitable lengths to be given with each parcel, etc." This is, we believe, unworkable. The steamer is entitled to deal ends 9 feet and under for stowage purposes, and also to have them alongside the steamer so as to be available when required, but under the new clause the master could demand pieces two feet, or any other length, to fill up a hole, just as he pleases. No mention is made of two inch stock, large quantities of which thickness, in both spruce and pine, are shipped from the St. Lawrence.

The Bill of Lading is an extraordinary document. It will be observed that it commences with "Shipped in good order and condition," and concludes with the words "Quality, condition and measure unknown"—certainly a queer anomaly. The shipper would have no protection against the careless handling of the cargo by the ship's crew, and the value of the Bill of Lading as a negotiable document would probably be impaired.

There are other objectionable features of more or less importance. Those enumerated show that the charter affords no protection to the shipper, and is completely at variance with the custom of the trade on this side of the Atlantic. The existing form of charter is much preferable, and with a few alterations, would best serve the interests of both the ship-owner and shipper.

---

Industries in the United States that require large quantities of good hickory are said to find it necessary to place their orders with the mills prior to the cutting of the timber, and the mill men are obliged to scour a great deal of territory in order to find stuff suitable for manufacturing purposes.

## DOYLE'S RULE ASSAILED.

THE Toronto Mail and Empire reconstructs into an editorial some statements made by Mr. Walter Beatty, M.P.P. for Leeds, touching the method employed for estimating the quantity of lumber in a saw log. The contention advanced is that the province is deprived of at least 20 per cent. of the revenue derivable from stumpage or timber dues, and that on the total log output of the decade from 1887 to 1896 the loss was $2,482,779. For the enlightenment of our readers we quote from the Mail and Empire:

"The lumber content of each log is ascertained by a method of calculation known as Doyle's rule. This rule, Mr. Beatty says, belittles the size of a log surprisingly—particularly a log whose diameter does not exceed 20 inches. For example, by the Doyle standard, a stick of timber 14½ inches in diameter is calculated as reducible to 83 feet of lumber. But, insists Mr. Beatty, let that same log be put through a saw mill and it will be found by the measurement of the actual lumber it is converted into to contain 120 feet, board measure. Therefore, 37 feet of it is exempt from timber dues."

The length of the log is apparently not taken into consideration in the above calculation; at least, as it is not given, that is the inference. Perhaps Mr. Beatty, in conjunction with the Mail and Empire, has some secret system of reckoning by which the length of the log becomes of no importance in arriving at results? And it may be that the time is drawing near when there will be no defects to be allowed for in the log, to reduce the quantity of merchantable timber. In any case, we welcome the advent of a new era in lumbering when it will be possible to obtain 120 feet of lumber while paying dues only on 83 feet of that amount. The Mail and Empire continues:

"Loss of revenue is not the only mischief that flows from the Doyle rule. It leads to the selection of the very hope of our forests as the victims of the woodman's axe. It falls short not on the large trees, but on the smaller ones—those described by Mr. Beatty as not exceeding 20 inches in diameter. On these sizes the lumbermen escape from 20 to 30 per cent. of the dues. They therefore have a motive for including as many lumber logs of small size as possible. * * * So far from acting on the report of its own Forestry Commission, which recommended that all trees of a diameter not exceeding 12 inches be inviolable, the government has put a premium upon the cutting of small sizes above all others.

Would any lumberman be foolish enough to cut trees of small diameter which would make but one log? We think not, as it would be impossible, after taking off the slab and saw kerf, to get more than the amount of the saw bill out of the timber. The small logs now taken out by the lumbermen are chiefly the tops of large trees. On small logs Doyle's rule scales less than Scribner's, while on large logs the reverse is the case. If Scribner's rule were adopted, all small and crooked logs cut from trees would be left in the woods, and the timber dues lost to the government. Thus the advantage of Doyle's rule to the province and to the country generally. On the whole, the rule is not in favor of the lumberman. We would be glad to learn of one saw mill in Ontario where the actual production of lumber in a season has exceeded to any extent the scale made by the government. The remark of our contemporary that two and one-half million dollars has gone into the pockets of lumbermen instead of into the provincial treasury is indeed amusing.

## EDITORIAL NOTES.

THE lumbermen of Ontario have a greater interest in the proposed construction of the Rainy River Railway from Port Arthur to Winnipeg than that which pertains to them as citizens of Canada. The lumber requirement of Manitoba and the Northwest is now considerable, and will continue to grow in volume for years to come. The one essential to placing Georgian Bay lumber on that market is cheaper carrying charges. This is likely to be assured by the completion of the Rainy River Railway, as lumber can then be shipped by vessel to Port Arthur, and from thence carried by rail to Winnipeg. A competing route with the Canadian Pacific Railway will have been provided, and lower rates may be expected to come as a natural consequence. It is learned that surveys of the route are now being made, and that construction will be commenced forthwith.

---

IT is rather surprising that more Canadian capital is not forthcoming for investment in pulp-making enterprises in this country. Virtually all the large pulp-producing plants in Canada to-day have been established by foreign capital. This should not be the case. Canadian money is being invested constantly in channels which, to say the least, do not offer as certain returns as a well managed pulp manufacturing establishment. Some pulp mill projects are on the tapis at the present time, the carrying out of which will depend, it seems, upon the financial assistance given by the Canadian people. Our capitalists should not be backward in advancing the necessary funds to develop an industry which promises to become one of the most important in the country. We must first display confidence ourselves before foreign assistance can consistently be asked for.

---

## THE FACTS CHANGED.

IN the case of Creighton vs. Pacific Coast Lumber Co., noticed in our November issue, we incorrectly made the statement that "in March last defendants agreed to sell to plaintiff a carload of clear cedar strips, etc." It should have been stated that the plaintiff claimed the above to be the case; defendants on the other hand submitted evidence to the effect that plaintiff had examined the lumber in the yard before purchasing and that the lumber was rejects, out of which all clear was supposed to have been picked. Judgment with costs has since been given by the court in favor of the defendant company.

---

The Imperial Oil Co., of Petrolea, Ont., have closed down their barrel factory, after an exceptionally busy season. It is probable that in future the company will use only oak staves, as the elm barrels do not give satisfaction.

The firm of James Miller & Company, lumber merchants, Notre Dame du Lac, Temiscouata county, Que., having been dissolved by the death of the late James Miller, Messrs. James Hayes and D. A. Huntley have sold their interests to Charles Miller, A. P. Barnhill and Alice P. Miller.

The question as to whether slow or rapid combustion is the most economical may forever remain in dispute as it is at the present time, bnt one thing is certain, and that is, that where the furnaces are large enough to allow the coal to be burned at a slow rate, there is very little smoke made; or in other words, if there is a plenty of boiler power, there will be but little smoke. As smoke is said to contain matter that should be burned in a furnace, a smoke chimney denotes a waste of coal, and from these facts we argue that a slow rate of combustion is economical and logical.

## HANDLING LARGE LOGS ON A SMALL MILL.

By S. C. MELLAN, in Wood-Worker.

IT is not my purpose to introduce any idea for the operation of the great saw mills of the land, and could every factory which saws its stock from the log be supplied with a band mill, there would be no occasion for this paper, with the accompanying diagrams. Wastefulness of any sort has always annoyed the writer, whether it appears in time or material, so that during several years' experience as a foreman it has been a question of continual study to prevent what possessed any evidence of loss in labor or stock.

In some mills which cut out dimension stock in considerable quantities, the log, for a first cut, is located so that a heavy slab, ranging from four to eight inches in the heaviest part, may be dropped off, while the remainder of the log is cut up into heavy pieces of similar size, as may seem best suited for convenience and economy. Logs sawed in such form are afterwards cut into short

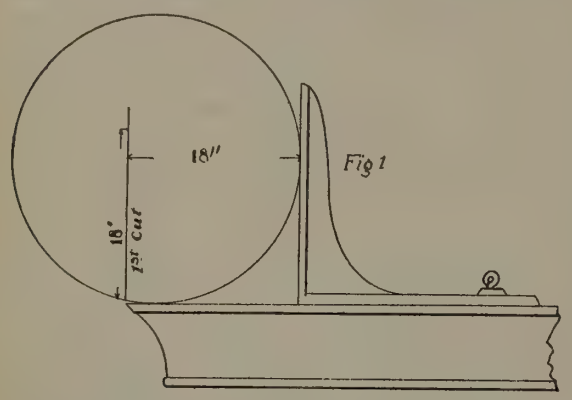


Fig 1

lengths and then can be handled by one man, being worked into light dimension stock on much thinner saws than those used in heavy mills, which, of course, saves an important quantity of the log.

In a factory where I was employed a few years since, a saw mill was added to the equipment, for the purpose of working up short logs, ranging in lengths of three to eight feet. It was thought that nothing larger than about 20 inch logs would be sawed on this mill, hence, reasoning on this basis, a saw 44 inches diameter was ordered with the mill. The mill behaved like a gentleman and the saw was just the thing for what had been expected, giving excellent service. Matters moved on so nicely that the buyer soon had logs in larger sizes coming into the yard, and instead of logs limited to 20 inches diameter, we had them ranging all the way to three feet in diameter.

As the historic street car can always find "room for one more," so this mill could handle something a little

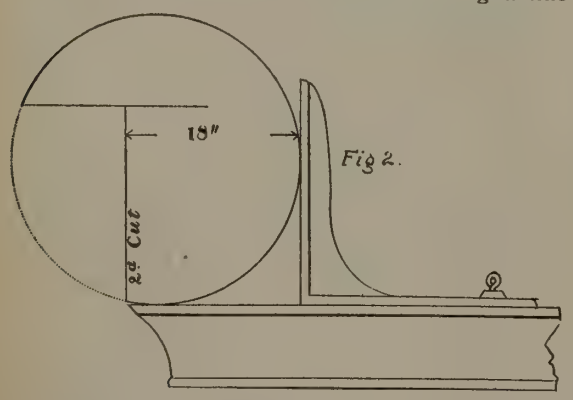


Fig 2.

larger, and many a large log was cut into bolt stock, as we shall see. Notwithstanding this increased size in logs naturally demanded a larger saw, the 44 inch one did the work, and that with no waste of material. Many a time has the writer seen a saw go through the side of a log attempting to take off a heavy slice, but the saw could not reach to the top of the log, and then wedges were driven in to split off what was not sawed, after which a deal of time must be spent to hew the split portion to an even surface with what cutting had been made by the saw, so the log could be canted down for another run.

This always appeared too wasteful. Our 44 inch saw would reach only 18 inches above the collars, which, of course, was the depth of the kerf, and when you only reach that distance on, say a 30 inch log, there is quite a space that the saw cannot get up to. We reckoned there was a better plan than to use wedges and axes, so, with a little hard thinking, we worked out a plan which saved the entire material and lessened the expense of working out our stock, without introducing a larger saw. The accompanying illustrations will correctly represent the method employed.

You will notice that the position of the head blocks remains the same, 18 inches from the saw, just the distance

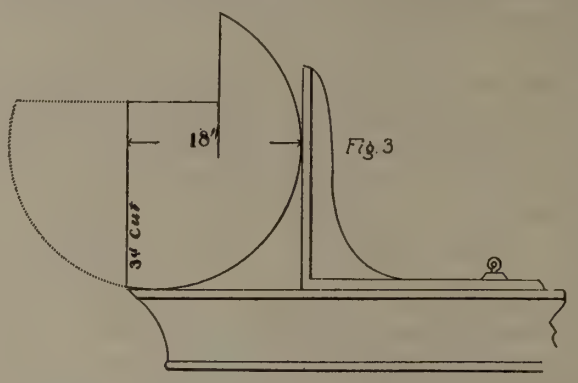


Fig 3

which the saw enters in the log, so that the only change necessary is to give the log a quarter roll for a second cut, another quarter roll for the third cut, and then in the fourth position it is dropped back to the location of Fig. 1, where we began sawing. By these simple operations the log was materially reduced in size without any loss of timber, there being no changing of the head blocks for the four cuts made. The dotted lines of each figure show the piece dropped off at each run of the saw, and, I think, will be clear to all who may be interested in the idea. In this manner we solved the problem of handling very heavy logs on a comparatively small mill, without destroying valuable stock and consuming unnecessary time. Where a log tapers it should be blocked away from the

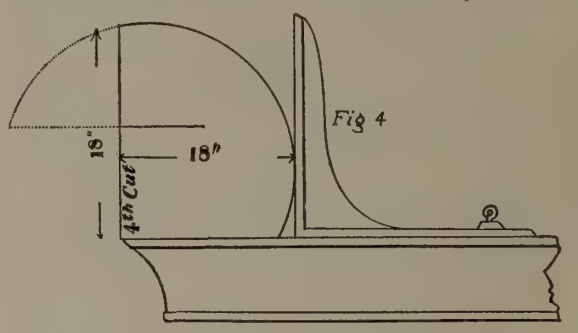


Fig 4

carriage head on the smallest end, so that the saw can at each change just reach to the line of the last cut made.

## WOOD CARBONIZATION.

IN the destructive distillation of wood, that is, ordinary charcoal burning, there are in the smoke or gas several valuable substances. These substances have been known for a long time and some have been partially recovered. The first process employed for the purpose was that for the production of tar from pine wood. Later, on the continent of Europe and in Scotland, wood was burned in retorts and the pyroligneous (that is, crude acetic acid), was made into acetate of lime. Of late years, however, this business has had a very great development in the United States, where the large amount of excellent hardwood forest in the natural gas regions, where no wood is used for fuel, has given a cheap raw material, making possible the export of acetate of lime and wood alcohol to Europe with profit.

At present there are two distinct processes used, called the kiln process and the retort process. In the kiln process the cordwood is put into a large brick or stone "bee-hive" kiln and burned in the ordinary manner for producing charcoal, but the smoke or gases do not escape into the air, but are drawn through a chimney into a series of condensers, where all the liquid products are condensed out, and the gas is burned under the boilers. The liquor condensed (amounting to 180 gallons for a cord of well seasoned dry wood), is led into tanks and the tar is separated out. This tar is re-distilled, producing oils and pitch. If only wood alcohol is to be made, the settled liquor is distilled and crude alcohol produced, and the residual pyroligneous acid is run to waste. If brown acetate of lime is to be made, the crude liquor is neutralized with lime before the alcohol is distilled off. If gray acetate of lime is to be produced, the crude liquor is all distilled and purified before neutralizing with lime. This method gives the best product, the gray acetate of lime containing from 82 per cent. to 86 per cent. of acetic acid, while the brown acetate of lime sometimes contains less than 60 per cent. of acid. The retort process differs from the kiln process of carbonizing in having the cordwood put into horizontal wrought-iron cylinders, and these are heated by a fire-place beneath them. In the kiln process, enough air is let into the kiln to burn a portion of the wood, and this heat serves to carbonize the rest. The retort process is superior to the kiln process in giving larger yields of valuable products, but the cost of installation and of working is greater.

The by-products in the liquors from the condensers are recovered the same way, whether produced by the kiln or retort process. In all the processes the alcohol is re-distilled, purified and treated chemically, and brought up to a strength of 95 per cent., before being put on the market. The products of this industry are used in the arts for various purposes. Wood alcohol, or methyl alcohol, is like grain alcohol in many physical properties, but is poisonous. It is used for making spirit varnishes for burning and dissolving various gums, and by the government for making methylated spirit. Acetate of lime is used for the production of acetic acid, which is the acid of vinegar, and is diluted and flavored and sold for this purpose in Russia and other European countries.

The Standard Chemical Co., Limited, first introduced the retort system into Canada about a year and a half ago at Fenelon Falls, Ont. Previous to this, the only works in Canada turning out these wood products were located at Deseronto, and owned by the Rathbun Company, which owned the patents for the Burrel kiln process. H. O. Chute, superintendent of the company, was employed by the Standard Chemical Co. to erect a retort plant at Fenelon Falls, which has been in operation since last fall. When the Deseronto Iron Co. decided to locate at Deseronto, assuring a market for the charcoal, the Standard Chemical Co. acquired the rights of the Burrel patent, owned by the Rathbun Company, and decided to enlarge the plant by putting in retorts. This plant will have the largest single bench of retorts in the world, and many new features of construction are being introduced, which allow of a more economical working and handling of all products by machinery. We are indebted to H. O. Chute, superintendent of the Standard Chemical Co., for the information contained in this article.—Canadian Engineer.

The clothespin factories in Michigan and Pennsylvania turn out about 3,000,000 pins per day. Pennsylvannia leads in their manufacture, nearly a million a day being made in the town of Kane, McKean county, and vicinity. Beech wood is used, and the factories employ hundreds of boys and girls.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.*

VOL. IV. TORONTO, ONT., DECEMBER 7, 1898 No. 46.



## CANADA LUMBERMAN

PUBLISHED BY

**The C. H. Mortimer Publishing Co'y of Toronto, Limited**

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.



**LUMBERMAN'S**

VEST-POCKET

**INSPECTION BOOK**

Containing Rules for the Inspection and Measuring of Pine and Hardwood Lumber in the leading markets of Canada and the United States. Embracing also many useful tables and calculations of everyday service to lumbermen.

*Prepared by the Editor of the "Canada Lumberman."*

Toronto, Canada
C. H. MORTIMER, Publisher
1895

THE above is a fac smilie of the title page of the latest and most complete Lumber and Inspection Book published.

We shall be pleased to send you a copy on receipt of four 3 cent Canadian postage stamps

THE CANADA LUMBERMAN,
*Toronto, Canada*


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type; 12 lines make one inch. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

**LUMBER WANTED.**

BASSWOOD, 500,000 FEET ONE INCH STUFF. TAYLOR, SCOTT & Co., Toronto.

WANTED.

MILLS THAT CAN FURNISH DIMENSION Stock in Ash and Oak for Furniture and other Goods. Box 75, CANADA LUMBERMAN.

WANTED.

120,000 FEET 10 x 12 AND 12 x 12 WHITE Pine Timber, 20 to 33 feet long. THOS. MYLES' SONS, Hamilton, Ont.

WANTED.

1" x 10" OR 12", 12, 14 AND 16 FEET HEMLOCK, dry, all square both ends; by the car; must be good. D. P. CAMPBELL, Box 71, Thedford, Ont.

LUMBER WANTED.

ELM, ASH, BIRCH AND BASSWOOD (LAST season's cut) in any quantities. We are also open to contract for this season's cut. UNION FURNITURE CO, OF WINGHAM, LIMITED, Wingham, Ont.

FOR SALE.

SAW MILL COMPLETE, CAPACITY 25 TO 30 M. ft. per day, with three block carriage, 60-inch saw mandrill and pu leys, double edger, trimmer and slash table, log jack, with about 150 feet chain, 40 h p. engine, 50 h.p. boiler, pulleys and belting, 3 lumber cars, 2 carts and a quantity of boom chain, all in good order. Apply, Box 68, Allandale.

### SALE OF OTTAWA VALLEY TIMBER LIMITS.

The auction sale of timber limits belonging to the insolvent estate of William Mason & Sons drew a large attendance of lumbermen to the Russell House at Ottawa on November 30th. The two large parcels offered for sale were disposed of at good prices, but for the smaller ones and for the mill property of the firm there were no bidders, and consequently no sale. Mr. W. H. Lewis was the auctioneer.

Berths No. 388 and 389, on Big Lake, River Dumoine, containing 100 square miles, were purchased by Mr. E. B. Eddy, for $35,000. The limit contains considerable spruce, and is valuable for pulp purposes. A depot, farm and provisions on the limits, valued at $10,000, were also sold to Mr. Eddy for $10,000, less 25 per cent.

Parcel No. 2, containing berths Nos. 343, 344, 205, 233 (or berth A) and berth 234 (or berth B) situated on River Coulonge, in the province of Quebec, containing 245 square miles, was sold to Mr. E. B. Eddy for $29,600. The farm and depot on these limits were sold to Mr. Eddy for $9,000, less 25 per cent. discount.

Berths in the townships of Brougham and Bagot, on the Madawaska, and in Papineau and Cameron, on the Ottawa, near Mattawa, were withdrawn, owing to low bidding.

The Mason mill at Bayswater was put under the hammer, but no bids were offered, and it will therefore remain in the hands of the Bank of Ottawa, under whose auspices the sale was conducted.

---

The schooner Beaver has been chartered to load lumber at Shulie, N.S., for Barbados.

The bark W. W. McLaughlan has been ordered to Jordan, N.S., to load lumber for a South American port.

### CURRENT TRADE CONDITIONS.

#### ONTARIO.

Lumber manufacturers and dealers in Ontario are not complaining of lack of trade. While they would welcome a greater number of orders, they are disposed to look upon the business of the season now drawing to a close as satisfactory. The volume of lumber movement during November was larger than in the corresponding month last year, and from present indications the record for December will show a similar result. Notwithstanding that navigation is closed, considerable pine lumber is moving by rail to local points and to the Eastern States, and the tendency of prices is towards an advance. It is probable, however, that the late activity in shipping has been due to the anxiety to avoid the winter freight rates, and that the closing weeks of the year will witness a falling off in trade. In the Ottawa valley negotiations are under way for the purchase of the coming season's cut of the large mills, and it is believed that several stocks will be secured by the same shippers as formerly, and at almost the same prices. In the hardwood districts efforts are being made to secure a large crop of logs. The farmers and jobbers are being offered higher prices than last year, and it is certain that, with favorable logging conditions, more than an average quantity of hardwood timber will be secured by the mills.

#### QUEBEC AND NEW BRUNSWICK.

Navigation from the St. Lawrence has now closed, and quietness prevails in shipping circles and in the lumber trade generally. Figures of the export of lumber from Montreal show that the quantity shipped this season was, approximately, 300,000,000 feet, which is about 20,000,000 feet less than in the season of 1897. The following figures give the respective export of the various shippers: Dobell, Beckett & Co., 76,924,116 feet; W. & J. Sharples, 62,488,502 feet; Watson & Todd, 44,819,842 feet; Robert Cox & Co., 39,627,140 feet; McArthur Bros., 35,595,538 feet; J. Burstall & Co., 30,802,571 feet; E. H. Lemay, 5,122,000 feet. It is understood that contracting for next season has so far been entered into only very moderately. There is no doubt, however, but that the usual quantity will be placed on foreign account. In the maritime provinces the situation has not changed materially, the most inquiry being for cedar shingles. Limited operations are being carried on in the woods, and the production of lumber next season is likely to be somewhat below the average quantity. Nevertheless, a number of lumbermen are carrying over logs from this season, and should the market revive they will be in a position to increase their production to some extent.

#### UNITED STATES.

The reports from the lumber markets of the United States tell of increased confidence. In the Western States recent storms checked consumption, but as lumber is wanted for immediate use, a revival of demand is looked for. The Minneapolis stocks are 50,000,000 feet less than they were at the close of the sawing season last year, which feature has had the effect of maintaining higher prices. The average stocks at northern mill points are somewhat smaller than they were one year ago, and as the generally prosperous condition of the country at large is likely to result in a healthy demand for lumber next year, holders of stock are firm in their asking prices. In the east a considerable volume of lumber is moving, and dealers at Buffalo, Tonawanda and other wholesale points are convinced that their supply will be inadequate for the winter and early spring trade. The most spirited demand is for low grade stock for box-making. The stock of lumber suitable for this purpose is now greatly reduced, and it is probable that box manufacturers will be compelled to buy better grades in order to obtain sufficient material to last until the new cut is ready for the market. The hardwood market continues to attract much attention in view of the scarcity of stock. The supply of dry lumber at the mills has either been shipped or is in second hands, and a large part of the stock to be cut for months ahead has been placed under contract. The small production during the winter months will be taken as rapidly as manufactured, so that the present eagerness to secure lumber will at least extend well into the spring of 1899. Soft and rock elm, birch, maple and black ash cannot be located in any quantity, while basswood, which is in larger stock, is being purchased by box makers. The production of hardwood logs this winter in the northern districts will no doubt be large, but it is generally believed that there is no danger of an overstock. While prices may weaken slightly next spring, it is not anticipated that there will be any marked reduction. The eastern spruce market has improved to a moderate extent, frames now being quoted at $14.

FOREIGN.

In the British market the tendency of lumber prices generally is upwards. This is due to the steady consumption and to the fact that the import season has closed. In spruce there has been a marked improvement and a general advance at all leading centres. At Cardiff and Manchester the advance is from 10s to 15s per standard. Spruce deals are again attracting greater attention on the east coast, and it is probable that some good-sized contracts will be entered into for next year's delivery. There were received at Glasgow this year from New Brunswick and Nova Scotia ports, a total of 54,800 loads of deals and about 20,000 loads of birch logs and planks, as against 53,000 loads af deals and 10,000 loads of birch last year. At Liverpool prices are also hardening, and there is every prospect of a good demand during the winter, so that high prices are likely to be asked for early shipments next year. At London good pine is selling freely. At the late public sales the stocks offered have consisted chiefly of common and inferior qualities, which are now well cleared off. It is noteworthy that the market is so firm at this season of the year, as increased activity is not usually looked for until after the holidays. Some uncertainty exists as to the price which first-open-water shipments will command. Very little new business has so far been placed, and for some reason importers appear to be holding off. We learn of one large contract of spruce for a Lancashire firm, to be shipped from Saguenay, Que.

STOCKS AND PRICES.

The schooner Nimbus sailed last week from Annapolis, N. S., for Rosario, with 755,478 feet of lumber.

The M. Brennen & Sons Company, of Huntsville, Ont., are buying quantities of pne, spruce and hardwood logs.

Herbert Taylor, of Cookshire, Que., has been given a contract to furnish 6,000 cords of pulp wood to the Cookshire Mill Company.

J. D. McArthur, of Winnipeg, Man., has sent a large gang of men to his timber limit on the Bird's Tail creek. His cut of logs this winter will be 3,000,000 feet.

This winter only 2,000,000 feet of logs will be cut on West river, at Sheet Harbor, N.S., compared with 9,000,000 feet last year. No logs will be taken out on the East river.

James Harnish, of Deep Cove, N.S., has just sold 6,000 acres of timber land in Lunenburg county to W. H. Murray and John Hamilton, of St. John, N.B., for the price of $20,000.

J. A. Christie, of Brandon, Man., has purchased from John B. McArthur, of Winnipeg, the old McLaren-Shields timber limit in north-western Manitoba. The logs will be taken to Mr. Christie's mill at Brandon for manufacture.

The C. Beck Manufacturing Company, of Penetanguishene, Ont., have five large camps in the woods this winter. They expect to secure a large stock of logs, and in all probability their mills will be kept running constantly next season.

At a recent auction sale held by Hodson, Mabbs & Co., London, Eng., Canadian goods realized the following prices: Ex Wildcroft, from Montreal, 3-11 1st bright white pine, $17. Ex Kirriemoor, from Quebec, 12-16, 3x9, 3rd quality spruce, £7; 10-13, 3 x 7 and 8, £6 3s 6d; 11-16, 3 x 6, £6 5s; 11-14, 3 x 7-12, 4th quality spruce, £6 12s 7d; 9-14, 3 x 5-11, £5 15s; 10-16, 3 x 5-12, £5 17s 6d.

The Kirby-Carpenter Company's three mills at Menominee, Mich., closed down last week, having cut upwards of 90,000,000 feet of lumber. The company is operating five logging camps this winter, and will put in from 12,000,000 to 15,000,000 feet of logs. Besides these camps jobbers will get out for the company about 65,000,000 feet of logs.

A rumor has been current that the Rat Portage Lumber Company intended building a new saw mill at Winnipeg. This report is now confirmed by the manager, Mr. D. C. Cameron, who makes the following statement: "If the Winnipeg and South-Eastern Railway be completed next year to Rainy Lake, I will advise my company to establish a large log cutting and lumber industry in Winnipeg, and have secured an option on certain property in Point Douglas, east of Louise bridge. We will build a mill to employ at least three hundred men, and one that will cut from 20,000,000 to 30,000,000 feet each season. This will supply the city of Winnipeg and district and points along the line of the Northern Pacific Railway. Points where we do business along the Canadian Pacific Railway in the province and the Territories, as far west as we go, will be provided for by the mill at Rat Portage."

BUFFALO AND TONAWANDA.

[Correspondence of the CANADA LUMBERMAN.]

There is much improvement in the lumber trade, all branches combining in reports of better prices and a better demand than the late setting in of winter would be supposed to warrant. If the up-turn of this branch of the trade is real and continuous, it means a great deal, as lumber has the name of feeling any change last of all the industries. We are generally under the impression that the long-awaited prosperity is at hand, and lumber is doing what it can to make this a certainty.

The activity in car building is one of the features of the improvement. All of the car shops have started up with such vim that the price of lumber that is used in them has gone up materially. Some of the dealers report an advance of $3 in yellow pine car sills, and other lumber used for this manufacture has risen also.

The lake trade in lumber has continued much later than usual, and the fact that the port of Buffalo received 27,000,000 feet of lumber and 25,000,000 shingles during November, which is often a slack month in this branch of the lake trade, is sufficient proof that dealers are at last convinced that it is going to pay to buy lumber to hold. The improved demand of late will reduce the stocks of pine, both in Buffalo and Tonawanda, so that neither port will have any more than an average stock, if it does that. Tonawanda has not received nearly as much as it sometimes does, and such big firms as Smith, Fassett & Co. report sales of late heavy enough to reduce their stocks very materially. Buffalo, which is a light shipper of lumber by canal, sent east 5,200,000 feet in November, which is about a boat load a day.

But for the giving out of the big Black Rock yards of Arthur Hill & Co. and the Holland & Emery Company, there would have been more lumber stocked in Buffalo for the winter than usual, for several of the up-town firms have more than they had one year ago. The Arthur Hill yard has now practically gone out of existence, all of the lumber having been sold sometime ago, and the Holland yard has not laid in much stock. It was the severe falling-off of the custom planing mill trade of these two yards that brought the Plummer mill to extremities, and drove it into bankruptcy.

The box makers are the most active members of the wood-working trade, and most of them are reporting an increase of custom at a time when it is common to reduce force and wait for spring business. There is so much demand for boxes that some of the mills are still obliged to turn away orders, and none of them are slack or likely to be right away. But for the advance of all sorts of box lumber there would be good profit in the business, but the fact is that so many concerns have gone into the making of boxes that profits were at one time next to nothing.

I find that there is an uneasy feeling in the air on account of the expected scarcity of all sorts of pine lumber before long. It is already a fact that hardwood is so difficult to keep in stock that it is practically sold as soon as it is bought, and something of the sort is looked for in pine. Only from the south is the sentiment against the reduction of the tariff on lumber at all unanimous. Many of the northern dealers who were so eager to shut out Canadian lumber are now more than willing to see it come in again. But the south sees in it a strong competitor of the woods peculiar to that section, and it will fight free trade with all its might.

There is a good supply of Pacific coast shingles laid in for the winter, considering the scarcity of all shingles of late, and much effort has been made to add to the supply of pine. Though the entire stock cannot be called large, it appears to be larger than it has been, and the price is fairly good.

The general all-round demand for hardwoods continues, and the opening of the south-west, though late on account of the continuation of yellow fever quarantine, will soon add to the scant stocks in that direction. There is no poplar of account to be had yet, and the demand for it is so good that it will be a long time before it is plenty again. All regular hardwoods are scarce, and will remain so right along now. The supply is too light for any of them to become really plentiful.

T. Sullivan & Co. are sticking close to ash and elm, with additions of special lots of other hardwoods that happen to come their way. They reported a month ago that they had doubled the sales of 1897.

There is a stir in the hemlock trade. Dealers are of the opinion that this lumber will be higher soon, and counsel holding off unless top prices can be obtained. The price of hemlock is so low that it has to be handled with care—that is, not handled at all between the producer and the consumer unless it is strictly necessary. There is considerable Michigan hemlock in the trade, but the Pennsylvania producers have got the handling of it down so fine, and know so well what the east wants, that western hemlock stays out of competition for the most part. Besides, the west is its own market, and is really paying more accordingly for lumber than the east is. The Atlantic seaboard has been very slow till of late. Just now there is a diversion on account of the preparation of the government to buy lumber in large quantities to ship to Cuba. It looks as though this move would alone be enough to advance the prices, especially as they are so strong to begin with.

BUFFALO, December 5th, 1898. J.C.

PACIFIC COAST LUMBERMEN IN CONFERENCE.

An important private meeting of the representative lumbermen of the Pacific coast, including the British Columbia mills, was held recently at San Francisco, the object being in connection with the contemplated alliance of interests in order to secure better prices for lumber. What brought the subject of a combination to a head again and resulted in the conference being held was the scarcity of logs. It has been recognized for a long time that the day would come when the supply of logs within easy reach of the coast must fail, but no one seemed to realize that it would come all at once; yet this is just what has happened. The logs on the coast are scarce, and now they have to be cut so far from the water that railways will have to be put in to bring things back to their normal condition of supply. The price of logs has advanced to $6 and $7, and they are scarce even at that figure. The result is that some of the mills have had to pay pretty heavy demurrage in some cases for vessels waiting to load. Other mills—the Chemainus, for example—have had a supply on hand from the old prices, and therefore can hold their own at the present price of lumber, which is nominally $9. This condition of things, however, will not likely last for more than five or six months, by which time logging railways will be in operation and the price of logs will fall. Even then, however, it is confidently expected by lumbermen that the price of lumber will not drop again to the old figure, which left no profit at all to the mills, they only cutting to fill orders, so as to hold their customers till better times came to the industry. It is understood that at the conference most of the mills on the Sound and in British Columbia were represented.

Mr. Buckner's planing mill at Orrville, Ont., was totally destroyed by fire recently, at a loss of $2,000. There was no insurance.

BUSINESS NOTES.

J. H. Dansereau & Co., lumber dealers, Montreal, have registered partnership.

Dame E. M. Thomas has registered proprietress of the business of E. F. Keene, lumber dealer, Sherbrooke, Que.

E. E. Sasseville & Company, lumber jobbers and traders in the province of Quebec, are reported to be financially embarrassed.

The stock of lumber held by J. M. Hall, Winnipeg, Man., has been taken over by the Rat Portage Lumber Company, and the business will probably be closed out.

The assignment is reported of Lefebvre, Mantha & Laperriere, sash and door manufacturers, Montreal, with liabilities about $40,000. A meeting of creditors will be held on 9th inst.

VANCEBORO MFG. CO. Manufacturers and Wholesalers of . . .
Long and Short LUMBER and HARDWOOD
INTERIOR and EXTERIOR FINISH
WOOD TURNINGS and NOVELTIES
Chas. B. Treat, Treas. - ENFIELD, MAINE.
Correspondence Invited. Estimates Furnished.

WANTED
Black Ash, all thicknesses.
1-inch Red Oak.
Inch Butternut, Mill Run.
Hard Maple, all thicknesses.
State quantity and price.
JAS. G. CANE & CO.,
35 Adelaide St. E., Toronto, Ont.

Sieveking, Podmore & Co.
WOOD AGENTS
7 CROSBY SQUARE, LONDON, ENG.
Cable Address: "Sieveking," London. Branch at LIVERPOOL.

H. D. WIGGIN 89 STATE ST., BOSTON, MASS.
will inspect at mill and PAY CASH for
LOG RUN
Elm, Ash, Bass and other Hardwoods
CORRESPONDENCE SOLICITED.

JOHN MCKERGOW, President. W. K. GRAFFTEY, Managing Director.
THE MONTREAL LUMBER CO.
(Limited.)
WHOLESALE LUMBER
OTTAWA PINE A SPECIALTY
Office and Yard: 208 Guy Street,
Bell Telephone 8576. MONTREAL

ORILLIA EXPORT LUMBER CO.
ORILLIA, ONT.
Wholesale Pine and Hardwood
Lumber Dealers
Cabinet Woods, Including Mahogany, A Specialty.
CORRESPONDENCE INVITED QUOTATIONS GIVEN

BUYERS OF
WHITE PINE AND HARDWOOD
SWAN-DONOGH LUMBER CO.
WHOLESALE LUMBER DEALERS.
North Tonawanda N.Y.
CORRESPONDENCE SOLICITED.

MILL MEN
Who have desirable lots of 1 to 3" firsts and seconds Soft Elm and 1 to 3" firsts and seconds Brown Ash ready for immediate shipment, will please send full description of stock, stating dryness, lengths and widths, with best cash price f.o.b. cars and freight rate to Boston, to
LAWRENCE & WIGGIN
Wholesale Lumber Dealers - 55 Kilby Street, BOSTON, MASS.

## LUMBER FREIGHT RATES.

### CANADA ATLANTIC RAILWAY.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa, Rockland, Hawkesbury and intermediate points to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse and Rome, $2.20 per M ft, (3,000 lbs. and under per M ft.); Ottawa to Montreal, 5; Quebec, 10; Arnprior to Montreal, 7; Quebec, 12 cts. per 100 lbs. Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. Arnprior to New York, track delivery 17 cts. per 100 lbs., lightered 19 cts. per 100 lbs. Parry Sound, track, 20 cents, lightered, 22 cents per 100 lbs.; Ottawa, Rockland and Hawkesbury to Boston and common points, local 15c.; exports 13c. per 100 lbs.; Arnprior to Boston and common points, local 17 cents; export 15 cts. per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cts. per 100 lbs.; Ottawa, Rockland and Hawkesbury to Portland, &c., 15 cts.; Arnprior to Portland, 17 cts.; Ottawa to Burlington, 6c. per 100 lbs.; Ottawa to Albany, 10 cts. per 100 lbs.; Arnprior to Albany, 12 cts. per 100 lbs.; Parry Sound to Albany 17 cts. per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N.Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 21 cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft.; the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

### GRAND TRUNK RAILWAY.

Lumber freight rates for pine on the Grand Trunk Railway, according to the tariff issued 15th February, 1897, will be found below. General instructions in shipping by Grand Trunk are embodied in these words in the schedule: Minimum weight 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination. For instance, the rates from Orillia to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Gravenhurst to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, and the rates from Hanover or Hepworth would not be higher than from Wiarton to the same destination, but in no case are higher rates to be charged than as per mileage table published on page 15 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale Sundridge and South River, to Toronto, 8c.; Trout Creek, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 10c. The rates on hardwoods average about from 1c. per 100 lbs. higher than on pine and softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On spruce and balsam (partly seasoned) for pulp manufacture, the rate from Longford, Wiarton, Penetang, Coldwater, Waubaushene, Victoria Harbor, Haliburton, Kinmount, etc.. to Toronto, is $2.20 per cord; and to Merriton and Thorold, $2.60; Katrine, Callendar, North Bay, etc., to same points, $2.45 and $2.60 respectively Beeton, Allandale, Orillia, etc., $2.20 and $2.60. On green spruce and balsam the rate is 25 per cent. higher.

### CANADIAN PACIFIC RAILWAY.

Mr. George A. Fowler, lumber agent C.P.R., writes as follows under date of February 14th, 1898: "The rates at present in effect to Toronto and Hamilton are as follows: Pine and soft woods from Klock, Mattawa, Bonfield, North Bay, Sturgeon Falls, Cache Bay and Warren, 9 cents; from Sudbury Jct, Rayside and Chelmsford, 10 cents; from Cartier and Geneva Lake, 10½ cents; from Biscotasing, White Fish, Massey, Cutler, Spragge and Algoma, 12 cents per 100 lbs. The rates on hardwood are one cent per 100 lbs. higher than those on pine. From Ottawa, Hull, Aylmer and Dechenes Mills, also Arnprior, Braeside and Pembroke, to Toronto the rate is 10 cents both on pine and hardwood. From Ottawa, Hull, Aylmer and Deschenes Mills to station on the Lake Erie and Detroit River, Erie and Huron and Michigan Central railways, specified in special lumber tariff, the rate is 14½ cents on both pine and hardwood. The above rates are based on a minimum of 30,000 lbs. per car."

"Taking effect March 21st, 1898, the rates on seasoned lumber to New York, Brooklyn, Jersey City, etc., via Albany, thence via water, will be as follows: From Ottawa Ont., Aylmer and Deschenes Mills, Que.—pine and shorts, in lots 50 M few and over, $2.50; under 50 M feet, $3.25; hardwood, lots 50 M feet and over, $4; under 50 M feet, $4.25; lath, 250 M pieces and over, 50c. per M pieces; under 250 M pieces, 60c. per M pieces. From Carleton Junction—pine and shorts, lots 50 M feet and over, $2.75; under 50 M feet, $3.50; hardwood, 50 M feet and over, $4 25; under 50 M feet, $4.50; lath, 250 M pieces and over, 55c. per M pieces; under 250 M pieces, 65c. per M pieces. From Arnprior and Braeside—pine and shorts, lots 50 M feet and over, $3 00; under 50 M feet, $3.75; hardwood, 50 M feet and over, $4.50; under 50 M feet, $4 75; lath, 250 M pieces, 60c.: under 250 M pieces, 70c. per M pieces. From Pembroke—pine and shorts, 50 M feet and over, $3.25; under 50 M feet, $4; hardwood, 50 M feet and over, $4.75, under 50 M feet, $5; lath, 250 M pieces and over, 65c.; under 250 M pieces, 75c. per M pieces. The minimum carload of lumber is 10,000 feet and lath 50,000 pieces."

"The summer rates to Montreal go into effect April 1st, and will be as follows: From Ottawa—softwood lumber, $1 per M feet; hardwood and dimension timber, 4c. per 100 lbs.; lath, 20c. per M pieces. From Carleton Junction, seasoned softwood lumber, $1.25 per M feet; hardwood lumber and dimension timber, 5c. per 100 lbs.; lath, 25c. per M pieces. From Arnprior and Braeside—softwood lumber, $1.50 per M feet; hardwood lumber and dimension timber, 6c. per 100 lbs; lath, 30c. per M pieces.

"From Ottawa to Three Rivers and Quebec—softwood lumber, $2 per M feet; hardwood lumber and dimension timber, 8c. per 100 lbs.; lath, 40c. per M pieces. From Carleton Junction—softwood lumber, $2.25; hardwood lumber and dimension timber, 9c. per 100 lbs.: lath, 45c. per M pieces. From Arnprior and Braeside—softwood lumber, $2.50 per M feet; hardwood lumber and dimension timber, 10c. per 100 lbs.; lath, 50c. per M pieces.

"Ottawa rates apply from Hull, Aylmer and Deschenes Mills, Que. Montreal rates also apply to Mile End, Montreal Junction, Westmount, St. Luc Junction, St. Anne de Bellevue, and Vaudreuil. The rates on softwood lumber as above are intended to apply on lumber which will not exceed three thousand pounds per thousand feet, and on lath which will not exceed 600 lbs. per M pieces; excess over these weights will be charged for at rates in effect on dimension timber."


## CANADIAN EXPORTERS AND WHOLESALERS

**KEENAN BROTHERS**
OWEN SOUND, ONT.
We will pay SPOT CASH and measure at the mill anything in the line of HARDWOODS in any part of Canada.
GIVE US A CHANCE TO QUOTE YOU

**J. S. FINDLAY** DEALER IN
OWEN SOUND, ONT.
Correspondence Solicited.
Hardwood
Lumber

**JOHN HARRISON**
MANUFACTURER OF
**PINE AND HARDWOOD LUMBER**
Short and Long Dimension Timber, in Pine, Hemlock, Cedar or Rock Elm.
Contractors Supplied. Inside Finish, &c.
Saw and Planing Mills: OWEN SOUND, ONT.
C. P. R. and G. T. R. Railways.
WRITE FOR ESTIMATES.

**JAS. PLAYFAIR & CO.**
Manufacturers and Wholesale Dealers
**LUMBER • LATH • SHINGLES**
Contractors for Railway Supplies
BILL TIMBER a Specialty . . .
MIDLAND, ONT.

**THE PEMBROKE LUMBER CO. LIMITED**
We are offering 1, 1¼, 1½ and 2" Shipping Cull and Box, Strips and Siding separate. Very reasonable. Write us for prices. . .
We have a large quantity of mixed sizes Joists and Timbers on hand in White and Red Pine, also Ship Decking, cut 3 x 5" and 3 x 6". . .
PEMBROKE, ONT.

**A. & P. WHITE** Manufacturers of and Dealers in.....
*Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.*
*A Large Quantity of Dry Lumber in Stock* - PEMBROKE, ONT.

**MOHR & RYAN** - KILLALOE STATION, ONT.
.....DEALERS IN.....
Elm, Ash, Basswood and Maple Lumber; Cedar, Pine and Hemlock Dimension Timber; Cedar Telegraph and Telephone Poles; Railroad Ties and Fence Poles—all lengths.
WRITE FOR QUOTATIONS

**ROBERT WATT • WIARTON**
MANUFACTURER AND
**WHOLESALE LUMBER**
Pine Lath, Cedar, and Pine Shingles.
CORRESPONDENCE SOLICITED. HEMLOCK BILLS A SPECIALTY. Mills at Wiarton.

**McLAURIN & MacLAREN**
Lumber Manufacturers
Dimension Timber in White or Red Pine, Spruce, Hemlock, or Cedar.
PINE DEALS
Cedar Shingles, Cedar Ties, Posts and Poles, Pine Lath, Etc., Etc.
SHIPMENTS BY RAIL OR WATER. - EAST TEMPLETON, QUE.

**ONE DOLLAR**
will pay your subscription to the weekly and monthly CANADA LUMBERMAN for
**ONE YEAR**

**KILN-DRIED BIRCH FLOORING** SHEETING .. and .. CEILING
Flooring from $12.00
Ceiling " 10.00
SAMPLES BY MAIL
KNIGHT BROTHERS CO.
Burk's Falls, Ont.

## FOREIGN EXPORTERS AND IMPORTERS

**JAMES SMITH & BRO.** - 14 Canada Dock, LIVERPOOL
**.. Wood Agents ..**
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax, N.S.

**WRIGHT, GRAHAM & CO.**
7 Royal Bank Place,
GLASGOW, SCOTLAND
**WOOD BROKERS**
Cable Address: "Brakridge," Glasgow.
Codes Used: Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of CANADIAN WHITE PINE AND SPRUCE, cut to all sizes—and all kinds of Hardwoods in Log, Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

**Is it your wish . .**
To Purchase or Sell as quickly as possible
A PARTICULAR LOT OF LUMBER
A MILL PROPERTY
SECOND-HAND MACHINERY
An Advertisement in the "Wanted" and "For Sale" Department of the . . .
CANADA LUMBERMAN WEEKLY EDITION
Will secure for you a Buyer or Seller, as the case may be. Address,
The Canada Lumberman
Toronto, Canada.

**CANADA ATLANTIC RAILWAY**
Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
W. P. HINTON, Ass't General Freight Agent, Ottawa.
R. A. CARTER, Contracting Agent; M. A. OVEREND, Foreign Freight Agent, 115 Board Trade, Montreal.
. . . . Shortest and Quickest Route from . . . .
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PARRY SOUND and all points on Grand Trunk Ry., TO BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
C. J. SMITH, General Traffic Manager, Ottawa, Ont.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

## BELTING
Fleming, W. A., Montreal, Que.
Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
McLaren, D. K., Montreal, Ottawa and Galt.
The Waterous Co., Brantford.
Young, J. S., Montreal.

## BRASS CASTINGS
City Brass Foundry, Hamilton, Ont.
Magnolia Metal Co., New York.

## DRY KILNS
Standard Dry Kiln Co., Indianapolis, Ind.

## ELECTRICAL APPARATUS
Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

## LUMBERMEN'S SUPPLIES
Eckardt, H. P. & Co., Toronto.
Gartshore, John, Toronto.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

## MACHINERY
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston Ont.
Carrier, Laine & Co., Levis, Que.
Darling Bros., Montreal.
Kennedy & Sons, Wm., Limited, Owen Sound, Ont.
Lancaster Machine Works, Lancaster, Ont.
Lloyd Manufacturing Co., Kentville, N. S.
Mershon, W. B. & Co., Saginaw, Mich.
Northey Mfg. Co., Toronto, Ont.
Payette, P. & Co., Penetanguishene, Ont.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.
The Oxford Foundry & Machine Co., Oxford, N. S.
The Defiance Machine Works, Defiance, Ohio, U.S.A.

## MAGNOLIA ANTI-FRICTION METAL
Magnolia Metal Co., New York.

## PULP MACHINERY
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.

## PULLEYS
The Dominion Leather Board Co., Montreal, Que.

## RAILROAD BRASSES
Magnolia Metal Co., New York.

## SAW MANUFACTURERS
Burns, E. R., Saw Co., Toronto, Ont.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.
The James Robertson Co., Montreal, Que.

## TURBINES
Barber, C., Meaford, Ont.
Kennedy & Sons, Wm., Limited, Owen Sound, Ont.
Madison Williams, Port Ferry, Ont.

## WHOLESALE LUMBER DEALERS
Houston, G. T. & Co., Chicago, Ill, U.S.A.
Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

## MISCELLANEOUS
Axes, Campbell Bros., St. John, N. B.
Canadian Photo Engraving Bureau, Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Consulting Engineers, Tower & Wallace, New York.
Illinois Central R.R.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Machine Knives, Peter Hay, Galt, Ont.
The Bradstreet Mercantile Agency, New York and Toronto.

# WHOLESALE PRICES CURRENT.

(The quotations given below are, unless otherwise specified, the average selling prices quoted by wholesale dealers at the different markets named.)

## TORONTO, ONT.

TORONTO, December 7, 1898.

CAR OR CARGO LOTS.

| | | | | |
|---|---|---|---|---|
| 1¼ 1½ and 2 inch cut up and better | $32 00 | $34 00 | 1 inch dressing and better | $20 00 | $22 00 |
| 2 inch picks and uppers | 34 00 | 36 00 | 1 inch siding mill run | 14 00 | 15 00 |
| 1x12 dressing and better, 60% 16 ft | 22 00 | 24 00 | 1 inch siding common | 11 00 | 12 00 |
| 1x10 fine dressing and better | 22 00 | 24 00 | 1 inch siding ship culls | 10 50 | 11 50 |
| 1x10 and 12 Canadian dressing and better | 18 00 | 20 00 | 1 inch siding mill culls | 8 50 | 9 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 | Cull scantling | 8 00 | 9 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 | 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 | 1 inch strips, common | 11 00 | 12 00 |
| 1x10 and 12 common | 12 00 | 14 00 | 1 1-4 inch flooring | | 16 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 | 1 1-2 inch flooring | | 16 00 |
| inch clear and picks | 28 00 | 30 00 | XXX pine shingles, 16 inch | | 2 25 |
| | | | XX pine shingles 16inch | | 1 40 |
| | | | Lath, No. 1 | | 1 50 |
| | | | Lath No. 2 | | 1 15 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Ash, white, 1 to 2 in. | $26 00 | $28 00 | Cherry | 1 | to 1½ | $50 00 | $60 00 |
| " " 2½ to 4 | 30 00 | 32 00 | " | 2 | " 4 | 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in. | 17 00 | 19 00 | Elm, soft | 1 | " 1½ | 14 00 | 15 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in. | 19 00 | 21 00 | " " | 2 | " 3 | 15 00 | 16 00 |
| Ash, M. R., 1 " 2 | 15 00 | 18 00 | " rock | 1 | " 1¼ | 16 00 | 18 00 |
| Birch, 1 " | 18 00 | 20 00 | " " | 1½ | " 3 | 20 00 | 22 00 |
| " 1½ " 2 | 20 00 | 23 00 | Hickory | 1½ | " 2 | 28 00 | 30 00 |
| " sqrs. 4x4 " 8 x8 | 24 00 | 26 00 | Maple | 1 | " 1½ | 16 00 | 17 00 |
| Basswood, 1sts and 2nds, 1 to 1½ in. | 16 00 | 18 00 | " | 2 | " 4 | 17 00 | 18 00 |
| 1½ " 2 | 19 00 | 20 00 | Oak, red, p'n | 1 | " 1½ | 26 00 | 30 00 |
| " m. r. 1 " 1¼ | 14 00 | 16 00 | " " | | " 4 | 29 00 | 32 00 |
| Butternut 1 " 1½ | 23 00 | 25 00 | " white | | " 1½ | 28 00 | 30 00 |
| " 2 " 3 | 25 00 | 28 00 | " " | | " 4 | 30 00 | 35 00 |
| Chestnut 1 " 2 | 24 00 | 2 00 | " quart'd | | " 4 | 46 00 | 50 00 |
| | | | Walnut | 1 | " 3 | 85 00 | 100 00 |
| | | | Whitewood | 1 | " 2 | 32 00 | 36 00 |

## OTTAWA, ONT.

OTTAWA, December 7, 1898.

| | | | | | |
|---|---|---|---|---|---|
| Pine, good sidings, per M feet, b.m. | $31 00 | 36 00 | Pine, 8 s.c. and better stock | 11 00 | 12 50 |
| Pine, good strips, | 25 00 | 27 00 | Pine, 8 & up s.c. sidings | 11 00 | 13 00 |
| Pine, good shorts, | 17 00 | 25 00 | Pine, s.c. strips | 8 00 | 10 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m. | 15 00 | 18 00 | Pine, s.c. shorts | 6 50 | 8 50 |
| Pine, No. 1 dressing strips, | 14 00 | 16 00 | Pine, box culls | 9 00 | 10 00 |
| Pine, No. 1 dressing shorts, | 12 00 | 14 00 | Pine mill culls | 7 50 | 9 00 |
| Pine, 10 s.c. and better stock, | 13 50 | 15 00 | Lath per M No. 1 | 1 00 | 1 10 |
| | | | Lath per M No. 2 | 80 | 95 |
| | | | 1x10 No. 1 barn | | 18 00 |
| | | | 1x10 No. 2 " | | 16 00 |
| | | | 1x8 & 9 No. 1 " | | 17 00 |
| | | | 1x8 & 9 No. 2 " | | 15 00 |

## QUEBEC, QUE.

QUEBEC, December 7, 1898.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Common and railroad, for interior and ordinary according to average, quality, etc., measured off | 21 @ | 24 |
| For 40 to 45 feet average, measured off | 26 | 29 |
| For good and good fair average, measured off | 29 | 33 |
| First class " " | 36 | 39 |
| In shipping order " " | 35 | 40 |
| First class Ottawa waney, 18 inch average | 35 | 37 |
| " " " 19 to 21 inch average | 38 | 40 |
| First class Michigan waney board, 18 inch average | 41 | 43 |
| " " " " 19 to 21 inch average | 44 | 46 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 28 |
| In shipping order, 35 to 45 feet " | 38 | 40 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 32 | 35 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average and quality | 21 | 24 |
| To average 16 inch | 25 | 26 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 15 | 18 |
| 16 " " | 21 | 25 |
| 18 " " | 22 | 24 |

DEALS.

Bright spruce, according to mill specification, $39 to $42 for 1st, $25 to $27 for 2nd, $22 to $25 for 3rd, and $18 to $21 for 4th quality. F.O.B. batteau.

## NEW YORK CITY.

NEW YORK, N. Y., December 7, 1898.

WHITE PINE TIMBER.

| | | | | | |
|---|---|---|---|---|---|
| Bridge timber | $28 00 @ | 40 00 | Building orders | $27 00 @ | 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in. | 14 00 | 14 50 | 10 to 12 in. | 16 25 | 17 00 |
| 6 to 12 in. | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 to 12 in. | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | | |
|---|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, 10 to 16 | | | 30 00 |
| 1¼ to 2 in. | " " " " | | | 31 00 |
| 1 inch, | " | Soft Elm, | " | 22 00 |
| 1¼ in and thicker, | " " | " | " | 23 00 |
| 4/4 | " " | Hard Maple, | " | 22 00 |
| " | " " | Basswood, | " | 20 00 |
| " | " " | Birch, | " | 23 00 |
| " | " | Black Ash, Com. and Shipping Cull, M.C.O. | | 14 00 |
| " | " | Soft Elm, " | " | 12 00 |
| " | " | Hard Maple, " | " | 14 00 |
| " | " | Basswood, " | " | 12 00 |
| " | " | Birch, " | " | 14 00 |

## ALBANY, N.Y.

ALBANY, N.Y., December 7, 1898.

PINE.

| | | | | |
|---|---|---|---|---|
| Uppers, 3 in. up | $51 | $53 | Dressing boards, narrow | $19 | $21 |
| 2½ in. | 50 | 52 | West India shipping boards | 14 | 16 |
| 1 to 2 in. | 45 | 48 | Box boards | 12 | 13 |
| 4 inch uppers | | 54 | 10-in. dressing and better | 26 | 32 |
| Selects, 2½ in. up | | 44 | 10-in. common | 13 | 15 |
| 1 to 2 in. | | 40 | 12-in. dressing and better | 25 | 34 |
| Fine common, 2½ in. and up | 39 | 42 | Common, 1x12 | 14 | 15 |
| 1 to 2 in. | 36 | 38 | No. 1 barn, 1x12 | 20 | 22 |
| No. 1 cut, 1 to 2 inch | 25 | 30 | 1x10 | 18 | 20 |
| No. 2 | 20 | 25 | 1x8 | 16 | 18 |
| No. 3 | 17 | 70 | No. 2 barn, 1x12 | 16 | 17 |
| No. 1 molding, 1 to 2 in. | 30 | 36 | 1x10 | 15 | 16 |
| No. 2 molding, 1 to 2 in. | 24 | 27 | 1x8 | 13 | 15 |
| Stained saps | | 20 | Shaky or star clear, 1 to 2 in. | 19 | 21 |
| Bracket plank | 30 | 35 | Dressing | 16 | 18 |
| Shelving boards, 12-in. up | 29 | 31 | Common | 11 | 15 |

LATH.

| | | | |
|---|---|---|---|
| Pine | $1 75 | Spruce | $1 75 |

SHINGLES.

| | | | |
|---|---|---|---|
| Sawed Pine, ex. XXXX | $4 00 | $4 25 | |
| Clear butts | 3 00 | 3 25 | |
| Smooth, 6 x 18 | 5 00 | 5 50 | |
| Bound butts, 6 x 18 | $5 50 | 25 | |
| Hemlock | | 15 | |
| Spruce | | 2 20 | |

## BOSTON, MASS

BOSTON, December 7, 1898.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $10 50 | 12 00 | ¾ inch | $ 9 25 | $ 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 11-16 inch | 9 00 | 9 50 |
| Refuse | 12 00 | 13 00 | ⅝ inch | 8 00 | 8 75 |
| Outs | | 9 00 | Clapboards, sap ext. | 40 00 | 44 00 |
| Boxboards, 1 inch | 10 00 | 11 00 | Sap clear | 33 00 | 35 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, 2nd clear | 30 00 | 31 00 |
| | | | No. 1 | 19 00 | 23 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in. | $50 00 | @52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in. | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in. | 58 00 | 62 00 | 1¼, 1½ and 2 in. | 30 00 | 32 00 |
| Selects, 1 in. | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in. | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in. | 53 00 | 56 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in. | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in. | 24 00 | 38 00 |
| Fine common, 1 in. | 40 00 | 41 00 | Coffin boards | 18 00 | 20 00 |
| 1¼, 1½ and 2 in. | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in. | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 50 | 1 75 |
| Cedar, extra | 2 50 | 2 65 | Extra No. 1 | 1 25 | 1 50 |
| Clear | 2 25 | 2 40 | | | |

LATH.

| | | | |
|---|---|---|---|
| Spruce | | By cargo | 1 80@ 1 90 |
| By car | 1 80@ 2 00 | | |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., December 7, 1898.

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in. | $46 00 | 48 00 | No. 3, 1¼ & 2 in. | 17 00 | 18 00 |
| 2½ and 3 in. | 55 00 | 56 00 | Shelving, No. 1, 13 in. and up, 1 in. | 32 00@34 00 | |
| 4 in. | 58 00 | 60 00 | Dressing 1¼ in. | 27 00 | 30 00 |
| Selects, 1 in. | 41 00 | 42 00 | 1¼ x 10 and 12 | 28 00 | 30 00 |
| 1¼ to 2 in. | 42 00 | 43 00 | 1½ in. | 28 00 | 30 00 |
| 2½ and 3 in. | | 50 00 | 2 in | 29 00 | 34 00 |
| 4 in. | | 52 00 | Mold st'ps, 1 to 2 in. | 31 00 | 33 00 |
| Fine common, 1 in. | 36 00 | 37 00 | Barn, No. 1, 10 & 12 in. | 22 00 | 23 00 |
| 1¼ and 1½ in. | 36 00 | 37 00 | 6 and 8 in. | 18 00 | 21 00 |
| 2 in | 36 00 | 38 00 | No. 2, 10 in. | 16 00 | 16 00 |
| 3 in. | | 45 00 | No. 2, 12 in. | 17 00 | 18 00 |
| 4 in | | 47 00 | No. 3, 10 in. | 13 00 | 13 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | No. 3, 12 in. | 13 50 | 14 00 |
| 1¼ to 2 in. | 33 00 | 34 00 | 6 and 8 in. | 11 00 | 12 00 |
| No. 2, 1 in. | 15 00 | 16 00 | Common, 1 in. | 15 00 | 16 00 |
| No. 2, 1¼, & 1½ in | 23 00 | 25 00 | 1¼ and 1½ in. | 17 00 | 18 00 |
| No. 3, 1¼ & 1½ in | 17 00 | 18 00 | 2 in | 18 00 | 20 00 |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 28 00 | 30 00 | 2½ to 4 in. | 34 00 | 38 00 |
| 1¼ to 2 in. | 31 00 | 33 00 | Strips | 18 00 | 20 00 |
| | | | Com. and culls | 10 00 | 12 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 25 00 | 26 00 | Com. & good culls | 10 00 | 12 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 28 00 | 30 00 | 1st & 2nd, white, 6" & up, | 18 00 | 19 00 |
| | | | Com & good culls | 12 00 | 15 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 20 00 | 22 00 | 1st & 2d, soft, 8 in. & up, | 18 00 | 20 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 18 00 | 20 00 | 1st & 2d, soft, 6in. & up, | 18 00 | 20 00 |

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., December 7, 1898.

UPPERS AND SELECTS.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $45 00 | | Selects, 1 in., 8 in. and up wide | $40 00 | |
| 1¼, 1½ and 2 in. | 45 00 | | 1¼, 1½ and 2 in. | 41 00 | |
| 2½ and 3 in. | 45 00 | | 2½ and 3 in. | 50 00 | |
| 4 in. | 60 00 | | 4 in. | 55 00 | |

FINE COMMON.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 8 in. and up wide | 34 00 | | 2½ and 3 in., 8 in. and up wide | 45 00 | |
| 1¼, 1½ and 2 in. | 35 00 | | 4 in. | 50 00 | |

B FINE COMMON OR NO. 1 CUTTING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 7 in. and up wide | 24 00 | | 2½ and 3 in., 7 in. and up wide | 37 00 | |
| 1¼, 1½ and 2 in. | 30 00 | | 4 in. | 40 00 | |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 36 00 | | 1 in., 4, 5 and 7 in. wide | 34 00 | |
| 6 in. wide | 40 00 | | 6 in. wide | 40 00 | |

FINE COMMON OR C.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 in. wide | 29 00 | | 1¼ in., 4, 5 in. wide | 30 00 | |
| 1¼ in., 6 in. wide | 34 00 | | in., 6 in. wide | 33 00 | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 24 00 | | 1 in., 4, 5, 6 in. wide | 22 00 | |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 in | 16 00 | | 1¼ in., 4, 5 and 7 in. | 16 00 | |
| 1 in., 6 in. | 18 00 | | 1¼ in., 6 in. | 18 00 | |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 | | 1¼ in., 4 to 7 inch | 14 00 | |
| 1 in., 6 inch | 14 00 | | No. 3 Fencing, 1 in., 6 inch | 12 00 | |

SHELVING.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 | | No. 2, 1 in., 7 and 8in. stocks | 19 00 | |
| 1 in., 10 in. and up wide | 26 00 | | 1 in., 10 in. stocks | 21 00 | |
| 1 in., 12 in. stocks | 29 00 | | 1 in., 12 in. stocks | 24 00 | |
| 1 in., 12 in. and up wide | 30 00 | | 1 in., 10 in. and up wide | 22 00 | |
| 1¼ in. 1½ and 2in., 8in. and up wide | 29 00 | | 1 in., 13 in. and up wide | 25 00 | |

BARN BOARDS OR STOCKS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 12 in. | 21 00 | | No. 2, 9 in. | 13 50 | |
| 10 in. | 18 00 | | 8 and 7 in. | 13 50 | |
| 9 in. | 18 00 | | No. 3, 12 in. | 12 50 | |
| 8 and 7 in. | 18 00 | | 10 in. | 12 00 | |
| No. 2, 12 in. | 16 00 | | 9 in. | 12 00 | |
| 10 in. | 14 00 | | 8 in. | 12 00 | |

SHIPPING CULLS OR BOX.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4 and 5 in. wide | $10 00 | | 1 in., 13 in. and up wide | $10 50 | |
| 1 in., 6 in. wide | 10 00 | | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 | |
| 1 in., 7 in. wide and up | 10 00 | | | | |

SHAKY CLEAR.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9in. wide | 20 00 | | 1 in., 10 in. and up wide | 19 00 | |
| 1 in., 6 in. wide | 20 00 | | 1¼, 1½ and 2 in., 8in. and up wide | 20 00 | |

COFFIN BOARDS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 13in. and up | 22 00 | | No. 1, mill culls | 9 00 | |
| No. 2 | 17 00 | | No. 2, or red horse | 6 50 | |

TIMBER, JOIST AND SCANTLING.

| | | | | | |
|---|---|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $ 9 50 | | Hemlock, 2x4 to 10, 12 to 16 feet | 7 50 | |
| 18 ft. | 10 50 | | 2x12 | 8 50 | |
| 20 ft. | 11 50 | | Add $1 to each additional 2ft. in length. | | |
| 22 and 24 ft. | 12 50 | | | | |

SHINGLES, 18-IN.

| | | | | | |
|---|---|---|---|---|---|
| Country brands, XXXX | 3 00 | | Standard brands, river made, XXXX | 3 25 | |
| Clear Butts | 2 00 | | Clear Butts | 2 25 | |

WHITE PINE LATH.

| | | | | | |
|---|---|---|---|---|---|
| No. 1 | 1 60 | | No. 2 | 1 20 | |
| | | | Hemlock | 1 00 | |

## PRICES OF COOPERAGE STOCK.

| | F.o.b. cars at Sutherland Innes Mills | F.o.b. Wallaceburg |
|---|---|---|
| No. 1 28½ inch jointed elm staves, per net 1,000 | $5 00 | $5 00 |
| No. 1 30 " " " " " | 5 00 | 5 00 |
| No. 1 32 " " " " " | 5 25 | 5 50 |
| No. 1 24 " " " " " | 4 00 | 4 00 |
| No. 2 28½ " " " " " | 3 25 | 3 25 |
| No. 2 30 " " " " " | 3 25 | 3 25 |
| No. 2 32 " " " " " | 3 75 | 3 75 |
| No. 2 24 " " " " " | 2 00 | 2 00 |
| No. 1 14 in. to 14¾ in. kiln dried basswood heading, per set | 3 | 3 |
| No. 1 15 " 16 " " " " | 3½ | 3½ |
| No. 1 17⅛ " " " " " | 3¾ | 3¾ |
| No. 1 18 " 18¾ " " " " | 4½ | 4½ |
| No. 1 19⅛ " " " " " | 4½ | 4½ |
| No. 1 19½ " " " " " | 5 | 5 |
| Mill run heading ½ct. per set less, No. 2 heading 1ct. per set less. | | |
| No. 1 5½ ft. patent coiled elm hoops, per net 1,000 | 5 25 | 5 40 |
| No. 1 6 " " " " " | 5 50 | 5 65 |
| No. 1 6½ " " " " " | 6 00 | 5 90 |
| No. 2 hoops about 50 cts. per thousand less. | | |
| No. 1 28½ in. jointed white ash staves, per net 1,000 | 6 50 | 7 00 |
| No. 2 28½ " " " " " | 3 25 | 3 50 |
| 34 in. to 35 in. elm syrup bbl. staves | 18 00 | 17 00 |
| No. 1 30 inch half syrup barrel staves | 16 00 | 16 00 |

(If bent to shape, $2.00 per thousand more.)

# THE NEWS.

—John Schade has erected a shingle mill at Magnetawan, Ont.

—John Aush has started a saw and shingle mill at Lunenburg, Ont.

—T. W. Grey, saw mill, Nelson, B.C., is offering his business for sale.

—Mr. Guthrie has purchased the steam saw mill at Selby's Pond, Que.

—W. W. Doherty's saw mill at Campbellton, N.B., has been rebuilt, and is now in operation.

—It is probable that Dobell, Beckett & Co., timber exporters, will establish an office at St. John, N. B.

—The William Hamilton Mfg. Co., of Peterboro', Ont., are installing machinery in a saw mill at Fernie, B.C.

—George McPherson, of Keewatin, Ont., was awarded a certificate as lumber culler at a recent examination.

—It is announced that a new saw mill, with a capacity of 25,000 feet per day, will be built at Revelstoke, B.C.

—Sergeant Bros., of Chatham Head, N. B., have sold their mill, together with tenement houses, to Timothy Lynch.

—The Oro Mining & Milling Company have built a saw mill at Oro, Ont., in connection with their mining operations.

—A. F. Bentley has removed from Five Islands, N. S., to St. Martins, N.B., where he has engaged in lumbering operations.

—J. A. Calhoun, of Savannah, Georgia, has supplied considerable lumber for a new elevator now being built at St. John, N.B.

—Mr. Madder is making preparations for building lumber sheds at Douglas, Man., where he will establish a retail lumber yard.

—A company has purchased the soft timber in the swamps west of Exeter, Ont., and intend erecting a stave mill in the vicinity.

—Arniel & Company are erecting a sash and door factory and planing mill in connection with their lumber yard at Port Stanley, Ont.

—The Hepworth Manufacturing Company's building at Hepworth Station, Ont., is expected to be completed by the first of January next.

—The Rat Portage Lumber Co. have been supplying the Canadian Pacific Railway with grain car doors at the rate of one car load per week.

—Cressman & Stauffer, who recently sold their cigar box factory and saw mill at Baden, Ont., have purchased a saw mill property in Muskoka.

—Chew Bros., of Midland, Ont., have purchased the old mill property at Dollartown, Ont., and are about to erect a large box factory thereon.

—The works of the Gardner Tool Co., at Sherbrooke, Que., in liquidation, have been sold to William Farwell, manager of the Eastern Townships Bank, for $15,659.

—Robert Watt is building a new saw mill at Wiarton, Ont., which, when completed, will be one of the best in that district. The frame is now in course of construction.

—Maitland, Rixon & Co., of Owen Sound, Ont., have made arrangements for the building of a new tug, to replace the Adam Ainslie, which was recently destroyed by fire.

—Boyd & Company's saw mill at Bobcaygeon, Ont., closed down last month. The men employed, to the number of sixty, left for the firm's limits in Glamorgan township.

—McLaurin & McLaren, of East Templeton, Que., have just installed two 80 h.p. boilers in their mill. These were supplied by Bannerman & Findlater, boiler makers, of Ottawa, Ont.

—The shingle mill of S. Rainey, at Severn Bridge, Ont., has been purchased by Smith & Thompson, of Orillia, Ont., who have taken it to Barrie to manufacture railway ties and shingles.

—It is stated that two gentlemen are negotiating for the purchase of the saw mill and factory at Trout Creek, Ont., owned by William Burke, with a view to improving the plant and operating it.

—Austin Bowen, found guilty of conspiracy to rob Mr. McLaughlin, paymaster at Gillies Bros'. saw mills, Braeside, Ont., was recently sentenced at Ottawa to seven years in the penitentiary.

—T. Sims & Co., of St. John, N.B., have purchased the old saw mill, spool and box factory at Hardington, N. B., together with 700 acres of timber lands, formerly owned and operated by L. P. Hayden.

—Samuel Freeze, of Doaktown, N. B., who returned last summer from the Klondike, has erected a mill to manufacture furniture stock for tables, chairs, organ cases, etc., for shipment to Great Britain.

—C. & I. and George D. Prescott, of Hopewell Hill, N. B., have made arrangements with an English company to establish a box factory to manufacture glove and other boxes for export. The new factory is now in course of construction.

—F. S. & W. E. Roop & Co. are rebuilding their woodworking factory at Middleton, N.S., assistance having been granted by the municipality. The establishment will consist of a main building, three stories high, 41 × 91 feet, brick engine room 20 × 35 feet, and a dry kiln and storage room 34 × 35 feet, all to be equipped with latest machinery, and to be in operation by February 1st, 1899.

—Several artisans of Trenton, Ont., have organized the Trenton Lumber Cutting & Manufacturing Company, to manufacture lumber, boxes, furniture, etc. The undertaking is launched upon a co-operative principle, and is stated to be a labor-employing venture.

—It is reported that an English syndicate is negotiating for the purchase of the factory of the Perfection Hoop & Veneer Co., at Eugenia, Ont., with a view to manufacturing wood specialties for export to Great Britain. Further developments are looked for in the near future.

—A Winnipeg exchange states that it is now an assured fact that two of the large saw mills on the Lake of the Woods will be removed to that city upon the completion of the South-Eastern Railway to Rainy River. Negotiations for a site for one of these mills are now said to be in progress.

—The Hiltz Company, of New Ross, N.S., which commenced operations last February, have sawn between five and six hundred thousand feet of lumber, two and three hundred thousand of staves, and about two hundred thousand of shingles. They intend going in on a larger scale this winter.

—The King Lumber Company, Limited, are erecting a wood-working factory at Chipman, Queen's County, N.B. The machinery will consist of planer, matcher, moulder, trimmer and cutting-up saw, and in the near future it is contemplated to add machinery for the manufacture of doors and sashes.

—The Nova Scotia Lumber Co., of Sherbrooke, N. S., have completed one of the best gang and rotary saw mills in the Dominion. It is fitted with modern improvements, including saw dust, bark and refuse conveyor. The conveyor carries the waste wood 400 feet from the mill, where it is consumed by fire. The gang saw has a capacity of 100,000 feet per day, and the rotary between 25,000 and 30,000 feet per day. Upwards of 100 men are employed.

—Fred. W. Eddy, late of West Lucan, Mass., has taken up a large tract of land at the head of North-East Margaree River, N.S. On this property there is a large amount of valuable timber, which he proposes to take down the river to Margaree Harbor, where he is erecting a saw, shingle and stave mill. The machinery for the above is being supplied by the Robb Engineering Company, Limited, of Amherst, N.S., and will include a 50 h. p. boiler and engine as the power plant.

—At the recent convention of the Women's Christian Temperance Union, held in Ottawa, a report was submitted by Mr. Lecky, a lumbermen's missionary, who has been kept travelling among the northern lumber camps. This report stated that the evil of intemperance was working great havoc among the men employed in the lumber woods. A further report stated that some of the supplies sent into the lumber camps by the Temperance Union had been sold to the men by the agents of the company.

—The Sarnia Salt Company, Limited, of Sarnia, Ont., has applied for permission to increase its capital stock from $20,000 to $100,000, the intention being to resume operations on a larger scale than formerly. This development of the Canadian salt wells no doubt bears some relation to the prohibition of the export of Canadian logs to Michigan. The Michigan salt wells, as is generally known, use the refuse from the lumber mills as fuel, and when this cheap fuel is cut off the cost of operating the wells will be greatly increased, thus affording a material advantage to the Canadian wells.

—Mr. James A. Smart, Deputy Minister of the Interior, in company with Mr. E. F. Stephenson, Dominion Crown Timber Agent at Winnipeg, made a trip last month to Moose Mountain, in the Northwest Territory. An inspection of the timber there showed that there was a large quantity of good serviceable wood in the district. Mr. Smart believes that the preservation of this belt is absolutely necessary, and next year steps will be taken to insure its protection. The above gentlemen also visited the Turtle Mountain timber reserve, and expressed themselves as well pleased with the fire guard which has been made from the north side of the timber belt to the lake at the summit.

—On October 27th last the lumber, shingle and lath mill of J. D. Shier, at Bracebridge, Ont., was completely destroyed by fire. In some quarters an impression seems to prevail that the fire was caused by a hot box. This is not in accordance with the facts. While the cause of the fire is unknown, it certainly did not originate from a hot box, as the mill had been running perfectly cool, and particularly this season; in fact, we learn that no trouble has been experienced with hot boxes for three years. The band mill was also giving the best of satisfaction right up to the time of the fire. It is possible that the fire was due to some disarrangement in the electric wires. Mr. Shier is now engaged on the erection of a new mill, which will be up-to-date and completed in time for an early start next spring. His planing and shingle mill is running full capacity.

—Much interest is taken in a lumbermen's lien case recently tried before Judge Wilson at Fredericton, N.B. A number of lumbermen had claims against certain logs taken out last winter by A. Cushing & Sons, of St. John. These logs were hung up on the Oromocto river, and last summer lien claims were filed against them. These claims were allowed by the judge, who ordered that the logs be sold to satisfy the same. The case was appealed to the Supreme Court, which reversed the decision and held that the logs could not be claimed while in transit. The Oromocto river has now risen sufficiently to permit the logs to be floated, and recently Cushing & Sons sent a crew of men to raft the logs ready for towing. At this juncture Sheriff Holden, of Sunbury, served an attachment upon Cushing's workmen on behalf of the lien holders. This, however, was disregarded, and the logs are now on their way to St. John. What the next step will be is being awaited with keen interest.

## CASUALTIES.

—Robert Grant, employed in Mickle, Dyment & Co.'s camp, five miles from Dorset, Ont., had his leg broken last month.

—J. Ray was engaged piling logs on a rollway at Whitney, Ont., when one of the timbers rolled back on him, crushing his leg severely.

—While working in the lumber woods at Nashwaak, N. B., for Elias White, George Clark had his leg broken by a log rolling upon it.

—W. Sheridan, employed in the Gilmour camp at Canoe Lake, Ont., had his leg broken by a falling tree, and was taken to the Toronto General Hospital.

—David Tyand, head sawyer in T. L. Pardo's saw mill at Blenheim, Ont., was working in the vicinity of the boiler when a steam pipe burst, the flying iron breaking his leg in two places. It is not expected that his injuries will result fatally.

—James Hillier was killed while working in a saw mill in the township of Dawn, near Chatham, Ont. By some means a board fell across the rapid revolving circular saw, and was hurled with terriffic force against the deceased, killing him instantly.

## PERSONAL.

The death occurred last month of Mr. L. W. Ross, bookkeeper for M. M. Boyd & Co., Bobcaygeon, Ont.

Mr. G. Harley White, of the Alma Lumber & Shipbuilding Co., of Sussex, N.B., was recently married in Montreal.

Mr. George H. Perley, of the late firm of Perley & Pattee, lumbermen, Ottawa, sailed with his family on November 5th for a tour of the European continent.

At Galt, Ont., Mr. Raymond F. Shurly, eldest son of Mr. C. J. Shurly, of the firm of Shurly & Dietrich, saw manufacturers, was recently married to Miss Gilholm.

Mr. Henry Pedwell, of Thornbury, Ont., has been in England for the past couple of months, investigating the prospects of finding a profitable market for Canadian hardwood lumber.

The death of J. N. Draper occurred at New Westminster, B.C., on October 22nd last. Deceased was born at Woodstock, N.B, in the year 1834, and removed to British Columbia twenty-five years later. After remaining there a short time he went to Puget Sound, and engaged in the lumber business, returning to New Westminster in 1877. Since that time he has been associated with Messrs. Ewen & Co.

In our last issue reference to the death of Mr. Stephen Jarrett was inadvertently omitted. On October 7th he succumbed to typhoid fever at his home in Deseronto, Ont. Deceased was well known in lumber circles in Ontario. Coming to this country from England when fourteen years old, he spent some five years in a printing office, but fifteen years ago turned his attention to the lumber business. His first employment was as clerk with Christie, Kerr & Co., of Toronto, and subsequently he was associated with Messrs. Tennant & Co., the Ontario Lumber Co., J. A. McBean, Robert Thompson & Co, Donogh & Oliver, Davidson & Hay, and the late Toronto Wood & Shingle Co., being on the road for the last five named, as either salesman or buyer and shipper. For the last five years of his life he was employed by the Rathbun Company, of Deseronto, as inspector and foreman.

A prominent lumberman of the maritime provinces, in the person of Mr. James Miller, died on November 4th. The primary cause of his death was a severe cold which he contracted a short time ago while attending to his lumbering interests in the Temiscouata region. Deceased had lately completed arrangements with Mr. D. A. Huntley, of Parrsboro, N.S., to carry on extensive lumbering operations in Quebec, having secured valuable timber limits on the Temiscouata Lake. The erection of a mill was to have been commenced immediately. Mr. Miller was a son of the late senior member of the firm of Miller & Woodman, one of the largest saw mill owners and operators of St. John, N. B. He was born at Hollis, Maine, in the year 1855, was educated at St. John, Sackville and Sheffield, N.B., and then went into the lumbering business. His first venture was in 1881, at Economy, N. S., where he operated successfully for about ten years. He then removed to St. Mary's River and established a business there, which he continued until negotiations were opened for conducting operations at Temiscouata.

Mr. Madison Williams, Port Perry, Ont., reports the following recent sales: E. Beare, Greenbank, Ont., large globe case and flume; T. A. McLean, Charlottetown, P.E.I., 30½" Leffel; N. McLean, Newville, Ont., Lane set works; Monastery du Bon Pastam, Pare Laval, Que., three 61" and one 35" Vulcans, with two 36" Vulcans to follow; J. H. Stanford, Chester, N.S., one 30½" Vulcan, with gears, gauge roll and Green mountain dogs; The Succession du Masson Terrebonere, Que., one Lane double circular 30 ft. carriage and rope feed.

## OTTAWA LETTER.

[Correspondence of the CANADA LUMBERMAN.]

THE chief topic of conversation of late among the lumbermen of the Ottawa valley has been the financial embarrassment of Messrs. William Mason & Sons. This firm have been regarded as one of the most progressive in the district, and it is a matter of regret that arrangements could not be made to tide them over the present difficulty. The sale of their limits yesterday brought together a number of prominent lumbermen, including Messrs. Alexander Fraser, J. R. Booth, E. B. Eddy, R. H. Conroy, Alex. Lumsden, M.P.P., H. K. Egan, C. B. Powell, M.P.P, Hon. George Bryson, Alex. Barnet, J. B. Fraser, and others. The only purchaser was Mr. E. B. Eddy, who secured 100 square miles on Big Lake, River du Moine, and 245 miles on the River Coulonge, in the province of Quebec. Several other berths, as well as the sawmill at Bayswater, were withdrawn. The sale was held under the auspices of the Bank of Toronto.

The E. B. Eddy Company, of Hull, have adopted a unique system of continuous labor, the result being attained by a change concerning the dinner hour. The company give the employees a free dinner, served hot, and in the factory. Half the employees go to dinner say, at twelve o'clock, and the other half at half-past twelve, taking only half an hour for lunch. In consideration of this the employees are given a half holiday on Saturday. The company have recently added new machinery, which brings the output up to 30,000,000 matches per day. We understand that the machine recently completed by the Victoria Foundry Company for Merritt Brothers & Co., of St. John, N.B., had a capacity of 25,000,000 matches per day of ten hours.

The experiments with furnaces for the manufacture of calcium carbide, which are being carried on at the mills of W. C. Edwards & Company, continue to attract attention. Mr. J. G. Gardner, of Baltimore, Md., was in the city recently in connection with the scheme, and it is said that if the plant is not established here, he will offer Mr. V. L. Emerson special inducements for the establishment of such a manufactory on the American side.

The Ontario crown timber office, which for many years has been situated in the building at the corner of Kent and Queen streets, has been removed to the Sun Life building.

Mr. J. M. Portrais, representative of the Northern Pacific Lumber Company, Limited, is at present in British Columbia. His mission is understood to be in connection with the opening of the Ross-McLaren mills on the Fraser river, in that province. One drawback to the operation of these mills has been the report which gained currency that the Fraser river was not navigable for vessels of any size. This has now been contradicted by the investigation of the coast pilots, made during their recent visit to the Fraser river.

It has been the privilege of your correspondent to read the memorial which has been forwarded by the Ottawa valley lumbermen to the British commissioners at Washington. The document contains some strong arguments against the contentions of the United States lumbermen. At the outset, facts are given which show that the lumber shipped from Canada to the United States is of an average quality. Then follows some figures showing the imports from Canada by the United States, and vice versa. A denial is given to the statement that lumber is produced in Canada more cheaply than in the United States. The claim of the American lumbermen that dams, slides, booms, and river improvements generally for the purpose of lumbering operations, are constructed in Canada by the government, is met by the statement that in every case where improvements are made slidage dues are charged the lumbermen, sufficing to cover interest on cost of construction and maintenance, and in addition yielding a revenue, in some instances, as high as 15 per cent. Fully ninety per cent. of the improvements, however, are constructed by the lumbermen themselves, at their own cost. The amount of capital required for equivalent production in the two countries is next dealt with, the figures showing that the cost of producing white pine lumber in Canada is $2 per M greater than in Michigan. The memorial concludes with some pointed arguments in favor of free lumber.

OTTAWA, December 1st, 1898.

## BRITISH COLUMBIA LETTER.

[Correspondence of the CANADA LUMBERMAN.]

THE destruction by fire of the Hastings saw mill, owned by the British Columbia Mills, Timber and Trading Company, is regarded as a serious loss to this city, more especially as there is some probability that the mill will not be rebuilt. The Hastings mill was the pioneer saw mill on the mainland, having been erected in the year 1862. Shortly after being built it passed into the possession of a firm named Dickson, DeWolf & Heatley, which firm for many years managed the establishment, San Francisco at that time being the principal market for its output. Mr. Heatley afterwards became almost sole owner, and some years ago sold the mill to the Hastings Saw Mill Co., Limited, which was afterwards merged with the British Columbia Mills, Timber and Trading Company, Limited, who are still the owners thereof. Nearly three hundred men were employed around the establishment, and the company's pay roll amounted to $12,000 per month.

Mr. John Hendry, manager of the Hastings saw mill, returned last month from Australia, Mr. Sisson, who accompanied him, remaining there. While Mr. Hendry naturally feels indisposed to make public all the information gathered regarding trade prospects in Australia, we learn that he feels somewhat encouraged by his trip, and that an effort will be made to increase the business of his company in that colony.

A change has been made by the government in connection with its policy of disposing of public lands. A notice is gazetted to the effect that hereafter no lands or timber will be sold or disposed by the government except under special circumstances. Persons desirous of purchasing lands must apply to the department, showing any special reason why they should be allowed to purchase, before any expense is incurred.

The Victoria-Yukon Company, whose mills at Lake Bennett, in the Yukon district, did a large trade last season, intend making extensive improvements in order to be better equipped for next season's business. The management believe that in future there will be a still greater demand for freight barges. There are also a number of steamers to be built, and no doubt quite a town will grow up around Bennett.

When the Beaver saw mills are completed they will be one of the finest in the province. W. G. Neilson, M.P.P., is manager of this establishment.

Mr. F. B. Waterous, of the Waterous Engine Works, Brantford, Ont., has recently been on the coast. He appointed Mr. H. B. Gilmour, formerly with the C.P.R., as agent for this province, and we have no doubt that Mr. Gilmour's extensive acquaintance, coupled with his sterling qualities, will secure a large business for the company.

The British Columbia Mills, Timber and Trading Company will probably open up one of the largest timber limits on the north coast. It is situated 135 miles up the coast, near Bear Island creek, and was recently prospected by Mr. J. St. Clair. Mr. St. Clair estimates that it will yield 80,000 feet of lumber to the acre. In connection with the logging operations, it will be necessary to construct a short line of railway from the coast in seven miles to the first of the chain of lakes that run from end to end of the limit. The logs will be floated down these lakes and loaded on trains, which will haul them to the shore line.

VANCOUVER, B.C., November 22, 1898.

## THE OTTAWA SAW WORKS.

A SMALL fire occurred in the band-saw department on the second story of the Ottawa Saw Works, Ottawa, on the morning of Thanksgiving Day, causing damage to stock and building to extent of about $2,000; fully insured. Fortunately the fire was not extensive enough to interfere with the running of the works or any of the departments, and the company inform us that they are in a position to fill orders as promptly as ever. They also purpose making some additions in their facilities for making saws before the end of the year, so as to be prepared for the usual rush of trade during winter and spring months.

The Knight Bros Co., of Burks Falls, Ont., who make a specialty of kiln-dried birch flooring and sheeting, are having their factory fitted throughout with steam heaters. They also contemplate putting in a large engine during the coming winter.

## GOOD ADVICE TO BOILER ATTENDANTS.

THE Manchester, Eng., Steam Users' Association has issued the following hints to boiler attendants :

WATER LEVEL.—Before lighting fires see that there is sufficient water in the boiler. Test the water gauges frequently and keep the water level steady.

BLOW-OFF COCKS.—Before lighting fires be sure that the blow-off cocks are closed and not leaking. Occasionally feel if the blow-off waste pipes are hot. Blow off from bottom before starting the engine. Sediment has then settled in the elbow pipe. Blow off the scum before stopping the engines, but only when the water level is at the correct height. At such times most of the scum has collected in the troughs.

LIGHTING FIRES.—Sudden changes of temperature may produce fractures or start leakages. Therefore never raise steam hurriedly. The top and bottom of a boiler should grow warm together. If convenient, fill the boiler with warm water through the economizer. If the boiler water is cold, allow fully six hours for raising steam. If pressed for time, fill the boiler to the top of the water gauge, fire slowly, and keep the safety valve open until steam blows off freely. After closing the safety valve, blow out the bottom cold water till the working level is reached. The pressure may now be raised more quickly.

SMOKE PREVENTION.—Smoke and imperfect combustion are caused by an insufficient air supply or by premature cooling of the flames. Therefore after coaling, when the fires are black, admit air either at the door or through the split bridge. It is less wasteful to admit too much air than too little. With smoky boilers or when hard pressed, keep the fires thin and even. Fire steadily. Don't coal all furnaces at once. Coal each furnace on one side at a time.

EMPTYING BOILERS.—Do not empty boiler while steam is up.

OVERHAULING, CLEANING AND INSPECTION.—Clean the boiler monthly or oftener ; remove the scale while soft, if possible while emptying the boiler. Sweep the soot off the boiler plates and clean the flues every three months, as well as on the occasion of the annual inspection. All leakages should be stopped, any cause of dampness in the setting should be removed, corrosion should be arrested. The fusible plugs should be cleaned on the fire side and water side once a month, and the fusible metal should be renewed once a year at the time of the annual inspection. All cocks should be kept oiled, and, unless asbestos-packed, they should be overhauled once every month. These cocks, the feed valves, steam stop valves, and all safety valves, should be overhauled annually on the occasion of the inspector's visit.

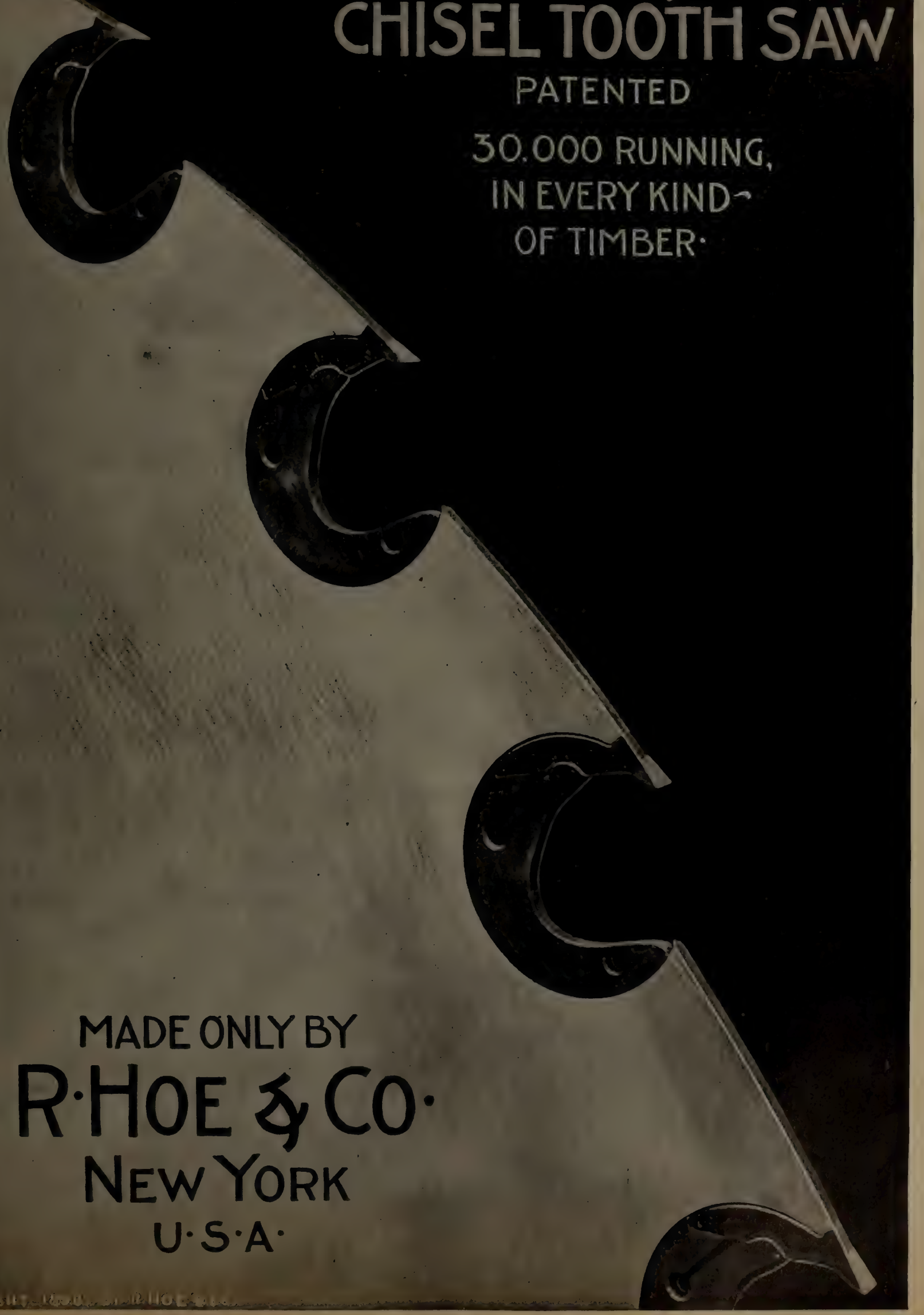
MANHOLES.—Before opening the man-holes, ease the safety valve so as to be quite sure that there is no pressure in the boiler. Before entering a boiler secure the steam valves and blow off cocks.

SAFETY VALVES AND LOW WATER ALARMS.—Never overload or tamper with safety valves or with low water alarms. Ease or test them regularly every day. Be sure that they are in working order. If they will not work properly, reduce the steam pressure and then report to the manager.

# R·HOE & CO'S CHISEL TOOTH SAW

PATENTED

30.000 RUNNING, IN EVERY KIND OF TIMBER·



MADE ONLY BY

R·HOE & CO·

NEW YORK

U·S·A·

COPYRIGHT, 1898, BY R. HOE & CO.

R. HOE & CO.'S NEW YORK WORKS

PRINCIPAL OFFICE: 504-520 GRAND STREET, NEW YORK, U.S.A.
Works on Grand, Broome, Sheriff and Columbia Streets.

The recent Addition to our New York works, shown above, gives a combined floor area of 480,000 square feet, or about twelve acres, in New York and London. These enormous Plants are devoted to the manufacture of Printing Presses, from the Octuple Web Perfecting Press, with a running speed of 96,000 8-page Papers per Hour, down to the Washington Hand Press, and the Celebrated....

# PATENT CHISEL TOOTH SAW

illustrated on the opposite side of this page, of which 30,000 have been put into Successful Operation in all parts of the Civilized World. Many thousands of these Saws are operating in Canadian mills, from the Atlantic to the Pacific, and their sale to English mill-owners is rapidly extending. This is unquestionably the Best Saw manufactured; Unequalled for Frozen Timber—an Economical, Efficient Tool. **Catalogues and Net Prices on Application.**

MANSFIELD STREET, BOROUGH ROAD, LONDON, ENGLAND.

# WOOD PULP DEPARTMENT

## THE EXPORT OF PULP WOOD.

THE probability is that the Quebec Legislature will open another session early in January. This fact accounts for the interest which is now being shown in the question of the export of pulp wood. It is understood that influential interests have requested the Cabinet to take some steps to protect the spruce forests of the province, and to assist the development of the pulp iudustry in Canada. The provincial government has no power to impose an export duty on pulp wood, and the federal government has taken no action. Therefore, it has been suggested that this difficulty can be overcome by imposing a stumpage tax of say $4 per cord upon all wood cut in the province for pulp, and to give a rebate of $3 or $3.50 per cord upon all manufactured into pulp in the province. This would virtually prohibit the export of pulp wood from the province into the United States, and would no doubt be ruinous to those American pulp factories that are dependent upon Quebec for their raw product.

Whether or not any action will be taken by the government is a question in doubt. Those opposed to the imposition of heavy stumpage upon pulp wood intended for export, argue that it would interfere with the large trade done by individual farmers in cutting this wood upon their own lands for export. Against this it is claimed that the stumpage would only apply to lumber cut on Crown timber limits, and that a little courage in the matter on the part of the local government would lead to an industrial revolution in the province of Quebec, forcing the location there of many pulp mills, and probably paper mills as well, that are now situated on the other side of the line and furnishing employment to American labor.

Quebec's strong point is this, that the amount of spruce available in the United States is decidedly limited and will soon be practically exhausted, while in Quebec, the greatest spruce province of the Dominion, the supply is virtually unlimited.

A significant feature of the situation is the rapid absorption of the spruce lands on the St. Lawrence river. The International Paper Company of the United States, which began purchasing only a few years ago, now owns 2,500 square miles. The Laurentide Pulp Company, of Grand Mere, and two other companies own between them 3,500 square miles. The Shawenegan Water & Power Company bought 700 square miles at the sale of limits in Quebec recently, paying over $50,000. These and other facts, such as the acquisition of large tracts in Ontario by the Petawawa Lumber, Pulp & Paper Company and by the Sturgeon Falls Pulp Company, show that paper manufacturers are convinced that the supply of available spruce in the United States is almost exhausted, and that the paper mills of that country must soon be dependent upon us for their raw material. The International Paper Company alone has a capital of $36,000,000, and the effect of such a transfer of industrial activity is almost incalculable.

## PULP NOTES.

Grenville, Que., is said to offer a good location for a pulp mill.

The pulp mill at Sturgeon Falls, Ont., resumed operations early in November.

Hamelin & Ayers, of Lachute, Que., are experiencing a large demand for their felts for pulp and paper mills.

The Sault Ste. Marie Pulp & Paper Co., according to reports, exported over 10,000 tons of pulp to the United States since October 1st.

A rumor is current that a number of Truro capitalists have in view the establishment of a pulp mill at Farm Lake, Colchester county.

The first shipment of pulp from the pulp mills at Sturgeon Falls, Ont., under the new management, was made on Wednesday, Nov. 30th last.

The Dominion Pulp Company, of Chatham, N.B., has closed a contract with E. Leonard & Sons, of London, Ont., through their St. John branch, for one of the largest digestors ever made in Canada, this being the fourth digestor to be supplied by this firm.

The project for a pulp mill at Baie St. Paul, Que., on the St. Lawrence river, is reported to be making good headway. Cross & Ewing are said to be making arrangements to secure a water power at Lime Ridge, near Marbleton, Que., for the purpose of manufacturing pulp.

At the next session of the Newfoundland legislature, application will be made to incorporate the Newfoundland Bleached Pulp Co., with a capital of $2,000,000. It is proposed to exploit wood pulp, and probably coal, lime, stone and pyrites. The Messrs. Reid are prime movers in this important concern.

The manager of the Dominion Pulp Mills Company, Chatham, N.B., announces himself as strongly in favor of a regular line of steamers between St. John, N.B., and London, England, the year round. He states that his company are in a position to supply four car loads of pulp every week for shipment to London.

It is rumored that an English syndicate have in view the erection of a large pulp mill at Alma Island, near Tadousac, Que. The company purpose expending about $2,000,000, and is said to have made an offer to the local government to manufacture 450 tons of pulp per day, provided the free use of certain water powers is accorded.

According to figures just compiled, the export of pulp wood to the United States increased from $677,221 in the fiscal year ending June 30th, 1897, to $876,690 in 1898. As showing the marked increase in the export of pulp wood in recent years, it is stated that in 1890 pulp wood was shipped from Canada only to the value of $50,197, and up to 1896 the exports had not reached the half-million mark.

In connection with the proposal of Mr. George Taylor, of Toronto, to build a pulp mill at Seven Islands, on the north coast of the St. Lawrence, it is learned that the river in some parts is 400 feet wide and 10 feet deep, and that there is a waterfall of 112 feet, giving an immense power. Mr. Taylor has purchased 76 square miles of spruce timber limits in the vicinity, and intends to proceed immediately with the erection of the mill.

An important decision has just been rendered by Judge Routhier in the matter of the Cascapedia Pulp & Lumber Co., of Cascapedia, Que., in liquidation. Mr. Alfred Lemieux, of Quebec, had been appointed liquidator to the company, and as such obtained in May last leave from the Court to sell the property. The sale was advertised to take place on the 14th of July last, but on that date, the bidding not being considered satisfactory, the sale was postponed, and on the following day the Court again granted Mr. Lemieux's petition to sell the property on the 17th of August last. On the latter date the sale took place, and Mr. McLellan purchased the property for $20,700. Mr. J. M. Fortier was a shareholder and creditor of the company when the latter assigned, and took action in September last against Messrs. Lemieux and McLellan to have the sale to the latter annulled, on the ground that the notices required by law were not given previous to the sale, and that the property was worth much more than the price obtained. Notwithstanding this action, the liquidator notified the shareholders and creditors that the property had been sold, and published notices to that effect in the Quebec Official Gazette. Mr. Fortier then presented a petition to the Court, praying that all proceedings upon the ratification of the deed of sale be suspended until a decision was obtained in his case against Messrs. Lemieux and McLellan, and Judge Routhier granted the petition and ordered that all proceedings respecting the ratification of the sale to Mr. McLellan be suspended, as requested.

## APPRECIATES THE PULP DEPARTMENT.

IN renewing his subscription to the CANADA LUMBERMAN, Mr. B. L. O'Hara, of Quebec, writes: "The Pulp Department, which seems to have become a regular feature of the LUMBERMAN, is most interesting, and I hope in the course of the next few months to see many good articles on the different stages of the manufacture of pulp, material used, power required, etc. Considerable fir (peeled) is shipped from this province each year."

Readers of THE LUMBERMAN who contemplate enlarging their mill, or purchasing new machinery of any kind, are asked to advise us of their requirements. Such information is greatly appreciated.


**FOR SALE**

24 sets good Lumbering Sleighs. Width, 5 feet 2 inches over all; runners, 4 x 6 x 7 feet; bunk, 8 feet; spring steel shoeing. Will be sold cheap. Apply to THE WHALEY LUMBER CO., Limited, Huntsville, Ont.

**The LUMBERMAN is issued fifty-two times a year for $1.00. Can you afford to do without it?**

**TOWER & WALLACE**
ASHLEY B. TOWER, M. Am. Soc. C.E.
CONSULTING ENGINEER.
Broadway and 25th St. - NEW YORK

ARCHITECTS AND ENGINEERS
PAPER AND PULP MILLS
MANUFACTURING AND
POWER DEVELOPMENTS

E. BRADLEY, C.E. - 3 Place d'Armes Hill, MONTREAL - Canadian Representative.

**PULP and PAPER MILL MACHINERY.....**

OUR STANDARD SCREEN.

Complete Equipments supplied for
GROUND WOOD, SULPHITE or SODA PULP MILLS.
Screens, Screen Plates, Wet Presses.
THE PORT HENRY PULP GRINDER
Barkers, Chippers, Digesters, Tanks, Pumps, Etc.
Send for Prices and Information.
**THE JENCKES MACHINE CO.**
36-40 Lansdowne Street, - SHERBROOKE, QUE.

**PULP MILLS - ATTENTION!**
**Phosphor-Bronze Castings**
of any weight, for Pulp Mills (special mixture.)
All Bronze manufactured by us.
Quotations and References cheerfully given.
**CITY BRASS FOUNDRY - HAMILTON, ONT.**

Messrs. Adams, Burns & Company, of Bathurst, N.B., are investigating the prospects for a pulp mill at that place.

Messrs. Abbott & Company, London, Eng., and Olive & Company, Manchester, Eng., are looking into the question of importing spruce pulp wood from Canada.

It is understood that the Commissioner of Lands and Forests for Quebec has ordered the collection of information bearing upon the existence of water supply and spruce forests, with a view to aiding the establishment of pulp manufacturing industries. This will no doubt prove of great value to capitalists seeking fields for investment.

Mr. Charles R. Loring, of Livermore Falls, Me., the expert engaged to report on the outlook for a pulp mill at Woodstock, N.B., has given his conclusions to the Board of Trade of that town. He expresses regret that more water power is not available. The wood supply, he states, is plentiful, but for the mechanical process of pulp manufacture an enormous water supply is required. The mechanical process is simply a grinding up of all parts of the wood into pulp, giving a ton of pulp for a ton of wood, while the sulphite process only yielded 1,100 pounds to t ton. He recommends the establishment of a sulph mill, particularly on account of the cheapness of the r product. He estimates that a sulphite mill of 40 to capacity would cost, including building and machine about $75,000, while a mechanical pulp mill of 40 to capacity would cost $100,000, and each would requi about the same number of hands to operate it. Mess Hugh Hay and H. Paxton Baird, members of the Boa of Trade, have expressed themselves as well satisfied wi the report.


J. D. SHIER

MANUFACTURER OF

Lumber, Lath & Shingles

BRACEBRIDGE, ONT.

TELEPHONES

Send for our Illustrated Catalogue and Price List of

"UNIQUE" TELEPHONES

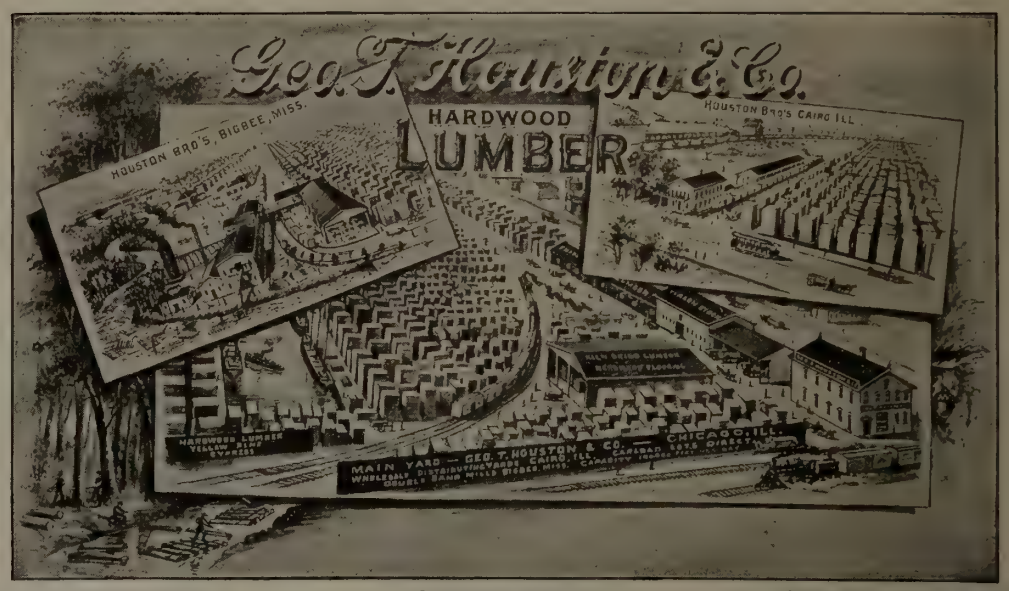
For Main Line and Warehouse Use.

Only Telephone made that does not get out of adjustment. Satisfaction guaranteed. Sold outright at low prices. No exorbitant royalties.

SOLE MANUFACTURERS

JOHN STARR, SON & CO., LIMITED

P. O. Box 448, HALIFAX, N. S.




WHOLESALE INDUCEMENTS

We invite Travelling Buyers to visit our Double Band Saw Mills and examine our large dry stocks. Location: Bigbee, Miss., south-east of Memphis, Tenn., on K. C. M. & B. Railway.

SPECIAL NOTICE

We can furnish large lots, straight or mixed carloads, dry stock, at Saw-Mill Prices, and make quick shipment. Inquiries and orders by mail or wire solicited.

SPECIALTIES—SPECIALTIES

Large Figured Band-Sawed Quarter White Oak is our main Specialty. kinds Hardwood Lumber, Yellow Pi and Cypress, Wood Stock. Dimensio sawed to order.

Main Office: GEO. T. HOUSTON & CO., Chicago, Ill., U.S.A

THERE'S been a good deal of talk in this space on.... "VULCAN," "LEFFEL" AND "PERFECTION" TURBINES

Not more, however, than the excellent quality of the goods warrants. In fact, the manufacturer has plenty good talk regarding them that has never been used—very gratifying talk indeed when people who READ, INQUIRE and PURCHASE say, as they invariably do, they get all that was promised—in many cases much more than was expected.....These remarks apply with equal force and truth to

The Lane Improved Circular Saw Mill

BUILT WITH

SINGLE OR DOUBLE SAW FRAME
ALL KINDS OF DOGGING DEVICES
VERY LATEST ROLLER GAUGE
DIRECT OR INDEPENDENT FRICTION FEED UNDER SAWYER'S CONTROL BY PATENT FOOT RIG
PERFECTED SET WORKS FOR FINEST ADJUSTMENT

Nothing Superfluous—Nothing Wanting for a Compact, Rapid, Accurate, Easy-Running and Lightly-Manned Mill. AND THE BEST VALUE IN THE MARKET—BAR NONE.

THE "CANADA FAVORITE" is a Hand-Feed Horizontal SHINGLE MACHINE, having a capacity of 25,000 to 50,000 Shingles per day, according to power applied and character of timber.

A GOOD MACHINE TO MAKE MONEY—AND NOT COSTLY

Gearing, Pulleys, Shafting, Hangers, &c., in a great variety of patterns

Madison Williams

Successor to PAXTON, TATE & CO. - PORT PERRY, ONT.

LAURIE ENGINE CO., Agents, 321 St. James St., Montreal.

## CANADA'S COMMERCIAL AGENTS.

OLLOWING is the correct official list of Canada's Commercial Agents in Great Britain, British possessions and ign countries :

S. Larke, Sydney, N.S.W., agent for Australasia.

. Eustace Burke, Kingston, Jamaica, agent for aica.

obert Bryson, St. John, Antigua, agent for Antigua, ntserrat and Dominica.

L. Horsford, St. Kitts, agent for St. Kitts, Nevis and gin Islands.

Edgar Tripp, Port of Spain, Trinidad, agent for Trinidad and Tobago.

C. E. Sontum, Christiania, Norway, agent for Sweden and Denmark.

D. M. Rennie, Buenos Ayres, Argentine Republic, agent for Argentine Republic and Uruguay.

In addition to their other duties, the undermentioned will answer inquiries relative to trade matters, and their services are available in furthering the interests of Canadian traders :

J. G. Colmer, 17 Victoria street, London, S.W., England.

Thomas Moffat, 16 Church street, Cape Town, South Africa.

G. H. Mitchell, 15 Water street, Liverpool, England.

H. M. Murray, 40 St. Enoch Square, Glasgow, Scotland.

Harrison Watson, Curator, Imperial Institute, London, England.

A booklet has been issued treating of Richibucto, N.B., as a favorable centre for the establishment of a pulp mill. This book has been prepared by John C. Brown, C.E., of that place.


# Your Best Interest

Will be served by getting our prices on the following

White Beans
Comadia Figs
Raisins and Currants

Prunes in 25 and 50 cent boxes
Sugars, dark yellow
Syrup and Molasses

**H. P. ECKARDT & CO.,**
holesale Grocers TORONTO

It Pays to advertise in the CANADA LUMBERMAN. Try it.

OUR EXTRA HAND-MADE

**AXE**

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N.B.

CHARLES F. CLARK, President. JARED CHITTENDEN, Treasurer.
ESTABLISHED 1849.

**THE BRADSTREET**
**MERCANTILE AGENCY**

*THE BRADSTREET COMPANY, Proprietors*

**346 & 348 Broadway, NEW YORK.**

Offices in the principal cities of the United States, Canada, the European Continent, Australia, and in London, England.

The Bradstreet Company is the oldest, and, financially, the strongest organization of its kind—working in one interest and under one management—with wider ramifications, with more capital invested in the business, and it expends more money every year for the collection and dissemination of information than any similar institution in the world.

TORONTO OFFICES :
*McKinnon Bldg., Cor. Jordan & Melinda Sts.*
THOS. C. IRVING, Superintendent.

# DICK'S PATENT BALATA AND CANVAS BELTING

Still keeps an increasing lead all over the world—ever since its original invention about 1870—for following reasons :

**ITS GREAT DURABILITY**
**IMMENSE GRIPPING POWER**
**NO SLIPPING**
**SMOOTH RUNNING**

Unequalled for Wet Work

Does not Stretch; Has no Seams or Joints; Uniform Throughout

**IT IS THE BEST FOR ALL HEAVY WORK**

TRY IT—Write to the Sole Agent for Canada—J. S. YOUNG, 15 Hospital Street, MONTREAL

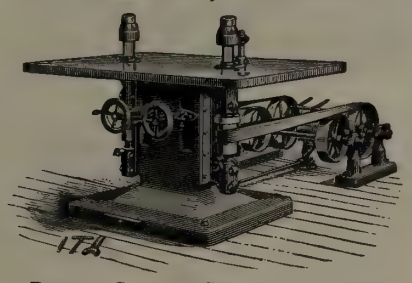
ESTABLISHED 1850

# THE DEFIANCE MACHINE WORKS

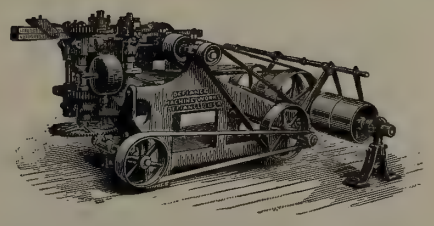
Designers and Builders of DEFIANCE, OHIO, U.S.A.

**PATENT HUB, SPOKE, WHEEL, WAGON, CARRIAGE, BENDING, HANDLE AND BARREL HOOP MACHINERY**

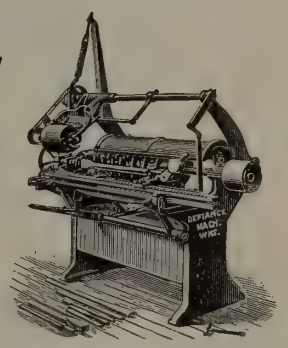
ENT No. O ROUNDING AND CORNERING MACHINE, WITH 6 INCH BUZZ PLANER ATTACHMENT.



DOUBLE SPINDLE SHAPING MACHINE



AUTOMATIC SAWED HOOP PLANER.



COMBINED SPOKE TURNING AND SQUARING MACHINE.
Capacity, 2,500 Spokes per day.

# OAK TANNED BELTING

TORONTO
20 FRONT ST EAST
TELEPHONE 475

THE J.C.McLAREN BELTING Co MONTREAL

# FRICTION PULLEY BOARD

The BEST Article Known for the Purpose

MANUFACTURED BY..... THE DOMINION LEATHER BOARD CO'Y. - MONTREAL, QUE.

---

CANADIAN OFFICE & SCHOOL FURNITURE CO. LIMITED

PRESTON ONT.

FINE BANK, OFFICE, COURT HOUSE & DRUG STORE FITTINGS.

OFFICE, SCHOOL, CHURCH & LODGE FURNITURE.

SEND FOR CATALOGUE

J. L. JONES - TOR

---

THE CANADIAN Photo Engraving Bureau

TELEPHONE 2150

16 ADELAIDE ST. WEST

TORONTO

COPPER-WOOD ZINC ENGRAVINGS FOR ALL KINDS OF ILLUSTRATING HALF-TONE OUR SPECIALTY

---

REGISTERED TRADE MARK

GANDY'S PATENT AMERICAN COTTON BELTING

BEST MAIN DRIVE. GUARANTEED.

Sole Canadian Agents :-: Prices Reduced.

WATEROUS, BRANTFORD, CANADA.

---

# WEST AND SOUTH

run the lines of the Illinois Central Railroad and the Yazoo & Mississippi Valley Railroad reaching into the eleven States of

| | |
|---|---|
| South Dakota | Kentucky |
| Minnesota | Tennessee |
| Iowa | Arkansas |
| Wisconsin | Mississippi |
| Illinois | Indiana Louisiana |

Presenting an unequaled territory for diversified industries, and possessing

**Fine Sites for New Mills**

**Best of Freight Facilities—Coal Fields**

**Close Proximity to Distributing Centers**

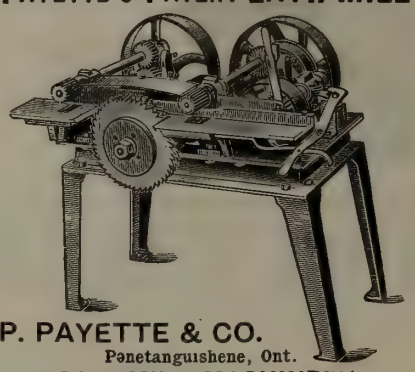
**Intelligent Help of all Kinds**

**Many Kinds of Raw Material**

To sound industries, substantial inducements will be given by many of the places concisely described in the pamphlet "100 Cities and Towns Wanting Industries." Write for a copy. Nearly all kinds of Industries are wanted. Very liberal inducements are offered **TEXTILE INDUSTRIES** in the South by a number of good places. GEORGE C. POWER, Industrial Commissioner I. C. R. R. Co, Chicago.

---

## PAYETTE'S PATENT LATH MILL



P. PAYETTE & CO.

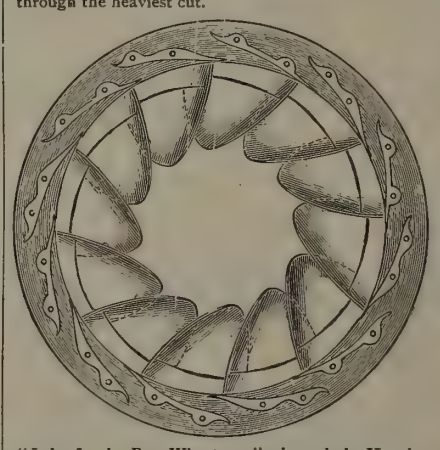
Penetanguishene, Ont.

SAW MILL MACHINERY

---

## BARBER'S CANADIAN TURBINE

**As a Saw-Mill Wheel,** is by far the Steadiest Driver, varies less from light to full load and pulls steadily through the heaviest cut.



"Is by far the Best Wheel; pulls through the Heaviest Cut where the Leffell could not live."—WYLIE BROS.

**Lowest Price and Highest Satisfaction.**

C. BARBER - MEAFORD, ONT.

---

# THE PARK, BLACKWELL CO.

LIMITED

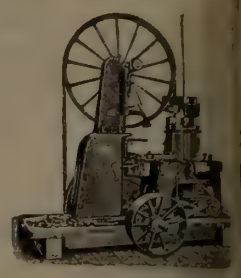
## Pork and Beef Packers Wholesale Provisions

TORONTO

Orders solicited for Pork and Beef Products, Butter, Cheese, Lard, Dried and Evaporated Apples, White Beans, etc., at close quotations.

---

# WRITE TO US



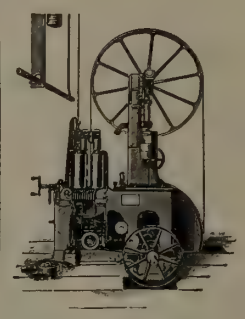
For a List of the Canadian Saw-Mills using our Band Re-Saws.

A number of them are also in use in Canadian Planing Mills and Box Factories.

**THIRTY-TWO**

# MERSHON BAND RE-SAWS

are Running in the Mills in the Saginaw Valley.



## W. B. MERSHON & CO.

SAGINAW - MICH

---

# THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office: TORONTO, ONT.

Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

# Electrical Machinery and Apparatus

... FOR ...

**LIGHT and POWER**

SPECIAL ATTENTION GIVEN TO——

**LONG DISTANCE TRANSMISSION OF ELECTRICITY**

FOR LIGHT AND POWER

ALSO FOR

**ELECTRIC PLANTS FOR MILLS**

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

---

# Second Hand Machinery....

42 H. P. Leonard-Ball Automatic Engine, Nickel Plated Mountings.

35 H.P. Boiler, with 60 ft. Smoke Stack and Full Fittings.

Lath Machine, capacity of about 10,000 per day, in good order—only worked a short time.

**SNAPS TO CASH BUYERS**

Lancaster Machine Works - BOX 113, LANCASTER, ONT.

---

*The Leading European Lumber Paper*

## *The Timber Trades Journal*

Published Weekly by WILLIAM RIDER & SON, Ltd.
14 Bartholomew Close, LONDON, E. C.

—o SUBSCRIPTION: $5.00 PER ANNUM, POST FREE o—

The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c. &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .

---

Try the "Wanted and For Sale" Department of the Weekly Editlon.

---

TO BELT USERS: Try Our **GENUINE**

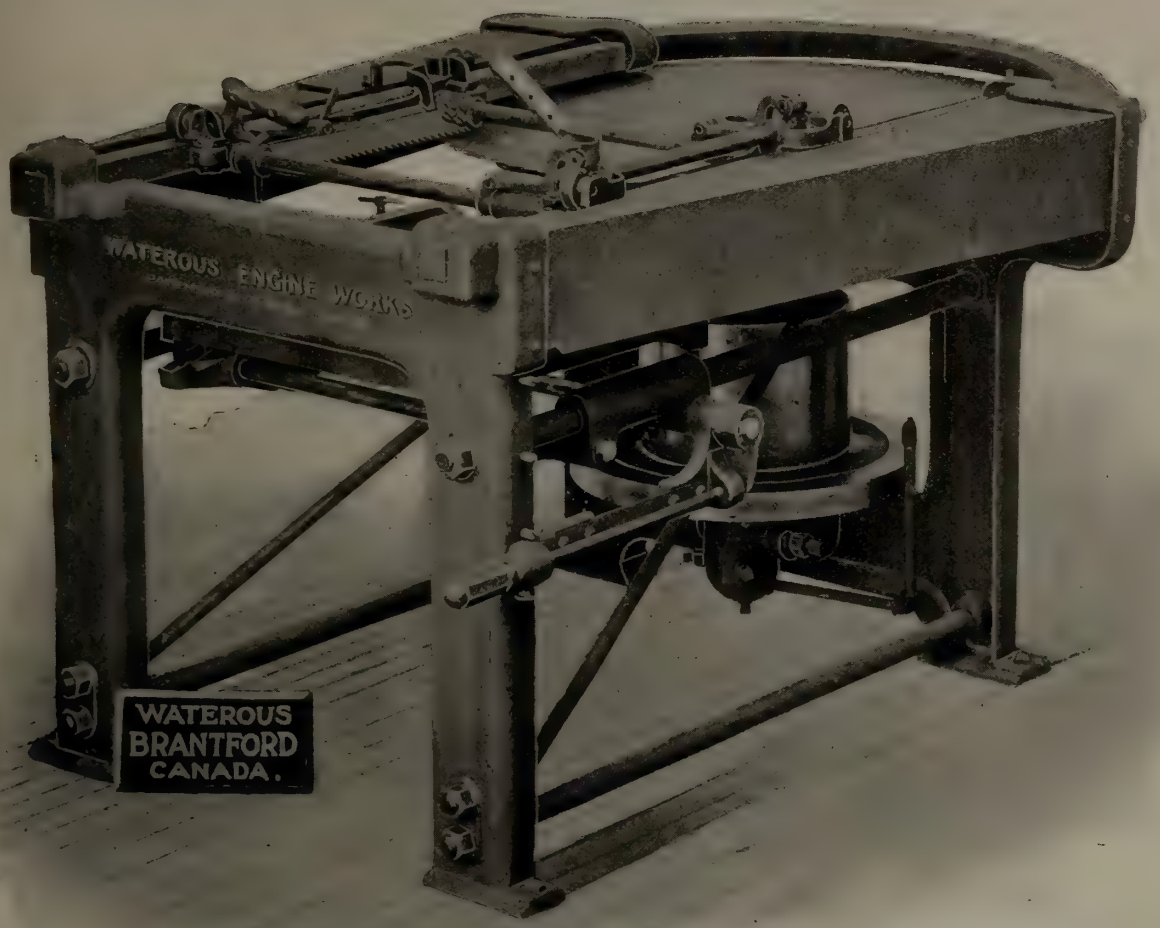
# ENGLISH OAK-TANNED BELTING

and Our **Lancashire Hair Belting**

D. K. McLAREN

**Victoria Square, MONTREAL**

# The IMPROVED DIXIE Hand-Feed Shingle Machine




(Patented in United States and Canada.)

WITH....

**ROLLER-BEARING CARRIAGE**

**AUTOMATIC TILT**

AND....

**QUICK-DROP TILT**

---

Saw Mandrel is 2 7/16 and runs in two Self-Oiling, Self-Adjusting Boxes which line themselves in every direction and insure Cool Journals. The step runs in a bath of oil.

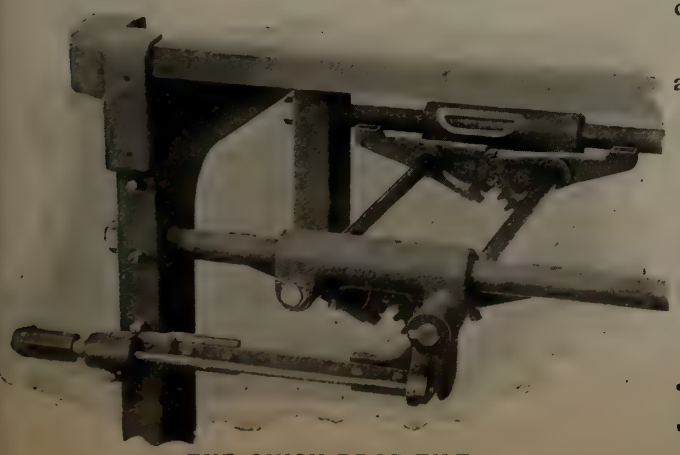
## The Improved Dixie Carriage

is made of Steel Castings and Bicycle Tubing, with Tool Steel Dogs. It is mounted on 8 large Case-Hardened Rollers running on 1½-inch square finished Tracks.

These Rollers take care of all downward pressure and side thrust due to cut of Saw, making a perfect Carriage that runs without any friction. Carriage adjusts for different lengths by removal of Two Screws only.

## The Tilt Works

are contained in one Iron Frame levelled by 4 Screws. The Table is tilted automatically by a Pawl on Carriage. A Roller Bearing between Carriage and Table is provided. **Without lifting hand from Carriage,** Pawl is lifted or dropped, cutting Butts or Tips continuously at each end of Block. A Single Screw changes thickness of Shingle.



THE QUICK DROP TILT.

## The Quick Drop Tilt--

To quickly remove imperfections in block, the entire Tilt can be dropped one or two inches by Lever, and bad portion removed at a single cut.

Every adjustment is made by a single Screw or a single Lever within easy reach of operation.

No. 1 36″ Saw cuts 16″; No. 2 38″ Saw cuts 18″; No. 3 40″ Saw cuts 20″; No. 4 42″ Saw, and No. 5 44″ Saw each cut 24″ Shingles. Every detail on these machines is perfect, and

**WE GUARANTEE THAT THEY WILL PRODUCE MORE MERCHANTABLE SHINGLES THAN ANY OTHER HAND-FEED MACHINE**

**Send for Circulars and Prices**

# WATEROUS

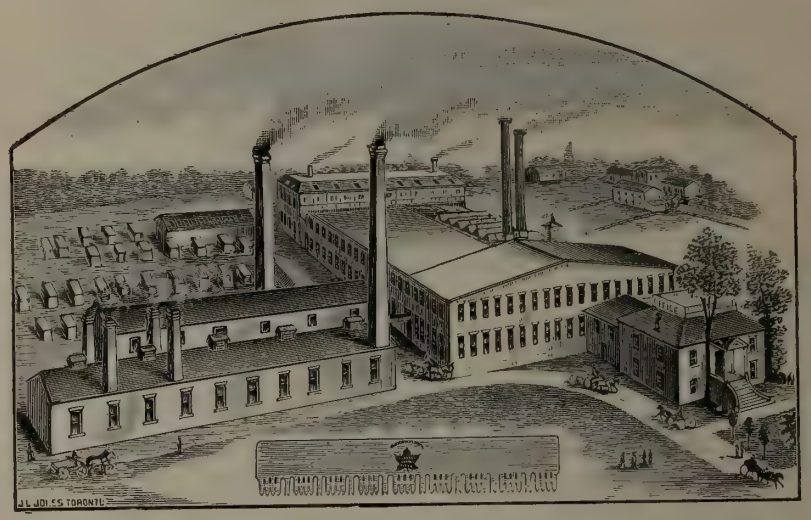
## Brantford - - Canada

# THE MAPLE LEAF SAW WORKS

# Shurly & Dietrich GALT, ONT.

Manufacturers of

**CIRCULAR SAWS**
**GANG SAWS**
**MILL SAWS**
**BAND SAWS**
**CROSS-CUT SAWS**



Manufacturers of

**HAND SAWS**
**BUCK SAWS**
**PLASTERING TROWELS**
**BUTCHER SAWS**
**STRAW KNIVES, &c.**

**GROUND THIN ON BACK**

Save Labor — Save Gumming
Save Time — Save Files

## This Saw Stands Without a Rival

AND IS THE

**FASTEST CUTTING SAW IN THE WORLD!**

Its Superiority consists in its Excellent Temper. It is made of "Razor Steel," which is the finest ever used in the manufacture of Saws. We have the sole control of this steel. It is tempered by our secret process, which process gives a keener cutting edge and a toughness to the steel which no other process can approach.

## Maple Leaf Saw Set

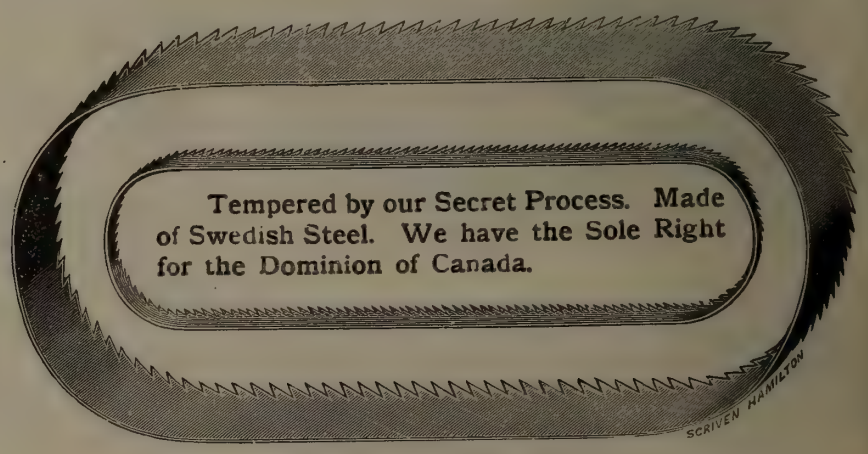
MANUFACTURED BY

**SHURLY & DIETRICH, Galt, Ont.**

**Directions.**—Place the set on the point of tooth, as shown in the accompanying cut, and strike a very light blow with a tack hammer. If you require more set, file the tooth with more bevel.

If you follow directions you cannot make a mistake Be sure and not strike too hard a blow, and it will set the hardest saw. **On receipt of 40 cents we will send one by mail.**

We are the only manufacturers in the world who export Saws in large quantities to the United States.



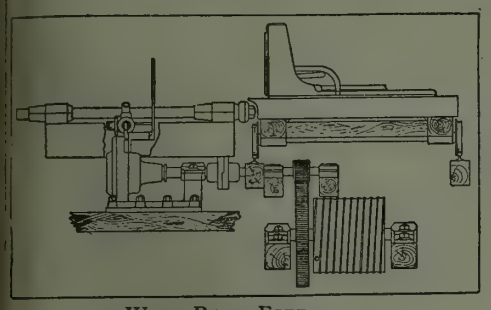

We Manufacture

# HIGH GRADE BAND SAWS

of All Widths and Lengths.

These Saws are made of Refined Swedish Steel imported direct, and tempered by our Secret Process; for Fine Finish and Temper are not excelled.

# The DAKE STEAM FEED



WITH ROPE FEED.

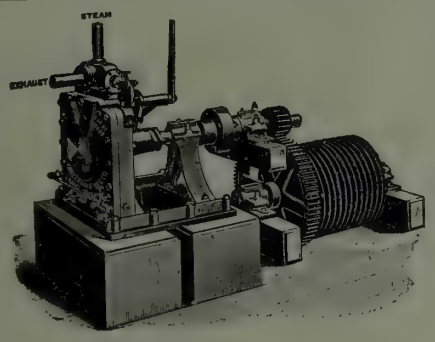
Embodies the following Advantages:

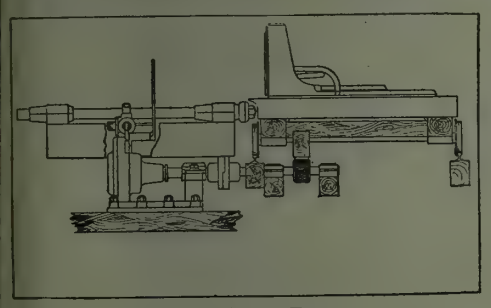
**Simplicity of Construction,**
**Positive and Easy Management,**
**Economical Use of Steam,**
**Small Space Occupied,**
**Cheapness,**
**Easy Adaptation to either New Mills or those now in use.**

The movement of the engine in either direction is under the absolute control of the sawyer, thus accommodating the speed of the feed to the size of the logs.

Mill men who have used other makes of Steam Feeds comment favorably on the economical use of steam of our feed over others.

Write for Catalogue and full particulars.



WITH RACK FEED.

## The Jenckes Machine Co.

36-40 Lansdowne Street,

SHERBROOKE, QUE.

# TAKE A PEEP INSIDE

of the Standard Kiln, and it will be easy for you to understand WHY it is the Most Perfect Lumber Drier in the World. There are other "good looking" kilns. Yes, and other "good" kilns, too; but no other kiln ever made will dry SO MUCH lumber, do it SO QUICKLY and SO THOROUGHLY, and use SO LITTLE STEAM as

## The Standard Improved Compression Dry Kiln

We can prove that—by demonstration or by evidence. We will mail you the evidence of many users, if you want it. It will give you a good idea of the range and the quality of its work. Here is one firm's opinion:

OTTAWA, ONT., June 25, 1898.

THE STANDARD DRY KILN CO., Indianapolis, Ind.

GENTLEMEN,—In reply to yours of the 21st of June, I have to say that the "Compression" Kiln put in for us is "all right." It worked very nicely during the winter months, and seems to suit our Canadian climate.

Yours truly, R. THACKRAY,
Per James Davidson.

Our illustrated catalog sets forth in a very clear manner the detail of construction, and shows plainly the application of the Standard "Moist Air" theory of drying. You can have one for the asking.

## THE STANDARD DRY KILN CO.

195 South Meridian Street, INDIANAPOLIS, IND.

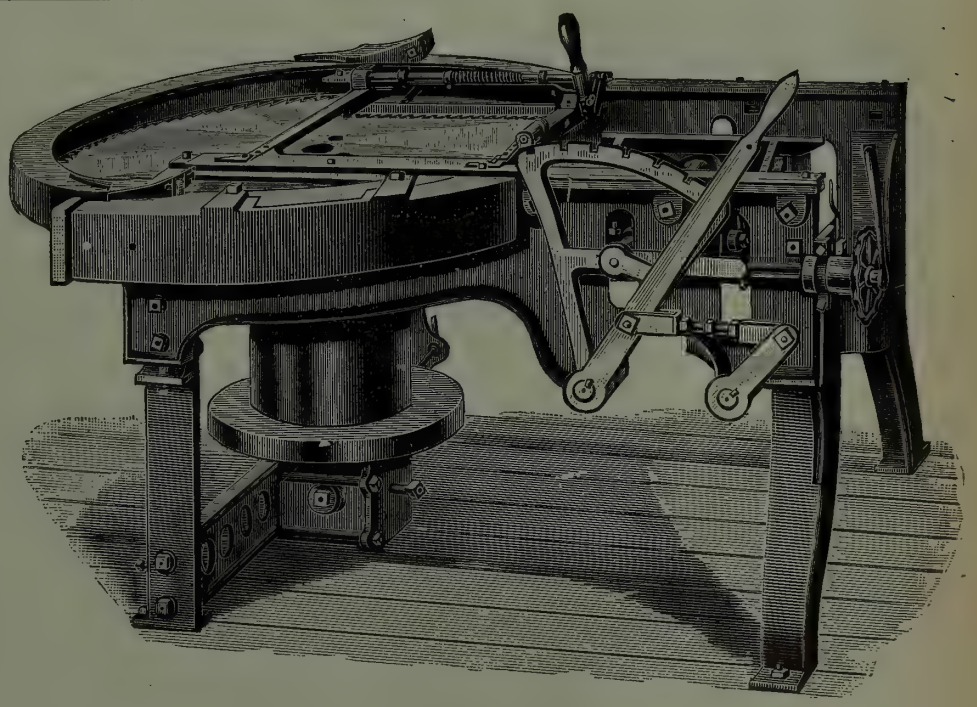
THE DRY KILN THAT DOES NOT Disappoint

# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON ONTARIO

**Manufacture**

- Band Saw Mills
- Gang Saw Mills
- Circular Saw Mills
- Portable Saw Mills
- Shingle Mills
- Lath Mills
- Saw Filers, and all of F. J. Drake's Patents



DAUNTLESS SHINGLE AND HEADING MACHINE.

Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter. Capacity 25,000 to 50,000 per day.

**Our Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.**

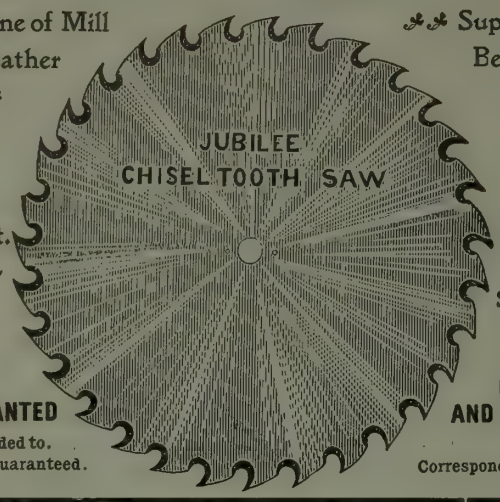
CORRESPONDENCE SOLICITED

# THE JAMES ROBERTSON CO., Limited.

Manufacturers of..... Saws of All Description

A Full Line of Mill Rubber and Leather Metal, &c., always

Supplies, including Belting, Babbit carried in stock.




Head Office: 144 William St. MONTREAL

Factories at MONTREAL, TORONTO, and ST. JOHN, N.B.

ALL OUR SAWS FULLY WARRANTED
Orders promptly attended to. Satisfaction Guaranteed.

CIRCULAR, GANG AND MILL SAWS A SPECIALTY
Correspondence Solicited.

# SUPPLIES
OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

# RICE LEWIS & SON
(LIMITED)
Cor. King and Victoria Sts. - TORONTO

# Galt Machine Knife Works

**MACHINE KNIVES** OF EVERY DESCRIPTION
FOR **Woodworking Machines**
...Send for Price List...
PETER HAY - - - - - Galt, Ont.

# Notice to Millmen

THE OXFORD FOUNDRY & MACHINE CO., Oxford, N. S., have rebuilt, and are better prepared to give satisfaction, and would solicit a share of the public's patronage.

We manufacture all kinds MILL MACHINERY; also TRAMWAY OUTFITS.

7 3 10

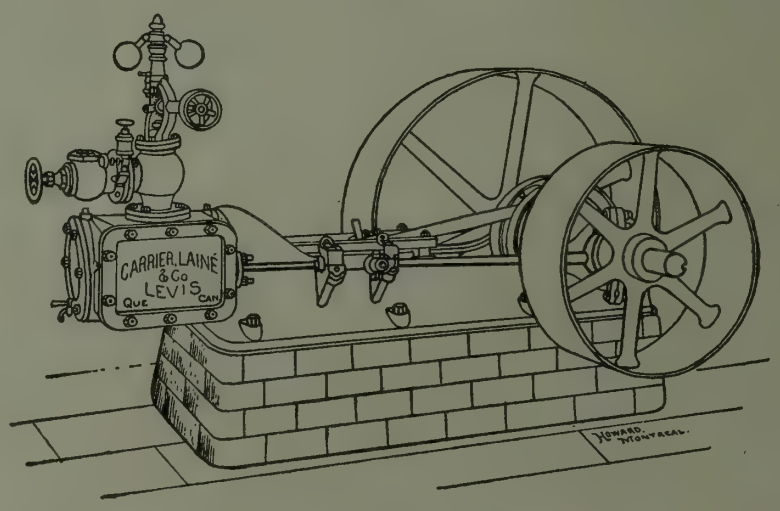
# "DEAD EASY"

But if that "3" represents Middlemen's commission on the Machinery you buy, you had better make a change and deal at headquarters.

No better Mill Machinery is made in Canada or elsewhere than that supplied "DIRECT" from our Machine Shops.

## Portable and Stationary Engines and Boilers

CIRCULAR SAW MILL PLANTS
GANG AND BAND SAW MILLS
SHINGLE MILLS, LATH MILLS
EDGERS,
PLANERS and
BUTTERS




Modern Patterns in Every Line.

Tools, Belting and Supplies.

We are equipped to build any special machine you may require.

IF YOU HAVE PLANT TO EXCHANGE GET OUR ESTIMATES

# CARRIER, LAINE & CO.,
LEVIS, QUE.

USE THE FAMOUS .. **PINK LUMBERING TOOLS**
Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks
Cant Hook Handles, Peavy Handles } By Car-Load or Dozen
Pike Poles, Skidding Tongs, Boom Chains
Lowest Prices ◎ THOMAS PINK ◎ PEMBROKE, ONT.

NEW YEAR GREETINGS

VOLUME XX. NUMBER 1. | TORONTO, CANADA, JANUARY, 1899 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

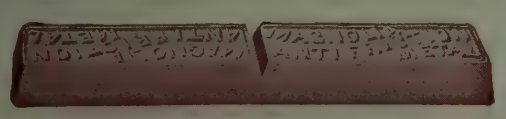

# MAGNOLIA METAL

In Use by All the Leading Governments

BEST ANTI-FRICTION METAL FOR ALL MACHINERY BEARINGS.

## BEWARE OF IMITATIONS

Genuine Magnolia Metal is made up in bars, of which this is a fac-simile :



The Name and Trade Mark appear on each box and bar, and besides this the words "Manufactured in U.S.," and "Patented June 3, 1890," are stamped on the under side of each bar.

**MAGNOLIA METAL CO.**

Owners and Sole Manufacturers 266 and 267 West Street, NEW YORK

General Agents for Canada, MESSRS. CAVERHILL, LEARMONT & CO., MONTREAL.
Chicago Office, Traders' Building. London Office, No. 49 Queen Victoria Street, London, E. C.

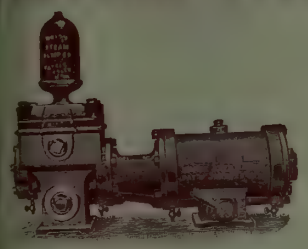
FOR SALE BY ALL DEALERS

# Ottawa Saw Works Co.

Manufacturers of All Descriptions of..... SAWS { Circular, Mill and Gang, Shingle, Butting, Concave, Band, Cross-cut, Billet Webs.

Correspondence Solicited. Middle Street, OTTAWA, ONT.

# MOORE STEAM PUMP



For Stationary, Traction and Marine Boilers.

High and Low or Special Duty.

Send for Illustrated Catalogue.

DARLING BROTHERS

Reliance Works - MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.
Frank Darling, Agent, Nelson, B. C.

Use the..... **BEST** and Strongest.

# CAMEL BRAND BELTING

Is Twice the Strength of Oak-Tanned Leather, Stretches Less under Double the Strain, **MOST** Economical and not being affected by Dampness, Heat or Steam, it is More

**DURABLE**

W. A. FLEMING & CO. - Montreal

# SPECIAL LINES FOR JANUARY '99.

Hand Knit Mitts, 3½ lbs.; Hand Knit Sox, ribbed, 4 and 5 lbs., 20 doz.; Hand Knit everlasting Shirts and Drawers, 50 doz. each, 23 ozs., $10.50 doz.; 25 doz. Mackinaw Sweaters (knit collars and cuffs) Navy and Fancies; Mackinaw Pants and Coats; Klondike Duck Pants and Coats (kersey lined) half the price of leather and more durable and as warm, being water and wind proof; also our complete assortment of Blankets, Moccasins, Underware, Top Shirts, and general Dry and Fancy Goods (Wholesale only).

**JAMES W. WOODS,**
Manufacturer
Lumbermen's Supp'ies (Wholesale) - Ottawa, Ont.

REPRESENTING
Hodgson, Sumner & Co., Alaska Feather & Down Co., Montreal; Josiah Fowler's Celebrated Axes, St. John, N.B.

Buy from Us and Save Middlemen's Profits, and thus make up for unfavorable tariff regulations . . . .

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

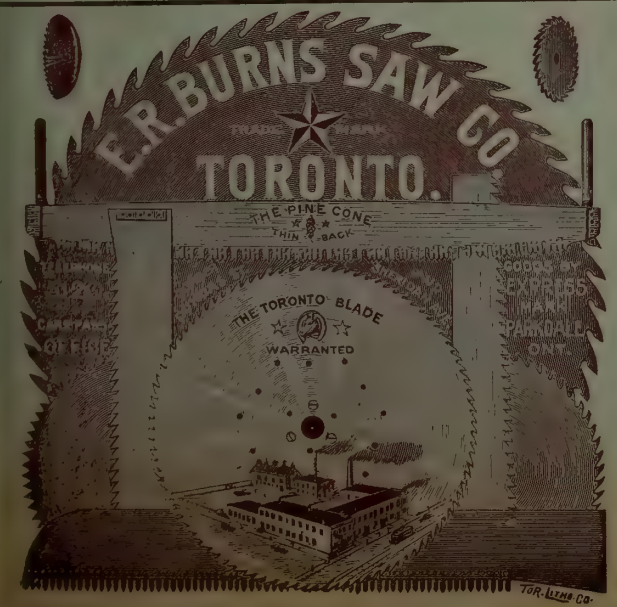
LEATHER BELTING .... AND LACE LEATHER

Danville, Que.

## RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.

JOHN J. GARTSHORE,
49 Front St. West, Toronto.




MANUFACTURERS OF

# HIGH GRADE CIRCULAR AND LONG SAWS

Sole Makers of

## The "Burns" Patent Handle

Patented June 26th, 1893.

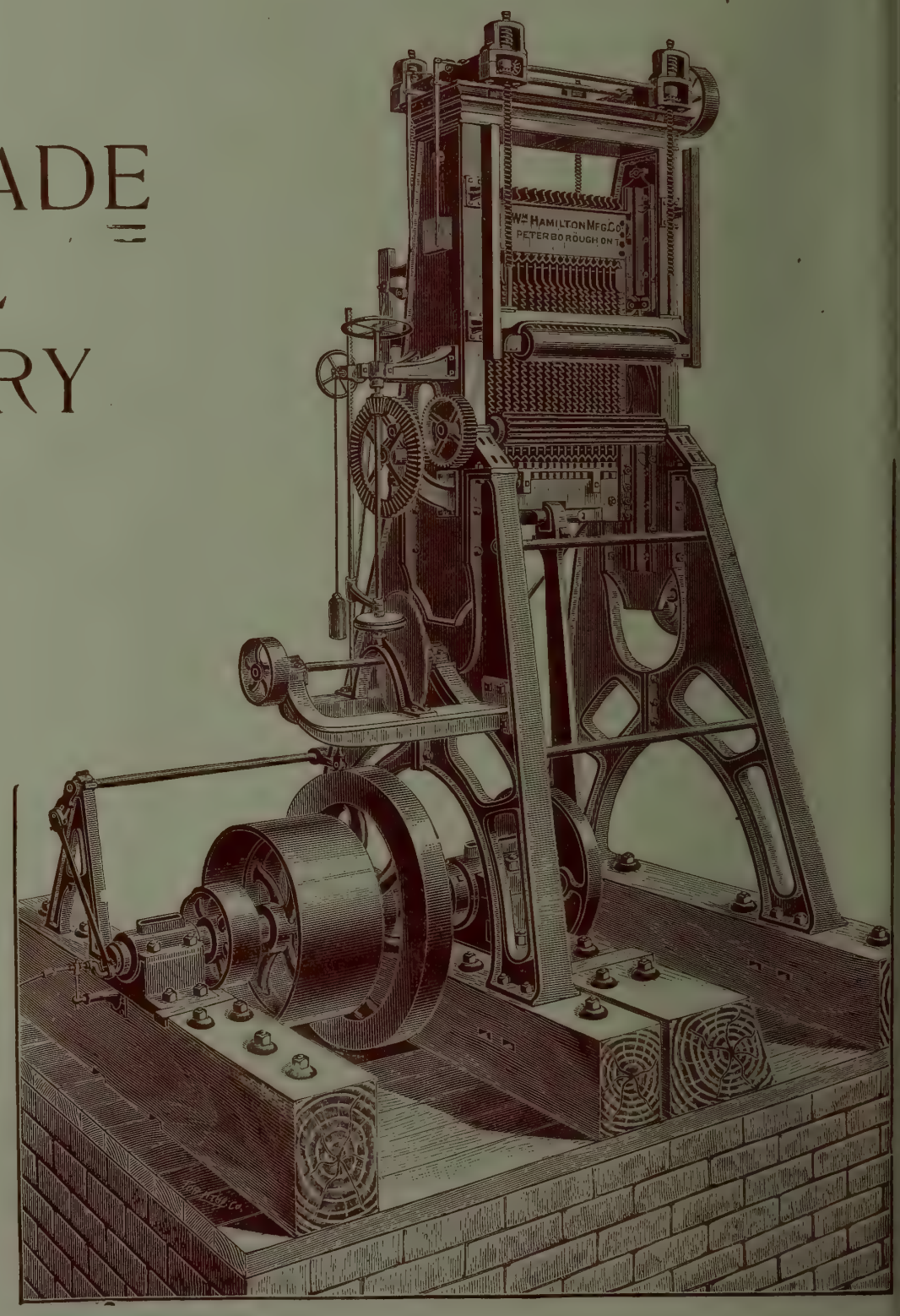
**POSITIVELY THE STRONGEST AND MOST EASILY ADJUSTED HANDLE MADE**

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a Complete Line of

HIGH GRADE SAW-MILL MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

We are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Limited

**Branch Office: VANCOUVER, B.C.** **PETERBOROUGH, ONT.**

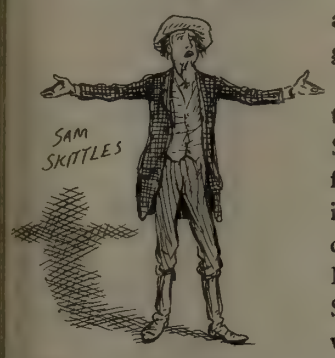
# THE CANADA LUMBERMAN

VOLUME XX. No. 1. | TORONTO, CANADA, JANUARY, 1899 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

## LIGHT ON THE LUMBER QUESTION.

BY "JOSIAH THE TRUTHFUL."

"YES, sir, we're a-goin' to expand—we've busted eour narrer limits same's my growin' boy Jake hes busted his last year's coat—and we're a-goin' to spread out, and take a hand in the gin'ral affairs of the world, 'long with the other great powers, and don't you forgit it. W'y, I see by the paper t'other day thet deown to Washin'ton they're a-tawkin' beout buildin' a bang-up palace for the president's residence, jest as immense every way as what Queen Victorey or the King of Roossia lives in, and turn the old White House into a work-shop. That's right, too. We got to git up and put on some style, to let the hull of creation un'stand that the cry of expansion hes got here. Ef we don't hev things in reg'lar sure enough royalty style, sose eour President kin set 'em up and intertain in a manner becomin' to the leadin' nation on top of earth, w'y, we haint in it, that's all. It's eour distiny, and everything goes!"




So ran the peroration of Mr. Sam Skittle's speech before the assemblage in the corner grocery of Squashville, Mass., on a recent Saturday night. It was generally conceded that Sam was the greatest orator in the village, and as a man with a good command of language is always a centre of more or less influence, Mr. Skittles had a considerable following, notwithstanding that in other respects he did not count for much, being fonder of talking than of working, and as a consequence, having a distinctly low rating in the local Bradstreet's credit list. The sentiments quoted above, with which he concluded a lengthy harangue delivered with much effective gesticulation, were received with great applause by the miscellaneous audience gathered about the stove. But Demosthenes himself did not carry all the Athenians, and there was one unconvinced auditor in Sam's presence.

"But haint it a-goin' to cost like thunder?" piped up the tremulous voice of old Deacon Smithers. "I see it in the Bosting paper thet we'll hev to pay 'beout twice as much es them folks in Yurrup does to keep up army and navy and all like of that. I don't believe in it. I stick to old George Washin'ton. We'd orter go on jes' mindin' our own business; that's how I look at it."

The growl, a dissent which greeted this view, brought Sam to his feet once more—he had taken a seat on a convenient biscuit-box at the close of his oratorial effort.

"I haint got nothin' agien George Washington on ginril principles," he began. "He was a right good man, and done fust rate fer them fur back times, but the world is a-movin', and this kentry hes growed bigger'n George Washin'ton ever hed any idea it would, so his harness don't fit things es they is to-day. Yes, gentlemen, the hour has struck, and the word is 'expansion'. These United States is a-growin'. We've took in Haywayee and Port Ricco and the Phillipines es a part of the Union, and we're agoin' to foller our destiny ef we hev to annex colonies all round the airth!"

During this supplementary burst an additional auditor had arrived, in the person of Sol. Wheatcroft, and gladsome anticipations of a lively argumentative scrimmage at once filled the breast of the collected idlers.

"What hev you got to say to them idees, Sol?" asked Deacon Smithers, as soon as Mr. Skittles had finished his period.

"Expansion is all right," replied Sol, taking his pipe from his mouth, "so long as it haint got no Dingley nonsense in it."

"Dingley nonsense!" echoed Mr. Skittles, greatly shocked, "what do you mean?"

"I mean what they call protection," promptly replied Sol. "I don't believe in takin' in a lot of foreign parts and puttin' a high fence round 'em to keep out everybody but ourselves."

"Well, I swan?" exclaimed Mr. Skittles, "I didn't expect to live fer to hear Sol. Wheatcroft go back on his kentry like that—I really didn't. I spose you will next argy thet we'd dorter low them Canady fellers that is down to Washin'ton to send lumber in here free es they're askin' fer."

This fine stroke called out a roar of applause.

"As to that pint," replied Sol, with a guileful air of reconsideration, "of course I draw the line somewheres, and I guess we can't stand free lumber over here, not jes yit, anyhow."

"Well, I'm glad you got some sense left, after all, Solomon," said Sam, approvingly.

"I calklate I hev, neighbors, and I try to make use of it, es fur's I kin," responded Sol. "My sense tells me, fer instance, that when we fetch lumber over from Canady we do it jes es a neighborly act to the Canucks, jest to oblige 'em, and as a matter of Christian kindness, but es they don't belong to the union, we haint bound to treat 'em that way less we've a mind to. So, of course, when they send some ef their leadin' fellers to Washin'ton to ask us to let 'em send lumber in here right along free of duty, we haint a-goin' to do no sech a thing, 'cus that would be 'bleegin' us to ack neighborly whether we liked it or not. Haint that sound sense?"

There was a general murmur of assent.

"You're buildin' a new dwellin' house jes now, I believe, Elder Simpson?" resumed Sol, turning to a weary looking citizen on his left.

"Not yet—I'm a thinkin' of it, but lumber's too dear. I'm waitin' fer a fall in the price," replied the Elder.

"Oh," commented Sol, "lumber's too dear jes' at present, the Elder says. I s'pose he wants white pine, and that is dear 'cus it got to be brung 'way down from Min'soty and Michigan an' round thar', and its pooty scarce even thar', I bleeve."

"Scarce?" put in the grocery man. "W'y, I've allus ben told that's a thick wooded kentry up yender."

"It haint now, though I guess it wus at fust," replied Sol. "You see we've went right along cuttin' it deown and sawin' it up fer years, 'thout ever takin' eny thought fer the future or plantin' more trees like the Canady fellers hev, and now in Michigan we've got 'bout to the lingth of our rope. Fer years past the mills up thar has bin kep' agoin' on logs brung over from Canady, up 'round Georgain Bay, but that can't be did no more as the government up in Ontario hes stopped it by passin' a law to make everybody that cuts logs over thar' man'facture the lumber on the spot."

"W'y, blame my cats!" interjected Sam Skittles," I never knowed all this afore. Do you mean to say we hev run out of lumber ourselves, and yit won't let Canady send it in to s'ply our wants?"

"Not 'thout $2 a thousand duty on to it—that's the Dingley tariff, you know. And thet's why lumber is so dear thet the elder can't go on with thet buildin' of his, and I guess there's thousands more folks all through New England in jes' the same fix—would like to build if they could git cheaper lumber."

"I'm beginnin' to think thay hain't so much of a statesman 'bout Dingley es I had s'posed," remarked Sam.

"Hold up, there, neighbor!" cried Sol; "it's agin the law to raise eny question 'bout the wisdom of Dingley. He's a true patrit, and is bound to protect his kentry agin free lumber—not like them Canady statesmen thet lets lumber go into Manitoby free fer the benefit of farmers and so forth up thar—they buy 'bout 20 million feet from eour side of the line every year. But Dingley don't b'lieve in such foolishness. He can't see why the United States should suffer from free lumber jes' to oblige a foreign kentry."

"I'm willin' to stand some sufferin' along thet line fer one," said Elder Simpson.

"You be?" cried Sol, turning upon the little man with simulated scorn—"What! air you a

traitor, too? You mean to say that the duty of $2 a thousand on lumber is not in the interests of the United States, es Dingley says?"

"Well," replied the Elder, "I don' want to say a word agin Dingley, but I don't see what good it does me to keep lumber out when I want to use it; so fer es I kin see the $2 per thousand of duty only adds that much to the price, and I want it cheaper."

"But I tell you, repeated Sol, rising to a warmth of eloquence, "Dingley says the Uinted States would lose by free lumber, and you kin see that's Gospel truth when you come to understand what the United States is, es Dingley looks at it. It is a community of people thet owns lumber mills and timber limits, and earns a honest livlihood by furnishin' lumber to folks thet wants to build. You kin see that if we took off the duty and let Canady lumber come in, the United States would lose trade or hev to bring down the price and so lose profits."

"But, jes' hold your hosses a minute, Solomon," piped up Deacon Smithers, "I don't agree to it thet the United States is jes' a passel of lumber mill fellers—I guess thase a few millions of us folks that don't make and sell lumber, but hes to buy it. Whar' do we come in?"

THE CONSUMER AND THE LUMBER BARON.
(Showing their relative size in the eyes of the Dingley law.)

"Thar' you hit the nail right on the head, Deacon," said Sol. "In the Dingley way of lookin' at things you don't come in at all. You belong to the class they call the consumers, and the Dingley kind of statesman don't know you at all. You may be several millions more'n the protected class, but you haint got any political pull to speak of, and don't amount to nothin' in the lobby at Washin'ton—that's the way it is. It must be plain to eny man of common sense that free lumber would be a big blessin' to the people of the United States in gineral, and especially to us of New England that happens to be right next door to Canady—but I won't say no more less Sam there might s'pose I didn't hev the respect I'd orter hev fer Mr. Dingley of Maine."

"I've kinder got new light on this lumber question this evenin', neighbors," said Sam, candidly, "and es I look at it now, I can't see why eour folks at Washin'ton shouldn't 'gree to put lumber on the free list, specially es Canady is willin' to take the duty off other things we send over thar'. What's the trouble with it Sol? Why haint it agreed to?"

"I don't quite know," replied Sol, refilling his pipe, "but I have an idea that our commissioners is afraid the Senate won't let 'em, and the Senate dassent on account of the big lumber fellers in the lobby."

"This is my hour fer closin', friends," mildly suggested the grocery man, and the company dispersed.

J. W. BENGOUGH.

## MESSRS. E. D. DAVISON & SONS, LIMITED.

THE Lahave river, which passes through the town of Bridgewater, and empties into the Atlantic ocean, fifteen miles below, has, with its tributaries, without doubt, the largest area of timber lands to be found in the province of Nova Scotia. Lumbering on a large scale has been carried on there for forty years. At one time there were three large operators on the river, but for the last ten years or so the firm of E. D. Davison & Sons, Limited, have been the sole owners, having purchased the mills and timber properties of the other operators. Within three miles up the river from the town of Bridgewater there are several excellent water privileges, also owned and controlled by E. D. Davison & Sons, where in all likelihood pulp mills will be erected in the near future.

Messrs. Davison & Sons own over 200,000 acres of timber property, and are therefore the largest land-holders in the province. The present firm was established on the Medway river in 1840, and on the Lahave river in 1865, but their ancestors had been getting timber in the district since 1760. On the Lahave river the firm own 50,000 acres on which no logs have been cut for twenty years, and 30,000 acres on which none have ever been cut. It is estimated that their lands will produce about 4,000 feet of timber to the acre, which would give a total production, from all their property, of 800,000,000 feet, the bulk of which is spruce. There is also a considerable quantity of pine and hemlock. The facilities for logging are excellent, owing to the numerous streams and lakes, the longest haul to water not exceeding three miles. The logs are driven from twenty-five to fifty miles.

At Bridgewater the firm have two saw mills, shown in the accompanying illustrations. They are operated by water power, and are thoroughly equipped for the manufacture of first-class stock, the plant consisting of a slabbing and stock gang in what is known as the lower mill, and a live gang in the upper mill. There are also lath, picket and box machines, patent edgers, and gang circulars in both mills for sawing scantling, planks and boards up to six inches wide. The firm exercise great care in the manufacture of their lumber,

LOWER MILL OF E. D. DAVISON & SONS, LIMITED, AT BRIDGEWATER, N. S.

using very thin saws as compared with the usual gang mills sawing spruce—as thin as thirteen gauge being successfully used. The capacity of the two mills is about twelve million feet, when working day and night.

Messrs. Davison & Sons also operate a water power gang and rotary mill at Alpena, a station on the Nova Scotia Central Railroad, the timber for which is cut on the Nictaux waters and driven to the mill. The sawn lumber from this mill is taken by rail to either Bridgewater or Lunenburg for shipment. From three to five million feet are usually cut there. They also own a large two gang mill on Port Medway river, at Mill Village, and have large limits on this river, but they have not

UPPER MILL OF E. D. DAVISON & SONS, LIMITED, AT BRIDGEWATER, N. S.

operated on them for four years, preferring to let the timber grow.

The principal part of the firm's shipments are made from their wharves at Bridgewater, which are a mile below the mills, and where large vessels can load with safety. Having been in the lumber business longer than any other concern in the province, they have secured markets out of the ordinary course, and preferring to saw specifications which require considerable labor compared to the amount of lumber produced, and for which the price realized is considerably higher, they do not draw as heavily on their forest area as those who ship only deals. With the large timber limits they own, and their system

of manufacture, the lumber business bids fair to be perpetual with them. They manufacture largely for export, shipping to Great Britain, South America, West Indies, Madeira, Canary Islands, United States, Portugal and other countries.

The business was founded by the late Edward D. Davison, at Mill Village. He, with his son, acquired the privileges at Bridgewater, with some timber limits on the Lahave river, and since, from time to time, have succeeded in getting control of the whole lumber interests on the river. A few years ago the business was put into a joint stock company, under its present name, with Mr. C. Henry Davison president and general manager. After his death, which occurred in 1896, Mr. Frank Davison, brother of the deceased, became president, Mr. E. D. Davison vice-president, and Mr. A. F. Davison secretary. Mr. Frank Davison is also president of the Bridgewater Steam Packet Co., which owns the splendid Glasgow-built iron steamer, "Bridgewater," running between Bridgewater and Halifax in summer, and coast ports and Halifax in winter. Lunenburg, 19 miles by rail and 12 miles by common road, is the winter port, open the year round, from where the company ship considerable lumber.

## OBITUARY.

### ROBERT THOMSON.

THE sudden death of Mr. Robert Thomson, the well-known lumber merchant of Hamilton, which occurred on December 6th, was learned with sincere regret, not only by the citizens of Hamilton, but by a host of friends and acquaint-

THE LATE ROBERT THOMSON.

ances throughout the country at large. Mr. Thomson was apparently in the best of health, and was actively engaged in business pursuits almost up to the hour of his death. He went to Toronto in the morning to attend the meeting of the Board of Directors of the Traders' Bank; he returned by the G.T.R. train at 7 o'clock, and drove from the depot to his residence on upper James street, where he took dinner with his family. Almost immediately afterwards he complained of a sharp pain in his chest, and medical aid was at once summoned. No assistance could be given, however, and he expired in a few minutes, death being due to heart disease.

Deceased was a man of remarkable energy and clear business perception, and success attended his career. He was a Scotchman, born in Kirkconnel, Dumfriesshire, on May 21st, 1833, and was therefore in his 66th year. His parents were William and Jean Charteris Thomson, his mother being of Amisfield, Dumfriesshire, from which place the family residence in Hamilton took its name. Mr. Thomson came to America when 19 years of age, his father, mother and three sisters accompanying him. They settled at Wellington Square, now Burlington. From there they removed to Puslinch, in Wellington county, between Hamilton and Guelph, an elder brother of deceased, who had come to Canada three or four years before the rest of the family, having settled there. There they took up farming and lumbering, and Mr. Robert Thomson soon became a factor in the lumbering interests of the country. His father died in 1854, but his mother survived many years, passing away at her son's residence in Hamilton about nine years ago, at the age of 88 years. In 1856 deceased went to Cummingsville, county of Halton, and there successfully pursued the lumbering business on a large scale until 1874, when he purchased the business in Hamilton of the late Julius Cæsar McCarty. His business grew into great proportions, and of late years he controlled mills at Huntsville, Gravenhurst, Katrine, Powassan, Callendar, Chelmsford and Biscotasing, with branch offices at Windsor and Toronto, and agencies in Glasgow and Leith, Scotland, and Belfast, Ireland. The business was carried on under the name of Robert Thomson & Company.

In public affairs the late Mr. Thomson exercised considerable influence, although he would never consent to accept a public position. For many years he had been a member of the Board of License Commissioners of Hamilton; besides being a director of the Traders' Bank, he was a member of the board of the Hamilton Electric Light and Power Co., and a former director of the Hamilton Jockey Club. He was on the board of the Central Fair in the old days, and a member of the body that organized the Central Fair Agricultural and Exhibition Company, owners of the Jockey Club property.

Mr. Thomson was a member and officer of MacNab street Presbyterian church, holding the position of trustee. It was in private life that the fine qualities of the man were seen. He was of a warm hearted and generous disposition, and attracted the respect and esteem of all who knew him. In 1863 he married, and his widow and only son, Mr. J. J. C. Thomson, who has long been connected with his late father in his lumbering interests, survive.

### WILLIAM BEATTY.

AFTER a lingering illness and gradually declining health, the death of Mr. William Beatty, of Parry Sound, Ont., took place on December 11th. Deceased was the pioneer lumberman of the Parry Sound district, and was the founder of that town. He was born at Stoneyford, county of Kilkenny, Ireland, in 1835, and was therefore 63 years of age. He came to Canada with his parents when but a child, and settled at Thorold, in the Niagara district, where he spent the first thirty years of his life.

Mr. Beatty was educated at Victoria College, Cobourg, and at the University of Toronto, where he took the degree of L.L.D. He was the first representative from the county of Welland to the Ontario Legislature after Confederation, being elected in 1867. In 1863, in association with his brother, James H., and his father, Mr. Beatty purchased from Messrs. J. & W. Gibson, of Willowdale, the mill and timber limits at Parry Sound, and shortly afterward bought his father's and brother's interests and became sole owner of the Parry Sound property. Mr. Beatty foresaw that Parry Sound was destined to become an important shipping and railway centre, and up to within a short time of his death he labored zealously in the interests of the town.

When Mr. Beatty first settled in Parry Sound there were but a few log shanties. He surveyed the property into village lots, and proceeded to establish communication with other points. The steamer Waubuno was built to ply on the Georgian Bay, and from this modest commencement grew the now famous White Line of steamers and afterwards the Black Line. Mr. Beatty was instrumental in getting the government to give the first grant towards the building of a main road from Bracebridge to Parry Sound. He built much of the Parry Sound road, by means of which settlers and lumbermen could drive to Barrie, where the Northern railway then had its terminus.

Mr. Beatty was all his lifetime identified with lumbering, operating a saw mill at Parry Sound and taking contracts for logging. During the last eight years he operated only in a moderate way, although still owning timber limits on the Georgian Bay.

In 1865 the subject of our sketch was elected to the Board and Senate of Victoria University, continuing a member by re-election for about twenty-five years. Although "learned in the law," Mr. Beatty never followed the practice of the profession. In politics he was a Liberal, in religion a Methodist. In 1873 he married Miss Bowes, daughter of the late J. G. Bowes, for many years mayor of Toronto. Of his personal qualities the Parry Sound Star says: "In him the poor had a friend who did more than console them with kind words. He daily practised the spirit of the golden rule, and his loveable and gentle disposition endeared him to all who loved righteousness and truth. Truly he earned the endearing title of "Governor" which was universally accorded him, and of him it can be truly said he "bore the white flower of a blameless life." His reputation extended far beyond the borders of the town and district where his life's work has been spent, and wherever he was known he was loved and respected."

### JOHN FISHER.

IN the death of Mr. John Fisher, senior member of the firm of Small & Fisher Company, Woodstock, N.B., lost one of its best citizens and most enterprising men. Mr. Fisher was the eldest son of the late John Fisher, who moved to Woodstock from England with his family in 1859. He was born in Cockermouth, Cumberland Co., England, in 1840, thus being, at the time of his death, in his 58th year. He served as a student of mechanical engineering with Haw-

THE LATE JOHN FISHER.

thorne's, of Newcastle-on-Tyne. Coming to Canada in 1859, deceased went into the foundry and machine business with R. A. Hay, of Woodstock, N.B. In 1865 the firm of Small & Fisher was formed, with Mr. Fisher as partner. They soon worked up an extensive business in the manufacture of shingle machines, rotary mills, threshing machines, mill supplies, etc. On the decease of Mr. Small, Mr. Fisher became the head of the business. A few years ago the Small & Fisher Co. was organized as a joint stock concern, with Mr. Fisher as president and manager.

On several occasions Mr. Fisher served in a public capacity, being at different times town councillor, and a member of the county council. He was of a most kindly and benevolent disposition, and was much respected.

## PERFORATIONS IN CIRCULAR SAWS.

THERE are some points of interest connected with the perforations which have been made, from time to time, in circular saw blades. The objective point of different efforts varied considerably. The results in practice have in some cases surprised those who originated the designs. Some instances might be cited where the perforations accomplished more than the designers expected, and others which resulted in comparative or total failure when practically considered.

Perhaps the earliest record relates to a circular saw designed by J. Gove, of Fayetteville, N. C., in 1839. The object in view was to prevent the saw from buckling from the unequal expansion due to unequal heating. The saws were made as shown in Figs. 1 and 2. This invention was patented nearly 60 years ago, and saws made in both patterns are in use at the present time. Pattern shown in Fig. 1 was utilized not long since to prevent cracks from forming in circular cut-off saws. This was done as the result of an investigation into the cause of these cracks and the result arrived at independently of any knowledge of Gove'e invention. A practical test not only established the efficiency of the remedy as to the prevention of cracks, but incidentally confirmed the value of Gove's proposition. The saws run lighter, cut smoother, and always cut squarely.

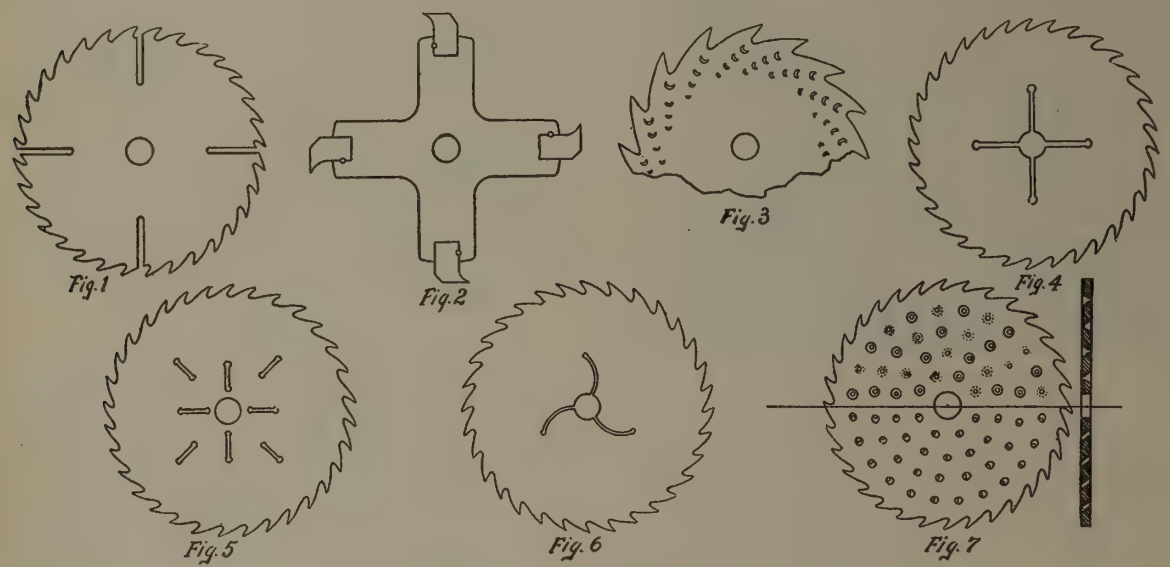
Thirty years later J. E. Emerson, of Trenton, N.J., brought out a circular saw with a series of holes or perforations extending from the gullet of the tooth some distance into the body of the saw, as shown in Fig. 3. This was designed to facilitate in gumming out the saw, and was calculated to save time and labor. At that day the modern emery saw gummers were unknown, and saws were kept in shape by filing by hand or being sent to a saw factory from time to time to be gummed out under a punch press. It can readily be seen how well contrived this plan was to the prevailing conditions. It also served to keep the periphery of the saw cool, and thus added to its efficiency. Saws of this description are still in use, and the design has proved to be of permanent value.

In 1867 I. J. Lockwood designed a circular saw with radial slots located at the centre of the saw blade, as shown at Fig. 4. This was the reverse of the Gove effort, and aimed to keep the saw free from buckle when cool on the rim and heating at the centre. Large numbers of these saws were made and were well received by lumbermen. They are still on the market.

Ten years later E. W. Tilton designed a variation in the arrangement of the slots, shown in Fig. 5. By this arrangement the range of the slots was extended to a larger proportion of the blade, at the same time leaving the saw as stiff or stiffer than in the design shown in Fig. 4. The following year a third arrangement was brought out, shown in Fig. 6. Some advantages were claimed for this design over the others, but it never came into general notice, if used at all.

A little later J. A. Miller, of Oshkosh, Wis., and W. P. Miller, of Brooklyn, N. Y., designed an arrangement of holes involving the entire saw blade, illustrated in Fig. 7. The upper part of the saw is the Oshkosh pattern, in which the holes are countersunk alternately on opposite sides of the saw. The lower half shows the Brooklyn pattern, in which the holes pierce the saw blade at an oblique angle. These saws were termed "ventilated saws," and no one will be likely to object to the term. The designer intended to keep the saws cool by inducing air currents to flow through the holes when the saw was in use. The inclined walls or sides of the holes were arranged to afford as little opportunity as possible for lodgment of sawdust. Only one saw of this sort ever came under the observation of the writer. It was a 72-inch circular, inserted tooth. The saw was made to order, as specified by the owner of the mill, six and seven gauge When put to work it persisted in heating, and was finally returned to the factory to be refitted. When it was received back at the mill it had a large number of holes about ¾-inch diameter arranged as shown in the lower half of Fig. 7. It did not work in this condition. Possibly there were too many holes and the saw lacked stiffness. It did not meet with approval and was returned to the makers. No doubt the ventilating and cooling idea was accomplished, but it made a saw difficult to hammer satisfactorily.

With these efforts and others which are simply variations or combinations of some of them, the circle looking to equalizing the expansion and contraction in circular saws by means of perforations in the saw blade, seems to have been completed. An intelligent adaptation of some features of these designs is of special value even at this late day. All of them have been the subject matter of patent claims, but the patents have now expired.




SPECIMENS OF PERFORATED SAWS.

For small circular saws and for saws running in gangs, the Gove saws are of unquestionable merit. It is a just criticism of these early inventors that they were too liberal in application. There is a dimension limit, soon reached, beyond which the area of openings in circular saw blades cannot go without impairing the strength of the saw. Inside of this limit they are, in many instances, of special value.

There is another set of openings in circular saw blades which may be dismissed very briefly. They are comprised within efforts made to effect planing or smoothing with a saw at the time the lumber is sawn. They consist of openings, varying in size and position, having edges set out beyond the surface of the saw and sharpened to make a planing cut, or, of openings into which plane irons are inserted for the same purpose. It is sufficient to say that although numerous efforts have been made to achieve success along this line, nothing has yet appeared of practical value.—Theron L. Hiles, in Wood-Worker.

## MR. VALAMORE E. TRAVERSY.

MANY of our readers will recognize in the accompanying portrait the countenance of Mr. V. E. Traversy, of Montreal, a gentleman well known in Ontario and Quebec. Mr. Traversy is a native of Ottawa. Although a young man, he is by no means a novice in mercantile affairs, having had eighteen years' experience in the lumber business, both at the mills and with the largest dealers in Canada. He has, therefore, a thoroughly practical knowledge of the trade. He represented extensive western companies until five years ago, when he went into business with George W. Perkins, of Ottawa, and established their large yards at 268 Ottawa street, Montreal. The firm, V. E. Traversy & Co., are wholesale dealers in lumber, especially white and red pine, spruce, hemlock and hardwoods, and under the able management of Mr. Traversy, a prosperous and constantly increasing business is being built up.

MR. V. E. TRAVERSY

The LUMBERMAN acknowledges receipt of calendars for 1899 from Mr. A. F. Bury-Austin, wholesale dealer in lumber and timber, Montreal, and Messrs. John Bertram & Sons, Canada Tool Works, Dundas, Ont.

## LUMBERING OPERATIONS IN NOVA SCOTIA.

[Correspondence of the CANADA LUMBERMAN.]

THE bulk of the lumber cut for export in the western part of Nova Scotia goes to South America and the West Indies, only a small portion being shipped to the United States and Europe. Beginning at Yarmouth and coming up the Bay of Fundy, the principal operators and exporters are Blackadars & Co., of Hectanooga and Methegan River. At the former place they have a steam rotary mill and at the latter a water power gang mill, with a combined capacity of six million feet. Parker, Eakins & Co. have a water power mill at Methegan river, which cuts one and one-half million feet. These mills are situated on the line of the Dominion Atlantic Railway, and the lumber is freighted to Yarmouth for shipment.

At Weymouth, G. D. Campbell saws about two million feet, and Charles Burrill & Co. buy the product of several mills, all of which is shipped direct. The Sissiboo pulp mill is about five miles above the town of Weymouth, on the Sissiboo river, and has a capacity of about twenty tons per day.

Pickles & Mills, Annapolis, have a considerable timber limit at Paradise, their output being about four million feet, which is taken by rail to Annapolis for shipment. T. S. Whitman, Annapolis, buys the cut of several small mills inland, and also ships from Annapolis. R. W. Hardwick, Annapolis, saws about one million feet for export to the United States and West Indies, also considerable for the local trade. He has a sash and door factory in connection and carries on a large building trade.

Clarke Bros., Bear River, operate several small mills, sawing from four to five million feet, which they ship in their own vessels to South America, United States and the West Indies. The vessels bring return cargoes of sugar and molasses from the West Indies, and coal from the United States.

R. W. Kinsman & Co., Canning, successors to Hon. F. W. Borden, the present Minister of Militia, have a rotary mill at Blomidon, in which they saw about three million feet per year for export. They saw some deals for the English markets, as well as boards for the United States and the West Indies. They ship via Minas Basin into the Bay of Fundy.

### THE JORDAN RIVER.

H. W. Freeman carries on lumbering operations on this river, which is about thirty-three miles east of Liverpool. About two years ago he purchased the Doull property adjoining his own, on the same river. This, with the Freeman property, which he purchased about five years ago, makes an excellent limit. Last year he thoroughly rebuilt the mill, putting in new water wheels, new rotary, and practically a new gang, and put all the other machinery in first class shape. The mill has now a capacity of five million feet in a season. Formerly the mill cut exclusively for the South American, West India and United States markets, but latterly it has been turned to sawing deals. Mr. Freeman is thoroughly practical, and is always ready to manufacture for the market that yields the best returns. He intends stocking the mill for next season to its full capacity. He resides in the shiretown, Shelburne, seven miles further west.

### MILTON.

This town is situated on the Liverpool river, about three miles from Liverpool, which is about one hundred miles west of Halifax. If the name had another "1" and a "w" put in the proper places, it would spell "Milltown,' and would describe the place exactly. There are two dams on the river, about three-quarters of a mile apart, each furnishing power for four mills, by which the town is practically sustained. There is also a large pulp mill about two miles further up the river. On the lower dam are the mills of Henry L. Tupper, John Millard, Millard & Freeman and John G. Morton. John Millard's mill is a rotary and stock gang, with patent edger, trimmers, lath machine and planer, while the others are live gang mills. At the upper dam Harlow & Kempton have a live gang and rotary mill, with patent edger, lath and picket machines, box and shook machinery. They handle from three to four million feet each season. This firm also have another mill, with planers and sash and door machinery. The Estate of Joseph Ford has a rotary, which has not been in operation this year, and Eldred Minard has a live gang, in which he saws from three-quarters to one million feet. The principal stock cut in all these mills is pine, spruce and hemlock boards, which are exported to the West Indies, South America and the United States. There is a considerable quantity of oak on this river, some of which is cut every year for Halifax markets, and also for the car works at Amherst. The pulp mill referred to is owned by the Acadia Pulp & Paper Company, who use a large quantity of the smaller logs. Their output is about sixty tons of net pulp for twenty-four hours. The pulp and lumber are transported to shipping point at Liverpool on a steam tramway, built about two years ago. The lumber operations in Milton have been very slack for the past two or three years, owing to the complications in Cuba and other West Indian Islands, but now that there is a prospect of business reverting to its normal condition, the outlook is brighter.

About three miles east of Milton, J. &. J. Coops have a steam gang, shingle and planing mill, and also a mill for cutting pulp blocks for the Acadia pulp mill at Milton. This firm saw about one million feet per year, of board, ship and building timber. Lumber shipments from Liverpool are made in a small class of vessels—brigs, brigantines and schooners—which usually return with sugar or molasses to some of the Nova Scotian ports.

### SHEET HARBOR.

The section of country that goes under the name of Sheet Harbor has been operated for a long time, but for a few years back neither of the large limits which converge there have been operated but to a very limited extent. There was an American syndicate which bonded these and a number of other properties, but for some reason the purchase was not completed. Afterwards capitalists at Amherst concluded that these properties offered good fields for investment, with the result that both were purchased in 1896, and have been operated to a moderate extent since. The property at West River, Sheet Harbor, is owned by the Sheet Harbor Lumber Co., who have sawn about four million feet of English deals in each of the two years they have owned the property. At East River, some two miles distant, the East River Lumber Company have operated to about the same extent. These two rivers afford splendid water power privileges, and a description of one mill will suffice for the other. The equipment consists of a live gang and rotary, with the necessary edging and trimming machinery and planers. Large ships can take cargo in the river, a short distance below the East River mill. These mills have usually sawn for the English markets. Sheet Harbor is about sixty miles by water east of Halifax, on the Atlantic coast.

## WANT FREE LUMBER.

AT the monthly meeting of the Massachusetts Wholesale Lumber Dealers' Association, held in Boston on December 8th, one of the subjects to which careful attention was given by the members present was "Reciprocal Trade with Canada from the Lumberman's Point of View," which was interestingly treated by Mr. W. R. Chester. He pointed out that the enormous amount of lumber that is being used for manufacturing purposes in the United States, particularly for supplying the immense and steadily increasing demand for wood-pulp paper, is fas decimating the forests of that country. In New York and New England alone the amount of spruce used in paper manufacturing now amounts to 650,000,000 feet a year, while from Maine to Michigan, inclusive, all except the coarser qualities of pine have been practically used up. Under these circumstances he felt that the hour had arrived when the rapid destruction of the forests of the United States should be stopped, and what is left of them carefully husbanded. This necessary policy in the face of the continuous demand for lumber of all kinds could only be carried out by drawing what is needed for manufacturing purposes from the abundant supply to be found in the forests of Canada. In pursuance of his advice, a resolution was introduced and referred to a special committee stating that "the Association favors reciprocity relations with Canada whenever such relations can be established on a fair and equitable basis; that it behooves this Association to give this subject careful consideration, as the lumber interests of the two countries are extensive; and that, owing to the vast amount of spruce now being used for pulp to be manufactured into paper, this wood being considered the most valuable for that purpose, our spruce forests are being rapidly decimated, while our pine forests have been practically cleared of all but coarse qualities, from Maine to, and including, Michigan. We believe the time has come for us to carefully husband the remaining forests, as the source of future wealth, health and beauty, and to borrow from our neighbor, who still has an abundance."

## REPORTS FROM FOREIGN COUNTRIES.

THE government of Tasmania, a colony south of Australia, has passed an act making certain changes in the customs duties. The new schedule relating to timber is as follows:

Timber, sawn, 3 inches or over, not elsewhere specified, 1s. 6d. per 100 superficial feet; timber, sawn, under 3 inches, 2s. 6d. per 100 superficial feet; timber, planed, of every description, including tongued and grooved boards, 5s. per 100 superficial feet; timber, in short lengths, suitable for making cases, not exceeding two cubic feet in measurement, 1½d. per case; timber in log and veneer wood, free.

Mr. J. S. Larke, commissioner for Australia, writes to the Department of Trade and Commerce as follows:

I have had an inquiry respecting sculls and boat oars. The extent of the trade I have called attention to in previous reports. The chief demand is for ash oars, and they are bought in lots of five hundred and a thousand pairs. The number of spruce sculls required is more limited. The business is now largely done by Detroit and New York firms. The following are prices quoted f.o.b. at Detroit, cash:—

| | Per Foot |
|---|---|
| Plain ash oars, 6 to 12 ft. in length | 5c. |
| " " " 13 to 16 ft. in length | 6c. |
| " " " 17 to 18 ft. in length | 6½c. |
| " " " 19 ft. and upwards (Extra up to 22 ft. 2c. after.) | 1c. |
| " " " 6 to 12 ft. in length, copper tipped | 5½c. |
| Pine spoon oars, 7 to 8 ft. in length | 10c. |
| Spruce spoon oars, 7 to 8 ft. long, copper tipped, leathered and varnished | 13c. |
| Straight spruce oars, 7 to 8 ft. long, copper tipped | 7c. |

The report of Mr. G. Eustace Bird, commercial agent for Kingston, Jamaica, says of lumber:

"What, however, concerns me most to bring to the notice of your honorable department is, that as a result of the war and the difficulty at first in chartering American bottoms, lumber of all descriptions made a considerable advance; in fact, in many instances orders could not be supplied. I then thought it a good opportunity for the exporters in the provinces of Quebec, New Brunswick and Nova Scotia to introduce their spruce and pine direct instead of via New York, and felt it incumbent on me to take measure to bring the situation to their notice. I accordingly addressed a communication to the CANADA LUMBERMAN, of Toronto, Ontario, and other organs on the subject, giving full particulars as to the sizes and descriptions required, offering my services for any other information desired. I, however, regret to say that but one cargo arrived at the port of Montego Bay, and that by chance, the craft being unable to enter a Cuban blockaded port. Although results were anything but satisfactory, I felt satisfied that I had done my duty, and I again through your honorable department call the attention of Canadian lumbermen to the fact that there is plenty of room for a direct profitable trade."

## "WANTED AND FOR SALE."

Persons having for sale or wishing to purchase a particular lot of lumber, a mill property, timber limits, second hand machinery, etc., in fact, anything pertaining to lumbering operations, will find a buyer or seller, as the case may be, by placing an advertisement in the "Wanted and For Sale Department" of the CANADA LUMBERMAN Weekly Edition. Testimonials to the value of this department by those who have given it a trial state that the results of advertisements were frequently better than anticipated. The cost is comparatively small. Mill owners might, with profit to themselves, make use of this method of advertising their stock to a still greater extent.

The J. C. McLaren Belting Company, of Montreal, are sending to their customers a neat 15-inch desk rule, drawing attention to their well-known brands of belting, general mill supplies, pulleys, etc.

## THE JAMES SHEARER COMPANY.

THE lumber and building trade of Montreal is one of its most important industries, as evidenced by the numerous substantial houses engaged in the various branches of the trade. Foremost among the establishments of this character is that of the James Shearer Company, located at No. 172 Shearer street. This company are extensive manufacturers of doors, sashes, blinds, mouldings and all kinds of house and steamboat work, as well as lumber, flooring, laths, shingles, clapboards, etc. The business was founded forty years ago by Mr. James Shearer, and on the 1st of January, 1896, the present company was organized under the laws of the province, with a capital of $200,000, Mr. James Shearer being president, Mr. James T. Shearer vice-president, and Mr. Bert H. Wills secretary and treasurer. The plant comprises a four storey planing mill, sash, door and blind factory, shown in the accompanying illustration, and a large lumber yard, bounded by Shearer, St. Patrick, Island streets and canal bank; while the equipment embraces the latest improved machinery, operated by water power and auxiliary engines of one hundred horse power. Steady employment is given to one hundred and forty skilled workmen.

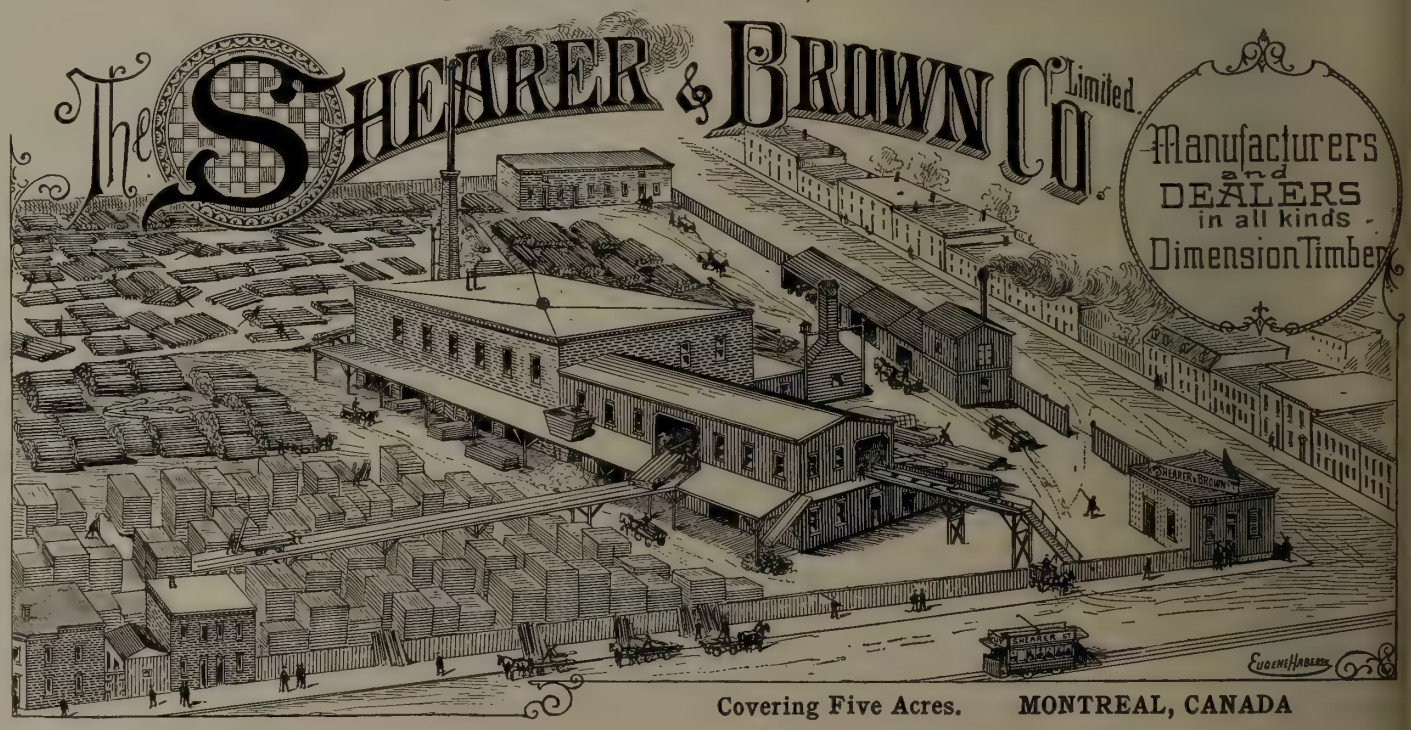
Covering Ten Acres. MONTREAL, CANADA

The facilities of the James Shearer Company for supplying builders and consumers with first-class materials are such as can be readily appreciated by those thoroughly understanding the business, and who are enterprising enough to take advantage of every convenience whereby orders may be promptly filled and with satisfaction to customers. The situation of their factory commands unsurpassed facilities for the receipt and transportation of supplies by rail and water. This company are also prominent as builders and contractors, and among notable specimens of their work may be named the Merchants Bank of Halifax, corner Seigneurs and Notre Dame streets; Dominion Cotton Mill plant; Watson, Foster & Co.'s plant; Belding, Paul & Co.'s silk mills; John McDougall's boiler shop; Sadler & Haworth's leather belting factory; the Rodier block; Protestant Insane Asylum at Verdun; Montreal Sailors' Institute; Queen's Park grand stand; Montreal Baseball Co.'s grand stand, and Montreal Arena building, besides many residences. Orders and commissions receive immediate personal attention, to which is due, in no slight degree, the extensive trade of the company both in city and country.

President Shearer, the founder of the business, is a native of Scotland, and deservedly prominent as president of the Shearer & Brown Co. of that city, a member of the Board of Trade, and a representative business man. His son, Mr. Jas. T. Shearer, vice-president, was born in Montreal, and holds important positions in many other companies. Portraits of these gentlemen appear on the opposite page. Together with the secretary, Mr. Wills, they bring special qualifications to bear on the building trade. They are closely identified with the best interests of Montreal, and have ever given cordial support to all measures calculated to promote the future benefit and permanent welfare of the city, whose commerce and trade they are promoting with zeal, enterprise and marked success. We predict for this company a steadily increasing patronage.

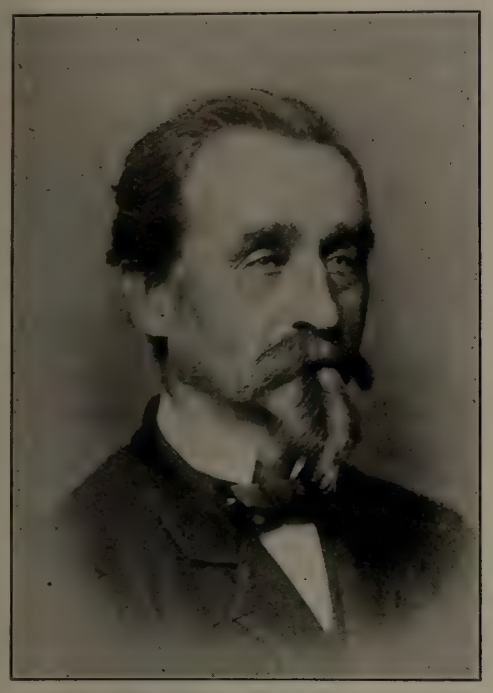
## THE SHEARER & BROWN COMPANY.

The Shearer & Brown Company, Limited, are manufacturers of dimension timber and saw mill lumber in Montreal. It is one of the few houses in the trade that are conducted under a management whose policy is a successful continuation of all the sterling principles of old-time trading, with a strong progressive tendency so essential to success. The large and successful business conducted by this company was established by Messrs. James Shearer and Jonathan Brown in 1866. The present company was incorporated under Dominion laws on November 1st, 1895, with a capital stock of $100,000. The office of the company is conveniently located at No. 172 Shearer street, while the exterior mill and yards are at the corner of Richardson and Shearer streets. The saw mill at Montreal, of which a view is shown, is fully equipped, and has a capacity of cutting forty thousand feet of lumber daily. A large stock of the best white and red pine, hemlock, spruce, tamarac, cedar, rock elm and oak lumber is kept on hand and cut to order, a specialty being made of dimension timber and joisting. The company own and operate timber lands in the Nipissing district, in the province of Ontario, Mr. D. McIntyre, jr., Cache Bay P. O., being manager, also in Clarence township, Russell county, of which Mr. John Hunter, Hammond P.O., is manager. The trade of the company is with dealers throughout the Dominion, shipments being made by rail and canal. Buyers everywhere are said to accord this company unlimited confidence as one of the most satisfactory and reliable from which to obtain their lumber requirements. In addition to the



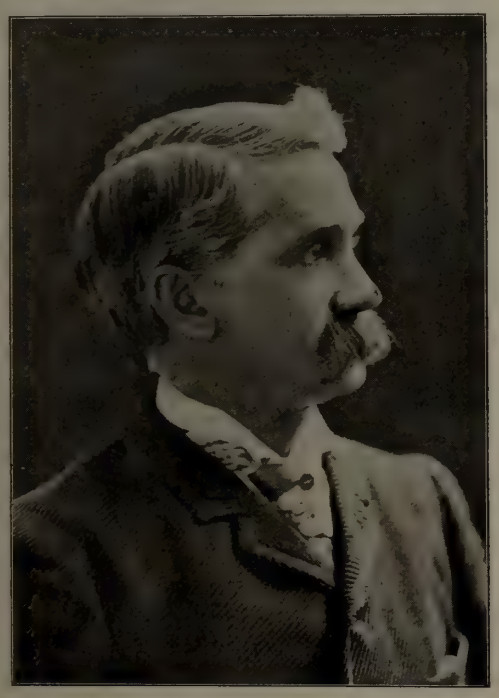

Covering Five Acres. MONTREAL, CANADA

various classes of lumber above mentioned, the company are in a position to supply telegraph poles, railroad ties, cedar posts, British Columbia fir, Southern pine, and car and boat timber, and are always pleased to furnish quotations on bills. Mr. James Shearer, president of the James Shearer Company, is also president of



MR. JAMES SHEARER.

this company, and is an energetic business man. Mr. Jonathan Brown, the vice-president, who is also a native of Scotland, is thoroughly experienced in the business. Mr. James T. Shearer is manager and director. He is vice-president of the James Shearer Company, president of the Canadian Construction Company, director of the Philipsburg Junction Railway and Quarry Company, and director of the Jacques



MR. JAMES. T. SHEARER.

Cartier Pulp and Paper Company. Mr. Bert H. Wills is secretary and treasurer of this company, as well as of the James Shearer Company. He is a man of tried and sterling personal worth.

---

Mr. H. R. McLellan, of St. John, N.B., has recently returned from England.

Messrs. G. B. Housser & Co., of Portage la Prairie, Man., intend erecting large lumber sheds.

## THE FILER.

BY "MECHANIC."

SAW fitting is considered one of the most important jobs in the saw mill. The quantity and quality of lumber cut and the steady hum of the saws depend largely upon how the saws are fitted up, and the filer is therefore a profitable or profitless man for his employer, according as he fits his saws in condition to operate. As a rule, the filer should have some knowledge of millwright work, at least to the extent that he may ascertain when faults lie in the saw, in the mill, the carriage, the track, or any portion of the plant directly under his personal supervision or operation.

Defects may lie in any of these places, which, if not ascertained and remedied, will render only partially effectual the best of efforts tending to improvements in the care of saws. The service of a saw filer may be invaluable at from three to eight dollars per day, or expensive at two dollars per day. One fitter may increase the cut of well manufactured lumber from two to five thousand feet per day; another may not only lessen the average cut, but also impair the quality of the output, a double loss.

The actual results in the running of saws depend largely on the skill of the filer, and upon his having good saw fitting machinery to work with. If the filer has not the proper saw fitting tools he is not in a position to do fine work.

Every filing room should be equipped with the best saw fitting tools procurable, and saw filers should be interested in any method, or machines, or tools that are well calculated to improve or facilitate saw fitting. Their services are mental and mechanical rather than physical. Hence, intelligence and skill in a filer are better recommendations than physical strength or a disposition to hammer and file from morning till night. It is not a question of quantity altogether, but of quality of work.

(To be Continued.)

## PUBLICATIONS.

An attractive feature of the January Ladies Home Journal is the collection of photographs of "Some Remarkable Old Ladies" artistically grouped on a single page. Of the fourteen ladies all are above four score, and five are centenarians. The photograph of each one reflects the beauty of a happy life of well-doing—a beauty that time cannot obliterate.

An illustrated anecdotal character sketch of the late General Garcia, the Cuban patriot, is contributed to the January Review of Reviews by George Reno, who was closely associated with General Garcia for two years. The frontispiece of the Review is a portrait of General Garcia from a photograph taken by Clinedinst, of Washington, only a few days before the general's death.

Messrs. John Hadden & Co., Bouverie House, London, Eng., have published an attractively printed brochure entitled "A New Field for British Manufacturers," in which are concisely set forth many important facts concerning the nature and extent of Canada's trade requirements. Suggestions are made as to advertising and other methods by which British manufacturers might develop their business in the Dominion. This little book is well calculated to promote closer trade relations between Great Britain and this country, a subject of much present importance.

---

Readers of THE LUMBERMAN who contemplate enlarging their mill, or purchasing new machinery of any kind, are asked to advise us of their requirements. Such information is greatly appreciated.

# CORRESPONDENCE

Letters are invited from our readers on matters of practical and timely interest to the lumber trades. To secure insertion all communications must be accompanied with name and address of writer, not necessarily for publication. The publisher will not hold himself responsible for opinions of correspondents.

## MILL AND FACTORY SITES.

MASSEY, Dec. 19th, 1898.

Editor of the CANADA LUMBERMAN:

DEAR SIR,—If you will allow me space in your valuable paper, I would like to call the attention of the public to our immense water powers on the Sauble river at Massey. Massey is situate 58 miles west of Sudbury, on the Soo branch of the C. P. R., at a point near the Spanish river where the Sauble river intersects it. There are three water falls within a little over half a mile from the town, excellent sites for erecting pulp mills or factories, and great shipping facilities either by the C.P.R. or by boat down the Spanish river.

Massey is a lumbering town, and the lumbermen have foot roads cut out and graded for over fifty miles north of the town parallel with the Sauble river, and camps are erected here and there through and near the vast tracts of spruce. We have over twenty townships of spruce in this part of the district, besides an endless quantity lying along the Spanish river which is of easy access to the water powers on the Sauble. Our town is willing to assist in every way possible to induce capitalists to invest in mills of any kind. I might say also that we have an endless quantity of good maple, birch and oak for furniture purposes, plenty of room for two or three factories or mills, and an excellent site for a good large town. For any information regarding the above apply to Newton H. Bowers, J.P., and the same will be cheerfully given.

Yours respectfully,
"READER."

## HARDWOOD LUMBER RATES.

OWEN SOUND, ONT., Dec. 24th, 1898.

Editor CANADA LUMBERMAN:

NOW that a demand for hardwood stock, in rough, for export, is springing up, the question of rates is of vital importance to the hardwood lumber manufacturer. For a number of years, for some unaccountable reason, the railway companies of Canada have made a discrimination against hardwood lumber, charging from one cent to two and one half cents per 100 lbs. more than for pine or basswood lumber. This discrimination has caused thousands of acres of beech and maple to be cut into cordwood in the counties of Grey and Bruce alone that would have gone largely into lumber if the railway people would only take a more just view of the equalization of rates When cut into cordwood it is carried in the same cars and largely to the same markets and over the same roads for just about one-half the rates they would get were the same trees made into lumber and carried on the same rates as pine. Then, again, in the manufacture of hardwood lumber, there is, on an average, 30 per cent. that runs to common and mill culls that it is difficult to sell for anything but firewood; but you can't ship it as such unless you cut it four feet or shorter in length. Neither can you load it up as cull lumber and ship it with pine or hemlock, without paying the additional charge made against hardwood lumber.

If the hardwood manufacturers were to take this matter up unitedly with the Canadian railway companies, I am sure they would ultimately succeed in getting this discrimination removed. There are no roads in the United States which make this most unjust discrimination. The writer would be pleased to hear from others of your readers who are interested in hardwood manufacture. Lack of time prevents me from pursuing this subject further, but I will at a later date take up the matter again. In the meantime, I will be glad to hear from other interested manufacturers on the subject.

Yours respectfully,
"HARDWOOD."

---

A well-known logger, in the person of Robert Law, died at Vancouver, B.C., last month. He had been handlogging on Thurlow island and had a boom ready. He went to Vancouver about December 1st, and stopped at the Terminus hotel, waiting for the arrival of the tug with the boom, but took ill and expired suddenly. He had been connected with logging operations for ten years, and was a native of London, Ont.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

PUBLISHED BY

The C. H. Mortimer Publishing Company of Toronto, Limited

CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the tr Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. it ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

## 1898-99.

THIS issue of the CANADA LUMBERMAN marks the incoming of another year, and suggests a few thoughts as to the conditions which have prevailed during the year which has just passed into history. Speaking from an international standpoint, the past twelve months have not witnessed that peace and harmony which is so much to be desired by all nations. The great Republic to the south felt called upon to take up arms to defend the freedom of a helpless people. Later the war cloud hovered over the European continent, and for a time a conflict between the mother country and France seemed certain. But at the close of the year the horizon brightened, and war seems to be a more remote condition, for which all should be thankfnl.

So far as Canada is concerned, the year has been a remarkable one in many respects. After a somewhat lengthened period of depression, it has marked the return of prosperity. There has been a substantial improvement in the commerce of the country, in the development of our natural resources, and a large increase in the number of industrial establishments—to the betterment of the people in general. The development of our mines, the greater number of buildings erected, the contemplated construction of railways, harbor improvements, pulp mills, all bear evidence that we have entered upon a new era of prosperity. The amount of British capital that is finding its way to this country for investment is an indication that our natural advantages are becoming known abroad. Following this will come the much desired increase in population.

The lumber trade has, in some degree, shared in the general improvement, although probably not in equal degree with other industries. Peculiar circumstances affecting the export trade, and which may not be experienced again for years to come, have precluded the full measure of benefit which would otherwise have come to the trade from the improved commercial conditions. One feature, however, particularly favorable to lumbermen is the increasing local demand, as a result of the establishment of a greater number of wood-working factories and of more extensive building operations. We believe that during the past year the consumption of lumber per capita by the population of Canada was larger than ever before. As our home consumption increases, we will become less dependent upon foreign markets.

It is with gratitude to our advertisers and readers that the publishers of this journal announce their participation in the general business improvement. During the year the CANADA LUMBERMAN has been accorded a liberal support, its circulation having been greatly extended in foreign countries, as well as in Canada. This we regard as a practical demonstration that our efforts to furnish the trade with a thoroughly reliable and up-to-date journal are appreciated. Throughout the present year our efforts will be unceasing to improve the standard of the journal, and to render it of greater value and assistance to the trade. To all our readers we extend a New Year's greeting, and trust that 1899 may be a year of continued prosperity.

## THE LUMBER TARIFF PROBLEM.

THE December number of the monthly edition of the CANADA LUMBERMAN has been received, and it is remarkable how quiet it is on the subject of the lumber tariff.—Mississippi Valley Lumberman.

Our contemporary is evidently non-plussed at our total indifference. We are glad that this same degree of indifference pervades the lumber trade of Canada and the country at large. In the words of a prominent lumberman, in speaking of the negotiations at Washington: "We will be content if they do nothing." Why should we be continually worrying over a matter after having definitely announced and acted upon our policy? Free logs for free lumber has been offered—nothing short of it will be accepted. If the United States objects to this method of equalizing conditions, then the prohibition of the export of logs will continue. It is not a question to be settled by the Dominion of Canada, but by the various conflicting interests in the United States.

Should the efforts of the Joint High Commission prove abortive, the other provincial governments will no doubt follow the example of Ontario and prohibit the export of pulp wood. Indeed, the authorities at Quebec are now believed to be considering this step. By cutting off the timber supply of the United States, and thus wiping out their export trade to a large extent, we will be enabled to place a much greater quantity of lumber and pulp in foreign markets. Public sentiment is strongly in favor of this course being adopted even in the event of free admission of our lumber to the United States. The feeling is against the building up of pulp and paper industries in the United States by means of Canadian raw material.

The Commission sitting at Washington has adjourned until January 5th. What has been offered by the representatives of the two countries as the basis of a reciprocity treaty is not definitely known, yet as to the lumber duties the reports are on certain points almost unanimous. The Canadian Commissioners have, it is said, been offered several modifications of the tariff, in the shape of the removal of the duty on the higher grades of lumber; the reduction of the duty to one dollar per thousand feet; or a sliding-scale arrangement, commencing with a reduction of 20 per cent. and eventuating in the entire removal of the duty at the end of five years. None of these concessions will be accepted by the Canadian Commissioners. Even were they disposed to agree to a settlement of the question on the lines of any of the above offers, there would still be found an insurmountable obstacle in the Ontario government. Hon. A. S. Hardy and his colleagues have spoken in unmistakable terms. They will permit the exportation of saw-logs only in consideration of the free entry into the United States of the forest products of Canada.

## VALUE OF LUMBER ASSOCIATIONS.

THE number of lumber associations in the United States, and their continuation from year to year, leads to the conclusion that they have proved beneficial to their members. Not only are there associations representing the different branches, such as the white pine, the yellow pine, and the hardwood manufacturers, wholesale and retail dealers, salesmen, etc., but the secretaries of these various lumber associations have also an organization of their own, the purpose of which is to discuss ways and means for executing their work in the most efficient manner. There can be no doubt that the meetings of these associations accomplish good results—they diffuse new ideas, broaden the minds of the members, promote social intercourse, and, in the end, oil the wheels of business.

That in Canada the movement towards organization has been so backward is not readily explainable. In an industry of the magnitude of that of lumber, there cannot but be questions which could be discussed with profit by associations formed to represent the different provinces and interests, to say nothing of the social advantages. Yet the only lumber manufacturers' association in existence in Canada to-day is the Lumbermen's Association of Ontario, which was revived into activity about eighteen months ago. We must not, however, overlook the Western Retail Lumbermen's Association of Manitoba, of which the manufacturers catering to that market are honorary members. An association once existed in New Brunswick, but as no meetings have been held for some years, it has probably become extinct.

A social society which has invaded Canada from the United States is the Hoo-Hoo order, composed of lumbermen and persons identified with the lumber trade. Two branches have been established, one at Vancouver, B. C., and

one at Winnipeg, Man. It is probable that an effort will be made to form others at various points in Canada, the success of which we would welcome as indicative of a growing disposition towards closer relations between persons having interests in common.

Probably the most urgent need of organization is among the spruce manufacturers of Quebec, New Brunswick and Nova Scotia. It should not be a difficult matter to form an association to conserve the interests of the lumber manufacturers of these provinces, situated, as they are, adjoining each other. The headquarters of the association might be in St. John, the most suitable place. Owing to its central location, members from all points could attend the meetings with but little expense or loss of time.

We hope that during the coming year the lumbermen of Canada will take steps in the direction of more complete organization, and that live associations may be formed representing every branch of the trade.

## EDITORIAL NOTES.

INFORMATION is now being collected for the annual review of the lumber trade to appear in the February number of THE LUMBERMAN. Blank forms have been sent to manufacturers throughout the Dominion, and we respectfully ask that they be returned to this office, with the required particulars, without delay. In addition to this, we would be pleased to receive from any of our readers statistics or general information which would assist us in the preparation of the review.

THE timber interests of Canada will learn with satisfaction that there is now a fair prospect of an early settlement of the chartering difficulty, referred to in our last issue. The Documentary Committee, by whom the charter party was drawn up, has submitted to the British Timber Trade Federation certain modifications in the Baltic charter, the amended form being a distinct improvement on that previously submitted. With a settlement of this charter, it is believed that no difficulty will be encountered in arranging amicably the Canadian document, more especially as the shipowners are now fully cognizant of the attitude of the timber trade in general.

REVERTING to our remarks in last issue anent the discrimination in freight rates against hardwoods, we find the Mississippi Valley Lumberman taking up the cudgels on behalf of the hardwood trade. It concludes its arguments for a rate on hardwoods similar to that on pine in the following words: "The car can be loaded to its maximum capacity better with hardwood than with pine. A car heavily loaded with hardwood is safer to haul than one heavily loaded with pine. The damage to hardwood in case of accident is usually less than that to pine. The greater value of the hardwood should not make the difference in the rate, for pine uppers may be worth more than hardwood uppers, and low grade hardwood may be worth less than average pine."

THE Dominion government is to be commended for the step it has taken to preserve forest areas in Manitoba and the Northwest Territory. This western country is largely a prairie region, and timber areas are therefore specially valuable. With proper attention it is possible, also, to make these reserves a source of revenue to the couutry. The town of Freudenstadt, in Germany, owns a forest of less than six thousand acres, which is said to produce a revenue sufficient to meet the annual expenditure of the town. The great Black Forest in Germany yields an annual net revenue varying from $2.50 to $10 per acre, and is a region unfit for cultivation in any other manner. Canada should profit by the experience of older countries.

IN common with all Canadians, we welcome the establishment of a new service of steamers between Canada and Great Britain. The points of destination are Paspebiac, at the mouth of the St. Lawrence river, in Quebec, and Milford Haven, in Pembrokeshire, England. It is claimed that a considerable saving both in time and distance, as compared with the Liverpool route, will be effected by this line. But perhaps the greatest advantage will be in the direction of providing the necessary shipping facilities for Canadian produce, the lack of which has in the past resulted in a large proportion of our products being exported to Great Britain by way of United States ports. In many instances, also, these products of Canada were credited to our neighbors. It is to be hoped that the promoters of the enterprise may be able to make it a financial success, and be encouraged to establish other similar services.

## HOW TO USE A LOG RULE OR SCALING STICK.

THE ordinary log scaler's rule is something of a puzzle to the beginner in its use, even when he knows just how to use the common board rule. A correspondent wants to know just how to use the rule; in other words, as near as I can make out, how to scale a log.

The log rule is usually a flat hickory stick 4 or 4½ feet long and about 1½ inches wide. It has two lines running lengthwise on each side, making three spaces in the width of the rule. On the head or lower end in these spaces are stamped, beginning on the left, the figures 12, 14, 16 on one side, and 18, 20, 22 on the other. These figures represent the lengths of logs to be scaled. There are rules for special purposes beginning with smaller numbers for shorter logs, and a few are made to order wider and with four or more spaces on each side. But the man who can not scale any length of log that was ever cut on a three-run, four-foot rule or stick has not learned his business.

Stamped on one edge of the rule is a regular four-foot rule in inches, usually beginning with eight inches, as that is supposed to be the smallest log ever scaled. The two flat faces of the rule are also marked across into one-inch spaces to correspond with the inch marks on the edge. In these spaces are stamped figures to represent the contents in board feet of a log of the diameter of the corresponding figures in inches on the edge and of the length of the figures on the head of the rule in the same space.

Now to scale a log, first get its diameter inside the bark at the top or smallest end, then get its length, then look in the column containing the length, in the space opposite the figures on the edge denoting the diameter you have found, and there you will find the amount. For instance, if the log is 14 feet long and 16 inches in diameter at the top end inside the bark, look along the edge of the rule to the figure 16 inches, then to the figures in the space indicated by 14 on the head of the rule, and the figures there found will give the contents in board measure. According to Doyle's rule this amount will be 126 feet. If the log is only 12 feet long and of the same diameter, the contents will be 108 feet, and if 16 feet long, 144 feet. The old Scribner rule gave these figures as 139, 119 and 159 respectively, for a 16-inch log 14, 12 or 16 feet long.

I would say the figures for diameter are usually stamped on both edges of the rule, and the figures for the length are usually also stamped across the top or handle end of the rule, as well as on the head. Some rules are also made with these figures denoting length with the lowest number, 12, on the right, but in scaling a good many million feet of logs I always used the other or right-handed rule. There are a lot of things a scaler must learn, but only by practice under a good instructor. If the log is crooked, he must get his diameter between two straight lines, drawn by the eye so as to leave out the crook; in other words, straighten the log. If the heart is defective, its proportion to the total bulk of the log must be thrown off, either in making the diameter or from the total contents; the former is preferable for reasons to follow. Other defects must also be measured out.

In practice, except when buying a few logs at a time which one may want to figure on the spot as a matter of convenience, the scaler makes little or no use of the scale on the face of his rule. Instead, he has a tally book in which he simply tallies each log in the column denoting its length at the top and opposite the figures in the margin denoting the diameter. When his day's work or job is done, all he has to do is to multiply the number of feet in a log of a given size and length by the number of tallies set against it and add the totals. He thus saves a lot of unnecessary figures and besides has a complete record of every size and length of log in the lot, which is often of great moment in determining their value. Scribner's tables as now published use only the Doyle rule, having practically discarded the old Scribner rule, as the latter was never a favorite with log buyers.

In scaling logs of other lengths, those below 12 feet are measured at one-half or the proper fraction of one of the lengths given. For instance, a 10-foot log is measured for one-half a 20-foot, and so on. 12, 14 and 16 are considered the standard lengths, and all logs over 22 feet are measured as though cut into standard lengths, "raising the scale," or in other words increasing the diameter one inch for every standard length made from the top down. A 24-foot log 12 inches in diameter at the top is scaled as if cut into two 12 foot logs, calling the butt log one inch larger than the top one, or 13 inches, to allow for supposed taper. A 30-foot 12-inch log is scaled as one 16-foot 12-inch and one 14-foot 13-inch, always making the top log the longer one where the division can not be made even, remembering that all logs are measured in even feet unless otherwise agreed on in the contract. But there are long logs that have so little taper that it would not be fair to "raise the scale," and that is a question for the good judgment of the scaler.

These and other questions should naturally suggest themselves to him with experience. He should remember that but few logs are actually round, generally having one short diameter, which is the one to take.—O. S. Whitmore, in The Wood-Worker.

WHEN in Owen Sound recently I dropped into the office of the North American Bent Chair Company, and was surprised to learn that notwithstanding that their large new factory was erected about two years ago, they have in contemplation the building of an addition. This is necessitated by their rapidly increasing trade both at home and abroad. Their principal foreign markets are Australia and England. I am informed that the company have oponed a branch at 447 Kent street, Sydney, Australia, which will be managed by Mr. L. O. Banting, who lately left Owen Sound for his new field of labor. In the manufacture of chairs the North American Bent Chair Company consume a large quantity of hardwood lumber, of elm, birch, beech, maple and oak. Hemlock and basswood are used for packing the chairs for foreign trade. Last year over three million feet of hardwood logs were manufactured into chairs, and in 1899 four million feet are expected to be required.

* * *

IN certain ancient hardwood districts of Ontario the timber has become almost exhausted. Mills that once were overstocked with logs are being removed to new locations where the primeval forests are still untouched. Take, for example, the Owen Sound and Wiarton district. No such quantity of hardwoods as once existed can now be found. But it is surprising how long after the supply is believed to have become exhausted some of these localities continue to rank as lumber producing. This question I discussed with an Owen Sound hardwood man, who gave as a reason that the older men, imbued with the necessity of making provision for coming generations, were husbanding their timber. "As they die off," he remarked, "the sons, less mindful of the interest of their successors, place the timber upon the market. I know of just such lots of hardwoods at the present time. Ten years ago, when we were taking out logs of 45 feet average, we could see but one or two year's supply, yet to-day we are still cutting timber of that size." Another mill man with whom I conversed remarked that some persons owning a little timber refused to sell, on the ground that prices would be much higher in years to come. From a financial point of view he thought they were making a mistake. "They will find," he said, "that the quantity obtainable in the locality is so small that dealers will not handle it. That is what has actually happened in the case of cherry, walnut and other scarce woods. Unless you have a considerable supply you can't find a market for it."

* * *

I NOTICE in the Timberman an item of special interest to Canadian exporters. Its English correspondent says: Some time ago in these notes I mentioned that a firm (The M. Timber Co. of Canada) had started business on this side for the purpose of supplying the chair trade of this country (which has its centre at High Wycombe) with partly converted "stuff," i.e., tops, bottoms, rails, etc., of chairs. The success that has attended the operations of this concern has induced one of the leading chair manufacturers of High Wycombe to go into the business on his own account and import direct. I refer to Messrs. R. Howland & Co., and I recently gathered from Mr. R. Howland, jr., who has negotiated the business, what the intentions of his firm are. Mr. Howland has appointed an agent in Canada who will look after his firm's interest exclusively, and besides utilizing the ready-made articles in their own business, his firm contemplates placing the stuff on the local market. It is hoped that the use of same will mean a good deal to the Wycombe manufacturers, and will enable them to keep their hold on trade that seems inclined to drift away from the town; provided, of course, that satisfactory terms can be arranged with the shipping and railway companies in the matter of freight. Anyhow, Mr. Howland has placed orders to the extent of £8,000 for goods to be delivered during 1899, and if the venture proves successful (as there is every prospect of its doing), a still larger business will doubtless be done in the future, which should be fraught with good to all concerned on both sides of the Atlantic.

* * *

EVERYONE knows C. Beck, of Penetang, he who figured so prominently in the movement to have embodied in the Ontario laws the manufacturing clause which is now causing the Michigan lumbermen so much anxiety. When on one of his frequent visits to Toronto last month he was captured by one of the invincible representatives of the daily press. On the lumber question he said: "As far as the lumbermen of Ontario, and especially of the Georgian Bay, are concerned, it is immaterial to them whether we get free lumber or not. As I understand free lumber, it means the free exportation of logs which is now prohibited. Although the Americans no doubt have large quantities of southern pine, in many cases it will not fill the requirements of our white pine. Minnesota and Wisconsin pine are too far away from the eastern market, and, besides, the timber of that region is not so good as our Canadian pine. Therefore, I think it would be to the interest of Ontario if the present arrangements were maintained by our local government. The shortage in the eastern market that would be caused by the stoppage of the export of our logs to Michigan would cause an advance in the price of our lumber, and the consumers would have to pay the advanced price, and we would, besides, have the manufacturing of the whole of our Ontario pine. The present arrangement is a great benefit to the province at large, and in my opinion it would be better for Ontario not to get free lumber. As free lumber would mean free logs, that is where the Georgian Bay millmen and the country would lose. I would not, however, object to free trade in lumber, if that could not be done; I would not feel contented to have a half measure, that is to say, to have the duty reduced to one dollar and give the Americans free logs. If the arrangement fails in regard to the lumber question, all I would ask and expect of our government would be to put a duty on the American lumber equal to their duty now on ours."

## HELPFUL IN BUSINESS.

A COPY of this issue of THE CANADA LUMBERMAN will fall into the hands of a number of persons interested in lumbering and allied industries who are not regular readers of the journal. From these we respectfully solicit their authority to add their names to our already large number of readers, believing that they will find THE LUMBERMAN of interest and value in their business. The nominal sum of one dollar per year covers the subscription price of both the weekly and monthly editions. Begin the new year by investing one dollar for 52 issues of THE LUMBERMAN.

## TWO CIRCULAR SAWS.

THERE is a noticeable difference in the tension of high-speed circulars. Saw-makers, like filers, differ in opinion on this point. Take, for instance, a 60 inch saw running 800 revolutions per minute. One saw-maker will send you a saw that can hardly be pulled through at the eye, while another will send a saw that will pull through much easier, while both saws have the same amount of tension, writes "Foreman" in the Wood-Worker. This looks contradictory to the average filer, indicating that one saw is too open while the other is not open enough. Keep in mind that both saws have the same amount of tension, but in different places. The first saw has the tension nearer the eye, while in the latter it is nearer the rim. These are not extreme cases.

Both saws will run fairly well. The first (which we will call No. 1) is the best saw and will give the best satisfaction, for several reasons. I have seen extreme cases of No. 2, where the filer and sawyer would declare such a saw would not run, yet it ran fairly well. The conclusion was, it was a "hard" saw, as it ran with "less" tension, while No. 1 would be considered a "soft" saw, requiring more tension.

Some filers in fast mills do not seem to understand this difference in saws when they are of the same temper. Take a saw while standing on edge and dish it back and forth. Notice carefully at right angles to its support and you will see that with saw No. 1 the stationary line will be fully 12 inches from rim, while in No. 2 it will be as close as six or seven inches to rim, showing that the latter has tension much nearer the rim. A talk with filers on this subject will surprise one. The majority claim that tension must be this near the rim for high speed, yet, as stated, saw No. 1, which is more open, is the best running saw. It will slab much better than No. 2.

I do not mean that the most open saws are always the best. There is a limit, and when it is passed the result is a broken saw at the eye. Some "experts" claim to be able to run a 56 inch saw at 800, with but little tension, on heavy feed, with plenty of power. A Texas filer runs a saw so open that it will come down to the floor before the centre will go through. Which is right? The filer who runs a saw with little tension at high speed has trouble and his saws run badly. He is compelled to hammer more than is necessary, for, as the wheel cuts down into the throat, the tension is removed.

Saw No. 1 requires but little tensioning after gumming. It is understood that we are now treating new saws as they come from the shop. Saw No. 1, as stated, gives the best results. I know of a saw firm that sends all its saws out hammered like No. 1; they all give satisfaction and do not break at the eye, unless some "expert" gets his "segment" hammering in on them. This saw is so tensioned that the average filer can wear it out in medium mills without getting "stuck." When it needs tension, opening it up a little about half way from rim to eye gives it the right amount.

Another firm sends out saw No. 2, as stated. It goes fairly well on the start, but the first heavy grinding causes a change, and presently it must be hammered. By this time it is accepted and paid for. If the right man hammers this saw all is well; if not there is trouble and lots of it. To open it up half way, as may be done with No. 1, will give only temporary relief; the saw will let down sooner than before. It may now be opened up at this place as open as No. 1, yet it will not take a slab well and will run off badly.

Along comes a man and applies his "infallible" rule and hammers it from rim right down to the eye. After a half day's hard work the saw goes very well. This man goes to the next mill and finds No. 1. It also needs hammering. He applies this "infallible" rule. The saw works very well, but presently this saw is broken. No one thinks it the filer's fault, as he had improved the saw and had it running nicely. The sawyer accounts for it. "The saw suddenly dodged out of the cut a little, and 'pop' it went."

As a rule, a 60-inch saw, properly hammered, should lean to almost a 45 degree position before the centre will drop through, though this is according to the power and feed. If it is driven up to 12-inch feed in hard pine, it should lean fully 45 degrees before the centre drops. A saw may be more open than this and run well, yet it is not as nearly perfect as it can be made. As stated, in extreme opening there is danger of a broken saw.

A filer may be deceived in saw No. 2 and conclude that it needs more tension. Opening it up a little makes it run worse. The only remedy is to let out the tension and then put it back near the collar. Saw-makers tell us to keep away from the collar. Generally speaking they are right, for it is an easy matter to do too much there, and then a lot of skilled work is required to get the saw right.

The British Columbia Mills, Timber and Trading Company have decided to rebuild their saw-mill at Vancouver, B.C. According to the present contracts part of the new mill will be completed by April, which will enable the company to resume its shipping business from that date while the remainder of the work is being completed. When the entire mill is finished it will have a capacity of 200,000 feet per day of ten hours. The William Hamilton Manufacturing Company, of Peterboro', Ont., will supply the machinery.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.*

VOL. IV. TORONTO, ONT., DECEMBER 28, 1898 No. 49



**CANADA LUMBERMAN**

PUBLISHED BY

**The C. H. Mortimer Publishing Co'y of Toronto, Limited**

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING,
MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.



LUMBERMAN'S

VEST-POCKET

INSPECTION BOOK

Containing Rules for the Inspection and Measuring of Pine and Hardwood Lumber in the leading markets of Canada and the United States. Embracing also many useful tables and calculations of everyday service to lumbermen.

*Prepared by the Editor of the "Canada Lumberman."*

Toronto, Canada
C. H. MORTIMER, Publisher
1895

THE above is a fac smilie of the title page of the latest and most complete Lumber and Inspection Book published.

We shall be pleased to send you a copy on receipt of four 3 cent Canadian postage stamps

THE CANADA LUMBERMAN,
*Toronto, Canada*


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type; 12 lines make one inch. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

WANTED—12 x 12-30 feet White Pine Timber. THOS. MYLES' SONS, Hamilton, Ont.

**LUMBER WANTED.**

BASSWOOD, 500,000 FEET ONE INCH STUFF. TAYLOR, SCOTT & Co., Toronto.

BASSWOOD WANTED.

FOR IMMEDIATE SHIPMENT, AIR DRIED, 1", 1⅛" and 2" thick plump, square edge, rough, 12' long, 10⅞ 10' long. The 2" Bass could be round edges, random widths and lengths. "WHOLESALE LUMBER," Box 862, Bangor, Maine.

WANTED.

ROCK MAPLE BLOCKS FOR MANGLE ROLlers, car lots, sizes 26 in. x 6½ in, 22 in. x 6½ in., 26 in. x 5¾ in., and 22 in. x 5¾ in., first quality. State lowest prices loaded on cars, railway station; immediate delivery; state quantity.

BOX 222, CANADA LUMBERMAN.

FOR SALE.

SAW MILL COMPLETE, CAPACITY 25 TO 30 M. ft per day, with three block carriage, 60-inch saw mandrill and pu leys, double edger, trimmer and slash tab'e, log jack, with about 150 feet chain, 40 h.p. engine, 50 h.p. boiler, pulleys and belting, 3 lumber cars, 2 carts and a quantity of boom chain, all in good order. Apply, Box 68, Allandale.

**ENGINE FOR SALE.**

ONE HEAVY DUTY HIGH SPEED ARMINGton & Sims pattern Automatic Cut-off Engine, cylinder 19 in. diameter, stroke 30 in., 6 in. steam connection. This engine is capable of 200 horse power at 120 revolutions per minute; it is in good working order, and has been replaced by a heavier engine of greater capacity. For further particulars apply at once to the GUTTA PERCHA & RUBBER MANUFACTURING CO. of Toronto, Limited, 61-63 Front street west, Toronto.

### CURRENT TRADE CONDITIONS.

ONTARIO.

A slackening of the demand for lumber is permitting the trade to give the necessary attention to balancing up the business of the year and arranging plans for next season's operations. We believe the year 1898 has, in general, shown some improvement over its predecessor, although but few reports have as yet been received. One point, however, on which there is little doubt, and which is encouraging to the trade, is that the quantity of low grade pine in the hands of manufacturers is comparatively small. Even mill culls are not in heavy stock, and the price thereof is higher than it has been for some years. It is also true that for the last two years several of the mills in Ontario have not been in operation, and consequently the stock of lumber in the yards has been considerably reduced, if not cleaned out entirely. The shingle market is also strong and the supply light. The outlook at the close of the year, therefore, is not the darkest, more especially as there is a good prospect of a continuation of active building operations in 1899. Hardwoods continue to be sought after, all classes being in demand. No better indication of the scarcity of these woods can be found than the number of enquiries received at the office of this journal for stock of different kinds. There appears to be a desire to contract with mill men for their cut, evidently to ensure securing the necessary lumber for requirements.

MANITOBA AND BRITISH COLUMBIA.

Building operations are still being proceeded with in Manitoba, the Northwest, and British Columbia, and consequently some lumber is moving from retail yards. More than usual activity marks the closing days of a successful year, so far as the lumber trade is concerned. The outlook for next season is also promising. The improved condition of the west is attracting capital, and a number of new enterprises are likely to take definite shape in the spring, to the benefit of lumber manufacturers and dealers. An effort has been made on the Pacific coast to advance prices to a profitable basis, and at a recent conference of mill men $9 was decided upon as the figure for standard lengths, while $9.50 was suggested as the price of overlengths. Local trade is good, and the foreign demand is improving.

UNITED STATES.

The demand in the United States for lumber is much better than in December last year, and the tendency of the market is upwards. The east has recovered of late in an almost surprising degree, and the year will close with a satisfactory volume of trade to its credit. One feature of much significance is the demand for low grade boards in almost all kinds of lumber, but particularly in pine. This is due, in a measure, to the activity in box making. It is believed that the box requirement will continue for a year at least, so that there is no prospect that the demand will diminish in the near future. At the head of the lakes lumber is well sold out, and No. 3 and No. 4 boards have advanced in price. At Buffalo and Tonawanda dealers are closing the year in good spirits. There is a scarcity of box lumber, some grades of barn boards, and nothing is in full supply except cutting-up stock. Advanced prices are looked for before many weeks, or at least as soon as the spring trade commences to move. In New York, although the movement of stock is light, prospects are quite encouraging, and the market is firm. This is also the outlook at Pittsburg. The consumption of hardwoods is very large throughout the United States in the manufacture of agricultural implements, wagons, furniture, etc., and at the close of the year the situation is very strong. Perhaps the most activity is in the Eastern States, where there has been an industrial revival since the close of the Cuban war. Advanced prices for all the hardwoods are being obtained, and with dealers it is more a question of securing the dry stock than of getting orders. Basswood has taken on increased strength of late.

FOREIGN.

At the recent auction sales of wood goods in Great Britain there has been exhibited perhaps more than the usual eagerness to secure stock, and consequently the tone of the market is firm. All the wood-consuming industries have large orders on hand, although some of them are closed down for the holiday period. Shipbuilding on the Clyde is active, and deals landed by the steamers from Canada have been disposed of ex quay. In another column are given the results of a sale held by Churchill & Sim. In some instances the lumber was of inferior quality, which accounts for a slight depreciation in prices. In general, there has been a decided advance in spruce deals, and a tendency to strengthening of prices in the case of pine deals and some other lumber. Buying for next year is progressing as favorably as could be expected, and after the turn of the year more buoyancy is anticipated. The reports from other foreign markets tell of a quiet demand.

### STOCKS AND PRICES.

W. Cook and R. Oliver are taking out ties on Bedford Island, near Little Current, Ont.

William Hone, of Topping, Ont., has purchased 50 acres of timber land in the township of Stanley, Huron county.

L. P. Hovey is getting out 1,500,000 feet of spruce in Compton county, Quebec, for the Turner Falls Lumber Co.

Joseph Dobson, of Stoney Creek, N.B., is lumbering at Lower Hillsboro', and expects to get out 600,000 feet of deals.

Messrs. DeCew & Sons, who have purchased the Thornton stave factory at Fenelon Falls, Ont., are buying large quantities of elm logs.

Messrs. Turner and Coleman, of Euphemia township, Lambton county, have sold the elm timber on their farms to Wideman & Co., obtaining therefor $1,220 and $750 respectively.

The Rat Portage Lumber Company is said to have purchased all the lumber of

the Graham, Horne & Co. estate at Fort William, Ont. Mr. Graham has been appointed local manager.

J. Davidson, of Ashland, Wis., has closed a contract to cut 4,000,000 feet of logs for Mr. McCaul, the waney board operator.

The Dock Department of New York city opened bids last week for 1,643,872 feet of yellow pine, and awarded the contract to Cooney, Eckstein & Co., at $15.93 per thousand feet, delivered.

The tug St. Clair arrived at the Brunette saw mills, New Westminster, B.C., recently, with 733,000 feet of logs. This is the largest raft of logs which has ever been received at the Brunette mills.

It is estimated that at least 3,500 men are working in the woods on the Kennebec waters, and that the season's cut, including saw logs and pulp wood, will reach 100,000,000 feet, against 97,000,000 feet last year.

Cockburn & Son, of Sturgeon Falls, Ont., have contracted with the Sturgeon Falls Pulp Co. to take out a large quantity of pulp wood. They will cut 5,000 cords this winter, and 10,000 cords in each of the two succeeding years.

Next to Chicago, Cleveland has been the largest buyer of coarse white pine stock along the chain of great lakes. The present holdings are believed to be fully 25 per cent. above those of one year ago, or in the neighborhood of 125,000,000 feet.

New York dealers report having received enquiries for a considerable quantity of box shooks required in Argentina, Brazil, the British West Indies, and Porto Rico. It is estimated that from 15 to 18 car loads will be required immediately.

At Manistee, Mich., prices on hemlock are especially good. There has recently been experienced a considerable growth in demand for hemlock in the northwestern states, no doubt due, in a measure, to the comparatively high price of Norway and white pine dimension.

John Connelly, of Lake Bennett, B. C., will apply to the Chief Commissioner of Lands and Works for a license to cut timber on 960 acres of land situated on the bank of Pine creek, in British Columbia. Oliver Rolston will also apply for permission to cut timber on a similar berth.

There were received at North Tonawanda, N.Y., during the year now closing 349,463,600 feet of lumber and 60,674,500 shingles. In 1897 the receipts were 415,114,450 feet of lumber and 46,501,200 shingles. At Tonawanda there were received 119,653,878 feet of lumber in 1898 and 169,722,000 feet in 1897.

Eastern buyers have lately purchased some stock at Menominee, Mich., to be shipped by rail. One firm sold 500,000 feet of green mill culls, to go to Chicago, at the price of $7.50 on cars. The box manufacturers are buying up all the lumber in the market that can be used in their business, which will practically clean up all the No. 3 and No. 4 boards.

It is stated that never in its history has there been such a boom in hardwood lumber in Michigan. Ash, oak, elm, basswood and soft maple are from $2 to $5 a thousand higher than they were two years ago. The sale of 40,000 feet of basswood was recently made at Saginaw at $17, whereas two years ago not more than $13 could have been obtained for the same stock. Another sale of 85,000 feet of hardwood is noted at advanced prices.

The Assiniboine Lumber Co., of Brandon, Man., have sent a large gang of men to their timber limit on the Saskatchewan river. The company have this year put in a portable mill, with which they will cut the timber in the locality where it is felled. The ties will be floated down the Saskatchewan river to Minnedosa and there loaded on cars. The Shell river cut of timber will be floated down the Assiniboine river to the saw mill at Brandon.

The lumber market at Boston has gained strength, owing to an understanding which has been reached by the spruce manufacturers in the matter of quotations. There is now a fair profit on such sales as are being made, and the prospects are considered favorable for a better trade next year. Plans have been prepared for a number of buildings to be erected in the city and suburbs during the next twelve months, and throughout the factory cities and towns of New England there is considerable industrial activity.

According to the Northwestern Lumberman, there were received at Michigan ports during 1898 246,090,441 feet of Canadian logs, as follows: Saginaw river, 155,000,000 feet; Detroit, 10,000,000 feet; East Tawas, 9,800,000 feet; Alpena, 17,500,000 feet; Cheboygan, 46,700,000 feet; total, 238,800,000 feet. A comparison of the logs rafted from Canada shows the following: 1893, 184,500,000 feet; 1894, 301,000,000 feet; 1895, 279,229,943 feet; 1896, 279,388,654 feet; 1897, 252,344,532 feet; 1898, 238,843,024 feet.

## SALE OF CANADIAN LUMBER.

At a recent auction sale held by Messrs. Churchill & Sim, at London, Eng., Canadian lumber of the dimensions given below sold as follows:

PINE.—Ex Milwaukee, from Quebec—6-13 ft., 3 x 6 in. 1st bright white pine, £14 15s; 6-13 ft., 3 x 5, £14 15s; 7-13 ft., 3 x 4, £13 10s and £13 5s; 6-16 ft. 3 x 6 4th bright white pine, £5 5s and £5 10s; 6-16 ft., 3 x 5, £5; 6-16 ft., 3 x 4, £6; 6-16 ft., 3 x 4-6, £5 5s; 6-13 ft., 3 x 4-6 1st white pine, £5; 6-16 ft., 3 x 6 4th white pine, £5. Ex Marino, from Quebec—6-8 ft., 3 x 10 1st bright white pine, £14 5s; 6-8 ft., 3 x 9, £14 10s; 6-8 ft., 3 x 8, £13 15s; 6-8 ft., 3 x 7, £13 15s. Ex Yola, from Quebec—10-11 ft, 3 x 11 1st bright white pine, £19 15s; 9 ft., 3 x 11, £16; 9-13 ft., 3 x 12-20, £17 5s; 9-11 ft., 3 x 9-10, £13; 9 ft., 3 x 7 and 8, £11 10s; 8 ft., 3 x 11-21, £15 10s; 6 ft., 3 x 11-27, £10 15s; 6 ft. 3 x 5-10, £9. Ex Progressist, from Quebec—12-16 ft., 3 x 12-28 2nd bright white pine, £14 5s; 9-11 ft., 3 x 12-25, £13; 10 ft., 3 x 12-26, £12 15s; 9-16 ft., 3 x 11, £13 15s; 16 ft., 3 x 10, £11 5s; 12 ft., 3 x 10, £11; 12-16 ft., 3 x 7-9, £10; 6-11 ft., 3 x 7-22, £10 5s. Ex Montezuma, from Quebec—16 ft., 3 x 11 3rd white pine, £7 10s; 12-16 ft., 3 x 11, £7 10s; 6 ft., 3 x 6 1st white pine, £12 10s; 6 ft., 3 x 5, £12 10s; 6 ft., 3 x 4, £12 5s. Ex Lokoja, from Quebec—12-16 ft., 2 x 12 1st white pine, £19 10s; 12-16 ft., 1½ x 12, £19 and £18 15s; 12-15 ft., 1 x 12, £17 10s; 11-13 ft., 1 x 12, £17 5s. Ex Hazelmoor, from Quebec—12 ft., 3 x 11 in. 1st white pine, £18; 13 ft., 3 x 11, £18 and £17 10s; 13 ft., 3 x 9, £17 10s.

SPRUCE.—Ex Progressist, from Quebec—12 ft., 3 x 9 2nd spruce, £7 10s; 11-16 ft., 3 x 9, £7 5s; 12 ft., 3 x 10 3rd quality, £6 15s. Ex Cameo, from Quebec—13-16 ft., 1¼ x 9 2nd quality, £8 15s; 14-16 ft., 1 x 9, £8 15s. Ex Madura, from Saguenay—5-8 ft., 3 x 8 and 11 in. 1st, 2nd and 3rd quality, £6 15s; 4-8 ft., 3 x 9, £6. Ex Turania, from Quebec—13 ft., 3 x 9 in. 2nd quality, £7 10s and £7 5s; 12 ft., 3 x 9, £7 10s. Ex Chatfield, from Quebec—11-17 ft., 4 x 8 unassorted white, £6 5s. Ex Kirriemuir, from Quebec—13 ft., 3 x 9 bright white spruce, £5 10s; 11 ft., 3 x 9, £5 10s; 10-16 ft., 2 x 8 and 9, £5 5s. Ex Cheronea, from St. John, N.B.—12-16 ft., 3 x 11 1st, 2nd and 3rd quality, £6 5s.

## SPRUCE VS. WHITEWOOD.

The West Hartlepool correspondent of the Timber News, of Liverpool, Eng., thus refers to the competition between spruce and whitewood: "Prices are well maintained, and whitewood is, if anything, a little firmer, though the arrival of another spruce cargo may have a slightly depressing effect. This is the fourth or fifth cargo of spruce imported here during the present season, and there are now fair stocks in the port. We expressed the opinion at the beginning of the year that the question as to whether spruce would find a ready market in this district depended very much upon the quality of the spruce brought in, and now that we have seen what it is like and can report that, though the quality has varied a good deal, the goods, on the whole, have presented a fairly attractive appearance, we can only say the question is still a very doubtful one. The opinion expressed by consumers is by no means unanimous; but, so far as we can gather, if dressed goods are required, whitewood is much preferred. The fact remains, however, that in quoting for whitewood, the strong competition of spruce has had to be taken into consideration, and this has not tended to strengthen the position of whitewood."

## THE BARBADOS MARKET.

Recent circulars to hand review the Barbados lumber market as follows:

WHITE PINE.—There have been several arrivals during the fortnight; the Grace Rice from Liverpool with 107 M shipping and 35 M 2nd quality, was sold for St. Vincent. On 28th November we had the Oasis, from Shelburne, with 56 M shipping, 11 M 2nd quality, which we placed locally at $22.16 and $16.30 respectively, and on the following day the Trader arrived from same port with 94 M shipping, which we sent on in vessel to Trinidad. On 5th inst. the Arthur V. S. Woodruff arrived from Calais, Me., with a small lot of 20 M ft. 2nd quality (cargo principally shingles), which was of very inferior quality, and was sold at $10.16 with all faults. We have since had the Alma and Eva May, both from Port Williams, N. S.; former had 85 M shipping and 58 M 2nd quality, which we placed at $22.26 and $16.30 respectively, and latter 98 M shipping and 54 M 2nd quality, which we have sold at $22.30 and $16.30 respectively. Dealers are all now fairly supplied, and as demand is beginning to slacken, will hardly continue increasing their stocks at these rates.

SPRUCE.—The only arrival of boards is a small lot of 38 M shipping, and 8 M. 2nd quality by the Alma, which we placed at $18 and $14 respectively. The Woodruff had 25 M scantling, which we sold at $16.26, with all faults. The demand for spruce boards generally sets in about this or next month.

SHINGLES.—Cedar—Gaspe, last sale at $5.54; spruce laying, $2.25; cedar laying, $2.76½; cypress, $8.50 and $6.50 for 6-inch hearts and saps, ex Cora.

## CONDITIONS IN BRITISH COLUMBIA.

A recent issue of the News-Advertiser, of Vancouver, B.C., contains the following: Mr. W. A. Ward has just returned from San Francisco, where he attended a conference of lubmermen, at which the majority of the mills agreed to maintain a price of $9. The Chemainus mills, however, stayed out of the arrangement. The advance from $8 to $9 per M for a 12.26 log, which was made the standard length, with $9.50 for overlength, was probably made on account of the large number of orders on hand and the anticipated demands of China and Siberia. Mr. Ward is of the opinion that some action should be taken by the Government to have the pilotage charges and the consequent extra charges of the American tugs in bringing shipping here reduced, as this greatly handicaps the British Columbia mills. The American lumber carriers now ask 1s 3d extra to take a cargo at a British Columbia port as compared with the Sound, and in this they were upheld by the conference. The representatives of the British Columbia mills held that they are entitled to a differential, and the conference finally resolved to allow the British Columbia mills the 1s 3d, or to put them on an equal standing with Puget Sound in regard to charges. Mr. Ward says the Americans, knowing that the British hold of the carrying trade of the Atlantic is secure, are fighting strenuously for the commerce of the Pacific. Shipping charges, wrecking and coasting laws, are still framed to give the American shipping the fullest advantage. Ships are everywhere being put under their flag and trade is being created for them. The great encouragement given the American mercantile marine is rapidly building it up, and Canada must move speedily to protect her interests in the Pacific.

The president of the United States has issued an executive order fixing the customs tariff for the island of Cuba, to go into effect January 1st, 1899. The lumber schedule shows that the duty on boards, deals, rafters, beams, round wood and timber for ship-building is 40 cents per cubic meter, equal to 94⅓ cents per thousand feet board measure. It is expected that there will be much activity in house building in Cuba, and that a considerable quantity of lumber will be required for that purpose.

Attention is directed to the changes and additions in the lumber freight rates of the Canadian Pacific Railway, as published on the third page.


**FOR SALE.**

IF YOU WANT HARDWOOD LUMBER, TELEgraph Poles, Cedar Posts, Cedar Poles, or Railroad Ties, write to WM. FOSTER, Lumber and Commission Merchant, Owen Sound, Ont.

**VANCEBORO MFG. CO.** Manufacturers and Wholesalers of . . . Long and Short LUMBER and HARDWOOD INTERIOR and EXTERIOR FINISH WOOD TURNINGS and NOVELTIES. Chas. B. Treat, Treas. ENFIELD, MAINE. Correspondence Invited. Estimates Furnished.

**WANTED**

Black Ash, all thicknesses.
1-inch Red Oak.
Inch Butternut, Mill Run.
Hard Maple, all thicknesses.
State quantity and price.
JAS. G. CANE & CO., 35 Adelaide St. E., Toronto, Ont.

**Sieveking, Podmore & Co.**
**WOOD AGENTS**
7 CROSBY SQUARE, LONDON, ENG.
Cable Address: "Sieveking," London. Branch at LIVERPOOL.

**HESSLER & CO.**
**Wood Agents**
West Hartlepool and Hull, ENGLAND
Cable Address: "Hessler," West Hartlepool.

**H. D. WIGGIN** 89 STATE ST., BOSTON, MASS.
will inspect at mill and PAY CASH for
**LOG RUN**
Elm, Ash, Bass and other Hardwoods
CORRESPONDENCE SOLICITED.

JOHN MCKERGOW, President. W. K. GRAFFTEY, Managing Director.
**THE MONTREAL LUMBER CO.** (Limited.)
**WHOLESALE LUMBER**
OTTAWA PINE A SPECIALTY
Office and Yard: 208 Guy Street, Bell Telephone 8576. MONTREAL

**ORILLIA EXPORT LUMBER CO.**
ORILLIA, ONT.
Wholesale Pine and Hardwood
**Lumber Dealers**
*Cabinet Woods, Including Mahogany, A Specialty.*
CORRESPONDENCE INVITED QUOTATIONS GIVEN

BUYERS OF
**WHITE PINE AND HARDWOOD**

CORRESPONDENCE SOLICITED.

**Do You Use Mahogany?**
If so don't buy until you have seen or inquired about our now famous . .
**TABASCO MAHOGANY**
Finest figured wood on the market; is hard and takes elegant finish. Brings highest prices in Europe, but we sell here about same prices as ordinary mahogany. Specially adapted for fine cabinet and interior finish . . . . . .
LAWRENCE & WIGGIN
Importers and Manufacturers BOSTON, MASS.

## LUMBER FREIGHT RATES.

CANADA ATLANTIC RAILWAY.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa, Rockland, Hawkesbury and intermediate points to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse, $2.20 per M ft, (3,000 lbs. and under per M ft.); Ottawa to Montreal, 5; Quebec, 10; Arnprior to Montreal, 7; Quebec, 12 cts. per 100 lbs. Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. Arnprior to New York, track delivery 17 cts. per 100 lbs., lightered 19 cts. per 100 lbs. Parry Sound, track, 20 cents, lightered, 22 cents per 100 lbs.; Ottawa, Rockland and Hawkesbury to Boston and common points, local 15c.; exports 13c. per 100 lbs.; Arnprior to Boston and common points, local 17 cents; export 15 cts. per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cts. per 100 lbs.; Ottawa, Rockland and Hawkesbury to Portland, &c., 15 cts.; Arnprior to Portland, 17 cts.; Ottawa to Burlington, 6c. per 100 lbs.; Ottawa to Albany, 10 cts. per 100 lbs.; Arnprior to Albany, 12 cts. per 100 lbs.; Parry Sound to Albany, 17 cts. per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N.Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 21 cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft.; the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

GRAND TRUNK RAILWAY.

Lumber freight rates for pine on the Grand Trunk Railway, according to the tariff issued 15th February, 1897, will be found below. General instructions in shipping by Grand Trunk are embodied in these words in the schedule: Minimum weight 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination. For instance, the rates from Orillia to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Gravenhurst to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, and the rates from Hanover or Hepworth would not be higher than from Wiarton to the same destination, but in no case are higher rates to be charged than as per mileage table published on page 15 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale Sundridge and South River, to Toronto, 8c.; Trout Creek, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 10c. The rates on hardwoods average about from 1c. per 100 lbs. higher than on pine and softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On spruce and balsam (partly seasoned) for pulp manufacture, the rate from Longford, Wiarton, Penetang, Coldwater, Waubaushene, Victoria Harbor, Haliburton, Kinmount, etc., to Toronto, is $2.20 per cord; and to Merriton and Thorold, $2.60; Katrine, Callendar, North Bay, etc., to same points, $2.45 and $2.60 respectively; Beeton, Allandale, Orillia, etc., $2 20 and $2.60. On green spruce and balsam the rate is 25 per cent. higher.

CANADIAN PACIFIC RAILWAY.

The rates at present in effect on the Canadian Pacific Railway to Toronto and Hamilton are as follows: Pine and soft woods from Klock, Mattawa, Bonfield, North Bay, Sturgeon Falls, Cache Bay and Warren, 9 cents; from Sudbury Jct., Rayside and Chelmsford, 10 cents; from Cartier and Geneva Lake, 10½ cents; from Biscotasing, White Fish, Massey, Cutler, Spragge and Algoma, 12 cents per 100 lbs. The rates on hardwood are one cent per 100 lbs. higher than those on pine. From Ottawa, Hull, Aylmer and Dechenes Mills, also Arnprior. Braeside and Pembroke, to Toronto the rate is 10 cents both on pine and hardwood. The rates are based on a minimum of 30,000 lbs. per car."

Summer rates to New York, via Albany and barge line, expired on November 28th, owing to closing of navigation on the Hudson river, and the usual all rail rates became effective, as follows: To New York, for track delivery, and all points on the Hudson river, of the New York Central and West Shore railways, from Ottawa, Hull, Aylmer, Deschenes Mills 15c. per 100 lb.; from Carleton Junction, 16c.; from Arnprior, Braeside and Renfrew, 17c.; from Eganville and Pembroke, 18c. The rates to New York, including litherage within the free litherage limits of New York harbor, are 2 cents per 100 lbs. additional.

Summer rates to Montreal expired on November 15th, and the usual winter rates became effective as follows: From Ottawa, Hull, Aylmer and Deschenes Mills, 5c.; Carleton Junction, 6c.; Arnprior and Braeside, 7c.; Renfrew, Eganville and Pembroke, 8c. The rate to Three Rivers is 4c. and to Quebec 5c. over the rate to Montreal. The minimum car load in all cases where rates are computed on a weight basis is 30,000 lbs.; when on a measurement basis 10,000 feet B. M.

The C.P.R. also make the following rates on seasoned pine lumber to West St. John, N B., for export: From Ottawa, Hull, Aylmer, Deschenes Mills, East Templeton and Buckingham, $3.75 per M feet; Carleton Junction, Braeside and Arnprior, $4.00 per M feet; Renfrew, Douglas, Eganville and Pembroke, $4.50 per M feet. On lumber for local consumption at St. John, N B., and common points the rate is 20 cents from Ottawa, Hull and Aylmer, and to Halifax 21 cents from same points. On seasoned pine lumber the rate from Ottawa to Oswego, N.Y., is $1.90 per M feet, and to Syracuse, N.Y., $2.20 per M feet; from Ottawa to Buffalo, 12 cents and to Detroit 14 cents per 100 lbs.; to Boston, Mass., and common points, 15 cents from Ottawa, Hull, Deschenes Mills and all points east thereof; 16 cents from Carleton Junction; 17 cents from Arnprior, Braeside and Renfrew, and 18 cents from Eganville and Pembroke, and proportionate rates from points further west on lumber or consumption in the United States. The export lumber rate is 13 cents from Ottawa and Hull, 14 cents from Deschenes Mills, Aylmer and Carleton Junction, and 15 cents from Arnprior and Braeside to Boston.


## CANADIAN EXPORTERS AND WHOLESALERS

**Keenan—— Brothers**
*OWEN SOUND, ONT.*

**WE WANT**
1 inch Mill Run Basswood—special price for winter cut stock, dry, and also for green stock to be cut this coming winter. Also wanted 1½ and 2 inch Mill Run or Common and Better Beech, dry stock.

**HARDWOOD LUMBER**
Winter-Sawed Stock is the Best. We commence for the season on January 2nd, and make a Specialty of White Maple, Quarter Sawed Maple Mangle Rollers (turned to Octagonal), Elm, Beech and Basswood Lumber, Etc. No correspondence neglected.
**J. S. FINDLAY, Owen Sound, Ont.**

**JOHN HARRISON**
MANUFACTURER OF
**PINE AND HARDWOOD LUMBER**
Short and Long Dimension Timber, in Pine, Hemlock, Cedar or Rock Elm. Contractors Supplied. Inside Finish, &c.
Saw and Planing Mills: **OWEN SOUND, ONT.**
C. P. R. and G. T. R. Railways.
WRITE FOR ESTIMATES.

**JAS. PLAYFAIR & CO.**
Manufacturers and Wholesale Dealers
**LUMBER • LATH • SHINGLES**
Contractors for Railway Supplies
BILL TIMBER a Specialty . . .
MIDLAND, ONT.

**THE PEMBROKE LUMBER CO. LIMITED**
We are offering 1, 1¼, 1½ and 2" Shipping Cull and Box, Strips and Siding separate. Very reasonable. Write us for prices. . .
We have a large quantity of mixed sizes Joists and Timbers on hand in White and Red Pine, also Ship Decking, cut 3 x 5" and 3 x 6". . .
**PEMBROKE, ONT.**

**A. & P. WHITE**
Manufacturers of and Dealers in.....
*Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.*
*A Large Quantity of Dry Lumber in Stock* - PEMBROKE, ONT.

**MOHR & RYAN** - KILLALOE STATION, ONT.
.....DEALERS IN.....
Elm, Ash, Basswood and Maple Lumber; Cedar, Pine and Hemlock Dimension Timber; Cedar Telegraph and Telephone Poles; Railroad Ties and Fence Poles—all lengths.
WRITE FOR QUOTATIONS

**ROBERT WATT • WIARTON**
MANUFACTURER AND
**WHOLESALE LUMBER**
Pine Lath, Cedar, and Pine Shingles.
CORRESPONDENCE SOLICITED. HEMLOCK BILLS A SPECIALTY. Mills at Wiarton.

**McLAURIN & MacLAREN**
Lumber Manufacturers
Dimension Timber in White or Red Pine, Spruce, Hemlock, or Cedar.
**PINE DEALS**
Cedar Shingles, Cedar Ties, Posts and Poles, Pine Lath, Etc., Etc.
SHIPMENTS BY RAIL OR WATER. - EAST TEMPLETON, QUE.

**ONE DOLLAR**
will pay your subscription to the weekly and monthly CANADA LUMBERMAN for
**ONE YEAR**

**KILN-DRIED BIRCH FLOORING** SHEETING .. and .. CEILING
Flooring from $12.00
Ceiling " 10.00
**SAMPLES BY MAIL**
KNIGHT BROTHERS CO.
Burk's Falls, Ont.

## FOREIGN EXPORTERS AND IMPORTERS

**SMITH & TYRER** - 14 Canada Dock, LIVERPOOL
**. . Wood Agents . .**
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax, N.S.

**WRIGHT, GRAHAM & CO.**
7 Royal Bank Place,
GLASGOW, SCOTLAND
**WOOD BROKERS**
Cable Address: "Brakridge," Glasgow.
Codes Used: Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of **CANADIAN WHITE PINE AND SPRUCE**, cut to all sizes—and all kinds of Hardwood in Log, Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

**Is it your wish . .**
To Purchase or Sell as quickly as possible
A PARTICULAR LOT OF LUMBER
A MILL PROPERTY
SECOND-HAND MACHINERY
An Advertisement in the "Wanted" and "For Sale" Department of the . . .
**CANADA LUMBERMAN WEEKLY EDITION**
Will secure for you a Buyer or Seller, as the case may be. Address,
The Canada Lumberman
Toronto, Canada.

**CANADA ATLANTIC RAILWAY**
Ottawa, Arnprior & Parry Sound Ry.
. . operating . .
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
H. B. MUSSEN, Contracting Agent.
M. A. OVEREND, Foreign Freight Agent, 115 Board Trade, Montreal.
. . . . Shortest and Quickest Route from . . .
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PEMBROKE, PARRY SOUND and other Lumber Centres, TO BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
W. P. HINTON, Ass't General Freight Agent, Ottawa.
C. J. SMITH, General Traffic Manager, Ottawa, Ont.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

**BELTING**
Fleming, W. A., Montreal, Que.
Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
McLaren, D. K., Montreal, Ottawa and Galt.
The Waterous Co., Brantford.
Young, J. S., Montreal.

**BRASS CASTINGS**
City Brass Foundry, Hamilton, Ont.
Magnolia Metal Co., New York.

**DRY KILNS**
Standard Dry Kiln Co., Indianapolis, Ind.

**ELECTRICAL APPARATUS**
Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

**LUMBERMEN'S SUPPLIES**
Eckardt, H. P. & Co., Toronto.
Gartshore, John, Toronto.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

**MACHINERY**
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston Ont.
Carrier, Laine & Co., Levis, Que.
Darling Bros., Montreal.
Kennedy & Sons, Wm., Limited, Owen Sound, Ont.
Lancaster Machine Works, Lancaster, Ont.
Lloyd Manufacturing Co., Kentville, N. S.
Mershon, W. B. & Co., Saginaw, Mich.
Northey Mfg. Co., Toronto, Ont.
Payette, P. & Co., Penetanguishene, Ont.
The Wm. Hamilton Mtg. Co., Peterboro', Ont.
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.
The Oxford Foundry & Machine Co., Oxford, N. S.
The Defiance Machine Works, Defiance, Ohio, U.S.A.

**MAGNOLIA ANTI-FRICTION METAL**
Magnolia Metal Co., New York.

**PULP MACHINERY**
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.

**PULLEYS**
The Dominion Leather Board Co., Montreal, Que.

**RAILROAD BRASSES**
Magnolia Metal Co., New York.

**SAW MANUFACTURERS**
Burns, E. R., Saw Co., Toronto, Ont.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.
The James Robertson Co., Montreal, Que.

**TURBINES**
Barber, C., Meaford, Ont.
Kennedy & Sons, Wm., Limited, Owen Sound, Ont.
Madison Williams, Port Perry, Ont.

**WHOLESALE LUMBER DEALERS**
Houston, G. T. & Co., Chicago, Ill, U.S.A.
Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

**MISCELLANEOUS**
Axes, Campbell Bros., St. John, N. B.
Baldwin, Tuthill & Bolton.
Canadian Photo Engraving Bureau, Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Consulting Engineers, Tower & Wallace, New York.
Illinois Central R.R.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Machine Knives, Peter Hay, Galt, Ont.
The Bradstreet Mercantile Agency, New York and Toronto.

# WHOLESALE PRICES CURRENT.

(The quotations given below are, unless otherwise specified, the average selling prices quoted by wholesale dealers at the different markets named.)

## TORONTO, ONT.

TORONTO, December 28, 1898.

CAR OR CARGO LOTS.

| | | | | |
|---|---|---|---|---|
| 1¼ 1½ and 2 inch cut up and better | $32 00 | $34 00 | 1 inch dressing and better | $20 00 | $22 00 |
| 2 inch picks and uppers | 34 00 | 36 00 | 1 inch siding mill run | 14 00 | 15 00 |
| 1x12 dressing and better, 60% 16 ft | 22 00 | 24 00 | 1 inch siding common | 11 00 | 12 00 |
| 1x10 fine dressing and better | 22 00 | 24 00 | 1 inch siding ship culls | 10 50 | 11 50 |
| 1x10 and 12 Canadian dressing and better | 18 00 | 20 00 | 1 inch siding mill culls | 8 50 | 9 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 | Cull scantling | 8 00 | 9 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 | 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 | 1 inch strips, common | 11 00 | 12 00 |
| 1x10 and 12 common. | 12 00 | 14 00 | 1 1-4 inch flooring | | 16 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 | 1 1-2 inch flooring | | 16 00 |
| inch clear and picks | 28 00 | 30 00 | XXX pine shingles, 16 inch | | 2 25 |
| | | | XX pine shingles 16inch | | 1 40 |
| | | | Lath, No. 1 | | 1 50 |
| | | | Lath No. 2 | | 1 15 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Ash, white, 1 to 2 in. | | | $26 00 | $28 00 | Cherry | 1 | to 1½ | $50 00 | $60 00 |
| " " 2½ to 4 | | | 30 00 | 32 00 | " | 2 | " 4 | 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in. | | | 17 00 | 19 00 | Elm, soft | 1 | " 1½ | 14 00 | 15 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in. | | | 19 00 | 21 00 | " " | 2 | " 3 | 15 00 | 16 00 |
| Ash, M. R., | 1 | " 2 | 15 00 | 18 00 | " rock | 1 | " 1¾ | 16 00 | 18 00 |
| Birch, | 1 | " 2 | 18 00 | 20 00 | " " | 1½ | " 3 | 20 00 | 22 00 |
| " | 1½ | " 2 | 20 00 | 23 00 | Hickory | 1½ | " 2 | 28 00 | 30 00 |
| " sqrs. 4x4 | " 8 x8 | 24 | 00 | 26 00 | Maple | 1 | " 1½ | 16 00 | 17 00 |
| Basswood, 1sts and 2nds, 1 to 1¼ in. | | | 16 00 | 18 00 | " | 2 | " 4 | 17 00 | 18 00 |
| " | 1½ | " 2 | 19 00 | 20 00 | Oak, red, p'n | 1 | " 1½ | 26 00 | 30 00 |
| " m. r. | 1 | " 1¼ | 14 00 | 16 00 | " " | | " 4 | 29 00 | 32 00 |
| Butternut | 1 | " 1½ | 23 00 | 25 00 | " white | | " 1½ | 28 00 | 30 00 |
| " | 2 | " 3 | 25 00 | 28 00 | " " | | " 4 | 30 00 | 35 00 |
| Chestnut | 1 | " 2 | 24 00 | 2 00 | " quart'd | | " 2 | 46 00 | 50 00 |
| | | | | | Walnut | 1 | " 3 | 85 00 | 100 00 |
| | | | | | Whitewood | 1 | " 2 | 32 00 | 36 00 |

## OTTAWA, ONT.

OTTAWA, December 28, 1898.

| | | | | | |
|---|---|---|---|---|---|
| Pine, good sidings, per M feet, b.m. | $31 00 | 36 00 | Pine, 8 s.c. and better stock | 11 00 | 12 50 |
| Pine, good strips, | 25 00 | 27 00 | Pine, 8 & up s.c. sidings | 11 00 | 13 00 |
| Pine, good shorts, | 17 00 | 25 00 | Pine, s.c. strips | 8 00 | 10 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m. | 15 00 | 18 00 | Pine, s c. shorts | 6 50 | 8 50 |
| | | | Pine, box culls | 9 00 | 10 00 |
| Pine, No. 1 dressing strips, | 14 00 | 16 00 | Pine mill culls | 7 50 | 9 00 |
| Pine, No. 1 dressing shorts, | 12 00 | 14 00 | Lath per M No. 1 | 1 00 | 1 10 |
| Pine, 10 s.c. and better stock, | 13 50 | 15 00 | Lath per M No. 2 | 80 | 95 |
| | | | 1x10 No. 1 barn | | 18 00 |
| | | | 1x10 No. 2 " | | 16 00 |
| | | | 1x8 & 9 No. 1 " | | 17 00 |
| | | | 1x8 & 9 No. 2 " | | 15 00 |

## QUEBEC, QUE.

QUEBEC, December 28, 1898.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Common and railroad, for interior and ordinary according to average, quality, etc., measured off | 21 @ | 24 |
| For 40 to 45 feet average, measured off | 26 | 29 |
| For good and good fair average, measured off | 29 | 33 |
| First class " " | 36 | 39 |
| In shipping order " " | 35 | 40 |
| First class Ottawa waney, 18 inch average | 35 | 37 |
| " " " 19 to 21 inch average | 38 | 40 |
| First class Michigan waney board, 18 inch average | 41 | 43 |
| " " " " 19 to 21 inch average | 44 | 46 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 28 |
| In shipping order, 35 to 45 feet " | 38 | 40 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 32 | 35 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average and quality | 21 | 24 |
| To average 16 inch | 25 | 26 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 15 | 18 |
| 16 " " | 21 | 25 |
| 18 " " | 22 | 24 |

DEALS.

Bright spruce, according to mill specification, $39 to $42 for 1st, $25 to $27 for 2nd, $22 to $25 for 3rd, and $18 to $21 for 4th quality. F.O.B. batteau.

## NEW YORK CITY.

NEW YORK, N. Y., December 28, 1898.

WHITE PINE TIMBER.

| | | | | | |
|---|---|---|---|---|---|
| Bridge timber | $28 00 @ | 40 00 | Building orders | $27 00 @ | 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in. | 14 00 | 14 50 | 10 to 12 in. | 16 25 | 17 00 |
| 6 to 12 in. | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 to 12 in. | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | | | |
|---|---|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, 10 to 16 | | | | 30 00 |
| 1¼ to 2 in. | " " " " | | | | 31 00 |
| 1 inch, | " | Soft Elm, | " | | 22 00 |
| 1¼ in and thicker, | " | " | " | | 23 00 |
| 4/4 | " | Hard Maple, | " | | 22 00 |
| " | " | Basswood, | " | | 20 00 |
| " | " | Birch, | " | | 23 00 |
| " | " | Black Ash, Com. and Shipping Cull, M.C.O. | | | 14 00 |
| " | " | Soft Elm, | " | " | 12 00 |
| " | " | Hard Maple, | " | " | 14 00 |
| " | " | Basswood, | " | " | 12 00 |
| " | " | Birch, | " | " | 14 00 |

## ALBANY, N.Y.

ALBANY, N.Y., December 28, 1898.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $51 | $53 | Dressing boards, narrow | $19 | $21 |
| 2½ in. | 50 | 52 | West India shipping boards. | 14 | 16 |
| 1 to 2 in. | 45 | 48 | Box boards | 12 | 13 |
| 4 inch uppers | | 54 | 10-in. dressing and better | 26 | 32 |
| Selects, 2½ in. up | | 44 | 10-in. common | 13 | 15 |
| 1 to 2 in. | | 40 | 12-in. dressing and better | 25 | 34 |
| Fine common, 2½ in. and up | 39 | 42 | Common, 1x12 | 14 | 15 |
| 1 to 2 in. | 36 | 38 | No. 1 barn, 1x12 | 20 | 22 |
| No. 1 cut, 1 to 2 inch | 25 | 30 | 1x10 | 18 | 20 |
| No. 2 | 20 | 25 | 1x8 | 16 | 18 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 16 | 17 |
| No. 1 molding, 1 to 2 in. | 30 | 36 | 1x10 | 15 | 16 |
| No. 2 molding, 1 to 2 in. | 24 | 27 | 1x8 | 13 | 15 |
| Stained saps | | 20 | Shaky or star clear, 1 to 2 in. | 15 | 21 |
| Bracket plank | 30 | 35 | Dressing | 16 | 18 |
| Shelving boards, 12-in. up | 29 | 31 | Common | 11 | 15 |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Pine | $1 75 | | Spruce | $1 75 | |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $4 00 | $4 25 | Bound butts, 6 x 18 | $5 50 | 25 |
| Clear butts | 3 00 | 3 25 | Hemlock | | 15 |
| Smooth, 6 x 18 | 5 00 | 5 50 | Spruce | | 2 20 |

## BOSTON, MASS

BOSTON, December 28, 1898.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $10 50 | 12 00 | ¾ inch | $ 9 25 | $ 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 11-16 inch | 9 00 | 9 50 |
| Refuse | 12 00 | 13 00 | ⅝ inch | 8 00 | 8 75 |
| Outs | | 9 00 | Clapboards, sap ext. | 40 00 | 44 00 |
| Boxboards, 1 inch | 10 00 | 11 00 | Sap clear | 33 00 | 35 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, 2nd clear | 30 00 | 31 00 |
| | | | No. 1 | 19 00 | 23 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in. | $50 00@ | 52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in. | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in. | 58 00 | 62 00 | 1¼, 1½ and 2 in. | 30 00 | 32 00 |
| Selects, 1 in. | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in. | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in. | 53 00 | 56 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in. | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in. | 24 00 | 38 00 |
| Fine common, 1 in. | 40 00 | 41 00 | Coffin boards | 18 00 | 20 00 |
| 1¼, 1½ and 2 in. | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in. | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 50 | 1 75 |
| Cedar, extra | 2 50 | 2 65 | Extra No. 1 | 1 25 | 1 50 |
| Clear | 2 25 | 2 40 | | | |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | | | By cargo | 1 80@ | 1 90 |
| By car | 1 80@ | 2 00 | | | |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., December 28, 1898.

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in. | $46 00 | 48 00 | No. 3, 1¼ & 2 in. | 17 00 | 18 00 |
| 2½ and 3 in. | 55 00 | 56 00 | Shelving, No. 1, 13 in. and up, 1 in. | 32 00@ | 34 00 |
| 4 in. | 58 00 | 60 00 | Dressing 1¼ in. | 27 00 | 30 00 |
| Selects, 1 in. | 41 00 | 42 00 | 1¼ x 10 and 12 | 28 00 | 30 00 |
| 1¼ to 2 in. | 42 00 | 43 00 | 1½ in. | 28 00 | 30 00 |
| 2½ and 3 in. | | 50 00 | 2 in | 29 00 | 34 00 |
| 4 in. | | 52 00 | Mold st'ps, 1 to 2 in. | 31 00 | 33 00 |
| Fine common, 1 in. | 36 00 | 37 00 | Barn, No. 1, 10 & 12 in. | 22 00 | 23 00 |
| 1¼ and 1½ in. | 36 00 | 37 00 | 6 and 8 in. | 18 00 | 21 00 |
| 2 in | 36 00 | 38 00 | No. 2, 10 in. | 16 00 | 16 00 |
| 3 in. | | 45 00 | No. 2, 12 in. | 17 00 | 18 00 |
| 4 in | | 47 00 | No. 3, 10 in. | 13 00 | 13 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | No. 3, 12 in. | 13 50 | 14 00 |
| 1¼ to 2 in. | 33 00 | 34 00 | 6 and 8 in. | 11 00 | 12 00 |
| No. 2, 1 in. | 15 00 | 16 00 | Common, 1 in. | 15 00 | 16 00 |
| No. 2, 1¼, & 1½ in | 23 00 | 25 00 | 1¼ and 1½ in. | 17 00 | 18 00 |
| No. 3, 1¼ & 1½ in | 17 00 | 18 00 | 2 in | 18 00 | 20 00 |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 28 00 | 30 00 | 2½ to 4 in. | 34 00 | 38 00 |
| 1¼ to 2 in. | 31 00 | 33 00 | Strips | 18 00 | 20 00 |
| | | | Com. and culls | 10 00 | 12 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 25 00 | 26 00 | Com. & good culls | 10 00 | 12 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 28 00 | 30 00 | 1st & 2nd, white, 6" & up | 18 00 | 19 00 |
| | | | Com & good culls | 12 00 | 15 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up | 20 00 | 22 00 | 1st & 2d, soft, 8 in. & up | 18 00 | 20 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 18 00 | 20 00 | 1st & 2d, soft, 6in. & up, | 18 00 | 20 00 |

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., December 28, 1898.

UPPERS AND SELECTS.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $45 00 | | Selects, 1 in., 8 in. and up wide | $40 00 | |
| 1¼, 1½ and 2 in. | 45 00 | | 1¼, 1½ and 2 in. | 41 00 | |
| 2½ and 3 in. | 45 00 | | 2½ and 3 in. | 50 00 | |
| 4 in. | 60 00 | | 4 in. | 55 00 | |

FINE COMMON.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 8 in. and up wide | 34 00 | | 2½ and 3 in., 8 in. and up wide | 45 00 | |
| 1¼, 1½ and 2 in. | 35 00 | | 4 in. | 50 00 | |

B FINE COMMON OR NO. 1 CUTTING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 7 in. and up wide | 24 00 | | 2½ and 3 in., 7 in. and up wide | 37 00 | |
| 1¼, 1½ and 2 in. | 30 00 | | 4 in. | 40 00 | |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | | | |
|---|---|---|---|---|---|
| 1½ in., 4, 5 and 7 in. wide | 36 00 | | 1 in., 4, 5 and 7 in. wide | 34 00 | |
| 6 in. wide | 40 00 | | 6 in. wide | 40 00 | |

FINE COMMON OR C.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 in. wide. | 29 00 | | 1¼ in., 4, 5 in. wide | 30 00 | |
| 1¼ in., 6 in. wide | 34 00 | | in., 6 in. wide | 33 00 | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 24 00 | | 1 in., 4, 5, 6 in. wide | 22 00 | |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 in | 16 00 | | 1¼ in., 4, 5 and 7 in. | 16 00 | |
| 1 in., 6 in. | 18 00 | | 1¼ in., 6 in. | 18 00 | |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 | | 1¼ in., 4 to 7 inch | 14 00 | |
| 1 in., 6 inch | 14 00 | | No. 3 Fencing, 1 in., 6 inch | 12 00 | |

SHELVING.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 | | No. 2, 1 in., 7 and 8in. stocks | 19 00 | |
| 1 in., 10 in. and up wide | 26 00 | | 1 in., 10 in. stocks | 21 00 | |
| 1 in., 12 in. stocks | 29 00 | | 1 in., 12 in. stocks | 24 00 | |
| 1 in., 12 in. and up wide | 30 00 | | 1 in., 10 in. and up wide | 22 00 | |
| 1¼ in. 1½ and 2in., 8in. and up wide | 29 00 | | 1 in., 13 in. and up wide | 25 00 | |

BARN BOARDS OR STOCKS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 12 in. | 21 00 | | No. 2, 9 in. | 13 50 | |
| 10 in. | 18 00 | | 8 and 7 in. | 13 50 | |
| 9 in. | 18 00 | | No. 3, 12 in. | 12 50 | |
| 8 and 7 in. | 18 00 | | 10 in. | 12 00 | |
| No. 2, 12 in. | 16 00 | | 9 in. | 12 00 | |
| 10 in. | 14 00 | | 8 in. | 12 00 | |

SHIPPING CULLS OR BOX.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4 and 5 in. wide | $10 00 | | 1 in., 13 in. and up wide | $10 50 | |
| 1 in., 6 in. wide | 10 00 | | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 | |
| 1 in., 7 in. wide and up | 10 00 | | | | |

SHAKY CLEAR.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9in. wide | 20 00 | | 1 in., 10 in. and up wide | 19 00 | |
| 1 in., 6 in. wide | 20 00 | | 1¼, 1½ and 2 in., 8in. and up wide | 20 00 | |

COFFIN BOARDS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 13in. and up | 22 00 | | No. 1, mill culls | 9 00 | |
| No. 2 | 17 00 | | No. 2, or red horse | 6 50 | |

TIMBER, JOIST AND SCANTLING.

| | | | | | |
|---|---|---|---|---|---|
| Norway, 2x4 to 10, 12 to 18 ft. | $ 9 50 | | Hemlock, 2x4 to 10, 12 to 16 feet | 7 50 | |
| 20 ft. | 10 50 | | 2x12 | 8 50 | |
| 22 and 24 ft. | 11 50 | | Add $1 to each additional 2ft. in length. | 12 50 | |

SHINGLES, 18-IN.

| | | | | | |
|---|---|---|---|---|---|
| Country brands, XXXX | 3 00 | | Standard brands, river made, XXXX | 3 25 | |
| Clear Butts | 2 00 | | Clear Butts | 2 25 | |

WHITE PINE LATH.

| | | | | | |
|---|---|---|---|---|---|
| No. 1 | 1 60 | | No. 2 | 1 20 | |
| | | | Hemlock | 1 00 | |

## PRICES OF COOPERAGE STOCK.

| | F.o.b. cars at Sutherland Innes Mills | F.o.b. Wallaceburg |
|---|---|---|
| No. 1 28½ inch jointed elm staves, per net 1,000 | $5 00 | $5 00 |
| No. 1 30 " " " " " " | 5 00 | 5 00 |
| No. 1 32 " " " " " " | 5 25 | 5 50 |
| No. 1 24 " " " " " " | 4 00 | 4 00 |
| No. 2 28½ " " " " " " | 3 25 | 3 25 |
| No. 2 30 " " " " " " | 3 25 | 3 25 |
| No. 2 32 " " " " " " | 3 75 | 3 75 |
| No 2 24 " " " " " " | 2 00 | 2 00 |
| No. 1 14 in. to 14¾ in. kiln dried basswood heading, per set | 3 | 3 |
| No. 1 15 " 16 " " " " | 3¼ | 3¼ |
| No. 1 17⅞ " " " " | 3¾ | 3¾ |
| No. 1 18 " 18¾ " " " " | 4¼ | 4½ |
| No. 1 19½ " " " " | 4½ | 4¾ |
| No. 1 10½ " " " " | 5 | 5 |
| Mill run heading ½ct. per set less, No. 2 heading 1ct. per set less. | | |
| No. 1 5½ ft. patent coiled elm hoops, per net 1,000 | 5 25 | 5 40 |
| No. 1 6 " " " " " | 5 50 | 5 65 |
| No. 1 6½ " " " " " | 6 00 | 5 90 |
| No. 2 hoops about 50 cts. per thousand less. | | |
| No. 1 28½ in. jointed white ash staves, per net 1,000 | 6 50 | 00 |
| No. 2 28½ " " " " " | 3 25 | 0 |
| 34 in. to 35 in. elm syrup bbl. staves | 18 00 | 17 00 |
| No. 1 30 inch half syrup barrel staves | 16 00 | 16 00 |

(If bent to shape, $2.00 per thousand more.)

# THE RETAILER AND Wood-Worker

## WOOD-WORKING FACTORIES OF MONTREAL.

REVIEWING the woodworking industries of Montreal, the Herald remarks that there are many allied trades which make an aggregate lumber business the size and importance of which is not generally realized. Scattered over the city of Montreal are planing mills, sash and door factories, and lumber yards which supply builders with the finished woods. A favorite site on account of the facilities for transportation by rail and water is along the canal bank. Here, for example, at the corner of Napoleon and Tracey streets, is the business established about ten years ago by Mr. Toussaint Prefontaine and incorporated last spring under the name of T. Prefontaine & Co., Limited. The company has extensive yards on each side of the canal, and carries a large and varied stock valued at over $75,000. The planing and moulding mill is equipped with the most improved machinery. Mr. Prefontaine has been in the lumber business for over 25 years, and having a wide connection in the country, he is able to control a large outside trade, shipping direct to country firms from the yards in Ottawa.

At 469 William street is the well furnished yard of V. Pauze & Son, who acquired it from End, Metayer & Company a couple of years ago. Their mills are at 193 St. Urbain street. The firm, in addition to carrying on an extensive general lumber trade, are among the largest contractors of the city. They built the woodwork of Laval University, the church of St. Louis de France, and the church of the Blessed Sacrament, and at the present time are engaged on a block of six houses on St. Denis street, a school for the nuns of Maisonneuve, additional storey to the Jacques Cartier bank, extension to the Ville Marie bank on Notre Dame street, a large extension to the Grey nunnery on Dorchester street, and other important works.

John A. Bulmer & Company, who established their business as long ago as 1871, had for some years a number of yards, but have lately concentrated their business at the corner of Dorchester and St. Charles Borromee streets, finding the locality best suited for the requirements of their trade. The firm makes a specialty of mahogany, quartered oak, quartered sycamore, and all kinds of hardwoods. They are also well equipped with kilns, and make a further specialty of kiln-dried maple flooring. In addition to a large local trade, the firm ships extensively to other points.

Mr. Damase Parizeau is one of those French-Canadian merchants who, with little or no capital at the outset, save what he had saved himself, has succeeded in establishing himself in the front rank of Montreal's lumber merchants. He has been president of the Chambre de Commerce, and sat four years in the Quebec legislature for the St. Louis division of Montreal. He does a large lumber business, and has yards at 512 Lagauchetiere street, at the Lachine Canal Basin, and in St. Louis du Mile End.

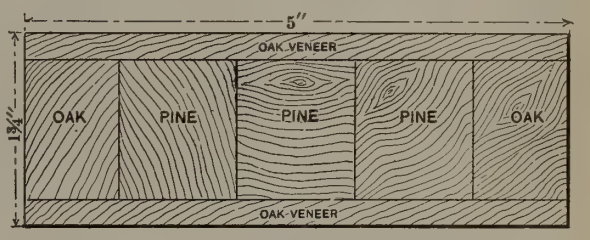
### ALEXANDER MACLAREN.

Situated within easy distance of the lumber wharves at Maisonneuve is the extensive lumber factory of Alexander MacLaren, 107 Papineau avenue, a view of which is shown. Mr. MacLaren lives at Buckingham, Que., but his manager, Mr. Ashley P. Twidale, attends to all the details of the business in Montreal. The firm manufactures doors, windows, blinds, mouldings, etc., and deals in rough and dressed lumber, and hard and soft woods of all grades. Kiln-dried lumber is a specialty. Mr. MacLaren has one of the best equipped dry-kilns in the city, the capacity of which is two hundred thousand feet. Estimates are made on all kind of factory work, and the establishment carries a full line of foreign woods, such as Indiana quartered oak, mahogany, sycamore, etc. The doors and windows of the new mining building of McGill University and the wood-work for the new London and Lancashire Insurance Co.'s building on St. James street, on the site of the old Barron block, were supplied by this concern. The advantageous situation of the factory in respect of shipments by water is being utilized by Mr. Twidale, who intends to cultivate the export trade to England in doors, blinds, mouldings, hardwood, etc. There is a strong demand in the English markets for the finer qualities of lumber, and Mr. Twidale is confident that the superiority of his firm's products will be quickly recognized as soon as they have been properly introduced.

FACTORY OF ALEXANDER MCLAREN.

## CONSTRUCTION OF VENEERED DOORS.

IN order to make a good veneered door which will not warp it is first necessary to glue up a core, which will be the foundation for the veneers. Use white pine for the cores and let it be well seasoned. The quality need not be the best, as common pine will do. In making cores proceed in the following manner: Rip ⅞ inch pipe into strips 1½ inches wide and glue enough of them together to form the width of stile or rail. The outside strips will have to be of the same wood as the veneers, unless the doors are to be flush




SECTION OF STYLE OF DOOR.

molded, in which case the outside edges of the stiles only need be the same as the veneers. After the glue has become hardened take the cores to the wood worker and face and join them. Next take them to the planer and run them to 1¼ inches thick, though perhaps it would be better to rip the stuff 1⅝ inches wide, leaving ⅜ inch to work on, for these cores must be perfectly straight and out of wind. If proper care is taken when gluing up they can be kept pretty straight so that less timber will do to work on. Make veneers 5/16 inch thick and glue on before framing the door, because it is much easier to lay the veneers on the stiles and rails than it would be after the door was put together. Having followed the directions thus far, the stuff will now be 1⅞ inches thick, giving ⅛ inch to work on. Take the stuff to the wood worker once more and take off a light cut to remove all defects. Join one edge and rip to the proper width. Also dress to 1¾ inches thick, leaving the veneers about ¼ inch thick. For making a thicker or thinner door enlarge or reduce the core as circumstances require. The accompanying sketch represents a section of the stile of a door, which will help to explain my meaning. This shows three pine and two oak strips, but it might be better to use four pine and two oak, all ⅞ inch thick, for a 5 inch stile. The writer of this has been engaged in planing mill work for the last fifteen years, and this is the method used in making veneered doors for the market.—Carpentry and Building.

## WEIGHT OF LUMBER.

THE average weight of one thousand feet of lumber is usually reckoned as follows:

| | Dry. | Partly Seasoned. | Green. |
|---|---|---|---|
| | Lbs. | Lbs. | Lbs. |
| White pine, whitewood and basswood. | 2,700 | 3,000 | 3,500 |
| Butternut, chestnut, red pine, yellow pine, hemlock, spruce and tamarac.. | 3,000 | 3,500 | 4,000 |
| Ash, elm, maple, cherry..... | 3,500 | 4,000 | 4,500 |
| Oak, walnut, hickory, birch and beech. | 4,000 | 4,500 | 5,000 |

## NATIONAL HARDWOOD INSPECTION RULES.

THE National Hardwood Lumber Association of the United States held its first annual meeting in Cincinnati, Ohio, a few weeks ago, at which there were present over 200 persons from all sections of the country. The national rules for the inspection of lumber as adopted at the meeting last spring were revised, and some slight alterations made thereto. At the request of some of our readers, we publish herewith the rules, as finally adopted, relating to the kinds of lumber most common to Canada :

### GENERAL INSTRUCTIONS.

STANDARD GRADES.—The standard grades of hardwood lumber are firsts, seconds, common and culls, except as otherwise specified. When firsts and seconds are combined as one grade there shall be at least 33⅓ per cent. of firsts. Lumber below the grade of culls shall be classed as mill culls.

STANDARD LENGTHS.—The standard lengths are 6, 8, 10, 12, 14, 16, 18 and 20 feet, except as otherwise specified. Most lumber is handled in lengths of 10, 12, 14 and 16 feet. Odd lengths, such as 9, 11 and 13 feet, shall be measured back to the next even lengths, except when otherwise specified. In the grade of firsts and seconds the lengths are from 10 to 16 feet, and there must not be over 10 per cent. of 10 foot lengths, unless otherwise stated.

STANDARD THICKNESS.—The standard thicknesses of lumber are ⅜, ½, ⅝, ¾, 1, 1¼, 1½, 2, 2½, 3 and 4 inches.

STANDARD DEFECTS.—One knot 1¼ inches in diameter; two sound knots not exceeding in extent or damage one 1¼-inch knot; one inch of bright sap, except when otherwise specified; one straight split, not exceeding in length, in inches, the surface measure of the piece in feet, except as otherwise specified; worm or grub holes not exceeding in extent or damage one 1¼-inch knot, except as otherwise specified.

Ordinary season checks are not considered defects. Black stains, heart shakes, rots, dote and unsound knots over 1¼ inches in diameter are considered serious defects, reducing to a grade lower than firsts and seconds.

SPECIAL INSPECTION.—Log run means the full run of log with mill culls out. Common and better means the full run of log with culls and mill culls out. Common and better must contain at least 50 per cent. of firsts and seconds. Merchantable means the full run of the log with mill culls out, and that the common and better shall be measured full and culls one-half.

### ASH.

Grades : Firsts, seconds, common and culls.
Lengths, 6 to 16 feet.
Widths, 3 inches and over.
Thicknesses, 1, 1¼, 1½, 2, 2½, 3 and 4 inches.
Bright sap is no defect.

Firsts are 8 inches and over wide, 12, 14 and 16 feet long and free from all defects except in pieces 10 inches and over wide, which may contain one standard defect.

Seconds are 6 inches and over wide, 10 to 16 feet long. Pieces 6 and 7 inches wide are clear. Pieces 8 and 9 inches wide may have one standard defect. Pieces 10 and 11 inches wide may have two standard defects or their equivalent. Pieces 12 inches and over wide may have three standard defects or their equivalent.

Firsts and seconds 18 feet and over long will admit of 5-inch widths.

Firsts and seconds will admit of 10 per cent. of 10 foot length.

All tapering lumber 20 feet and over long to be measured one-third of the distance from the narrow end.

Commons are 5 inches and over wide, 8 feet and over long. 5-inch pieces must have one face clear. Pieces 6 inches and over wide must be of sound character and work ¾ clear.

Culls are 3 inches and over wide, 6 feet and over long, and include all lumber not equal to the grade of common that will work one-half without waste.

### BASSWOOD.

Grades : Firsts, seconds, commons and culls.
Lengths, 6 to 16 feet.
Widths, 3 inches and over.
Thicknesses, 1, 1¼, 1½, 2, 2½, 3 and 4 inches.
Bright sap is no defect.

Firsts are 8 inches and over wide, 12, 14 and 16 feet long and free from all defects except in pieces 10 inches and over wide, which may contain one sound standard defect.

Seconds are 6 inches and over wide, 10 to 16 feet long. Pieces 6 and 7 inches wide are clear. Pieces 8 and 9 inches wide may have one standard defect. Pieces 10 and 11 inches wide may have two standard defects or their equivalent. Pieces 12 inches and over wide may have three standard defects or their equivalent.

Commons are 4 inches and over wide, 8 to 16 feet long. Four inch pieces must have one face clear and two clear edges. Pieces 5 inches wide must have one clear face. Pieces 6 inches and over wide must work three-fourths clear in not over three pieces.

Culls are 3 inches and over wide, 6 to 16 feet long, and include all lumber not equal to the grade of common that will work one-half without waste, of sound cutting, in not more than three pieces.

NOTE.—Black spots or streaks are a serious defect, and inspectors shall be careful in estimating their damage. If they are excessive they will reduce the piece one or more grades.

### BEECH.

Grades : Firsts, seconds, commons and culls.
Lengths, 6 to 16 feet.
Widths, 3 inches and over.
Thicknesses, 1, 1¼, 1½, 2, 2½, 3 and 4 inches.
Bright sap is no defect.

Firsts are 8 inches and over wide, 12, 14 and 16 feet long, and free from all defects, except in pieces 10 inches and over wide, which may have one sound standard defect.

Seconds are 6 inches and over wide, 10 to 16 feet long. Pieces 6 and 7 inches wide are clear. Pieces 8 and 9 inches wide may have one standard defect. Pieces 10 and 11 inches wide may have two standard defects or their equivalent. Pieces 12 inches and over wide may have three standard defects or their equivalent.

Commons are 3 inches and over wide, 8 to 16 feet long. 3 and 4 inch pieces must have one face clear and two square edges, 5 inch pieces one face clear. Pieces 6 inches and over wide must be of sound character and work three-fourths clear in not more than two pieces.

Culls are 3 inches and over wide, 6 to 16 feet long, and include all lumber not equal to the grade of common that will work one-half clear not to exceed three cuttings. No piece to be less than 3 inches wide nor less than 2 feet long. Pieces 3, 4 and 5 inches wide must be sound.

### BIRCH.

Grades : Firsts, seconds, commons and culls.
Lengths, 6 to 16 feet.
Widths, 3 inches and over.
Thicknesses, 1, 1¼, 1½, 2, 2½, 3 and 4 inches.
Bright sap is no defect.

Firsts are 8 inches and over wide, 12, 14 and 16 feet long, and free from all defects, except in pieces 10 inches and over wide, which may have one sound standard defect.

Seconds are 6 inches and over wide, 10 to 16 feet long. Pieces 6 and 7 inches wide are clear. Pieces 8 and 9 inches wide may have one standard defect. Pieces 10 and 11 inches wide may have two standard defects or their equivalent. Pieces 12 inches and over wide may have 3 standard defects or their equivalent.

Commons are 3 inches and over wide, 8 to 16 feet long. 3 and 4 inch pieces must have one face clear and two square edges, 5 inch pieces one face clear. Pieces 6 inches and over wide must be of sound character and work three-fourths clear in not more than two pieces.

Culls are 3 inches and over wide, 6 to 16 feet long, and include all lumber not equal to the grade of common that will work one-half clear, not to exceed three clear cuttings. No piece to be less than 3 inches wide, nor less than 2 feet long. Pieces 3, 4 and 5 inches wide must be sound.

Red birch shall be not less than 75 per cent. red on one side. 4 and 5 inch strips shall have one face all red. Otherwise the grades shall be governed by the grades of ordinary birch.

### ROCK ELM.

Grades : Firsts, seconds, commons and culls.
Lengths, 6 to 16 feet.
Widths, 4 inches and over.
Thicknesses, 1, 1¼, 1½, 2, 2½, 3 and 4 inches.
Bright sap is no defect.

Firsts and seconds are 4 inches and up wide, 8 to 16 feet long, not to exceed 20 per cent. shorter than 12 feet; 4 and 5 inch pieces must be clear. Pieces 6 inches and up wide must be sound and work 80 per cent. clear in not more than two pieces. The grade of firsts and seconds must have 25 per cent. of clear lumber, 6 inches and up wide and 10 feet and up long. Straight splits the width of the piece will be admitted into the grade of clear.

Commons must be 4 inches and up wide, 6 to 16 feet, not to exceed 20 per cent. shorter than 12 feet, and must work two-thirds clear in not more than three pieces.

Culls must not exceed 40 per cent. less than 12 feet, and work 50 per cent. clear in not more than four pieces.

### SOFT ELM.

Grades : Firsts, seconds, commons and culls.
Lengths, 6 to 16 feet.
Widths, 3 inches and over.
Thicknesses, 1, 1¼, 1½, 2, 2½, 3 and 4 inches.
Bright sap is no defect.

Firsts are 8 inches and over wide, 12, 14 and 16 feet long, and free from all defects except in pieces 10 inches and over wide, which may contain one sound standard defect.

Seconds are 6 inches and over wide, 10 to 16 feet long. Pieces 6 and 7 inches wide are clear. Pieces 8 and 9 inches wide may have one standard defect. Pieces 10 and 11 inches wide may have two standard defects or their equivalent. Pieces 12 inches and over wide may have three standard defects or their equivalent.

Commons are 4 inches and over wide, 8 to 16 feet long. 4 inch pieces must have one face clear and two square edges. Pieces 5 inches wide must have one clear face. Pieces 6 inches and over wide must work three-fourths clear in not over three pieces.

Culls are 3 inches and over wide, 6 to 16 feet long, and include all lumber not equal to the grade of common that will work one-half without waste, of sound cuttings, in not more than three pieces.

NOTE.—Black spots or streaks are a serious defect, and inspectors shall be careful in estimating their damage. If they are excessive they will reduce the piece one or more grades.

### MAPLE.

Grades : Firsts, seconds, commons and culls.
Widths, 3 inches and up.
Lengths, 6 to 16 feet.
Thicknesses, 1, 1¼, 1½, 2, 2½, 3 and 4 inches.
Bright sap is no defect.

Firsts shall be 8 inches and up wide, 12, 14 and 16 feet long, and free from all defects, except in pieces 10 inches and over wide, which may have one sound standard defect.

Seconds shall be 6 inches and over wide, 10 to 16 feet long. Pieces 6 and 7 inches wide are clear. Pieces 8 and 9 inches wide may have one standard defect. Pieces 10 and 11 inches wide may have two standard defects or their equivalent. Pieces 12 inches and over wide may have three standard defects or their equivalent.

Commons are 3 inches and over wide, 8 to 16 feet long; 3 and 4 inch pieces must have one face clear and two square edges; 5 inch pieces one face clear. Pieces 6 inches and over wide must work three-fourths clear in not over two pieces.

Culls are 3 inches and over wide, 6 to 16 feet long, and include all lumber not equal to the grade of common that will work one-half clear without waste, in not to exceed three pieces. Pieces 3, 4 and 5 inches wide must be sound.

Maple strips are 3, 4, 5 and 6 inches wide, 6 to 16 feet long.

Grades : Clear, commons and culls.

Clears strips are 10 to 16 feet long, and must show one face clear and two good edges.

Commons are 8 to 16 feet long, not to exceed 20 per cent. shorter than 12 feet, and will admit of one standard defect showing on both faces.

Culls are 6 feet and over long, and shall work one-half clear in not more than three cuttings, no cutting to be less than two feet in length.

---

Mr. Eldoras Todd, of Brantford, Ont., in renewing his subscription to THE CANADA LUMBERMAN for 1899, writes; "This is the tenth year I have taken THE LUMBERMAN, and I would not be without it for double its cost. You are improving it every year. Wishing you success in the year to come."

# THE NEWS.

—H. A. Kribs, M.P.P., purposes starting a box factory at Galt, Ont.

—R. Truax, of Walkerton, Ont., recently purchased a saw mill in Bentinck.

—E. W. Benjamin, of Yarker, Ont., talks of starting a hub factory at Arnprior.

—James McLellan was seriously injured in a logging camp near Vancouver, B.C.

—Harvie & Co., of Toronto, may establish a box factory on the Chaudiere at Ottawa.

—The Sicken Lumber Company, of Sombra, Ont., have lately put in a band saw and jointer.

—R. F. Hicks, of Norwich, Ont., will probably branch out into the manufacture of staves.

—Armstrong Bros., of Markdale, Ont., are making extensive improvements to their saw mill.

—F. Austin & Sons, of Haliburton, Ont., are about to establish a saw and shingle mill at Baptiste.

—Thomas and William Swift are carrying on extensive lumber operations at West Adamsville, N.B.

—Rider & Kitchener, of Brampton, Ont., will probably remove their excelsior and veneer factory to Lindsay.

—Cromwell Bros., of High Forest, near Sawyerville, Que., are adding to their saw mill a pulp wood peeler.

—Robert Lafontaine, of Brigham, Que., purposes building a sash and door factory in connection with his mill.

—A lumberman named Sampson was killed by the fall of a tree at Kelly's lumber camp near Rat Portage, Ont.

—J. Gregory has leased Cook's saw mill at Howich, Ont. He purposes starting a planing mill in connection therewith.

—H. A. Clemens & Company have taken over the planing mill and sash and door factory of Wideman & Clemens, Guelph, Ont.

—A Rat Portage paper states that the Rat Portage Lumber Company are making preparations to refit and improve their saw mill at Norman, Ont.

—Sewrey's foundry at Barrie, Ont., has been purchased by Dyment & Butterfield, who will manufacture saw and shingle mill machinery, boilers, engines, etc.

—Among the enquiries received at this office is one from a correspondent at Rat Portage, Ont., asking for the address of mills manufacturing clear spruce.

—A. Beaulieu, saw mill owner of St. Benoit, Que., and his family were almost blown up by an evidently designed explosion. The side of the house was torn out, but fortunately no one was injured.

—Wm. Fraser, an employee of Sutherland, Innes & Co., Chatham, Ont., was struck by a falling tree in the woods near Glencoe, and instantly killed. His companion, named McEachren, was severely injured.

—Paradis & Belly, of Quebec, are about to start a factory at Chicoutimi, Que., for the manufacture of boxes for butter, cheese and condensed milk, and are negotiating with a Swiss company for a large contract.

—In the Holland river, near Bradford, Ont., there has been found a number of white oak logs, which have at various times been lost while towing for shipment. These logs are being raised, and sold. They are sound and said to be worth $50 a thousand.

—The Gilmour Company, of Trenton, Ont., propose to increase the capacity of their sash, door and blind factory, and build a box factory. The town has been asked to assist to the extent of a $10,000 bonus, to be voted on by the ratepayers on January 2nd.

—A number of lumbermen, including Senator Snowball, of Chatham, Willard Kitchen, of Fredericton, and J. L. Black, of Sackville, N.B., have secured a controlling interest in the Woodstock Gold Mining Company, of Forest Hill, Guysboro, N. S., for $22,800.

—Tenders will be received until noon on Monday, the 16th day of January, for a permit to cut timber on Berth No. 831, in the province of Manitoba, containing an area of one square mile, more or less. Tenders to be addressed to John R. Hall, Department of Interior, Ottawa.

—The British Columbia Wood Oil Company, of Port Moody, B.C., whose mill was recently destroyed by fire, had just made the first shipment of the commodity known as oil of cedar. The patents covering the process of manufacture have still four years to run, and if Mr. McDonald can obtain any new capital, it is understood he will rebuild.

—H. Elderkin & Co,, of Port Greville, N.S., have men in the woods getting out the frame of a three-masted schooner of about three hundred and fifty tons register, which they intend building next summer. They also have a small coasting schooner of about sixty tons nearing completion.

—The late Robert Hamilton, lumber merchant, Quebec, who died in September last, left an estate valued at $2,027,240. The trustees are his son, John Hamilton, gentleman, of Quebec; his brother, Right Rev. Charles Hamilton, Lord Bishop of Ottawa; and Walter Pringle Cassels, Q.C., of Toronto, his son-in-law.

—George Long has purchased the Sherbrooke, Que., Grained Lumber Co.'s business from H. Silver & Son. The company own a process for making grained lumber for finishing in imitation of the more expensive woods. Mr. Long purchased the sole right for the manufacture and sale of the lumber in the eastern townships of Quebec.

—At the annual meeting of the Madawaska Improvement Company, held in Ottawa on December 14th, Mr. J. R. Booth was re-elected president, and Mr. G. B. Greene, secretary. The following board of directors was elected: Messrs. J. R. Booth, Alexander Fraser, C. B. Powell, M.P., E. H. Bronson, and Claude McLachlan.

—To mark the closing for the season of the Longford Lumber Company's saw mill at Gravenhurst, Ont., an entertainment was tendered the employees by the manager, Mr. William Thomson. Refreshments were partaken of, after which an address was presented to Mr. Thomson, in which expressions were not lacking of the appreciation by the employees of his kindness and consideration.

—The High Commissioner at London, Eng., announces that he has received enquiries for the following: From Sweden, from a firm desiring to import spruce boards from Canada, to be perfectly free from knots; Antwerp, from a firm wishing to represent Canadian timber exporters in that city; for woodenware and manufactures of wood from a Manchester firm, who desire to be placed in communication with exporting houses in Canada, with the object of opening up business relations.

—An Ontario charter of incorporation has been granted to the North Shore Timber Company of Port Arthur, Ont. This firm is the outgrowth of the firm of Hazlewood & Whalen, pulp wood contractors. The new company is capitalized at $60,000. The members of the company are P. Weidner, E. W. Voight, O. L. E. Weber, A. K. Kiefer, of Detroit, Mich., and R. A. Hazlewood and James Whalen, of Port Arthur. The object of the company is to carry on a general lumbering and pulp wood business.

—Mr. G. P. Magann, of Toronto, has entered an action for $22,500 against the Grand Trunk Railway Company. The plaintiff, who is a tie contractor, alleges that when last spring he proceeded to Saugeen peninsula, on the shores of the Georgian Bay, to ship some 75,000 ties which he had there, he discovered that they had been taken away by the Grand Trunk Railway Company, who claimed to have received them from one of their contractors. Mr. Magann therefore took action to recover the value of the ties.

—The British Consul at Windsor, Ont., has the following to say regarding exports of staves: "The timber in this district being almost entirely hardwood, and the elm found here being especially fitted for cooperage stock, the stave industry has thrived for the past fifteen or twenty years; but the elm forests are rapidly becoming depleted; 150,000,000 feet only of the original stumpage still remain, and it is only the matter of a few years before the manufacture of elm staves will cease. The recent increase in the United States' duty on staves has not stopped their export."

—A Michigan man is considering the establishment of an excelsior factory at Woodstock, N.B. According to an exchange he estimates the cost of making six tons of excelsior as follows:

| | |
|---|---|
| 6 cords wood at $3.00 | $18.00 |
| 3 men on machines | 3.75 |
| 2 men on saws | 2.50 |
| 2 boys | 1.00 |
| 1 foreman | 2.50 |
| Wire for bailing | 15 |
| Power | 3.00 |
| Total | $30.90 |

## USEFUL INFORMATION.

A rule by which to estimate the power of a double belt is given as follows: Divide the number of square feet that passes over one of the pulleys in a minute by 40. The result will be the power that it can develop. The authority which gives it says that it does not contain many fine points, but the results are just as reliable as those obtained by more complicated methods. Probably this is true.

OIL FOR BOILER SCALE.—The use of oil as a scale remover in steam boilers is treated in an article in a recent issue of The Locomotive, the conclusions of which are summed up as follows: Mineral oil is often useful for the prevention or removal of scale, when it is properly applied; in the prevailing method of introduction, it gives good results in many cases; but when it has not proved as effective as desired, we recommend that the boiler be dried out and that the kerosene be sprayed upon the plates and tubes. It is important to avoid the use of open lights in or about a boiler that is being so treated; incandescent electric lights are the safest to use. Finally, kerosene is very serviceable for removing lubricating oils from plates and tubes.

FITTING SMALL BAND SAWS.—The care of scroll band saws has become a fine art. Saws of good quality can now be used until worn out without breakage other than by accident. Among the chief causes of breakage, located in the saws themselves, are crooked brazes, irregularity in the width, size of teeth or set, saws stretched too much on one edge, and saws crooked either on tooth or back. All of these defects will be eliminated by an intelligent use of the best filing room tools. Such appliances are money savers in any shop, and the larger the number of band saws in use the better interest they return. There are four points on the machine which are responsible for many broken saws: The friction of back of saw against a metal guide, which crystallizes the back and causes flaws; a ragged covering on the face of the wheels; the lack of alignment of wheels, and a lack of sensitiveness or overloading in the straining device.

ROPE TRANSMISSION.—In a paper on power transmission by ropes and belts, read before the French Society o Civil Engineers, V. Dubreuil states that one great ad-f vantage possessed by ropes is that cyclical variations in the speed of the driving pulley are "damped" by the ropes, so that the speed of the driving pulley is much more uniform than that of the driver. Ropes are also useful when the two lines of shafting are not perfectly parallel. The velocity of the rope should not be less than about 4,500 feet per minute, nor more than 5,000 feet, while with belts a velocity of as little as 600 feet per minute may be used, but the maximum should not exceed 4,000 feet per minute, above which the centrifugal force prevents the proper adhesion of the belt to the pulley. For great distances between the lines of shafting ropes should be used; though in exceptional cases they may be employed with as little as 12 feet between shaft centres, in general the distance should not be less than 20 feet. Spans of as much as 328 feet have been worked by ropes with only intermediate support. Under no circumstances should the diameter of the smallest pulley be less than 30 times the diameter of the rope, and in general the pulley ratio should not be greater than four to one. Three standard ropes of manila, hemp or cotton may be used. Hemp is much cheaper than cotton, and usually wears longer, but is less pliable. To facilitate estimates, the approximate weight of a rope pulley may be taken as 5½ pounds per groove for each inch of diameter, though single groove pulleys will weigh double this amount.

## TRADE NOTES.

Mr. E. A. LeBel, wholesale lumber dealer of Sarnia, Ont., has sent out to his business friends a large and very attractive calendar.

One of the most attractive calendars which have reached our desk is from Messrs. T. Sullivan & Co., Buffalo, N.Y. This firm are wholesale lumber dealers, and make a specialty of elm and ash.

Mr. Thomas Pink, manufacturer of lumbermen's tools, Pembroke, Ont., has recently made extensive improvements in his machine shop. The old office has been removed, and in its place a commodious business office, shipping room and store room has been erected. A 35 horse power compound engine has been put in, which gives ample power for all purposes.

# WOOD PULP DEPARTMENT

## MARKETS FOR CANADIAN PULP.

WHEN in Montreal recently, ex-Mayor George Robertson, of St. John, N. B., was interviewed regarding the proposed pulp mills in New Brunswick. After referring to the several mills now completed and projected, he was asked the following questions :

"Will there be room for all of these mills, and will the demand be sufficiently large to warrant such an extensive outlay?"

"I will answer your questions," Mr. Robertson replied, "by giving you some information as to the extent of the British market. In the Lancashire district of England, 180,000 tons of mechanical pulp are imported yearly for paper. This immense quantity comes chiefly from Scandinavia and Bohemia, and please remember that this is only one kind of pulp."

"Leaving Great Britain and France, which is also a pulp importer, out of the question, just consider the ever-growing paper consumption of the United States. Besides this, there must be at least thirty different articles in which pulp is used in the manufacture."

"Can we compete with the States in the manufacture of pulp?" was next asked.

"To use a common expression, the United States are "not in it." They simply cannot compete with Canada in pulp manufacture. Wood costing from $2.50 to $3 and even less in Canada is costing to-day $6 per cord in the United States."

Continuing, Mr. Robertson said that the Americans allowed our wood to go in free, but they levy a duty on the pulp, and in reply to another question, he said : "I should judge the Canadian pulp and paper industry to be of sufficient importance to bring influence to be felt at the proper time and place. I look upon the manufacture of pulp and paper in Canada as one of the most important industries that can be fostered in the Dominion, and the day will come when Canada will have almost a monopoly of the business."

"And New Brunswick will possess its good share?"

"Yes ; our province has the largest area of spruce suitable for that purpose that exists in Canada to-day."

## FAVORS AN EXPORT DUTY.

MR. J. H. Lefebvre, C. E., of Montreal, who recently returned from England, tells, in the Montreal Star, of the results of his investigations touching the pulp and paper industry. For the last four years he has devoted his time to the study of the manufacture of pulp and paper, and of the advantages that Canada offers to that industry, and the conclusions he has arrived at are : That we possess indisputable resources and advantages ; that, in order to be remunerative and susceptible of attracting capital, the industry should be carried on on a large scale in mills of large capacity ; that, in order to retain the control of their market, the British people will have to turn their eyes to Canada and invest their capital here.

Early last winter he went to England for the purpose of impressing these views upon some of the wealthy manufacturers, and in this he states he was successful. He considers it necessary, however, that Canada should impose an export duty on pulp wood.

Mr. Lefebvre says : "If we increase our production suddenly to a large extent, we must create a demand, because we must be careful not to flood the market ; and the only way to do is to take the place of the Americans on the British and European markets, even on their own market. The position to-day is this : The United States forests are getting depleted, and we are allowing the Americans to take our logs and pulp wood, while they impose a duty on our manufactured articles. Why should we let them steal our wood the way they do and leave practically nothing in the country in return but the stumps, while our Canadian workmen are working in the United States in mills supplied with Canadian wood to the benefit of the Americans, who sell us paper and export pulp and paper to Great Britain, Europe—even Australia? We have a great field before us, and it is now time to decide whether we shall take the lead in the wood pulp and paper industry. In the Old World, except Scandinavia, they have no surplus of wood, but barely enough for their own consumption, and many countries have to rely on others for their supply. In Sweden and Norway wood is going up in price, and they can hardly increase their production. We must look to Great Britain for the capital to develop our interests, and especially this one. British capitalists are now turning their attention to Canada. They seem to realize that after Australia and South Africa have had their turn, they should naturally look to Canada for investments ; but as yet they are timid. By affording the necessary facilities and encouragement to make it a success, they will start in a good sound enterprise, such as the pulp and paper industry, and the capital will soon follow to develop the other industries of the country. It is time that we should look sharply after our own interests. And sooner or later the question must be settled by the Dominion government, as they will be requested by the American authorities to veto any legislation passed by the provinces to aid this industry. What the country requires is an export duty. I admit that if the duties were taken off on both sides of the line it would open a big market. But this would not have the results we are looking for—it would not stimulate the industry, and would permit the Americans to retain the control of the market."

## QUESTIONS AND ANSWERS.

"READER" asks : Can you tell me whether the balsam or fir timber grown on the shores of the Lower St. Lawrence is used in the manufacture of pulp ?

ANSWER : We understand that balsam fir is used quite extensively and successfully for chemical (either sulphur or soda) process pulp, but it is no competitor with spruce for ground wood or mechanical pulp. No other wood so far as known is so well adapted for mechanical pulp as our native spruce. We are informed that some spruce mills making spruce pulp may add a small percentage of balsam pulp to their product without detection, but it is considered an adulteration. As a matter of fact, any of our native woods will make chemical pulp, but there is no substitute for spruce for mechanical.

## PULP NOTES.

The E. B. Eddy Company have commenced the erection of a new pulp mill at Hull, Que.

Mr. Douglas Ayerst has been appointed superintendent of the pulp mill of the Royal Paper Mills Company at East Angus, Que.

The council of St. John, N.B., has granted to the Cushing Sulphite Fibre Company the necessary water supply, and the erection of the proposed pulp mill will now be proceeded with.

Mr. Hiram S. Maxim, of London, Eng., was in Ottawa last month, investigating the prospects for a pulp mill. An examination of the water power at Chelsea, owned by Gilmour & Hughson, was made.

The mayor of Woodstock, N. B., has received a communication from a large business concern in Ontario who are considering the erection of an immense pulp mill in Eastern Quebec or New Brunswick.

Mr. W. J. Findlay, of Lawrence, Mass., who has been appointed manager of the Sturgeon Falls Pulp Company, is a brother of Mr. J. D. Findlay, superintendent of the Toronto Paper Co.'s mill at Cornwall, Ont.

The Lake Megantic Pulp Company, of Lake Megantic, Quebec, is seeking amendments to its charter, with a view to increasing the capital stock and engaging in a more extensive pulp-making, saw-milling and electric light business.

It is understood that Mr. George Taylor, of Toronto, has abandoned, for the present at least, the idea of erecting a pulp mill at Seven Islands, on the north shore of the St. Lawrence river, in Quebec. At one time the project seemed in a fair way of being carried to completion.

A dinner was given recently at the Royal Hotel, St. John, N. B., by Mr. M. F. Mooney, in compliment to Messrs. Philip Grosset and W. D. Grosset, managing directors of the St. John Sulphite Co., Ltd., who came from Scotland to inspect the work that had been done. The mill will be completed early in March.

The pulp mills at Val Morin, three miles from Ste. Adele, in Quebec, were destroyed by fire last month. The mills passed into the hands of an American company about two months ago, J. H. Nault, the former proprietor, receiving $55,000 for the property, including the limits. The new owners were at the point of adding some buildings and installing new machinery to the value of $15,000. The loss is about $30,000, half of which is covered by insurance. It is stated to be the intention of the company to rebuild at once.

A patent has recently been taken out for a new method of drying pulp. According to this invention, the drying cylinders are enclosed in an air-tight compartment, in which there is a partial vacuum created by means of air pumps. By this means the water evaporates very quickly, and the temperature of the drying cylinders need not, therefore, be very high. Pulp dried by this means is, therefore, not exposed to the danger of being discolored or affected by being too highly heated. Mechanical pulp dried in this way is disintegrated in the heater as easily as air-dried pulp.

The Sissiboo Falls Pulp Company, of Weymouth Bridge, N.S., have in their mill four grinders, three wet machines, two hydraulic presses and a smaller packing press. There are also the necessary repair shops, and an electric light and steam heating plant. The mill works day and night throughout the greater part of the year. Scarcity of water in certain seasons sometimes necessitates a suspension. This difficulty, however, has been largely overcome by the construction of reservoirs at convenient points on the upper part of the river. Some twenty-five tons per day is the average output of the mill, which consumes annually about 3,000 cords of spruce. Employment is furnished to twenty-six men.

The Chatham, N.B., World of recent date says : The steamship Tiber sailed on Monday with 1,200 tons of pulp shipped by the Maritime Sulphite Fibre Co. She will call at Halifax and take on 400 tons of pulp that the company has forwarded to that port by rail. The Tiber's St. John freight, four carloads, was forwarded by rail from Chat-

ham. The pulp taken from here by the steamer is valued at $40,000. The company had the option of sending the Tiber either to Halifax or St. John to load the balance of the cargo, and chose Halifax because the Intercolonial bid lower to Halifax than the Canadian Pacific and Canada Eastern to St. John for the carriage of the 400 tons of pulp. Competition between rival railways is a big thing for shippers of freight.

The Dominion Pulp Co., says the Chatham, N.B., World, is experimenting with hemlock. Two batches of hemlock fibre were cooked the other day, and the pulp looks white and of good quality. Should it prove to be as valuable to the paper makers as pulp made from spruce, it will be of much benefit to the owners of hemlock lands.

The Halifax Mail says: The pulp business is now looked upon as one of the most profitable investments in this province, and St. Margaret's Bay is considered a suitable locality for the operation of a large mill. It has advantages for shipping, and if the scheme goes through the community there will be benefitted. It is from this point, too, that the company proposes to distribute its power to other manufacturing concerns. From the engineer's report it has been ascertained that the water supply at that point is sufficient to develop thousands of horse power, and of the enormous amount available it is estimated that some 2,000 horse power can be brought to Halifax. The rest will be devoted to furnishing power for the pulp mill. As to Rockingham, a central power house will be established, and from that point the electricity be distributed about the country. In order that no time may be lost should the legislature decide to grant a charter, a representative of the company is now in New York making inquiries as to the cost of a plant and the machinery most approved by up-to-date electricians.

A correspondent of the Montreal Gazette, referring to the proposed works to be carried out in Newfoundland by the Newfoundland Bleached Pulp Company, under the management of the Messrs. Reid, of Montreal, says: "Preparations for commencing the pulp manufacture are in an advanced stage. All the plans are matured and machinery ordered. The most skilled experts have been consulted. The site of operations is an ideal one, being an immense area on the shores of Grand Lake, not far from the railway, densely covered with wood of the very best kind for making pulp. Close to it are the coal mines. Water power to any extent is available. In the marble beds of the Humber, at a short distance, are inexhaustible supplies of lime. At Bay of Islands, at no great distance, are immense deposits of iron pyrites, containing 50 per cent. of sulphur, from which sulphuric acid is made—an indispensable article for the manufacture of the best kind of pulp. It would be impossible to find such a combination of advantages for carrying on such an industry, in any other place. One of the greatest pulp factories in the world will spring up here, as if by magic."

About one year ago arrangements were nearly completed for the erection of a large pulp mill at Buckingham, Que., but for a reason then unknown the undertaking was not proceeded with. Now the explanation is made public by an action for damages entered in the Superior Court of Quebec against Frank Ross, for $500,000, the largest claim for which an action for damages was ever entered in that district. The plaintiff is John Livingstone, accountant, Montreal. Mr. Ross was the owner, or one of the owners, of the property that had been under negotiation, and Mr. Livingstone was the medium through whom it was sought to be purchased. In short, Mr. Livingstone acted as if he had an option on the property, and proceeded in the usual way to promote the sale of it by getting together the nucleus of a company to take it over. Mr. Ross is said to have intervened and the transaction was stopped. Mr. Livingstone regards Mr. Ross' withdrawal of the property, or refusal to sell it on the terms proposed, as a breach of agreement, for which he now sues for damages. He alleges that last fall Mr. Ross wrote to him offering the property for $130,000, $30,000 to be in cash and the remainder equivalent to cash. This letter he sets up as a promise of sale. He had an option of three months, he further states, in which to accept the offer or not. On the 15th of January last, the day on which the option is represented to have terminated, he claims to have tendered Mr. Ross through a notary $30,000, which, he says, Mr. Ross refused to accept.

## ONE DOLLAR.

THE above sum represents the yearly subscription price of the CANADA LUMBERMAN, including both weekly and monthly editions, mailed to any address in Canada or the United States. Owing to postal charges, the subscription price to foreign subscribers is two dollars per year. Persons in foreign countries interested in Canadian timber products can invest that sum to no better advantage than by becoming a subscriber. Likewise every mill owner in Canada should read the columns of the CANADA LUMBERMAN. A sample copy will be furnished upon request.

## CANADA'S COMMERCIAL AGENTS.

FOLLOWING is the correct official list of Canada's Commercial Agents in Great Britain, British possessions and foreign countries:

J. S. Larke, Sydney, N.S.W., agent for Australasia.
G. Eustace Burke, Kingston, Jamaica, agent for Jamaica.
Robert Bryson, St. John, Antigua, agent for Antigua, Montserrat and Dominica.
S. L. Horsford, St. Kitts, agent for St. Kitts, Nevis and Virgin Islands.
Edgar Tripp, Port of Spain, Trinidad, agent for Trinidad and Tobago.
C. E. Sontum, Christiania, Norway, agent for Sweden and Denmark.
D. M. Rennie, Buenos Ayres, Argentine Republic, agent for Argentine Republic and Uruguay.

In addition to their other duties, the undermentioned will answer inquiries relative to trade matters, and their services are available in furthering the interests of Canadian traders:

J. G. Colmer, 17 Victoria street, London, S.W., England.
Thomas Moffat, 16 Church street, Cape Town, South Africa.
G. H. Mitchell, 15 Water street, Liverpool, England.
H. M. Murray, 40 St. Enoch Square, Glasgow, Scotland.
Harrison Watson, Curator, Imperial Institute, London, England.

## PERSONAL.

Mr. A. E. Ryan, millwright with the Bronson & Weston Company, Ottawa, was married last month to Miss Bertha Denmark.

Mr. S. W. Conrad, a popular lumberman of St Croix, N.B., recently took unto himself a wife, in the person of Miss Reid. THE LUMBERMAN extends congratulations.

Mr. Joseph S. Wallis, of Port Carling, Ont., died last month. He carried on a sawmilling and general store business, and had been a resident of that village for 27 years.

Mr. W. H. Harris, representing Messrs. George T. Houston & Co., wholesale hardwood lumber dealers of Chicago, spent the holidays with his family in Toronto. The CANADA LUMBERMAN received a pleasant call from him during his stay in the city, and was pleased to learn that he is succeeding in working up an important business in Canada for the company which he represents.


FOR SALE

24 sets good Lumbering Sleighs. Width, 5 feet 2 inches over all; runners, 4 x 6 x 7 feet; bunk, 8 feet; spring steel shoeing. Will be sold cheap. Apply to
THE WHALEY LUMBER CO., Limited,
Huntsville, Ont.

TOWER & WALLACE
ASHLEY B. TOWER, M. Am. Soc. C.E.
CONSULTING ENGINEER.
Broadway and 25th St. - NEW YORK
ARCHITECTS AND ENGINEERS
PAPER AND PULP MILLS
MANUFACTURING AND
POWER DEVELOPMENTS
E. BRADLEY, C.E. - 3 Place d'Armes Hill, MONTREAL - Canadian Representative.

PULP MILLS - ATTENTION!
Phosphor-Bronze Castings
of any weight, for Pulp Mills (special mixture.)
All Bronze manufactured by us.
Quotations and References cheerfully given.
CITY BRASS FOUNDRY - HAMILTON, ONT.

It Pays to advertise in the CANADA LUMBERMAN. Try it.

Your Best Interest
Will be served by getting our prices on the following
White Beans
Comadia Figs
Raisins and Currants
Prunes in 25 and 50 cent boxes
Sugars, dark yellow
Syrup and Molasses
H. P. ECKARDT & CO.,
Wholesale Grocers TORONTO

WRITE FOR A COPY TO-DAY
Our 1899 Edition—7 Tons of Books
"Saw-Fitting Machinery and Tools"
A Treatise on the Care of Saws
For Mill and Factory Managers, Superintendents, Foremen and Saw Filers.
Contents—250 Pages. Weight—Over a Pound.
Illustrations—Between 100 and 200 Saw-Fitting Appliances for Bands, Gangs, Circulars and Re-Saws.
Postage—For the Edition, $1,100.
If you see this Ad. tell us where you saw it when you write us, and write us when you see it. Always—
BALDWIN, TUTHILL & BOLTON
GRAND RAPIDS, MICH., U.S.A.
For Saw-Fitting Equipment

## BANKER'S VIEW OF THE LUMBER TRADE.

MR. Charles Magee, president of the Bank of Ottawa, thus referred to the lumber industry in his address read at the annual meeting in Ottawa last month :

"With regard to the lumber trade, which has in the past and still continues to give employment to a large proportion of our resources, I am glad to know that recently a distinct improvement is noticeable in the demand for the grades usually sold to the American market, with quite a perceptible hardening in prices, while indications are not wanting that Great Britain's requirements will be as large as for several years past, and that values will be fully maintained. We must, however, recognize that in so far as the manufacture of sawn lumber at the city of Ottawa and vicinity is concerned, it is a diminishing industry. There is, however, every reason to believe that the water power at the Chaudiere Falls can and will be profitably employed in other branches of manufactures, doubtless, with increased outlay for skilled labor, which will have a tendency to advance the growth and increase the prosperity of the city. The utilization of pulp made from spruce and other woods hitherto considered of but little value, in the manufacture of paper and other products, has added immensely to the value of our forests, and many limits in the Ottawa and other lumber districts, denuded of the merchantable timber, but having a large quantity of young spruce trees on them, may be considered valuable properties, and possibly a more valuable asset than a gold claim in the Klondike."


J. D. SHIER
MANUFACTURER OF
Lumber, Lath & Shingles
BRACEBRIDGE, ONT.

TELEPHONES
Send for our Illustrated Catalogue and Price List of
"UNIQUE" TELEPHONES
For Main Line and Warehouse Use.
Only Telephone made that does not get out of adjustment. Satisfaction guaranteed. Sold outright at low prices. No exorbitant royalties.
SOLE MANUFACTURERS
JOHN STARR, SON & CO., LIMITED
P. O. Box 448, HALIFAX, N. S.

GEO. T. HOUSTON & CO. CHICAGO, ILLS.
HOUSTON BROS. CAIRO, ILLS.
HOUSTON BROS. BIGBEE, MISS.
HOUSTON BROS. COLUMBUS, MISS.

EXTRAORDINARY

We are cleaning up numerous yards in connection with our Mills in the South, to make room for next year's new cut.
Stock consists of all grades and thicknesses Hardwood Lumber, Yellow Pine and Cypress, including a big surplus of No. 1 and No. 2 Common Yellow Pine, Select and Common Cypress. All of the above a year and over dry.
If you are in the market for any kind of Hardwood Lumber, Yellow Pine or Cypress, or expect to be in the future, send us your enquiries. The stock has to be moved, and if we can pick your orders out of any of the lots referred to, we will quote you prices to save additional handling expenses.

Address all Correspondence to our Main Office:
Cable Address, "HOUSTON."
Lumberman's and A.B.C. Codes.
GEO. T. HOUSTON & CO.
CHICAGO, ILLS., U.S.A.

THERE'S been a good deal of talk in this space on.... "VULCAN," "LEFFEL" AND "PERFECTION" TURBINES
Not more, however, than the excellent quality of the goods warrants. In fact, the manufacturer has plenty good talk regarding them that has never been used—very gratifying talk indeed when people who READ, INQUIRE and PURCHASE say, as they invariably do, they get all that was promised—in many cases much more than was expected.....These remarks apply with equal force and truth to

The Lane Improved Circular Saw Mill
BUILT WITH
SINGLE OR DOUBLE SAW FRAME
ALL KINDS OF DOGGING DEVICES
VERY LATEST ROLLER GAUGE
DIRECT OR INDEPENDENT FRICTION FEED UNDER SAWYER'S CONTROL BY PATENT FOOT RIG
PERFECTED SET WORKS FOR FINEST ADJUSTMENT
Nothing Superfluous—Nothing Wanting for a Compact, Rapid, Accurate, Easy-Running and Lightly-Manned Mill. AND THE BEST VALUE IN THE MARKET—BAR NONE.

THE "CANADA FAVORITE" is a Hand-Feed Horizontal SHINGLE MACHINE, having a capacity of 25,000 to 50,000 Shingles per day, according to power applied and character of timber.
A GOOD MACHINE TO MAKE MONEY—AND NOT COSTLY

Gearing, Pulleys, Shafting, Hangers, &c., in a great variety of patterns

Madison Williams
Successor to PAXTON, TATE & CO. - PORT PERRY, ONT.
LAURIE ENGINE CO., Agents, 321 St. James St., Montreal.

## FOREIGN NOTES OF INTEREST.

The Sanders & Egbert Company, hardwood lumbermen, of Goshen, Ind., recently paid John M. Newton, of Decatur, Mich., the sum of $10,000 for fifty-one walnut trees growing on his farm.

A wealthy lumber dealer of Dresden, Germany, has come across the ocean and gone across the continent to investigate the qualities of fir lumber. He has purchased a number of cargoes and is negotiating for others. He says that they want wide lumber, and that they can get what they want better on the west coast than any place else he knows of.

For several centuries timber cutting has proceeded in Bohemia, Europe, and yet the primeval forests retain almost their original area. This is due to the forethought of the government, and the regulation which provides that as trees are cut down others shall be planted, or young trees preserved, so as to maintain a complete stand in the forest growth. The timber is mostly pine. Wherever a clearing is made, small trees are set so as to cover the denuded space. The trees are raised in small enclosures in the mountains, from whence they are transplanted.

Mr. William Carther, Ariel, Ont., in remitting his subscription, writes that he would not care to be in the lumber business without THE CANADA LUMBERMAN.


# DICK'S PATENT BALATA AND CANVAS BELTING

Still keeps an increasing lead all over the world—ever since its original invention about 1870—for following reasons :

**ITS GREAT DURABILITY** **NO SLIPPING**
**IMMENSE GRIPPING POWER** **SMOOTH RUNNING**

Unequalled for Wet Work

Does not Stretch; Has no Seams or Joints; Uniform Throughout

**IT IS THE BEST FOR ALL HEAVY WORK**

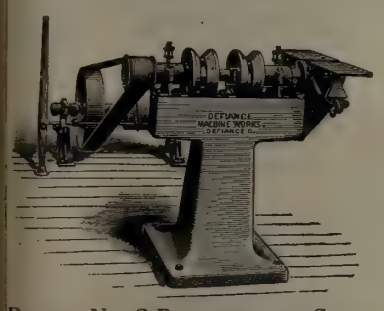
TRY IT—Write to the Sole Agent for Canada—J. S. YOUNG, 15 Hospital Street, MONTREAL

ESTABLISHED 1850

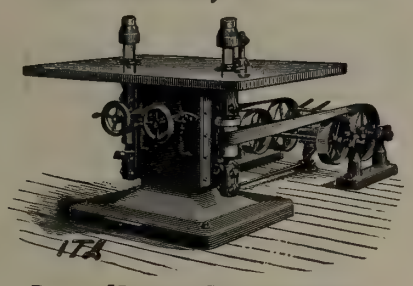
# THE DEFIANCE MACHINE WORKS

Designers and Builders of DEFIANCE, OHIO, U.S.A.

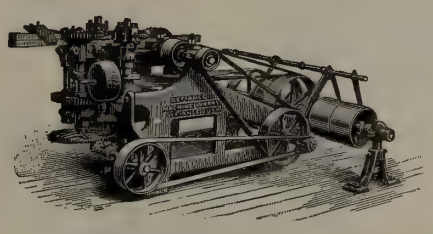
**PATENT HUB, SPOKE, WHEEL, WAGON, CARRIAGE, BENDING, HANDLE AND BARREL HOOP MACHINERY**



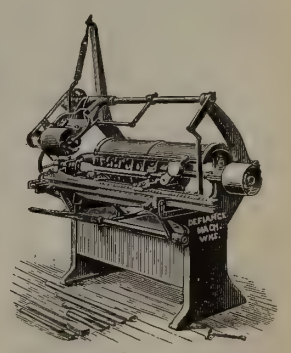
PATENT NO. O ROUNDING AND CORNERING MACHINE, WITH 6 INCH BUZZ PLANER ATTACHMENT.



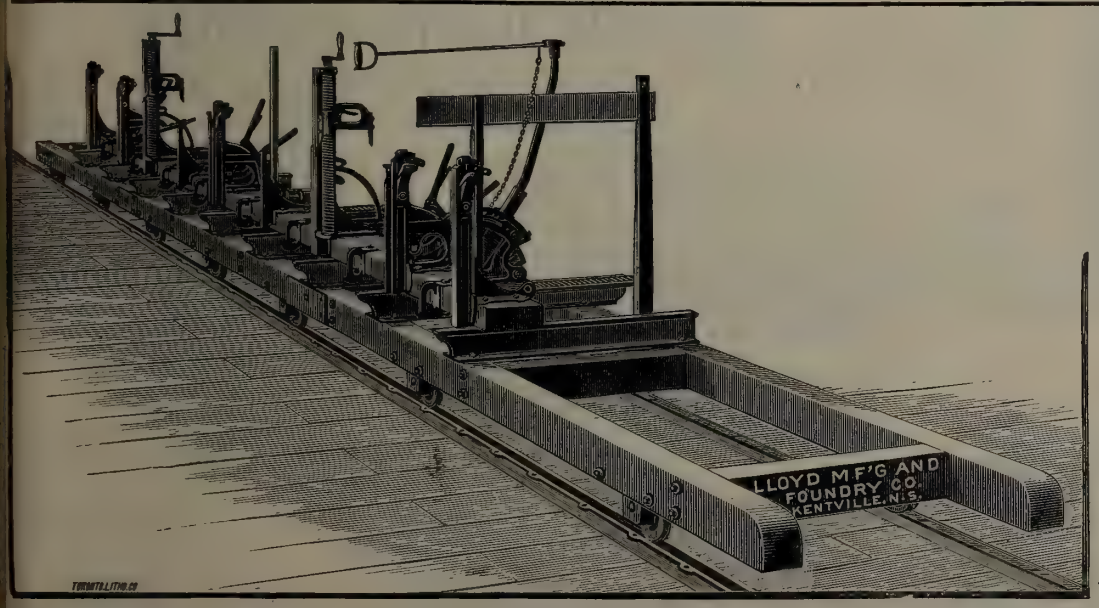
DOUBLE SPINDLE SHAPING MACHINE



AUTOMATIC SAWED HOOP PLANER.



COMBINED SPOKE TURNING AND SQUARING MACHINE. Capacity, 2,500 Spokes per day.




# Lloyd Manufacturing Co'y

JOHN I. LLOYD, Proprietor

# SAW MILL OUTITS

**Pulp Machinery, Belting, Etc.**

OUR SPECIALTIES:

Band Saw Mill Machinery,
Improved Rotary Saw Mills, with Green Mountain Dogs,
Also Screw Post Dogs,
Turbine Water Wheels,
Power Feed Gang Edgers,
Buzz and Surface Planers,
Heading Rounders,
Stave Machines, Stave Jointers,
Stave Planers.

KENTVILLE, N.S

# OAK TANNED BELTING

TORONTO
20 FRONT ST EAST
TELEPHONE 475

THE J.C.McLAREN BELTING Co MONTREAL

# FRICTION PULLEY BOARD

The BEST Article Known for the Purpose

MANUFACTURED BY..... THE DOMINION LEATHER BOARD CO'Y. - MONTREAL, QUE.

---

CANADIAN OFFICE & SCHOOL FURNITURE CO. LIMITED

PRESTON ONT.

FINE BANK, OFFICE, COURT HOUSE & DRUG STORE FITTINGS.

OFFICE, SCHOOL, CHURCH & LODGE FURNITURE

SEND FOR CATALOGUE

J. L. JONES—TOR

---

BEST MAIN DRIVE. REGISTERED TRADE MARK GUARANTEED.

GANDY'S PATENT

GANDY'S AMERICAN COTTON BELTING

Sole Canadian Agents :-: Prices Reduced.

WATEROUS, BRANTFORD, CANADA.

---

# WEST AND SOUTH

run the lines of the Illinois Central Railroad and the Yazoo & Mississippi Valley Railroad reaching into the eleven States of

| | |
|---|---|
| South Dakota | Kentucky |
| Minnesota | Tennessee |
| Iowa | Arkansas |
| Wisconsin | Mississippi |
| Illinois | Indiana Louisiana |

Presenting an unequaled territory for diversified industries, and pos-essing

**Fine Sites for New Mills**

**Best of Freight Facilities—Coal Fields**

**Close Proximity to Distributing Centers**

**Intelligent Help of all Kinds**

**Many Kinds of Raw Material**

To sound industries, substantial inducements will be given by many of the places concisely described in the pamphlet "100 Cities and Towns Wanting Industries." Write for a copy. Nearly all kinds of Industries are wanted. Very liberal inducements are offered **TEXTILE INDUSTRIES** in the South by a number of good places. GEORGE C. POWER, Industrial Commissioner I. C. R. R. Co, Chicago

---

THE CANADIAN Photo Engraving Bureau

MOORE & ALEXANDER

TELEPHONE 2158

16 ADELAIDE ST. WEST

TORONTO ONT.

COPPER-WOOD ZINC ENGRAVINGS FOR ALL KINDS OF ILLUSTRATING HALF-TONE AND SPECIALTY

---

CHARLES F. CLARK, President. JARED CHITTENDEN, Treasurer.

ESTABLISHED 1849.

## THE BRADSTREET MERCANTILE AGENCY

*THE BRADSTREET COMPANY, Proprietors*

**346 & 348 Broadway, NEW YORK.**

Offices in the principal cities of the United States, Canada, the European Continent, Australia, and in London, England.

The Bradstreet Company is the oldest, and, financially, the strongest organization of its kind—working in one interest and under one management—with wider ramifications, with more capital invested in the business, and it expends more money every year for the collection and dissemination of information than any similar institution in the world.

TORONTO OFFICES:

*McKinnon Bldg., Cor. Jordan & Melinda Sts.*

THOS. C. IRVING, Superintendent.

---

OUR EXTRA HAND-MADE

## AXE

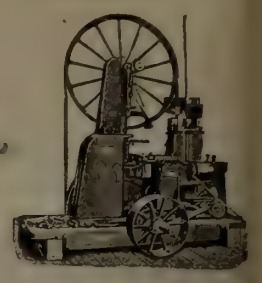
This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS. Mnfrs.

St. John, N. B.

---

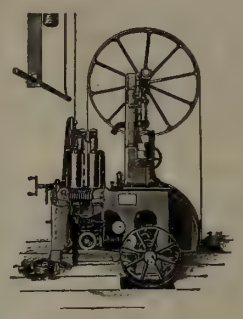
# Band Re-Saws



## 50 SAGINAWS

**In SAW MILLS**

If you want a Band Re-Saw for **Any Purpose**, write to Headquarters:



W. B. MERSHON & CO.

SAGINAW - MICH.

---

# THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office: TORONTO, ONT.

Cable and Telegraph Address, "Royelectric."

MANUFACTURERS OF

## Electrical Machinery and Apparatus

... FOR ...

**LIGHT and POWER**

SPECIAL ATTENTION GIVEN TO——

**LONG DISTANCE TRANSMISSION OF ELECTRICITY**

FOR LIGHT AND POWER

ALSO FOR

**ELECTRIC PLANTS FOR MILLS**

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

---

# Second Hand Machinery....

42 H. P. Leonard-Ball Automatic Engine, Nickel Plated Mountings.

35 H.P. Boiler, with 60 ft. Smoke Stack and Full Fittings.

Lath Machine, capacity of about 10,000 per day, in good order—only worked a short time.

**SNAPS TO CASH BUYERS**

Lancaster Machine Works - BOX 113, LANCASTER, ONT.

---

## THE PARK, BLACKWELL CO. LIMITED

## Pork and Beef Packers Wholesale Provisions

—TORONTO

Orders solicited for Pork and Beef Products, Butter, Cheese, Lard, Dried and Evaporated Apples, White Beans, etc., at close quotations.

---

*The Leading European Lumber Paper*

## *The Timber Trades Journal*

Published Weekly by WILLIAM RIDER & SON, Ltd., 14 Bartholomew Close, LONDON, E. C.

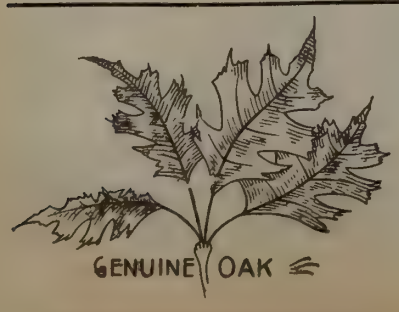
—o SUBSCRIPTION: $5.00 PER ANNUM, POST FREE o—

The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .

---

Try the "Wanted and For Sale" Department of the Weekly Edition.

---




TRADE MARK REGISTERED

GENUINE

# ENGLISH OAK-TANNED BELTING

## Lancashire Hair Belting

Branches: Ottawa and Galt, Ont.

D. K. McLAREN, Victoria Square, MONTREAL

# R. H. SMITH CO., LIMITED

## St. Catharnies, Ont.

We are the Sole Manufacturers of Saws under the **Simonds' Process** in the Dominion of Canada.

There is no process its equal for tempering circular saws. Other makers recognize this fact, as some of them, in order to sell their goods, claim to have the same process. **All such Claims are FALSE,** as the patentee in the U. S. and ourselves are the only firms in the world who use it.

MILL STREAM, QUE., on I. C. R'y, December 17th, 1894.

R. H. SMITH CO., LTD., St. Catharines, Ont.

DEAR SIRS,—Driving a 20 in. 13 gauge saw into frozen hardwood, using a 9 in. 4-ply belt, if it can be done satisfactorily, is a very severe test. Your saws have stood that test better than any I have tried. I have been experimenting with different makes—both home and imported—during the last five years, and give yours the preference. Last order is just to hand and will report on them by and bye.

Yours very truly, JAMES McKINLAY.

CAMPBELLTON, N.B., Nov. 17th, 1894.

R. H. SMITH CO., LTD., St. Catharines, Ont.

DEAR SIRS,—In regard to your Shingle Saws, you can say that I have been using Shingle Saws of your make (Simonds) for the past four years, and they have given good satisfaction. I am running nine machines and use a good many saws, but have never had a saw yet that did not work satisfactorily. Before using your saws I used saws of American make, which worked well, but after giving your saw a trial have continued to use yours, as they are cheaper, and in regard to working qualities are all that is needed.

Yours truly, KILGOUR SHIVES.

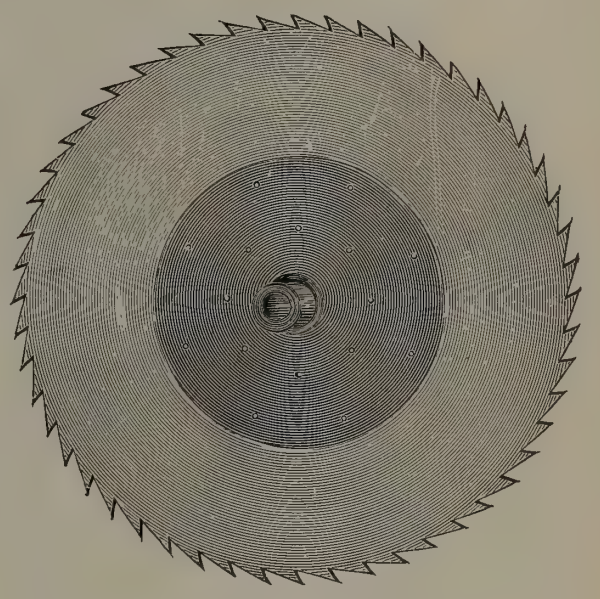
CLAVERING, ONT., May 3rd, 1897.

R. H. SMITH CO., LTD., St. Catharines, Ont.

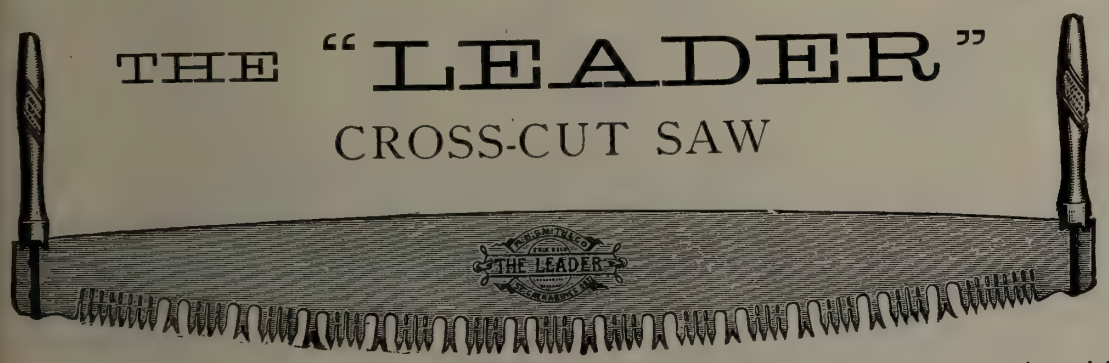
GENTS,—In reply to your letter asking me how I liked the 62" SIMONDS Saw, I must say in all my experience I never had a saw stand up to its work like the one purchased from you last month. Having used saws for the last 22 years, and tried different makes, I can fully say it is the best saw I have ever had in my mill, and would recommend the SIMONDS' Process Saws to all mill men in need of circular saws.

Yours truly, W. G. SIMMIE.

P.S.—I am sending you my old saw to be repaired; please hammer to same speed as new one. W.G.S.



## THE "LEADER" CROSS-CUT SAW




These Saws are made from the best DOUBLE REFINED SILVER STEEL, warranted four gauges thinner on back than front, and the only Saws on the market that are a perfect taper from the points of the teeth to the back, and require less Set than any other Cross-Cut Saw.

They are tempered by the Simonds' Patent Process, insuring a perfectly uniform temper throughout the plate, and stand without a rival as the BEST, FASTEST, AND EASIEST-CUTTING SAW KNOWN. A gauge to regulate the clearing teeth is furnished with each saw.

Directions for Setting and Filing are plainly Etched on every Saw. None genuine without our Registered Trade Mark as shown in cut.

## THE "LEADER" SAW SWAGE

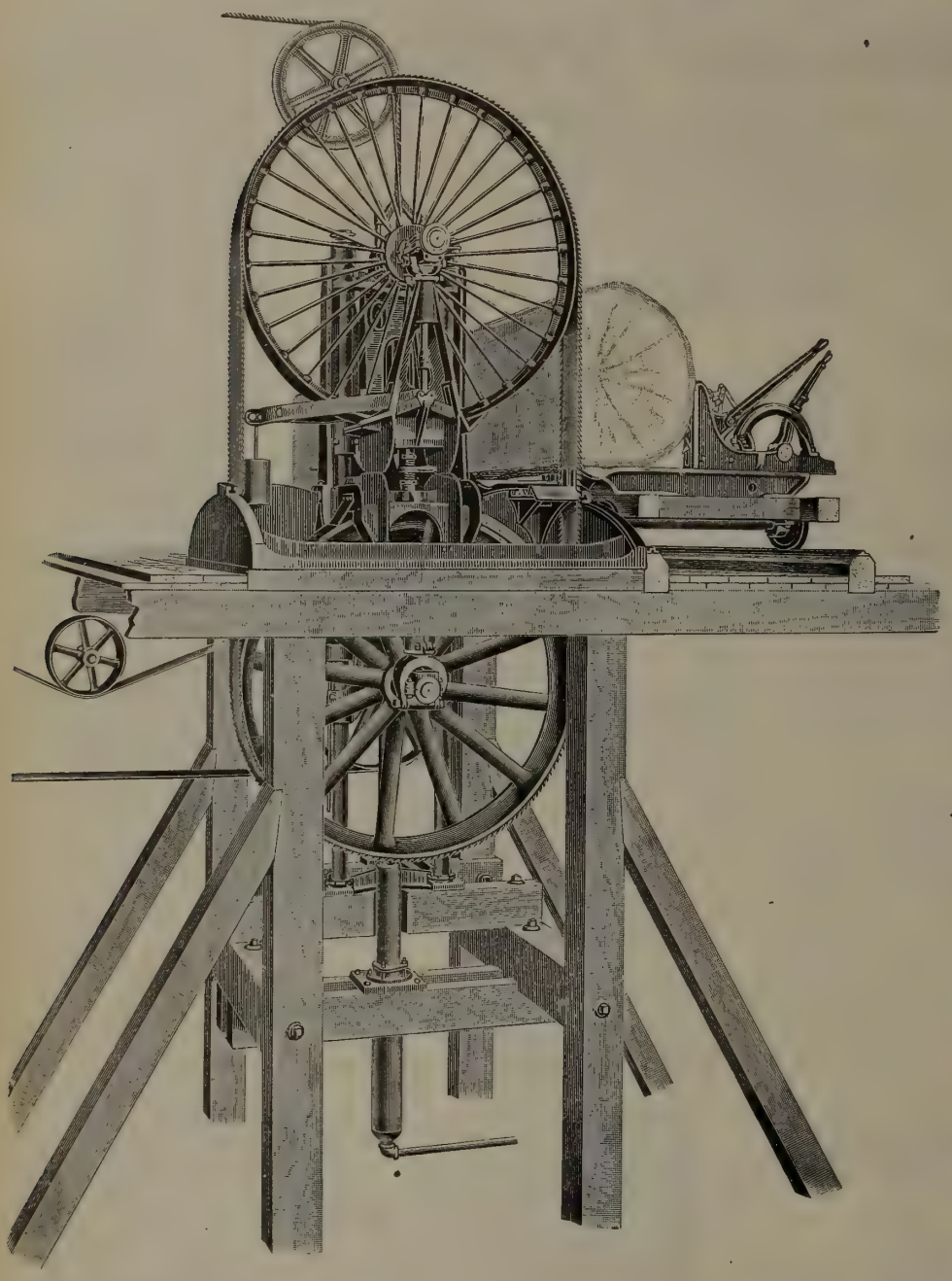
**Made in 3 Sizes—$2.00, $2.50, $3.00 Net.**

OUR PRICES ARE RIGHT. KINDLY ALLOW US TO QUOTE YOU BEFORE PURCHASING.

# R. H. SMITH CO., Limited, St. Catharines, Ont.

# New Allis Telescopic Band Mill

## For Either Single or Double Toothed Saws



## WHAT DOES IT MEAN?

It means a Band Mill that is built on correct mechanical principles.

This entire mill is moved vertically, so that the centre of the upper band wheel can be brought down close to the top of the smallest log, thereby having a saw shorter than a gang saw above the work on any sized log.

The vertical movement enables us to keep the surplus length of saw blade below instead of above the log. The upper wheel acting as the guide, insures the greatest possible rigidity of the saw, enabling the same to stand more feed than on the ordinary band mill.

This cut shows the mill elevated to cut a large log.

Manufactured in Canada only by.....

**THE WATEROUS ENGINE WORKS CO.**

**BRANTFORD, CANADA**

*5 ordered in November by American Lumbermen, and 1 ordered by a Progressive Canadian.*

The machine is now, and has been for over seventy-five days, running twenty-two hours per day, fitted with double-toothed band saws, in the H. C. Akeley Lumber Co.'s mill at Minneapolis, Minn.

A visit to the above mill will convince anyone that this mill is cutting lumber at least 50 per cent. faster than it can be manufactured on any other make of band mill.

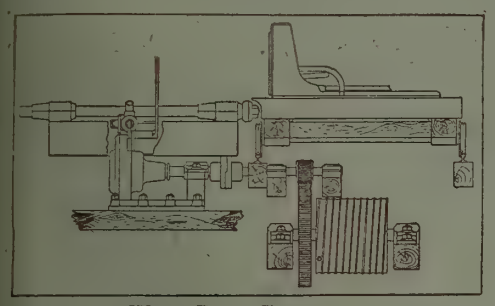
This mill is moved up and down at any desired speed while sawing by hydraulic power. The machine is very simple in construction, consisting of a regular band mill (less the upper guide and driving mechanism for same) mounted on slides with hydraulic cylinder for raising.

This cut shows mill in lowest position to cut cants 12" thick.

**We will be pleased to mail you our Circular, giving full information.**

**Waterous, Brantford, Canada**

# The DAKE STEAM FEED



WITH ROPE FEED.

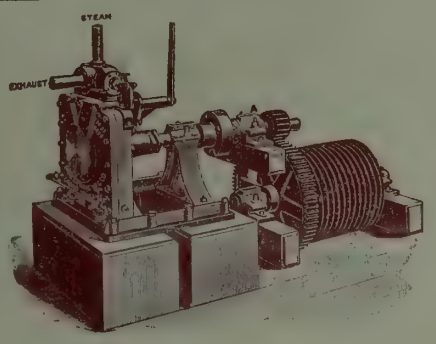
Embodies the following Advantages:

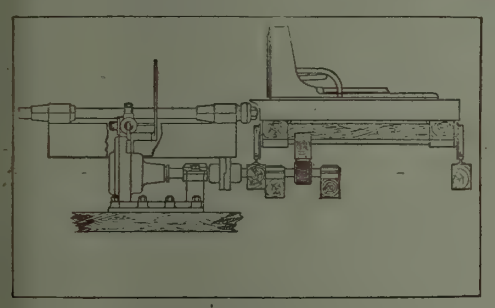
**Simplicity of Construction,**
**Positive and Easy Management,**
**Economical Use of Steam,**
**Small Space Occupied,**
**Cheapness,**
**Easy Adaptation to either New Mills or those now in use.**

The movement of the engine in either direction is under the absolute control of the sawyer, thus accommodating the speed of the feed to the size of the logs.

Mill men who have used other makes of Steam Feeds comment favorably on the economical use of steam of our feed over others.

Write for Catalogue and full particulars.



WITH RACK FEED.

## The Jenckes Machine Co.

36-40 Lansdowne Street,

SHERBROOKE, QUE.

# TAKE A PEEP INSIDE

of the Standard Kiln, and it will be easy for you to understand WHY it is the Most Perfect Lumber Drier in the World. There are other "good looking" kilns. Yes, and other "good" kilns, too; but no other kiln ever made will dry SO MUCH lumber, do it SO QUICKLY and SO THOROUGHLY, and use SO LITTLE STEAM as

## The Standard Improved Compression Dry Kiln

We can prove that—by demonstration or by evidence. We will mail you the evidence of many users, if you want it. It will give you a good idea of the range and the quality of its work. Here is one firm's opinion:

OTTAWA, ONT., June 25, 1898.

THE STANDARD DRY KILN CO., Indianapolis, Ind.

GENTLEMEN,—In reply to yours of the 21st of June, I have to say that the "Compression" Kiln put in for us is "all right." It worked very nicely during the winter months, and seems to suit our Canadian climate.

Yours truly, R. THACKRAY,
Per James Davidson.

Our illustrated catalog sets forth in a very clear manner the detail of construction, and shows plainly the application of the Standard "Moist Air" theory of drying. You can have one for the asking.

THE DRY KILN THAT DOES NOT Disappoint

## THE STANDARD DRY KILN CO.

195 South Meridian Street, INDIANAPOLIS, IND.

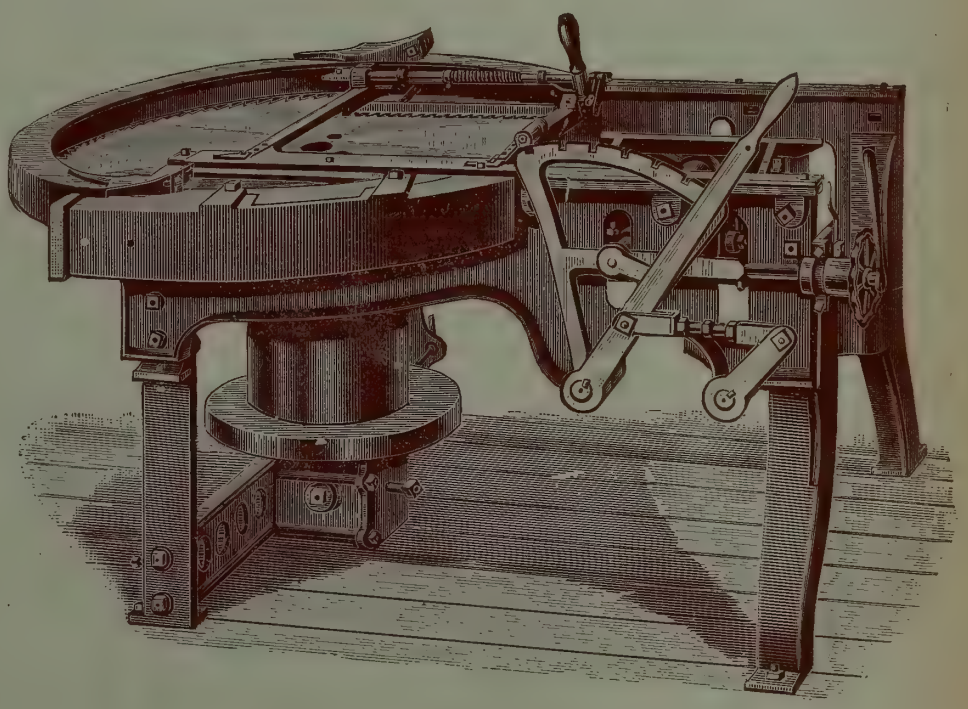


# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON · ONTARIO

**Manufacture**

- Band Saw Mills
- Gang Saw Mills
- Circular Saw Mills
- Portable Saw Mills
- Shingle Mills
- Lath Mills
- Saw Filers, and all of F. J. Drake's Patents



DAUNTLESS SHINGLE AND HEADING MACHINE.

Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter. Capacity 25,000 to 50,000 per day.

Our Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.

CORRESPONDENCE SOLICITED

# THE JAMES ROBERTSON CO., Limited.

Manufacturers of..... Saws of All Description

A Full Line of Mill Rubber and Leather Metal, &c., always

Supplies, including Belting, Babbit carried in stock.

Head Office: 144 William St MONTREAL

Factories at MONTREAL, TORONTO, and ST. JOHN, N.B.

ALL OUR SAWS FULLY WARRANTED

Orders promptly attended to. Satisfaction Guaranteed.

CIRCULAR, CANC AND MILL SAWS A SPECIALTY

Correspondence Solicited.

# Galt Machine Knife Works

**MACHINE KNIVES** OF EVERY DESCRIPTION FOR **Woodworking Machines**

...Send for Price List...

PETER HAY - - - - - Galt, Ont.

# SUPPLIES

OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

# RICE LEWIS & SON

(LIMITED)

Cor. King and Victoria Sts. - TORONTO

Every Lumberman wants it — 35 cents buys it

## Scribner's Lumber and Log Book

BRIMFUL OF EVERY-DAY, PRACTICAL INFORMATION

Address: THE CANADA LUMBERMAN, Toronto

SAVES TIME SAVES MISTAKES SAVES MONEY

7 3 10

# "DEAD EASY"

But if that "3" represents Middlemen's commission on the Machinery you buy, you had better make a change and deal at headquarters.

No better Mill Machinery is made in Canada or elsewhere than that supplied "DIRECT" from our Machine Shops.

## Portable and Stationary Engines and Boilers

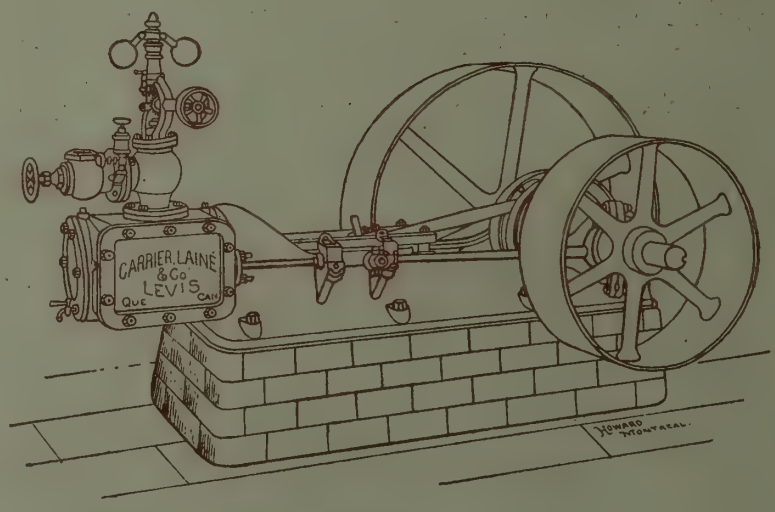
CIRCULAR SAW MILL PLANTS
GANG AND BAND SAW MILLS
SHINGLE MILLS, LATH MILLS
EDGERS,
PLANERS and
BUTTERS

Modern Patterns in Every Line.

Tools, Belting and Supplies.

We are equipped to build any special machine you may require.

IF YOU HAVE PLANT TO EXCHANGE GET OUR ESTIMATES




# CARRIER, LAINE & CO.,

LEVIS, QUE.

USE THE FAMOUS .. **PINK LUMBERING TOOLS**

Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks

Cant Hook Handles, Peavy Handles } By Car Load or Dozen

Pike Poles, Skidding Tongs, Boom Chains

Lowest Prices ◎ THOMAS PINK ◎ PEMBROKE, ONT.

*Annual Trade Review Number*

# THE CANADA LUMBERMAN

WOOD-WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XX. NUMBER 2. | TORONTO, CANADA, FEBRUARY, 1899 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

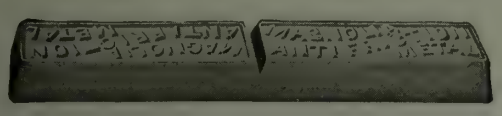
## MAGNOLIA METAL

In Use by All the Leading Governments

BEST ANTI-FRICTION METAL FOR ALL MACHINERY BEARINGS.

### BEWARE OF IMITATIONS

Genuine Magnolia Metal is made up in bars, of which this is a fac-simile :



The Name and Trade Mark appear on each box and bar, and besides this the words "Manufactured in U.S.," and "Patented June 3, 1890," are stamped on the under side of each bar.

**MAGNOLIA METAL CO.**

Owners and Sole Manufacturers 266 and 267 West Stret, NEW YORK

General Agents for Canada, MESSRS. CAVERHILL, LEARMONT & CO., MONTREAL.
Chicago Office, Traders' Building. London Office, No. 49 Queen Victoria Street, London, E. C.

FOR SALE BY ALL DEALERS

## Ottawa Saw Works Co.

Middle Street - OTTAWA, ONT.

"SANDVIK" SWEDISH STEEL.

We Manufacture

HIGHEST GRADE BAND SAWS

MADE FROM

Triple Refined Swedish Steel

.... IMPORTED DIRECT. ....

WE HAVE THE SOLE RIGHT FOR THE

**Dominion of Canada**

CORRESPONDENCE SOLICITED.

OIL TEMPERED

## MOORE STEAM PUMP

For Stationary, Traction and Marine Boilers.

High and Low or Special Duty.

Send for Illustrated Catalogue.

DARLING BROTHERS

Reliance Works - MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.
Frank Darling, Agent, Nelson, B. C.

Use the..... **BEST** and Strongest.

## CAMEL BRAND BELTING

Is Twice the Strength of Oak-Tanned Leather, Stretches Less under Double the Strain, **MOST** Economical and not being affected by Dampness, Heat or Steam, it is More

**DURABLE**

W. A. FLEMING & CO. - Montreal

## SPECIAL LINES FOR FEBRUARY '99.

Hand Knit Mitts, 3½ lbs.; Hand Knit Sox, ribbed, 4 and 5 lbs., 20 doz.; Hand Knit everlasting Shirts and Drawers, 50 doz. each, 23 ozs., $10.50 doz.; 25 doz. Mackinaw Sweaters (knit collars and cuffs) Navy and Fancies; Mackinaw Pants and Coats; Klondike Duck Pants and Coats (kersey lined) half the price of leather and more durable and as warm, being water and wind proof; also our complete assortment of Blankets, Moccasins Underwear, Top Shirts, and general Dry and Fancy Goods (Wholesale only).

**JAMES W. WOODS,**

Manufacturer

Lumbermen's Supplies ( holesale) - Ottawa, Ont.

REPRESENTING

Hodgson, Sumner & Co., Alaska Feather & Down Co., Montreal;
Josiah Fowler's Celebrated Axes, St. John, N.B.

Buy from Us and Save Middlemen's Profits, and thus make up for unfavorable tariff regulations . . . .

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING AND LACE LEATHER

Danville, Que.

## RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.

JOHN J. GARTSHORE,
49 Front St. West, Toronto.

MANUFACTURERS OF

# HIGH GRADE CIRCULAR AND LONG SAWS

Sole Makers of

## The "Burns" Patent Handle

Patented June 26th, 1893.

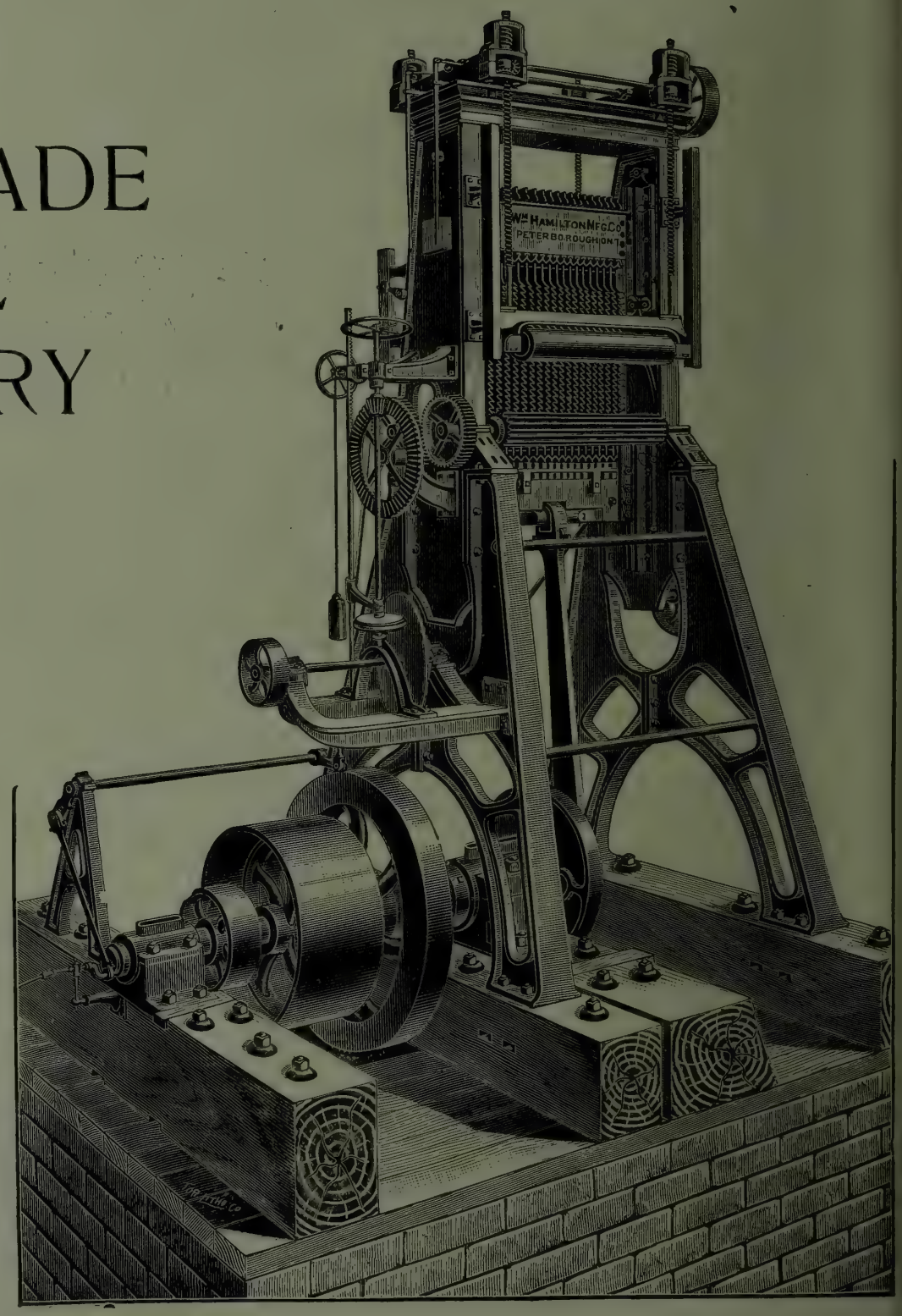
**POSITIVELY THE STRONGEST AND MOST EASILY ADJUSTED HANDLE MADE**

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a Complete Line of

HIGH GRADE SAW-MILL MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

WE are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Limited

**Branch Office: VANCOUVER, B.C.** **PETERBOROUGH, ONT.**

# THE CANADA LUMBERMAN

VOLUME XX. NUMBER 2. | TORONTO, CANADA, FEBRUARY, 1899 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

# 1898

## Review of the Lumber Trade of the Year.

### GENERAL SURVEY.

By a study of the data bearing upon the lumber trade of the year 1898, the conclusion is reached that the aggregate volume of business was somewhat below that of the previous year. British Columbia shows a falling off in exports to foreign countries of about 10,000,000 feet, and the Maritime provinces of nearly 150,000,000 feet, while the exports from Ontario and Quebec were no greater than in 1897.

Yet, considering the conditions, the record of the past year is not one which shows a backward tendency. Manitoba, which does not rank as an exporting country, consumed more lumber than in any previous year in the history of the province. The production of spruce in the Maritime provinces in the year 1897 was too great for the requirements of the then exploited markets, and the business of the following year suffered as a consequence. But this was not an unmixed evil, as the low price of spruce permitted it to secure a foothold in markets where it was previously unknown.

The war between Spain and the United States seriously interfered with the trade of the year, not only in lumber, but in other lines of commerce. Contemplated improvements on the eastern seaboard of the United States were entirely stopped, and the demand for vessels caused freight rates to advance sharply, making it difficult to secure lumber tonnage at a rate which would permit of chartering.

The experience of the past years leads to the conclusion that in foreign markets the demand for lumber is giving place to that for the more finished product, just as timber in the log has been replaced in late years by boards and deals. To this the attention of Canadian lumbermen is directed.

### ONTARIO.

Lumbermen in Ontario will look back upon the year 1898 as one in which business showed a substantial improvement over that of the previous few years. In nearly every department of the lumber industry the returns were greater in proportion to the volume of trade. Notwithstanding that lumber exported to the United States was subject to a duty of two dollars per thousand feet, prices advanced considerably during the latter part of the year, when there was a strong demand, in the face of light stocks.

The position of the pine trade will first be considered. In the winter of 1897-98 lumbermen owning mills in Ontario operated in the woods only moderately, as it was desirable that stocks of lumber then in the yards should be reduced. There were two principal markets in which lumbermen hoped to dispose of their stock, viz., Great Britain and Ontario. The British market had been heavily stocked in 1897, but it was found possible, nevertheless, to dispose of about the usual quantity of Ontario lumber for consumption in the Mother country, and at the usual prices. The feature of that trade was the urgent demand for Norway, or red pine, which seems to be gaining ground, and replacing other woods. Sales of the Ottawa valley production were made last winter at favorable prices.

The consumption of lumber in the local market more than counterbalanced the loss in the volume of the United States trade. Building operations opened unusually brisk in the spring, and continued active throughout the season, resulting in a greatly increased demand for pine lumber, and especially for the lower grades. This improvement in building was not confined to the country districts and small towns and villages, but extended to the cities. In Toronto the buildings erected in 1898 were valued at $1,701,630, as compared with $951,130 in the previous year. United States buyers also entered the Canadian market in search of box lumber, which, partly on account of the Spanish-American war, had become scarce in the United States. This was a further drain upon the common grades, and as a result prices advanced fully two dollars per thousand. At the close of the year stocks were greatly reduced as compared with the holdings of previous years, a condition which cannot but strengthen the position of manufacturers in 1899.

The hardwood industry was in a flourishing condition throughout the year. The trade of the spring and summer was characterized by active buying and a heavy movement of stock. Towards the fall it became evident that the available supply would not be equal to the demand, and consequently there was a marked advance in prices. It soon became a question of where to obtain the stock rather than the price to be paid for same. Manufacturers who held any quantity of dry hardwoods were in a position to dictate terms to buyers. There was quite a heavy export of hardwood lumber to the United States, notwithstanding the duty, which was paid in nearly every instance by the consumer. Hardwood prices made a gain during the year of from $2 to $3 per thousand, but it cannot be said that the full benefit of this was realized by the manufacturer, as the cost of logs for 1898 sawing was considerably greater than in the previous year. This winter prices even higher than those of last year are being paid ; a step the wisdom of which is open to doubt.

The shingle industry was prosperous in 1898. Pine and cedar shingles were in good demand on account of the increased building, and higher prices were obtainable. The production of shingles was also much heavier than 1897, and a number of new mills were put in operation.

The reports from the lumber manufacturers in Ontario are almost unanimous on one point, viz., that the business was more remunerative last year than in any season for many years. The volume of trade was perhaps no greater, but business yielded a larger margin of profit. The production of lumber was curtailed both in the Georgian Bay district and in the Ottawa valley. For the purposes of comparison, we give below the average cut for two years of a few mills in Western Ontario :

CUT OF SOME WESTERN ONTARIO MILLS.

| | 1897—Feet. | 1898—Feet. |
|---|---|---|
| Holland & Emery Lumber Co., Byng Inlet | | 37,000,000 |
| Georgian Bay Lumber Co. Waubashene | 23,000,000 | 26,000,000 |
| Victoria Harbor Lumber Co., Victoria Harbor | 23,000,000 | 21,500,000 |
| Spanish River Lumber Co., Spanish River | 14,600,000 | 13,000,000 |
| A. McPherson & Co., Longford Mills | 6,750,000 | 5,000,000 |
| Mossom Boyd & Co., Bobcaygeon | 6,000,000 | 1,000,000 |
| Loveland, Roys & White, Midland | 7,000,000 | |
| Huntsville Lnmber Co., Huntsville | 4,500,000 | 4,000,000 |
| John Harrison, Owen Sound | 3,000,000 | 4,000,000 |
| Blind River Lumber Co., Blind River | 2,000,000 | 2,500,000 |
| Snider Lumber Co., Gravenhurst | 3,000,000 | 5,000,000 |
| Cockburn & Sons, Sturgeon Falls | 3,000,000 | |
| Keeling & Bower, Warren | 1,500,000 | 1,000,000 |
| Mitchel Bros., Berkely | 2,000,000 | 3,500,000 |
| John P. Newman, Wiarton | 3,500,000 | 2,500,000 |
| J. E. Murphy, Hepworth Station | 2,200,000 | 1,000,000 |
| Goderich Lumber Co., Goderich | 3,500,000 | 3,000,000 |
| C. Beck Mfg. Co., Penetanguishene | 1,000,000 | 1,500,000 |
| Reid Bros., Hepworth Station | 800,000 | 600,000 |
| J. A. Shaver, Ancaster | 750,000 | 750,000 |
| Pickard & Rowan, Owen Sound | 800,000 | 1,500,000 |
| Jones Bros., Wiarton | 1,500,000 | 1,500,000 |
| Anderson Furniture Co., Woodstock | 2,000,000 | 2,000,000 |
| John Carew, Lindsay | 3,000,000 | 3,000,000 |
| H. Cargill & Son, Cargill | 5,000,000 | 4,000,000 |
| A. G. Seaman, Wiarton | 3,500,000 | 3,000,000 |
| Wm. Young, Wiarton | 4,000,000 | 4,000,000 |
| Milne & Hefferman, Trout Creek | 2,500,000 | 2,000,000 |
| Robert Watt, Wiarton | 1,500,000 | 2,500,000 |
| Toner & Gregory, Collingwood | 5,000,000 | 2,500,000 |

The lumber production of the Ottawa valley in 1898 was about 115,000,000 feet less than in the previous season, being, as nearly as can be estimated from the data at our disposal, 633,000,000 feet. It will be observed that practically all the larger firms reduced their output. The production of the different mills for two years was as follows :

OTTAWA VALLEY PRODUCTION.

| | 1897—Feet. | 1898—Feet. |
|---|---|---|
| J. R. Booth, Ottawa | 130,000,000 | 118,000,000 |
| Gilmour & Co., Canoe Lake | 55,000,000 | 33,000,000 |
| Hull Lumber Co | 60,000,000 | 55,000,000 |
| McLachlin Bros., Arnprior | 70,000,000 | 65,000,000 |
| Bronsons & Weston Company, Ottawa | 50,000,000 | 12,000,000 |
| Hawkesbury Lumber Co | 55,000,000 | 52,000,000 |
| W. C. Edwards and Co., Rockland and New Edinburgh | 68,000,000 | 75,000,000 |
| St. Anthony Lumber Co., Whitney | 70,000,000 | 45,000,000 |
| Gillies Bros., Braeside | 50,000,000 | 20,000,000 |
| Gilmour & Hughson, Hull | 40,000,000 | 35,000,000 |
| Canada Lumber Co., Carleton Place | 12,000,000 | 12,000,000 |
| R. & W. Conroy, Deschenes Mills | 12,000,000 | 17,000,000 |
| Wm. Mason & Son, Ottawa | 12,000,000 | 12,000,000 |
| Pembroke Lumber Co | 15,000,000 | 17,000,000 |
| Ottawa Lumber Co., Calumet | 11,000,000 | 16,000,000 |
| Ross Bros., Buckingham | ..... | 10,000,000 |
| McLaren Estate, Buckingham | 12,000,000 | 15,000,000 |
| R. H. Klock & Co., Aylmer | 14,000,000 | 5,000,000 |
| J. R. & J. Gillies, Arnprior | 3,000,000 | 3,000,000 |
| A. Hagar & Co., Plantaganet | 5,000,000 | 5,000,000 |
| A. & P. White, Pembroke | 4,000,000 | 4,000,000 |
| McLaren & McLaurin, East Templeton | ..... | 7,000,000 |
| Total | 748,000,000 | 633,000,000 |

The above figures are, in the main, reliable, although in one or two instances where no reply was received to our request for data it has been assumed that the cut was the same as in 1897. In making a comparison with 1897, it must be remembered that the cut of that year was an unusually heavy one, and showing an increase over 1896 of 114,000,000 feet.

The export of forest products from the consular

district of Ottawa to the United States, as furnished by the United States Consulate General, shows a decrease as compared with 1897 of over $1,000,000. The detailed figures for the four quarters of the last three years are as follows :

EXPORTS FROM OTTAWA CONSULAR DISTRICT FOR YEAR ENDING DECEMBER 31, 1896.

| ARTICLE. | Qr. ending March 31. | Qr. ending June 30. | Qr. ending Sept. 30. | Qr. ending Dec. 31. |
|---|---|---|---|---|
| Bark | $ 1,704.00 | $ | $ | $ |
| Lath | 3,57[illegible].20 | 27,497.94 | 27,415.38 | 22,283.65 |
| Lumber | 97,265.15 | 658,803.82 | 514,979.02 | 575,259.43 |
| Pulp Sulphite | 16,078.95 | 12,332.8 | 8,039.53 | 3,763.12 |
| Cordwood | 30.00 | | | 14.75 |
| Shingles | 2,160.05 | 6,05[illegible].9 | 6,957.48 | 15,178.[illegible]5 |
| Railroad Ties | 6,59.82 | 5,469.84 | 888.[illegible]0 | 636.00 |
| Logs | 129.00 | | | |
| Timber | 425.89 | 1,960.50 | 5,245.82 | 154.32 |
| Pickets | 5,39.96 | 749.90 | 964.74 | |
| Curtain Sticks | | 3,583.73 | 3,704.9[illegible] | |
| Match Blocks | | 2,7[illegible]9.25 | 731.5 | 900.00 |
| Posts and Poles | | 93.00 | | 30.00 |
| Pulpwood | | 357.50 | 297.00 | |
| Total | $333,349.02 | $7[illegible]0,228.95 | $569,[illegible]23.34 | $548,401.52 |

EXPORTS FROM OTTAWA CONSULAR DISTRICT FOR YEAR ENDING DECEMBER 31, 1897.

| ARTICLE. | Qr. ending March 3[illegible]. | Qr. ending June 30. | Qr. ending Sept. 30. | Qr. ending Dec. 31. |
|---|---|---|---|---|
| Bark | $ 5 0 c o | $ | $ | $ |
| Curtain Sticks | | 10,466 8 | 3,069 47 | |
| Lath | 7,379 99 | [illegible]4,361 24 | 14, 63.22 | 14,097 42 |
| Lumber | 467,[illegible]51 05 | 1,334,[illegible]69 79 | 364,050.63 | 191,648 80 |
| Logs | 220.00 | | | |
| Match Blocks | 966 60 | 27,880 83 | [illegible]88.33 | 594 00 |
| Pickets | 6,894 39 | 3,823.13 | 1,979 62 | |
| Posts and Poles | 146.50 | 1,[illegible]39 65 | | 405 05 |
| Pulp Sulphite | | 12,690 9[illegible] | 5,225 90 | 2,746 61 |
| Pulpwood | | 228 00 | | 132.00 |
| Shingles | 5 7 4.0[illegible] | 14 64[illegible] 8[illegible] | 8,[illegible]34[illegible]7 | 5 475 51 |
| Railroad Ties | | 4 738.80 | 8,203 4[illegible] | 2,712.24 |
| Timber | | 0 0 | [illegible]2[illegible]59 77 | [illegible],001 50 |
| Total | $489.00[illegible] 54 | $1,434,300.05 | $4[illegible]18,374.53 | $4[illegible]8,8[illegible]3.13 |

EXPORTS FROM OTTAWA CONSULAR DISTRICT FOR YEAR ENDING DECEMBER 31, 1898.

| ARTICLE. | Qr. ending March 31. | Qr. ending June 30. | Qr. ending Sept. 30. | Qr. ending Dec. 3[illegible]. |
|---|---|---|---|---|
| Lath | $ 3 63.86 | $ 3,97.48 | $ 8,[illegible]27.65 | $ 5,957.79 |
| Lumber | 202,8[illegible]9.0 | 450,6[illegible].32 | 358,489 34 | 358,[illegible]45.64 |
| Logs | 75.52 | | | |
| Match Blocks | 4,550.75 | 4 947.75 | 8,16[illegible].83 | 5,[illegible]77.46 |
| Pickets | | 4[illegible]58 74 | 6,344.08 | 7 9[illegible]0.84 |
| Posts and Poles | | 602.70 | 454.48 | |
| Pulp, Sulphite | [illegible],218.[illegible]9 | 1,100.24 | | |
| Pulp Wood | | | | 5 500.00 |
| Railroad Ties | 22[illegible].43 | 4,535.64 | [illegible],860 77 | 1,4[illegible]6.15 |
| Wood Board | | | [illegible]0[illegible].6 | 898.98 |
| Timber | | 2,0[illegible]7.03 | 2,309 99 | 4[illegible]5.73 |
| Shingles | 1,751.25 | 6,191.08 | 9 4[illegible].97 | 10 651.25 |
| Total | $215, 09 65 | $488,00[illegible].98 | $409 491. 7 | $[illegible],9 ,19 .84 |

Grand Total 1896 ..... $2 170 990.80
" " 1897 ..... 2 560,550.85
" " 189[illegible] ..... [illegible],509,00[illegible].4

## QUEBEC.

The year was not a particularly prosperous one for the lumbermen of the province of Quebec. The local trade was below the average, and shipments made to the United States were sold at such a low figure as to leave but a small margin of profit. The price of hemlock and spruce at New England points was lower than before the United States duty was imposed, and as a result only very moderate sales were made, leaving manufacturers with heavy stocks. Work in the woods is therefore being restricted, although a larger quantity of spruce will be taken out for pulp wood. Owing to the depression in the United States trade, a tendency is slow to work stocks of all kinds into the British market. The export trade of the year was not altogether satisfactory. Spruce and pine deals were marketed in foreign countries to about the same extent as in 1897, but prices of the lower grades of spruce weakened slightly in sympathy with the depression in the Maritime provinces trade. The South American market was more active than for several years. From the port of Montreal there were shipped during the season to the United Kingdom and continental ports 323,435,266 feet board measure, an increase over the previous year of 2,632,533 feet. To the River Platte and South America there were shipped 11,993,924 ft. board measure, an increase over 1897 of 11,576,419 ft. The following table shows the quantity shipped by the various exporters, and a comparison with the previous year :

| | 1897—Feet | 1898—Feet. |
|---|---|---|
| Dobell, Beckett & Co. | 98,000,000 | 76,924,116 |
| W. & J. Sharples | 56,829,640 | 62,488,502 |
| R. Cox & Co. | 38,125,185 | 44,819,842 |
| J. Burstall & Co. | 36,319,608 | 39,627,140 |
| McArthur Bros. | 32,786,506 | 35,595,538 |
| Watson & Todd | 30,359,130 | 30,802,571 |
| E. H. Lemay | 8,000,000 | 5,122,000 |
| Sundry shippers | 20,382,664 | 28,045,557 |
| Total | 320,802,433 | 323,625,266 |

The statement below shows the quantity and value of lumber and timber exported from the ports named :

| PORTS. | ARTICLES. | QUANTITY. | VALUE. |
|---|---|---|---|
| Montreal | Pine Deals | 78,365 Std. H... | $3,622,910 |
| | Spruce Deals | 12,218 " ... | 352,349 |
| | Deal Ends | 7,498 " ... | 445,835 |
| | Planks, Boards, &c. | 35,8[illegible]5 M. ft. | 747,048 |
| | Square Timber | ..... | 125,389 |
| | Other Headings | ..... | 110,165 |
| | | Total value | $5,403,696 |
| Three Rivers and Batiscan | Pine Deals | 7,503 Std. H... | $343,526 |
| | Spruce Deals | ..... | 238,632 |
| | Pulp Wood | ..... | 269,[illegible]13 |
| | Planks, Boards, &c. | ..... | 88,422 |
| | | Total value | $939,693 |
| Sorel | Pine Deals | 927 Std. H... | $37,483 |
| | Spruce Deals | 2,241 " ... | 60,480 |
| | Planks, Boards, &c. | 1,528 M. ft. | 15,377 |
| | Other Headings | ..... | 7,028 |
| | | Total value | $120,368 |

Mr. James Patton, supervisor of cullers, furnishes the following comparative statement for three years of the chief kinds of timber measured and culled at that port :

STATEMENT OF TIMBER MEASURED AND CULLED AT THE PORT OF QUEBEC DURING THE SEASON OF 1898.

| Description of Timber. | 1896. Cubic Ft. | 1897. Cubic Ft. | 1898. Cubic Ft. |
|---|---|---|---|
| Waney White Pine | 2,870,879 | 4,311,340 | 1,903,148 |
| Square White Pine | 316,093 | 832,589 | 1,062,157 |
| " Red Pine | 50,609 | 211,217 | 239,512 |
| " Oak | 1,139,155 | 1,448,960 | 1,072,588 |
| " Elm | 416,625 | 666,577 | 474,194 |
| " Ash | 83,749 | 132,435 | 35,164 |
| " Birch | 252,424 | 262,297 | ..... |

There were also measured this year, 955 cubic feet of butternut, 1,049 feet of maple, 513 feet of spruce, 113 feet of walnut, 2,600 feet of hickory, 2,915 feet of whitewood, and 3,682 feet of cherry.

The timber trade of Quebec is reviewed by J. Bell Forsyth's annual circular as follows :

The past season shows a diminution in the business of the port in wood goods, with the exception of spruce deals, pine boards and sidings shipped from Montreal, and Ottawa pine deals, now almost altogether sent from same port, continue, year by year in an increased degree, to displace waney and square pine in the markets of the United Kingdom. Prices have remained without alteration in this market in nearly all lines, though forced down by oversupply and competition in the home markets.

Ship-building in the United Kingdom has never been in a more satisfactory condition, but the consumption of Canadian wood in connection with this business is a diminishing quantity. General prospects and present volume of business in other lines are distinctly good and promising.

WHITE PINE.—With a diminished export the stock of square pine has increased considerably, and that of waney pine slightly, as compared with last year, but square pine suitable for deck plank purposes and waney pine of really first class quality and good average size, are comparatively light in stock. The Ottawa, Western and Michigan production will all be exceedingly light this winter.

| | Supply | Export. | Stock. |
|---|---|---|---|
| 1898 Square | 1,062,157 | 3,015,320 | 1,353,799 Square. |
| 1898 Waney | 1,903,148 | | 2,451,838 Waney. |
| 1897 Square | 832,589 | 3,773,040 | 482,849 Square. |
| 1897 Waney | 4,311,340 | | 2,288,249 Waney. |

RED PINE.—The stock is heavier than last year, and ample for reduced demand. The price must advance considerably to induce increased manufacture.

| | Supply. | Export. | Stock. |
|---|---|---|---|
| 1898 | 239,512 | 145,600 | 291,639 |
| 1897 | 211,217 | 168,760 | 183,552 |

OAK.—Shipments have been light as compared with recent years, and stock is heavier than last or preceding winter in consequence. Manufacture will not be heavy.

| | Supply. | Export. | Stock. |
|---|---|---|---|
| 1898 | 1,072,588 | 949,095 | 942,905 |
| 1897 | 1,448,960 | 1,412,200 | 694,111 |

ELM.—Has been in good demand at full prices all season, and stock is under last year. Suitable standing timber is now very difficult to obtain, especially of large size, and a scarcity seems probable at no distant date.

| | Supply. | Export. | Stock. |
|---|---|---|---|
| 1898 | 474,194 | 459,920 | 138,059 |
| 1897 | 662,577 | 587,080 | 163,835 |

ASH.—The stock is exceedingly light, and as wood of large average and good color is now scarce and difficult to obtain, manufacture will be small.

| | Supply. | Export. | Stock. |
|---|---|---|---|
| 1898 | 35,164 | 74,040 | 9,599 |
| 1897 | 132,435 | 76,200 | 93,766 |

BIRCH.—Reduced production last winter has resulted in little being left on hand to winter. New wood of good lengths seems likely to be required, but production is easily overdone.

| | Supply. | Export. | Stock. |
|---|---|---|---|
| 1898 | 211,451 | 211,000 | 160 |
| 1897 | 262,297 | 214,080 | 24,712 |

PINE DEALS.—Until shorter rail communication with Hawkesbury and Ottawa is established by the completion of the Great Northern extension of the Parry Sound Road, pine deals will continue to be shipped almost altogether from Montreal, though the business is largely controlled and carried on by Quebec houses. There seems no probability of producers accepting any reductions on last year's prices for new cuttings, and if United States duty is taken off lumber, an advance may be established.

| | Supply. | Export. | Stock |
|---|---|---|---|
| 1898 | 392,381 | 192,381 | 152,844 |
| 1897 | 601,864 | 49,716 | 168,885 |

SPRUCE DEALS.—Continue in an unsatisfactory position, owing to heavy production and competition of Baltic whitewood at reduced prices. A removal or reduction of the United States duty on sawn spruce lumber would greatly benefit mill owners. The increased business in pulp wood is sending up the value of spruce limits.

| | Supply. | Export. | Stock. |
|---|---|---|---|
| 1898 | 3,881,670 | 3,592,782 | 1,132,005 |
| 1897 | 3,049,322 | 3,738,107 | 1,071,313 |

FREIGHTS.—Opened at same figures as last year, seventeen shillings for Clyde, and nineteen shillings for Liverpool for timber cargoes by sail, Quebec loading, and forty shillings for deals by steam liners from Montreal to leading U. K. ports, with half a crown more for entire steamers. As season advanced chartering became difficult even at advanced rates, but the summer freights returned to spring level. In the fall the usual advance, consequent on increased insurance paid by steamers after September loading, took place, but was not so marked as last year.

## THE MARITIME PROVINCES.

Low prices, a weak demand, and high freight rates, were the characteristic features of the timber trade of New Brunswick and Nova Scotia in 1898. The British market was overstocked with spruce deals from these provinces in the previous year, and consequently when navigation opened it was difficult to obtain a quotation from shippers which would more than cover the cost of production. Profiting by experience, the lumbermen operated in the woods in the winter of 1897-98 very moderately, and much less than the usual quantity of logs was taken out for manufacture. In New Brunswick the production of lumber last year was curtailed by nearly one-half in comparison with 1897, and in Nova Scotia the output was restricted to some extent. To this is due the improvement in the market which took place in the early fall. Stocks having become reduced both at home and abroad, prices showed a tendency to stiffen, and some sales were made at a considerable gain over the quotations of the spring. But, partly owing to the Spanish-American war, freight rates fluctuated greatly, making it difficult to calculate, and rendering the results of contracting on c. i. f. terms very uncertain. It can be truly said that British shipments, on the whole, were unsatisfactory.

One advantage of the prevailing low prices was in opening up a new market for spruce. Hitherto Canadian spruce was little known on the east

coast of England, but the high price of Baltic deals caused buyers to turn their attention to spruce, with the result that a considerable quantity was disposed of in east coast ports. A foothold having now been secured for our eastern spruce, it will no doubt continue to be marketed there to a greater or less extent.

The markets of South America, France and Australia, improved during the year. There were shipped from the port of Miramichi to France 12,000,000 feet, against 4,000,000 feet in 1897. To Australia, from the port of St. John, the shipments totalled over 5,000,000 feet; this being a marked gain over any previous record. Nova Scotia manufacturers marketed more lumber than usual in South America and the West Indies, but even in this trade profits were small. The Cuban demand was interfered with by the war. The demand from the United States for lumber was very meagre. There was a good shingle trade during the year, although prices were low. The hardwoods of the Maritime provinces were sold only to a moderate extent. More box shooks are each year being disposed of in the British market, and indications point to a speedy increase in this branch of the lumber industry.

The outlook for the season of 1899 is more hopeful. Operations in the woods this winter are light, and are being interfered with by mild weather. Prices are improving, and a degree of confidence pervades the trade generally.

According to J. B. Snowball's Miramichi wood trade circular, the combined trans-Atlantic shipments of deals, etc., from New Brunswick and Nova Scotia during the year 1898 amount to almost 561,000,000 superficial feet, this being almost 119,000,000 less than in 1897. Several parts of each province show an increase, but the decreases in the others are sufficient to bring both provinces very much behind the previous year.

A feature of this year's business was the large decrease in the exports from almost every New Brunswick and Nova Scotian port, showing a reduced shipment from the former province of 82 million sup. feet and from the latter of 37 million superficial feet. The shipment of lower port woods is yet, however, entirely too large for present market requirements, and a further curtailment of from 10 to 20 per cent. would give much better results for both shippers and producers. The prospects of improved markets in the United States, the West Indies and South America are most promising, and if these consume even a limited additional quantity of the smaller sizes (such as they usually take) it will, to a large extent, curtail consignments to Europe and have a marked beneficial effect on prices. The stock of merchantable spruce deals and logs wintering at this port is above the average, although 23 million superficial feet less than last year. This, with the decreased production of this winter and prospects of improved business on this continent will, no doubt, strengthen sellers' ideas of values.

SHIPMENTS FROM MIRAMICHI FOR 10 YEARS, FROM 1889 TO 1898, INCLUSIVE.

| Sup. Ft. | Sup. Ft. | Sup. Ft. |
|---|---|---|
| 1889–110,000,000. | 1893– 83,000,000. | 1897–102,000,000. |
| 1890– 88,000,000. | 1894– 96,000,000. | 1898–113,000,000. |
| 1891– 72,000,000. | 1895– 82,000,000. | |
| 1892– 95,000,000. | 1896–106,000,000. | |

SHIPPERS FROM THE PORT OF MIRAMICHI, SEASON 1898.

| Shippers. | No. Vessels. | Tons. | Sup. ft. deals, ends, scantling and boards. | Palings. pcs. |
|---|---|---|---|---|
| J. B. Snowball | 35 | 27,322 | 25,103,580 | 2,015,332 |
| W. M. Mackay | 15 | 21,669 | 24,944,666 | |
| Wm. Richards | 11 | 12,806 | 17,808,165 | 36,000 |
| G. J. Vaughan | 9 | 9,933 | 13,308,150 | 31,000 |
| D. & J. Ritchie & Co. | 15 | 11,656 | 11,727,000 | 150,000 |
| E. Hutchison | 12 | 10,595 | 12,233,981 | |
| Geo. Burchill & Sons | 6 | 5,661 | 6,315,000 | 12,000 |
| Clark, Skillings & Co. | 2 | 2,526 | | |
| F. E. Neale | 2 | 1,495 | 1,726,563 | |
| Total | 107 | 103,643 | 113,167,105 | 2,244,332 |

Birch Squares—J. B. Snowball, 160,048 sup. ft. Spool Wood—Wm. Richards, 200 sup. ft.; D. & J. Ritchie & Co., 934,560 sup. ft.; Clark, Skillings & Co., 2,985,054 sup. ft.; total, 3,919,814 sup. ft.

DISTRIBUTION OF MIRAMICHI SHIPMENTS.

| Country. | No. Vessels. | Tons. | Sup. ft. Deals. Scantling, Ends and Boards. | Palings Pcs. |
|---|---|---|---|---|
| Great Britain | 53 | 55,105 | 60,378,916 | 2,087,132 |
| Ireland | 39 | 34,940 | 37,877,969 | 157,200 |
| France | 10 | 10,270 | 12,132,627 | |
| Africa | 5 | 3,528 | 2,777,593 | |
| Totals | 107 | 103,643 | 113,167,105 | 2,244,332 |

Great Britain, birch squares, 160,048 ft.; spool wood, 3,919,814 ft.

ST. JOHN, N.B., SHIPMENTS OF DEALS, &C., TO TRANS-ATLANTIC PORTS, DEC. 1ST, 1897, TO DEC. 1ST, 1898.

| Shippers. | Sup. ft. Deals, &c. | Timber (tons). Pine. | Birch. |
|---|---|---|---|
| W. M. McKay | 105,748,151 | 95 | 6,070 |
| A. Gibson & Sons, Limited | 39,374,785 | | |
| Geo. McKean | 22,087,230 | | |
| Andre Cushing & Co. | 5,045,299 | | |
| Other Shippers | 12,698,878 | | 566 |
| Total | 184,954,343 | 95 | 6,636 |

DISTRIBUTION OF ST. JOHN, N.B., SHIPMENTS, DEC. 1ST, 1897 TO DEC. 1ST, 1898.

| Ports. | Sup. ft. Deals, &c. | Timber (tons). Pine. | Birch. |
|---|---|---|---|
| Liverpool | 43,243,712 | 95 | 6,576 |
| London | 6,082,530 | | |
| Penarth t.o. | 9,644,918 | | |
| Stockton on Tees | 507,834 | | |
| Fleetwood | 10,219,023 | | |
| Bristol | 2,826,727 | | |
| Manchester | 25,564,565 | | |
| Sharpness | 10,635,083 | | |
| Hull | 3,269,750 | | |
| Tyne Dock | 944,994 | | |
| Barrow | 3,273,325 | | |
| Newport | 3,286,295 | | |
| Garston | 789,473 | | |
| West Hartlepool | 1,574,100 | | |
| Cardiff | 4,593,996 | | |
| Grangemouth | 1,673,035 | | |
| Glasgow | 10,738,476 | | |
| Ayr | 479,346 | | |
| Greenock | 2,083,379 | | |
| Belfast | 10,345,237 | | 60 |
| Cork | 5,353,536 | | |
| Drogheda | 478,428 | | |
| Limerick | 4,140,676 | | |
| Bantry | 547,798 | | |
| Sligo | 526,933 | | |
| Dundalk | 476,380 | | |
| Tralee | 428,544 | | |
| Galway | 404,206 | | |
| Dublin | 688.424 | | |
| France | 6,215,373 | | |
| Holland | 4,712,883 | | |
| Spain | 1,903,416 | | |
| Africa | 1,934,075 | | |
| Australia | 5,367,874 | | |
| Total | 184,954,343 | 95 | 6,636 |

SHIPMENTS FROM ST. JOHN TO TRANS-ATLANTIC PORTS FOR THE PAST 10 YEARS.

| | Total Sup. ft. Deals, &c. | Timber (tons). Birch. | Pine. |
|---|---|---|---|
| 1889 | 180,167,488 | 7,221 | 487 |
| 1890 | 132,608,516 | 1,311 | 4,317 |
| 1891 | 122,242,682 | 5,004 | —— |
| 1892 | 146,529,309 | 10,200 | —— |
| 1893 | 156,653,334 | 5,294 | —— |
| 1894 | 153,473,076 | 5,015 | —— |
| 1895 | 126,449,707 | 8,374 | 324 |
| 1896 | 167,246,442 | 9,892 | 128 |
| 1897 | 244,399,066 | 9,454 | 92 |
| 1898 | 184,954,343 | 6,636 | 95 |

TOTAL TRANS-ATLANTIC SHIPMENTS OF NEW BRUNSWICK, 1898, COMPARED WITH 1897.

— 1898 —

| Ports. | No. Vessels. | Tons. | Sup ft. Deals, &c. | Timber (tons) |
|---|---|---|---|---|
| St. John | —— | —— | 184,954,345 | 6,731 |
| Miramichi | 107 | 103,643 | 113,167,105 | |
| Moncton | 29 | 27,751 | 29,549,783 | |
| Dalhousie | 42 | 30,654 | 28,230,563 | 256 |
| Campbellton | 20 | 17,207 | 16,249,172 | |
| Shediac | 25 | 12,514 | 11,740,280 | |
| Sackville and Baie Verte | 18 | 9,343 | 8,972,658 | |
| Richibucto and Buctouche | 18 | 8,019 | 7,455,899 | |
| Bathurst | 9 | 9,768 | 12,159,857 | |
| Totals | 268 | 218,899 | 412,479,660 | 6,987 |

— 1897 —

| Ports. | No. Vessels. | Tons. | Sup. ft. Deals &c. | Timber (tons) |
|---|---|---|---|---|
| St. John | —— | —— | 244,399,066 | 9,546 |
| Miramichi | 102 | 100,505 | 101,719,077 | 880 |
| Moncton | 38 | 53,574 | 58,187,504 | 962 |
| Dalhousie | 44 | 27,722 | 24,185,011 | 323 |
| Campbellton | 16 | 14,375 | 14,960,267 | |
| Shediac | 31 | 15,711 | 14,980,765 | |
| Sackville and Baie Verte | 27 | 14,147 | 14,419,134 | |
| Richibucto and Buctouche | 21 | 8,800 | 7,489,438 | |
| Bathurst | 13 | 13,058 | 13,864,133 | 29 |
| Totals | 292 | 247,892 | 494,204,195 | 11,740 |

The trans-Atlantic shipments from the Province of New Brunswick for the past ten years were :

| | Sup. feet. | | Sup. feet. |
|---|---|---|---|
| 1889 | 369,000,000 | 1894 | 326,000,000 |
| 1890 | 293,000,000 | 1895 | 291,000,000 |
| 1891 | 253,000,000 | 1896 | 386,000,000 |
| 1892 | 325,000,000 | 1897 | 494,000,000 |
| 1893 | 312,000,000 | 1898 | 412,000,000 |

SHIPMENTS FROM NOVA SCOTIA.

| Ports. | No. Vessels. | Tons. | Sup ft. Deals, &c. | Timber (tons). |
|---|---|---|---|---|
| Halifax | 57 | 34,572 | 62,495,956 | 458 |
| Parrsboro | 29 | 36,689 | 37,214,102 | |
| Amherst and outports | 43 | 31,347 | 21,797,890 | 95 |
| Sheet Harbor | 13 | 7,856 | 8,036,958 | |
| Hubbard's Cove | 5 | 3,012 | 2,942,000 | |
| Ship Harbor | 6 | 4,108 | 4,213,627 | |
| Pictou | 6 | 6,591 | 6,446,000 | 925 |
| Sherbrooke | 1 | 269 | 294,776 | |
| Liscombe | 4 | 4,388 | 4,798,531 | |
| Totals | 164 | 128,832 | 148,239,840 | 1,478 |

The shipments of deals from Nova Scotia to trans-Atlantic ports for the past ten years were :

| | Sup. feet. | | Sup. feet. |
|---|---|---|---|
| 1889 | 92,605,488 | 1894 | 106,327,250 |
| 1890 | 99,512,924 | 1895 | 109,324,393 |
| 1891 | 78,603,742 | 1896 | 123,116,389 |
| 1892 | 87,861,398 | 1897 | 185,362,562 |
| 1893 | 109,252,930 | 1898 | 148,239,804 |

## MANITOBA AND NORTHWEST TERRITORY.

As predicted in our review one year ago, the production of logs during the winter of 1897-98, for the purpose of supplying the lumber requirement of Manitoba and the Northwest Territory, was greatly increased in comparison with that of the previous season. This was in anticipation of a greater consumption of lumber. Nearly all the mills cutting for that market increased their output during 1898, but at the close of the year the demand had absorbed the bulk of the stock manufactured. Much activity characterized the trade of the spring and summer months, and a slight advance in price was made. Continued rains interfered with the fall trade, which, although of a considerable volume, was not as heavy as was anticipated. It is reported that the total sales of lumber in Manitoba and the Northwest exceeded those of the previous year by about 30,000,000 feet. The quantity of spruce cut by Manitoba mills is estimated at 15,000,000 feet in excess of 1897. The growth of the trade in imported lumber from the United States has been very great. In 1892, before the duty was taken off, the importation of rough lumber was only a little over a million feet, while that of dressed lumber was very much smaller. In 1897 the importation from the United States amounted to 16,000,000 feet, and in 1898, 35,000,000 feet. The lumbermen anticipate a good season in 1899, and are preparing for same by operating heavily in the woods. They are encouraged by the knowledge that retail stocks are unusually light, and that the spring promises to witness a resumption of building operations on no small scale.

## BRITISH COLUMBIA.

The lumber trade of British Columbia made some progress during the year 1898, and this notwithstanding adverse circumstances. The quantity of lumber disposed of in the Canadian market was greater than in the previous year, while the exports to foreign countries were somewhat less. Owing to the failure of the salmon pack, the local box trade fell off perhaps 50 per cent., but this was counterbalanced by the increased consumption of lumber for building purposes. Throughout the province the volume of building was unusually large, while the destruction by fire in the early fall, of a large portion of the buildings of New Westminister proved a boon to the mills in that vicinity. The Manitoba and Northwest demand was much larger than in 1897, with prices fully 10 per cent. higher, but shipments of timber and decking to Ontario and Quebec were lighter. More than the usual quantity of cedar was disposed of in Manitoba for house finish, which seems to indicate that this wood is growing in favor.

There were two obstacles which prevented

lumber manufacturers from realizing more than a limited profit on their product. One of those was the increased price of logs, consequent upon the timber adjacent to the mills having become exhausted. The other was the extreme competition from United States manufacturers, who secured the bulk of the Kootenay trade, and who, having free access to both the United States and Canadian markets, used the border towns in British Columbia as a dumping ground for their low grade lumber.

The outlook for 1899 is better than it was one year ago. To meet the conditions caused by the scarcity of accessible timber, combined efforts have been made to advance the price of lumber, and with some success. Logging railways are also being constructed by some manufacturers, which will facilitate the getting of a normal supply of logs.

The shipments from British Columbia to foreign countries last year were 49,000,000 feet, valued at $406,000, as compared with 68,000,000 feet, valued at $600,000, in 1897.

The table below shows the value of shipments to the different countries for the past two years :

SHIPMENTS BY COUNTRIES.

| | 1897. | 1898. |
|---|---|---|
| Australia..... | $188,955 | $176,303 |
| United Kingdom.... | 154,684 | 43,288 |
| China..... | 87,934 | 75,303 |
| South Africa..... | 71,246 | 50,111 |
| South America..... | 49,227 | 43,406 |
| Japan..... | 30,084 | |
| United States..... | 25,602 | 17,500 |
| Total ..... | $607,732 | $406,001 |

The noticeable feature in the above returns is the falling off in the shipments to the United Kingdom. It is understood that manufacturers received numerous enquiries for clear spruce deals for shipment to that country, but the cost of transportation prohibited a profitable business. It will also be noted that last year no shipments were made to Japan. The decrease in the foreign trade is no doubt due, in a large degree, to the high freight rates prevailing, but it is hoped that during 1899 the lost ground will be recovered, and also business will be transacted on a larger margin of profit.

## THE BRITISH COLUMBIA SHINGLE INDUSTRY.

A member of the trade furnishes the following able review of the shingle industry of British Columbia during 1898 :

SIR,—In some respects the shingle trade of British Columbia was disappointing last year. The business opened about the usual time last spring, and the demand continued very good until about the end of June, when it dropped off suddenly—particularly in Ontario. By the end of July some of the large mills closed down, and remained idle for three months ; and almost all the other mills, whose output is of any considerable importance, curtailed their daily cut about fifty per cent., and at the same time did not run steadily the balance of the year. It is also to be noted that all the manufacturers engaged exclusively in the manufacture and shipment of shingles, complain that the volume of trade to Manitoba was very small during 1898. This is accounted for, to some extent, by the fact that a number of the lumber dealers throughout Manitoba had a considerable stock of shingles on hand at the end of 1897 ; also that large quantities of Puget Sound shingle were imported into Manitoba last year. All points in Manitoba reached only by the Northern Pacific Railway use Puget Sound shingles exclusively, while Winnipeg, Brandon and Portage la Prairie, the largest places in Manitoba, and being also reached by the N. P. Railway, take a great many Washington shingles.

I would estimate the total rail shipments of B. C. shingles for 1898 at 125,000,000. Perhaps half of this amount went to Ontario, and the balance to Manitoba, the North West Territories and interior points in this province. I think that from 160 to 175 million a year may be set down as the total Canadian market for B. C. shingles.

The yearly capacity of the existing shingle mills of this province, running ten hours per day, is 350,000,000, and by operating night and day this may be doubled. It will be seen from these figures how much the present supply is in excess of the demand.

The price of B. C. shingles in Ontario has been exceedingly low during the last three or four years. In fact, some of the mills here have discontinued shipping to Ontario altogether, claiming that they could not possibly produce shingles and deliver them there at the prices that have been ruling during the past few years. The price obtained in Manitoba and the North-West was slightly better last year than it has been for some time, but it is still too low, by at least 25 cents per thousand, to make the business safe and profitable.

A feature of the B. C. shingle business that is becoming marked, is the growing scarcity of cedar timber near the mills suitable for making shingles ; so much so is this the case that one of the largest manufacturers in the province has this year moved his mill to a point on the coast north of this city, in order to be assured of a steady supply of timber. This means extra handling, and towing shingles on barges from the mill to the railway, and a resultant greater cost of production. The time has now practically passed on this coast for shingle manufacturers to get timber within a radius of a half to three miles of their mills, permitting it to be hauled in direct with teams. This handy timber accounts for the astonishingly low prices at which red cedar shingles have been sold. In fact, the value of the standing timber for shingle bolts has hardly been taken into consideration, the cost of the bolts simply being the labor of making them in the woods, and hauling them a short distance to the mills. It can therefore be readily seen that this question of timber supply will make it absolutely impossible for manufacturers to very much longer sell shingles at the present prices. It will also have a tendency to prevent only those with ample capital from embarking in the business.

The Canadian importations of U.S. lumber and shingles previously noted, naturally calls to mind the present jug-handled lumber tariff now in existence between this country and the United States. So far as the shingle business in British Columbia is concerned, it is not a matter of being unable to compete with American manufacturers, but simply a question of the division of a home market with Puget Sound manufacturers, nothwithstanding that it is more than fifty per cent. too small for the existing mills in this province, if they were operated steadily the whole year.

Manitoba and the North-West is our natural market, and we are certainly fairly entitled to the whole of that trade until such time, at least, as the Americans will give us free access to their market.

We entertain the hope, however, that at the next session of Parliament the Dominion Government will come to our relief, by placing an import duty on lumber and shingles equal to the American duty. So far as the U.S. is concerned, we certainly hold the trump card in the matter of forest products.

I confidently believe that if our Government would take a bold and firm stand, and place a prohibitive export duty on logs and wood pulp, and an import duty on rough and dressed lumber, shingles and sash and door factory work, equal to the U.S. duty on similar Canadian products, that it would only be a question of a short time when the Americans would come forward and ask for reciprocity with us on lumber and its products on a fair and equitable basis.

H. H. S.

Vancouver, B.C., January 12th, 1899.

## PUBLICATIONS.

The Covel Manufacturing Company, of Chicago, have favored us with a copy of their catalogue of machinery and tools for the care of saws, which contains illustrations, descriptions and prices of the numerous machines manufactured by this firm. The Covel Manufacturing Company are represented in Canada by the William Hamilton Manufacturing Company, of Peterborough, Ont., who have made a large sale of their filing room machinery and other tools to Canadian sawmill owners.

Our two esteemed Chicago contemporaries, The Timberman and The Northwestern Lumberman have joined forces, and on the first of the year appeared as one journal, bearing the name of the American Lumberman. Mr. J. E. Defebaugh, editor of the Timberman, takes the position of editor of the new journal, while the business end has been placed in the hands of Mr. W. B. Judson, the late editor of The Northwestern Lumberman. The result of this change will, no doubt, be beneficial alike to the parties interested and the lumber trade in general, and to our contemporary we extend our best wishes.

## TRADE NOTES.

For an 1899 calendar we are indebted to Walter Wilson & Son, of St. John, N.B. This firm, which has been established over 50 years, are manufacturers of band, circular, drag, gang, shingle, and cross-cut saws.

The Jenckes Machine Co., of Sherbrooke, Que., recently shipped the Boulder Gold Mining Co., Rat Portage, Ont., two large Locomotive type boilers, 8 x 10 Hoisting engine, and complete portable saw mill plant, with engine and boiler.

The Saginaw Manufacturing Company write us that they have sold the Gilbert Band Re-saw business, consisting of good mill, machinery, patterns, and parts to Wm. B. Mershon & Co., of Saginaw, who will be in a position to furnish necessary repairs to the Gilbert Band Re-saw.

The Jenckes Machine Company, of Sherbrooke, are adding a large number of tools to their plant, some of which may be mentioned—a 14 feet Vertical and Turning Lathe, a 34 feet Shafting Lathe, a new ten ton Cupola, which is being put in place in the foundry, and another Air Compressor in the tailor shop.

Mr. Madison Williams, of Port Perry, Ont., reports that trade is brisk with an outlook for great enlargement. Recent orders include the following : two 84 inch Leffel Turbines for J. A. Booth, Ottawa ; one 26½ inch Leffel, with shafting, gearing, &c., for J. C. McLeod, Middle River, N.S. ; steel flume 5 feet diameter for Wm. Brown Cadmus, Ont.

The Jenckes Machine Company, of Sherbrooke, Que., builders of the Dake Engine, are now prepared to furnish those engines with dynamos direct connected, for small lighting installations, of from 15 to 150 lights. The remarkable perfection to which this engine has been developed, and the simplicity and economy attending its operation, marks the future for this arrangement.

Messrs. Wm. B. Mershon & Co., Saginaw, Mich., announce to the trade that they have purchased from the Saginaw M'f'g. Co., the Gilbert Band Re-saw business. They state that the greatly increased demand for band re-saws was taxing their present manufacturing capacity to its utmost, and it became necessary to increase the facilities by purchasing the Gilbert equipment and acquiring their stock of manufactured machines, when it is hoped to take care of their customers' requirements and make prompt delivery.

## THE FILER AND THE SAWYER.

"BY MECHANIC."

EVERY competent saw filer should have some knowledge of running saws. Sometimes it occurs that well-fitted saws are found to be running snaky, making bad lumber, although the mill is in perfect condition. The trouble is that the guides are closed too tightly against the saw, causing the rim to heat and run snaky. It is an old saying that a good sawyer can do fairly good work with a poorly fitted-up saw, and a poor sawyer can spoil a good saw and butcher up the lumber. Therefore it is a great advantage to the filer to have a practical knowledge of running saws, as he can detect at once whether the fault is in the saw or in the sawyer. As a rule, if the saw makes a crooked cut, it is said to be the fault of the filer. Some times it is the fault of the filer, but in nine cases out of ten the filer is not at fault.

There is a class of travelling uncertainties that, either by being clever with the tongue, or by misrepresentation, are fortunate sometimes to get a position as filer or sawyer, as the case may be. I have seen one of these take hold of a saw lever and rush the carriage backward and forward, crowding the saw beyond its capacity, spoiling the lumber and straining the saw. Good sawyers should be quick and energetic ; and the man who can maintain and repair his own saws has marked qualifications over the one of lesser experience. Give the good sawyer well fitted-up saws, a good strong carriage, the track straight and level, and lots of power to drive the saw, and the quantity and quality of the output then depends very largely on the judgment and hustling qualities of the sawyer. The ideal sawyer is active, strong, of temperate habits, cool-headed, fearful enough to comprehend danger, and possessing quick decision to avoid it. He wastes no time with unnecessary carriage travel ; he avoids passing the back of the saw with the end of log ; his good judgment and practiced hand imparts a strong, steady feed to the very end of the cut ; and he reverses as the teeth leave the cut. The careful sawyer will not force his saw beyond its capacity in rough, tough and knotty logs ; he knows exactly what the saw can stand, and he travels his carriage accordingly. The good sawyer knows just how to place the log on the carriage, and cut it into the sizes, grades and thicknesses most profitable for his employer.

(To be Continued.)

Messrs. Arthur T. Hillyard and Joseph T. Knight are at present in England, for the purpose of laying before capitalists a scheme for the construction of another large pulp mill at St. John, N.B. It is said that engineers are now making a survey of the proposed site.

Mr. W. E. Bigwood, manager of the Holland and Emery Lumber Company, states that his company shipped 23,000,000 feet of lumber from Ryng Inlet, Ont., during the year 1898, principally to South America and European ports. He states that they have established a large foreign trade, and are almost independent of the United States market.

Mr. Charles Burrill, of Weymouth, Digby county, N.S., has gone to England for the purpose of concluding arrangements for the purchase of large tracts of timber land along the Sissiboo river, back of Weymouth, and the erection there of one or more pulp mills. The rights of purchase have already been secured, and it remains only to finance the enterprise and begin operations.

# CORRESPONDENCE

Letters are invited from our readers on matters of practical and timely interest to the lumber trades. To secure insertion all communications must be accompanied with name and address of writer, not necessarily for publication. The publisher will not hold himself responsible for opinions of correspondents.

## DISCRIMINATION AGAINST THE HARDWOOD TRADE.

HEPWORTH, ONT., Jan. 9th, 1899.

To the Editor of the CANADA LUMBERMAN:

DEAR EDITOR,—I was pleased to notice in your January number that a brother lumberman had taken up the question of freight discrimination against hardwoods, and also to read in a previous issue your editorial on the same subject. There are three conditions, most unjust ones, that so long as they exist will deter lumbermen from operating in hardwood forests, when anything else is available. The first is the most unaccountable, viz., the discrimination in freight charges. The second is the extremely hard inspection on export stock, and the third is the faulty nature of hardwood, which results in at least 25 per cent. going to the wood-pile. You are not allowed to ship it as low grade lumber with pine or other culls without being charged the discriminatory rate of freight.

For the benefit of your readers, among whom I trust are some railway officials, I will relate an experience of my own that occurred about four years ago. That year I had handled a very large stock of hardwood; my lumber yard was in a very congested condition with the culls and rejects from the stock, and I wanted the room for new stock. I could not sell the culls and rejects as lumber for anything, so I applied to the railway people for a reduced rate (the wood rate), offering to sell it as wood, it being dry beech, maple and birch. I could not get the reduction unless I cut it to 4-ft. lengths, which entailed too much labor. A Buffalo dealer came my way and I showed him over the piles and sold him seven cars, filled to their utmost capacity (no measurement being made), for five dollars per car. On this grade of lumber the buyer had to pay 10 cents per 100 lbs. to Buffalo, as against 8¼ cents on good pine lumber. Under such conditions as these, is it any wonder that the hardwood trade is not what it ought to be?

Notwithstanding the strong demand there is for rock elm lumber from local and foreign industries, I prefer selling my timber to square timber men and allow my mills to stand idle rather than face the conditions above mentioned. Hardwood square timber, I understand, is carried on a specially low rate to Toronto, where it is rafted to seaport at Quebec.

Thanking you in anticipation of giving space for the above, I remain

Yours respectfully,
"MANUFACTURER."

---

OWEN SOUND, Jan. 10th, 1899.

Editor CANADA LUMBERMAN:

DEAR SIR,—In the last monthly issue of the CANADA LUMBERMAN there appeared a letter from Owen Sound, signed "Hardwood." I am pleased to note that friend "Hardwood" has, with others, become interested in this important matter, and hope our combined exertions may bring more quickly into effect a uniformity of freight rates, the lack of which has hitherto been the source of so much annoyance among hardwood lumber dealers throughout Ontario.

It is, I believe, an acknowledged fact that our Canadian railroad companies make a specialty of dealing more unjustly with lumbermen than with other classes of people, for not only do they discriminate unfairly in hardwood freight rates, but also in passenger rates; and it is most surprising that managers of such corporations, whose existence depends so largely on lumbering operations, should allow such a state of affairs to exist. Compare the position of the lumberman with that of the stock dealer. The freight bill of the former exceeds annually by 90 per cent. that of the stock dealer, yet the latter, when shipping to Toronto or Montreal, as the case may be, is presented with free passage to destination, where he completes his business, and is then granted return passage home at the rate of one cent per mile. Of course, to offset this, the railway companies may offer as an explanation that in consequence of stock being classified perishable, it is necessary for a man to accompany the stock, so as to be on the ground to receive same at destination. But is it not of vastly more importance for the lumberman to accompany his consignment, and is he not entitled to equal or even greater privileges, having so much more money at stake. We have to assume the responsibilities of shortages or losses in transportation, together with small margins and extreme freight rates, and occasionally, if not frequently, we meet with unscrupulous dealers, and are compelled in such cases to follow our lumber to its destination to secure settlement, and in event of such misfortune we are allowed to travel at the rate of three cents per mile, or in other words, we are granted the same privilege when travelling as a person whose patronage to the railway company amounts to probably less than fifty cents in a year.

While we do not ask for anything unreasonable, yet we feel that such discriminations are grossly dishonest, and should such important matters as mentioned by your correspondent "Hardwood," together with the above, be fairly and intelligently submitted to the railway companies, they should at once see the ridiculous imposition and offer some redress. I think we might reasonably expect a grant of equalization in lumber rates and a passenger rate of say two cents per mile. Hoping to hear from others who are equally interested,

I am, yours truly,
"SHIPPER."

---

OWEN SOUND, ONT., Jan. 7th, 1899.

Editor of the CANADA LUMBERMAN:

DEAR SIR,—Even at the risk of appearing as if Owen Sound lumbermen wish to monopolize you reading pages, as they evidently do the advertising pages of your weekly, the writer must add a word of approval to "Hardwood's" letter in your January number.

To one familiar with the facts of the case, it is little less than astounding that the hardwood shippers and mill men have borne such unjust discrimination so long, and it argues poorly for the intelligence of the hardwood men generally, when they look for relief to the Pine Men's Association. The injustice that is being done us can best be stated by giving an example of how present rates work. The writer being a hardwood shipper, loads an ordinary box car with maple lumber, average weight, 4½ lbs. per foot, loading 9,000 feet; weight of car, 40,500 lbs.; rate to Buffalo, Tonawanda or Suspension Bridge, for shipment east or elsewhere, 10 cents per 100 lbs.; cost of shipping this car, $40.50; average cost per M, $4.50.

My pine colleague loads a car of pine for same point, putting on 10,000 feet; weight of same, 27,000 lbs.; rate to same points as above, 8¼ cents per 100 lbs.; freight on above, $22.27; average freight per M, $2.22, or slightly less than half of what it costs us to ship hardwoods to the same points. And remember that the railroads performed exactly the same service in each case, and even in case of accident or damage to the shipment, the value of the pine shipment would undoubtedly be more than the hardwood shipment.

The above needs no comment, as it speaks for itself, but now stirred by the protests of the hardwood men in the association, the pine men have interested themselves, and you remember the old saw, "The mountain labored and brought forth a mouse"—they are trying to persuade the railroads to lower the rate for export lumber, something that will not benefit the average shipper an iota.

I am not blaming the pine men; they understand their business, and know that any change in rates would not benefit them in any way, while, if they were equalized, they would harm them, but what I am kicking at is for hardwood men to entrust them with the doing of OUR OWN business. I would suggest that a mecting be arranged between all the hardwood men that can be got together (even a few would suffice), to appoint some competent man to stir up the shippers and mill men (for in these days of fierce competition, what will help one will help the other). This can be done by correspondence, at little cost, and the writer will gladly pay his share of the expenses of the campaign.

Respectfully yours,
HARDWOOD SHIPPER.

---

PARKERSVILLE, ONT., Jan. 9th, 1899.

Editor CANADA LUMBERMAN:

DEAR SIR,—I notice in your January number a letter from "Hardwood" Owen Sound, respecting the rate on hardwood lumber. There should be no time lost in bringing this to the notice of the railways, as a great number of small mills ereoted for the purpose of manufacturing hardwood have been forced into bankruptcy and idleness by the high freight rate and low prices. The railways should favor the small mills—they go back several miles from the railway and work up timber that cannot be got to market any other way. The price of maple and birch has been from $10 to $11 per M. f.o.b. cars for common and better culls, of which there are about 30% not saleable. The contentions of the railway authorities that hardwood lumber is more valuable than pine is quite absurd. I hope other mill men will make themselves heard.

Yours truly,
W. PARKER.

## INVITATION TO THE HARDWOOD TRADE.

CINCINNATI, OHIO, Jan. 13th, 1899.

Editor CANADA LUMBERMAN:

SIR,—I desire to congratulate you upon your able editorial under the head of Valuable Lumber Associations, in your issue of January, this year. I also notice that you have part of the rules of The National Hardwood Lumber Association that applies to the different kinds of lumber manufactured in the Dominion, which your people in common are interested with us in this country. There are a great many different kinds of lumber that are shipped from the United States into the Dominion which doubtless your constituency would desire to be conversant with, and if it is not too much trouble I would ask that you publish the balance of the list. We desire it distinctly understood among the manufacturers and wholesale dealers of the Dominion of Canada that we would be much pleased to have them become members of our National Association, as they, like us, are as much interested in uniform inspection throughout the world as we, as that is the object of our Association. It will certainly be a matter of great pleasure to the manufacturers and wholesale dealers who consign their stock to buyers or sell at home on these rules, to know that this Association now numbers among its members some of the largest and best of the manufacturers and wholesale dealers of the United States, and it is rapidly growing. Many cities in this country have adopted it as their standard of inspection, and from the present outlook it will not be long before, in all probability, it will be universally adopted. These rules are subject to a change at any meeting of the Association, and there is no reason why the people who are interested in Canada should not have a voice in their changes as well as our members here.

The dues are three dollars per annum. The next meeting will be held on July 13, 1899, at Charlevoix, Mich. It will be certainly a pleasure to have as many of your people attend this meeting as possible, and a cordial invitation is hereby extended to any manufacturer or wholesale dealer in Canada. All remittances should be made to A. R. Vinnedge, Secretary, The National Hardwood Lumber Association, Division and North Branch Sts., Chicago, Ill.

Trusting that you will give this matter all the publicity possible, I am,

Yours truly,
The National Hardwood Lumber Association,
W. A. BENNETT, Pres.

Lack of space in this issue renders it impossible to publish the balance of the rules referred to by Mr. Bennett. This we may do at some future time, should we consider them of sufficient interest to the lumber trade in general.—THE EDITOR.

## LUMBERMEN'S ASSOCIATION FOR THE MARITIME PROVINCES.

ALBERT, N.B., January 16th, 1899.

To the Editor of the CANADA LUMBERMAN:

DEAR SIR,—In reference to the formation of a Lumbermen's Association for the Maritime Provinces, we have often wondered why such an association was not formed long ago. Some few years ago we were the instigators in getting together at Moncton, N.B., a few of the lumbermen from Nova Scotia and New Brunswick to talk over the much discussed sawdust question, that was then agitating our minds. We had quite an enthusiastic convention, and a large delegation from both provinces, but we noticed that a large percentage of the heavy operators paid no attention to the meeting. Our opinion is, that if some of the leading lumbermen in both provinces would take a little interest in the matter and call a convention, they would find a representation at the place of meeting that would astonish them. You can understand that for any of the small operators to notify Mr. A. Gibson or Senator Snowball, or others we might mention, to attend such a meeting, would avail nothing, because they would pay no attention to the notice. But, on the other hand, if such men as these would notify the small operators, such as ourselves, we would be certain to attend, and the formation of an association would be the result. Without such men as we have mentioned, the association would not be a complete success. Our humble opinion in the matter is, that a "Lumbermen's Association" would be of incalculable benefit to lumbermen generally, and we would be only too glad to assist in any way possible to bring about such an organization. We would be pleased to hear from others, and to learn their views.

Yours, truly,
C. & I. PRESCOTT.

## OBITUARY.

J. LARKIN COOK.

Mr. J. Larkin Cook of the firm of Cook Bros., lumber merchants, Toronto, died at his home a fortnight ago, in the 73rd year of his age, as the result of a complicated illness of some years duration. The firm of Cook Bros. consisted originally of the late J. W. Cook, ex-M. P., of Williamsburg; George Josiah Cook, the present president of the firm, and the deceased. They succeeded to the business of the late Captain George Cook, who established it about 100 years ago, and was one of the first manufacturers to export timber from Quebec to the old country. Deceased was a brother of Mr. S. S. Cook, ex-M.P.P. for Dundas, of the late Mr. J. W. Cook and of Mr. H. H. Cook, ex-M.P. for East Simcoe. The family was of United Empire Loyalist stock, and as far back as the establishment of responsible government in Ontario took an active part in promoting Reform views. From 1828 until the era of responsible government an uncle of the deceased, Captain Fred Cook, and a Mr. Shaver represented Dundas county. The father of the deceased fought at the battle of Crysler's Farm in 1813, and for his services obtained the Victoria medal. He also fought in the war of the rebellion of 1837 on the side of the administration. The late Mr. Cook married Miss White daughter of James White, of Dalston, Simcoe county. He never occupied a public position in politics, but he was an active supporter of the Reform party. As a business man he was successful and energetic.

Mr. T. J. Aquin, ex-Mayor of St. Henri, Que., is dead, at the age of 52 years. Ten years ago, in company with Mr. L. P. Itzweire, he established a sash and door factory and planing mill, which developed into an extensive business.

Mr. William A. Ralph, one of the best known lumbermen's agents on the Ottawa River, died in Ottawa early in January. Deceased, who was 64 years of age, had been for twenty years in the employ of William Mason & Sons. Upon the dissolution of this firm a few months ago, Mr. Ralph engaged with the E. B. Eddy Company.

# THE CONCATENATED ORDER OF HOO-HOO.

Some Particulars of the Society.—Portraits of the Members in Manitoba.

FOR the benefit of those unacquainted with the modus operandi of the Concatenated Order of Hoo-Hoo, a few explanatory remarks may be offered. It is a society formed some years ago in the United States, being exclusively of a social character, and composed of persons engaged in the manufacture and sale of lumber, timber, lumber trade journal men, general officers and principal agents of railroad companies, and men engaged in the sale of saw mill machinery and supplies.

The initiation fee is $9.99, and the dues 99 cents per year. At each initiation the sum of $3.33 is allowed from each fee for the purpose of providing a spread or entertainment for those present. The regular annual meeting is held on the ninth day of the ninth month, but local branches are permitted to meet as frequently as is desired. The membership is limited to 9,999. There are nine chief officers, known as the Supreme Nine, and designated, in order of importance, as follows: Snark of the Universe; Senior Hoo-Hoo; Junior Hoo-Hoo; Bojum; Jabberwock; Custocatian; Scrivenoter; Arcanoper; Gurdon. The chief executive office is now held by Mr. Nelson A. Gladding, of Indianapolis.

The lumbermen in the United States have found the order of material advantage. It has brought them together in social intercourse, which has helped to oil the wheels of business and promote general good feeling among the trade. The membership at present is, approximately, 6,000, including, as stated in a former issue, two branches in Canada, one being at Vancouver, B.C., and the other at Winnipeg, Man. The concatenation at Winnipeg is of the more recent date, being held on November 12th last. Thirteen lumbermen doing business in that province were initiated into the secrets of the order, and after recovering their equilibrium, unanimously selected Mr. John C. Graham as their vicegerent for Manitoba. Another concatenation will likely take place in Winnipeg on February 8th, simultaneously with the annual meeting of the Western Retail Lumbermen's Association. It is with much pleasure that we present below portraits and some particulars of the members of the Winnipeg branch.

MR. J. C. GRAHAM.

The vicegerent for Manitoba, Mr. J. C. Graham, was born at St. Catherines, Ont., on November 26th, 1860. At eighteen years of age he became a purser on a lake steamer, and for eight years was associated with a steamship company in different capacities. In 1886 he launched out as a railroad conductor, being thus engaged for two years. His connection with the lumber business commenced in the year 1888, and for the next ten years he was manager of the sales department, and a member of the firm of Graham, Horne & Company, Fort William, Ont. In the year 1897 he was appointed manager of the Winnipeg branch of the Rat Portage Lumber Company, to which he now devotes his exclusive attention. Mr. Graham is a general favorite among his confreres, as is evidenced by his unanimous appointment as vicegerent.

MR. D. C. CAMERON.

Mr. D. C. Cameron is president and general manager of the Rat Portage Lumber Company, of Rat Portage, Ont., and may be said to be the lumber king of that district. The saw mills of the company at Rat Portage manufacture upwards of 60,000,000 ft. of lumber annually, while in addition they have an extensive sash and door factory and planing mill. Mr. Cameron, although a comparatively young man, has shown much ability in the management of this extensive concern.

MR. R. H. O'HARA.

Mr. R. H. O'Hara is a member of the firm of Barclay & O'Hara, retail dealers, Brandon, Man. He is 46 years of age and was previously engaged in the lumber business at Quebec and at New Westminster, B.C. Mr. O'Hara is a director of the Western Retail Lumbermen's Association.

MR. JOHN M. CHISHOLM.

Mr. John M. Chisholm is a native born Canadian. For the past seven years he has been manager for Messrs. Dick, Banning & Company, whose saw mills are at Rat Portage. This company manufacture about 7,000,000 feet of lumber annually. They have for some years secured the contract for the supply of lumber to the city of Winnipeg, which amounts, approximately, to 2,000,000 feet. Under Mr. Chisholm's management, the firm has become noted for its enterprise.

MR. JOHN DICK.

Mr. John Dick is secretary-treasurer of the Western Retail Lumbermen's Association. In 1872 he became connected with Dick & Banning, lumber manufacturers, of Winnipeg, as their bookkeeper. Ten years later he was taken in as a partner, when the firm name was changed to Dick, Banning & Company.

MR. GEORGE W. CAMPBELL.

Thirteen years of the life of Mr. George W. Campbell were spent at Vancouver, B.C., in the employ of the British Columbia Mills, Timber and Trading Company. In 1898, he was appointed to look after the Eastern business of the company, with headquarters in Winnipeg. He is an enthusiastic member of the Hoo-Hoo order.

MR. RICHARD VIGARS.

For fifteen years Mr. Richard Vigars has been engaged in the lumber business at Port Arthur, Ont., he being the chief member of the firm of Vigars & Company. This firm operate a splendid sawmill on Thunder Bay, having steam power, and a capacity of 50,000 feet per day, to-

gether with dry kilns, etc. The output is chiefly red and white pine lumber, which finds a ready market in Manitoba.

Mr. Henry Byrnes.

Mr. Henry Byrnes is associated with G. B. Housser & Company, of Portage la Prairie, Man., making his headquarters in Winnipeg. He carries in stock an ample supply of lumber, sash and doors, etc.

A. F. E. Phillips.

Mr. A. F. E. Phillips is a native of Quebec, and is 29 years of age. He was associated with the Federal Bank until that institution went into liquidation, when he engaged with the Minnesota & Ontario Lumber Company of Norman, Man., his duties being quite varied, and including those of traveller, foreman, shipper and scaler. Since the year 1892 he has represented the Brunette Sawmill Co., and the Pacific Coast Lumber Company, of New Westminster, B.C., being their Winnipeg representative. He devotes his attention to the interior car trade, which amounts to a considerable business in that district.

Mr. D. B. Sprague.

To Mr. D. B. Sprague belongs the distinction of being the youngest member of the Hoo-Hoo order in Canada. He is a nephew of Mr. D. E. Sprague, lumber manufacturer of Winnipeg, was born in township of North Gwillimbury, near Toronto, is 22 years of age, and a graduate of the British North America Business College. Five years ago he removed to Winnipeg to become junior clerk in the office of D. E. Sprague, and by strict attention to business he has advanced to senior book-keeper. He is a great lover of manly sports, such as bicycling, curling, lacrosse, etc.

Mr. G. B. Housser.

Forty-five years ago Mr. G. B. Housser was born on a farm in South Cayuga, county of Haldimand, Ont. Upon reaching manhood, he was employed for five years with Messrs. J. V. Wisner & Son, implement manufacturers, of Brantford, Ont., but a desire to "go west" culminated in his acceptance, in 1881, of the position of accountant with the lumber firm of Dick & Banning, of Winnipeg, with whom he remained for nine years. In 1890 Mr. Housser formed a partnership with Mr. S. R. Marlatt, of Portage la Prairie, Man., under the firm name of Marlatt & Housser, conducting a retail lumber yard at that place. One year ago Mr. Marlatt disposed of his interest to Mr. H. Byrnes, of Winnipeg, and the firm name was changed to G. B. Housser & Company.

## TRADE OPENINGS.

Messrs. Goodwin & Company, Birmingham, England, desire to receive quotations on 200 gross, Canadian broom handles, 50 inches long, and 1⅛ inch thick, delivered at Cardiff, South Wales. The requirement is for a nice white handle, free from knots and imperfections.

The Canadian High Commissioner at London, England, states that there is a large and constantly increasing demand in Great Britain for a commodity known as wood flour, of which Canada might supply unlimited quantities. It is not coarse sawdust, but the fine dust that results from the manufacture of hardwood, and it can be artificially produced by kiln drying hardwood sawdust. It is used in the manufacture of explosives, taking the place of charcoal.

United States Consul Halsted, writing from Birmingham, England, states that there has been a large sale of American broom handles. One agent informed him that he could have disposed of many more if the ends had been "turned in," the favorite style for broom handles in England. His firm, he said, worked along the line of least resistance, and having once succeeded in inducing an American manufacturer to endeavor to make broom handles exactly like those of English manufacture, but finding them on receipt to have been turned in a rough and slovenly manner, they simply sent them back to the United States and have made no further effort in that direction.

Unitec States Cansul Covert, of Lyons, France, states that shooks for silk boxes and stave wood for wine and liquor barrels would find a good market in Lyons. Manufacturers inform him that they would buy sawed and planed boards from America. They must be about ¾ of an inch thick, length and breadth being immaterial. It is not worth while to attempt to send boards cut ready to be made into boxes. The merchants who buy the boxes first arrange their goods in piles as they intend to ship them. The packer is then sent for, and he measures the piles and makes his boxes to fit them. Merchants never make a contract for boards until after the forestry commission has fixed the price for timber. It is believed that Americans could sell much below these prices after they had learned the rate for the year as established by the commission.

Writing of the lumber trade, United States Consul Tourgee, of Bordeaux, France, says: Most of the trade in hardwood lumber products is done by English houses. Of course the product originally comes from American mills. Wagons, spokes, and handles, and all turned goods in this district are, I think, imported from England, though the wood itself is mostly of American origin. Whether it would pay to seek to get this trade direct, is a question which can only be determined by months of careful study on the part of one thoroughly familiar with every branch of the business. Though I have been a manufacturer in this line and have consequently a particular inclination to the study of conditions affecting this trade, I should hesitate to advise any manufacturer to enter this field without some months of careful study of actual conditions, not of the market merely, but of the ultimate consumption. Judging from what I have learned, I should doubt the policy, of competing with English trade, which is carried on by customers of American producers.

Mr. D. M. Rennie, Dominion Commercial Agent at Buenos Ayres, South America, writing to the Department under date of November 11th, 1898, says: During the two months I have noted the arrival of 56 cargoes of lumber, 25 of which were white pine, 16 pitch, and 16 spruce. The demand for white pine has not yet begun, and the market is overstocked. The pitch pine and spruce cargoes were placed promptly on arrival. Arrivals after 23rd September were subject to the extra duty of 10 per cent. and the loss to importers who had sold to arrive, was considerable. As advised in mine of 13th October, the duty on spruce, white and pitch pine is now $8.44, an increase of $2.08 per M. feet. This additional duty is to be collected up to 31st December, 1899. Under the circumstances it is not likely that the Government will at present accede to the reduction on valuation of spruce as petitioned for.

Mr. Thomas Moffat, commercial agent at Cape Town, South Africa, has submitted to the Dominion Government a somewhat comprehensive report on the trade of Cape Colony. The total imports into the colony in the year 1897 amounted to $89,659,390. In that year unmanufactured goods are imported to the value of $1,146,495; planed or gorooved wood, $848,705; wood manufactured, other than furniture, $651,105. There was imported by the Colonial Government unmanufactured wood to the value of $222,400, making the total import of that class of wood $1,358,895, classified as follows:

| Description. | Value. |
|---|---|
| Ash | $ 14,075 |
| Bass | 7,705 |
| Hickory | 23,030 |
| Karri | 6,965 |
| Masts and spars | 2,915 |
| Pine | 1,028,780 |
| Poplar | 6,535 |
| Teak | 204,640 |
| Walnut | 18,175 |
| Other kinds | 46,075 |
| Total, 1897 | $1,358,895 |

Referring to the importations of pine lumber from New York, Mr. Moffat says that there is little doubt that more or less of this product was supplied by Canada. He gives a list of the many articles which Canada is shipping to Cape Colony in competition with the world, these including sawmill and woodworking machinery, engines, boilers, belting, furniture, hardwood fittings, wooden ware, doors, joinery, lathing, ceiling, and interior finish.

## A GENEROUS RESPONSE.

An appeal was recently made by Mr. Aubrey White, Assistant Commissioner of Crown Lands, to some of the lumbermen of Ontario for financial assistance towards the sustenance of that deserving institution, the Sick Childrens' Hospital in Toronto. The response was most generous, and showed, in no slight degree, the liberality of the lumbermen. Upwards of $1,000 was donated, the following firms contributing: Arthur Hill, Saginaw, Mich., $100; Mossom Boyd, Bobcaygeon, $100; L. P. Graves, Holland & Emery Lumber Co., Buffalo, $100; David Gilmour, the Gilmour Co., Trenton, $100; W. J. Shepherd, Georgian Bay Lumber Co., Waubaushene, $100; J. J. C. Thompson, Robert Thompson & Son, Hamilton, $100; Gillies Bros., Braeside, $50; F. H. Clergue, Sault Ste. Marie Pulp & Paper Co., Sault Ste. Marie, Ont., $50; Alexander Fraser, Westmeath, $50; Chas. Beck, Penetang, $25; Wm. Thompson, Longford Mills, $25; Imperial Lumber Co., Toronto, $25; E. W. Rathbun, the Rathbun Co., Deseronto, $25; Wm. Mackey, Ottawa, $20; A. McPherson, Longford Mills, $10; Chas. McCool, Geneva Lake, $5.

## FORECAST OF THE LUMBER OUTLOOK.

In an interview on the outlook of the lumber trade, Mr. Frank J. Saxe, manager of the Export Lumber Company, of New York, stated that he believed the year 1899 would be an exceptionally good one. "We are at peace with all the Latin-American countries," said Mr. Saxe, "and they are our heaviest consumers. We ship lumber, principally white pine and walnut, to many countries, including those on the Pacific Coast of South America, Van Dieman's Land, Australia and others on the Pacific. I do no remember a year when the prospects of the trade were so good at the opening of the season as they are to-day. There seems to be a good steady demand in every country for our white pine. Trade with Argentine may be light, on account of her difficulties with Chili over the boundry question, but that is the only dark spot on the whole horizon, We are having a good trade just now with Germany in white oak and walnut."

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

MONTHLY AN WEEKLY EDITIONS
PUBLISHED BY
The C. H. Mortimer Publishing Company of Toronto, Limited
CONFEDERATION LIFE BUILDING, TORONTO
BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:
One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

## THE JOINT HIGH COMMISSION.

ANOTHER month has passed, and no agreement has been reached by the Commissioners at Washington as to the basis of a treaty. This can be attributed in large measure to the difficulty of reaching a settlement of the lumber and log question. When this vexed problem is solved, it is believed that the negotiations will very soon be brought to a close ; in fact, we are told that on the other questions the Commissioners are already agreed.

The death of Hon. Nelson Dingley, one of the United States commissioners, and who was very largely responsible for the present high tariff on lumber, was a matter of much concern to that country. At time of writing his successor on the Commission has not been named, but it seems probable that Representative Tawney, who is an advocate of the two-dollar duty, will be the choice. The Michigan lumbermen are leaving no stone unturned in their efforts to effect a settlement which will permit them to obtain Canadian logs. To this end they are opposing the selection of Representative Tawney.

Acting on the invitation of the United States representatives, a few of the Ottawa valley operators visited Washington early in January, to discuss the situation with the lumbermen of the United States. Their main object was, we believe, to explain the conditions which surround the lumbering industry in Canada, and to correct the erroneous opinion that white pine is manufactured here cheaper than in the United States. A statement was presented showing that the actual amount of Canadian pine and spruce entering the United States for consumption was from 400,000,000 to 450,000,000 feet annually, which is about seven per cent. of the annual production of white pine lumber in Michigan, Wisconsin and Minnesota, and less than two per cent. of the total lumber production of the United States. The absurdity of the contention that Canadian competition appreciably affects American lumber prices, is at once apparent.

The Newspaper Publishers' Association has taken up the cudgels in favor of free pulp, and in this way is lending assistance to the free lumber movement, as the principle involved in each case is the same. The Canadian policy is free lumber and free pulp, or the prohibition of the export of saw-logs and pulp wood.

It is difficult to understand the attitude assumed by some of the Michigan lumbermen in advocating a reduction of the lumber duty to one dollar. What they are interested in is the securing of access to the Georgian Bay timber, in order that they may continue to operate their sawmills. This will not be accomplished by a reduction of the lumber duty. As we understand it the Ontario government will permit logs to be exported only in consideration of free lumber, which is regarded as a fair equivalent. It was for this reason that the Georgian Bay lumbermen refused to accept the invitation to go to Washington to confer with their United States brethren. They are opposed to any form of compromise, and in this they are backed by the Ontario government. The anxiety of the Michigan lumbermen and certain other agencies in the United States to secure a reduction of the lumber duty is regarded as the strongest evidence of the expediency of the Ontario law.

## PUBLICITY IN THE LUMBER BUSINESS.

THE peculiar nature of the lumber business offers few opportunities for persons thus engaged to become skilful in office management. A lumberman may attain success in his particular field, and yet possess but a meagre knowledge of the many office details which pertain to the management of the average business. It is admitted that one of the most effective agencies in the successful direction of any business is judicious advertising. A few hints along this line might be of assistance to lumbermen.

Canadian lumbermen have not, in the past, given themselves that degree of publicity which has characterized other lines of commerce. But as each year they are competing more extensively in foreign markets, the necessity of advertising becomes greater. The various classes of lumber and wood specialties which are manufactured in Canada are but little known in Great Britain, much less in other markets of the world. Seldom a week passes that an enquiry is not received at this office for some particular class of stock, some late enquiries being for doors, butter plates, maple blocks, birch flooring, pulp, etc. In some instances the correspondent has expressed surprise that the manufacturers of the stock wanted were not represented in the advertising pages of THE LUMBERMAN.

The value of an advertisement depends greatly upon the attention given it by the advertiser. It is his privilege to furnish new copy for each issue of the paper if so desired. Where a lumberman is engaged in the manufacture of any special line of goods, an announcement of the fact should be made. It is for these specialties that buyers are frequently enquiring.

A few words as to the field covered by the CANADA LUMBERMAN. In the nineteen years of its existence, the number of readers of THE LUMBERMAN has steadily increased, and to-day it has a wide circulation in the Dominion, the Eastern States, and foreign countries. Within the past year many subscribers in Great Britain have been added to our list, these including the persons directly interested in Canadian timber products. The numerous complimentary letters received are evidence that the journal is read and appreciated by the trade, and that as an advertising medium it must be of value.

## EDITORIAL NOTES.

THE eighth annual meeting of the Western Retail Lumbermen's Association will be held in the city of Winnipeg, on Wednesday, February, 8th, simultaneous with the annual "bonspeil." It is expected that the attendance of lumbermen will be unusually large, and that a number will be initiated into the mysteries of the Hoo-Hoo, or black cat order.

MUCH of interest will be found in the communications from the trade, which appear in our correspondence page in this issue. Subjects of vital importance to lumbermen at large are touched upon, and it is hoped that the sentiments expressed will not be permitted to pass out of mind, but that they may be the means of drawing out discussion, and, eventually, of accomplishing the objects sought. The letters from the hardwood trade reflect the strong feeling which exists regarding the present discrimination in freights against hardwood lumber, and, to our mind, clearly show wherein such discrimination is working against the development of the hardwood industry and of the country in general.

BRITISH timber merchants visiting Canada for the first time frequently express surprise at the vastness of our forests and the excellent natural facilities for lumbering. They have shown equal astonishment that, in view of these advantages, more ample steamship service between Canada and foreign countries has not been established. They contend that this is one of the agencies which is most necessary to develop the export timber trade with Great Britain. Recently a large trade in spruce box-boards from New Brunswick has been opened up, but the business is hampered by the lack of shipping facilities all the year round at reasonable rates. A London merchant gives it as his opinion that there would be sufficient cargo of timber, wood pulp, farm produce, etc., for liners to Glasgow, Liverpool, Manchester, Avonmouth Dock, London, Hull, and perhaps other points, especially if the railroad freights from the inland districts to the seaboard in the winter months were placed at a moderate figure. In this relation Canadian shippers are at a great disadvantage in comparison with their competitors in the United States, where low rates are obtainable. We understand, for instance, that from Oshkosh, Wisconsin, the through rate on joinery to Liverpool is only about 50 cents per one hundred pounds weight.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN THE AMERICAN AND FOREIGN MARKETS.*

VOL. V. TORONTO, ONT., FEBUARY 1, 1899 No. 2.



## CANADA LUMBERMAN

PUBLISHED BY

**The G. H. Mortimer Publishing Co'y of Toronto, Limited**

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING,
MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type; 12 lines make one inch. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

WE WANT HARDWOOD LUMBER, MILL cuts. Must be able to ship by water. Correspondence solicited. V. H. SWEINHART & Co., 94 E. Washington St., Chicago.

### WANTED.

ORDERS FOR HEMLOCK LUMBER AND Timber. Logs in stock from ten to thirty feet. Load at Wiarton. Address PICKARD & ROWAN, Mar P.O., Ont.

### WANTED.

WHOLESALE LUMBER DEALERS AND Manufacturers who have lots of 50 to 200 M Lumber and Shingles for sale, should write me. Address, JOHN B. DOE, Buffalo, N.Y.

BAND SAW MILL FOR SALE AT FORT William; capacity of Mill, 40,000 feet in ten hours; also Planing Mill. Property includes 500 feet frontage on Kaministiquia River, suitable for an elevator. For particulars apply to C. C. ABBOTT Assignee, Estate Graham, Horne & Co., Fort William Ont.

### FOR SALE OR EXCHANGE.

FOR SALE OR EXCHANGE: A 12x14 ENgine; 50 ft. of 22 in. Stack; a Mortise Wheel and Pinion, 5½ in. face, teeth 80 and 22; a 50 in. Barber Water Wheel. All in good working order. Will take Stave and Heading Machinery, or Hemlock Lumber. GEO F. WEBTER, Creemore, Ont.

### WANTED.

SOFT ELM, ROCK ELM, BLACK ASH, BIRCH, Basswood, Red Oak, and Soft Maple Lumber, 1 to 3 in. thick and dry for prompt shipment. I will contract for any of this lumber to be cut to order for spring and summer delivery. Inspection at shipping point. Terms cash. E. C. BRADFORD, 71 Buhl Block, Detroit, Mich.

### FOR SALE.

THE UNDERSIGNED HAS ON HAND TWO and one-half million feet of Spruce Logs, lengths 10, 12, 14, 16 18, 20, 22, 24 and 26 feet and is prepared to manufacture same in any form desired having for this purpose a stationary saw mill equipped with gang edger, planer and shingle machine, with a capacity of 0,000 feet per day. A purchaser is desired who would contract for the entire cut of mill. Correspondence solicited. JAMES RITCHEY, Makinak (L. M. C. Co. Railway), Manitoba.

### FOR SALE.

FOUR HUNDRED ACRES TIMBER BIRCH and Hemlock; Saw Mill, capacity 30 M. per day; two Boilers 10 h.p.; Engine 85 h.p.; three Block Carriage; one 60-inch and one 55-inch Saw; Jack, with long chain, double edger, trimmer, slash chain; 2 small cut-offs; 2 Rip Saws rigged for chair bottoms. All in good running order. 500,000 ft. of Birch Logs in stock. A paying business; good reasons for selling. Address, Box 111, CANADA LUMBERMAN, Toronto.

### CURRENT TRADE CONDITIONS.

#### ONTARIO.

The last week of January witnessed more activity in the lumber business than the preceding weeks of the month. Some quite large sales of pine were made, particularly in the Ottawa valley, where it is said manufacturers have contracted for a considerable proportion of the coming season's production. In anticipation of a good year, wholesale dealers and exporters are buying liberally, and this fact may induce manufacturers to increase their operations in the woods beyond what was originally intended. Within the past fortnight several gangs of men have been sent to the logging districts. The conditions on the Georgian Bay are somewhat similar. Although in southern Ontario there has been a lack of snow for logging, in the Muskoka and northern districts this difficulty has not been met with.

It is yet too early to estimate the extent of building operations in 1899, but the amouut of work already arranged for produces a strong hope of a busy season. There will probably be more building in country districts than last year, when it was of considerable volume.

#### QUEBEC AND NEW BRUNSWICK.

Manufacturers of spruce lumber are holding quotations reasonably high, and consequently shippers have not contracted very heavily. The low prices at which stock was purchased last year are being used by buyers to secure better terms for the coming season's stock; but manufacturers seem to have resolved to make a fair margin of profit or cease business. The highest price yet paid at St. John for spruce lumber for spring delivery is $9.75, which is about $1.50 higher than the average price last year. In shipping circles there is not much doing; the rate on lumber to New York, from St. John, is lower, being $3.

#### MANITOBA AND BRITISH COLUMBIA.

The lumbermen of Manitoba are preparing for the annual convention which takes place next week, and at which the attendance promises to be unusually large. There is some movement of lumber at the present time, although it cannot be said that spring trade has yet commenced. As building prospects are particularly bright, retailers will no doubt increase their stocks materially in the near future. In British Columbia the lumber trade is without any special feature, although the era of low prices is probably at an end, owing largely to the scarcity of logs. The foreign trade is quite brisk, and several vessels are loading.

#### UNITED STATES.

The past week has been one of conventions, and consequently lumbermen have not devoted the usual attention to the getting of business. Transactions have been on a moderate scale, and have been confined largely to immediate requirements. Prospects, however, are of an encouraging character, and unless all signs should fail, there will be a brisk lumber trade in 1899. Eastern wholesale dealers report numerous inquiries for quantities of different grades for spring delivery, which would seem to indicate that consumers anticipate higher prices in the near future. There is an excessive demand for box lumber, which is in short supply and likely to further advance. Manufacturers generally are firm in their asking prices, and wholesale dealers are not inclined to contract for stock at the quotations given them. These remarks apply particularly to white pine. Hemlock lumber has made an all-round advance of 50 cents per thousand feet.

Hardwood stocks continue to be bought up close to the saw. In Michigan soft and rock elm are bringing prices from $4 to $6 higher than those which ruled two years ago. Even beech, which has been considered an unsaleable lumber, finds a ready market.

It is claimed that at northern mill points there is a pronounced shortage of lath, and sellers are asking $1.65 per thousand for white pine. Shingles are demanding some attention, and show no weakening in price.

#### FOREIGN.

British timber importers are contracting for goods for spring delivery only in a moderate way, as they believe that shippers' asking prices are higher than the conditions warrant. It must be remembered, however, that stocks in the British market are lighter than those of one year ago, while the production of Canadian lumber is likely to be curtailed during the coming season. There is also the fact that prices of spruce, red pine, and several classes of timber are strengthening. At London 3 x 11 and 3 x 9 3rd spruce are selling privately at £7 7s 6d per standard, although similar goods can be purchased at auction at 5s below these figures. Last year spruce found its way into new fields, and consumers are said to be willing to again contract for a supply. Looking at all the conditions surrounding the spruce market, there would seem to be reason to expect advanced prices and a good season in 1899.

The conditions of the lumber trade in France are about normal. It is expected that there will be a large consumption of wood during 1899, and that red pine will be maintained at higher prices. White pine joists, timber joists and hardwood also show signs of strengthening.

### STOCKS AND PRICES.

Thomas Myles' Sons, Hamilton, Ont., want 150 pieces 12 x 12, 30 feet, sound white pine timber.

J. E. Harroun & Son, of Watertown, N.Y., want good white pine mill culls, 1¼ inch, resawed for large boxes.

R. & T. Ritchie, of Aylmer, Que., have contracted to supply the Metropolitan Electric Company, of Ottawa, with poles.

The Metropolitan Railway Company, of Toronto, are taking tenders for the supply of 65,000 cedar ties, 1,000 cedar telegraph poles and 300 cedar trolley poles.

During the season of 1898 Messrs. E. I. White & Son, of Sand River, N.S., shipped to American ports 78 cargoes of piles and spars, aggregating about 55,000 pieces.

The Exploits Lumber Company, of Botwoodville, Nfld., will cut 10,000,000 feet of white pine lumber next summer, 5,000,000 feet of logs being now in the river. The manager of this company is George A. Fowler.

George Upham, of Fredericton, N.B., returned recently from the lumber camps on the Tobique river. He estimates the cut on that river this winter at 18,000,000 feet, a decrease of 7,000,000 feet as compared with last winter. Mr. Upham has contracted for all of Senator Baird's logs, about 1,500,000 feet.

At the annual meeting of the shareholders of the Rat Portage Lumber Company, it was stated by the manager that the company had over 600 men cutting logs in the woods. Some 50,000,000 feet will be taken out, which, with the stock now on hand, will give a good supply for next season's sawing.

The annual report of the Board of Trade of Montreal gives the following statement of forest products exported from that port during the year 1898: Ashes, pot and pearl, $35,321; logs, pine, $150; logs, all other, $836; lumber, $5,574,114; timber, square, $126,599; other articles,

The lumber production at Saginaw and Bay City, Mich., in the season of 1896 $26,723; total, $5,763,743.

was 304,000,000 feet. This is the smallest output on the river since 1866, when it amounted to 309,000,000 feet. There were rafted to Michigan from the Georgian Bay district 238,843,624 feet, nearly all of which went to the Saginaw river.

C. Desmairais, of Hull, has secured from the Bell Telephone Company a contract to furnish 2,000 cedar poles.

The Bradley-Myles Lumber Company, of Hamilton, Ont., have received an order to supply the British Admiralty with 100 car-loads of oak dimension timber, for use in the ironclads. The stock will be delivered at Liverpool early in the spring.

The Rat Portage Lumber Company have purchased the stock of lumber of the estate of Graham Horne & Company, of Fort William. This company have arranged with Graham, Horne & Co. to carry on the business in Fort William, which will be conducted under the same management as it has been for the past twenty-one years.

Henry Hibson, of the firm of Hibson, Briggs & Cooper, lumber merchants, Saginaw, Mich., is making a tour of the Ottawa valley for the purpose of buying a quantity of lumber. He states that Canadian white ash and basswood are in great demand by the lumber dealers of Michigan, chiefly for making furniture and inside finishing.

Seven timber berths were sold at the Crown Lands' office, Fredericton, N. B., last week, as follows : 3½ square mile block on White's brook, Restigouche county, to Wm. Currie, at $151 per mile ; 2½ mile berth on Nash's creek, Restigouche, to Nathanial McNair, at $18 per mile ; 5½ mile brook on Nictor lake, to T. B. Winslow, at $1.10 per mile ; two 9 mile and one 4½ mile berth on White's creek, Restigouche, to Wm. Richards, at upset price ; 2 mile berth on Ten Mile creek, St. John county, to J. E. Moore, at upset price.

Alliston Cushing, of St. John, N.B., returned recently from California, where he has been interested in quartz mines. It will be remembered that Mr. Cushing had the contract last year to furnish 8,000,000 feet of logs to Jerneagan & Fisher for the Electrolytic Marine Salts Company, at North Lubec. He had landed more than half of that quantity when the bubble broke, leaving him in a fair way to lose about $20,000 by the transaction. He, however, purchased all the logs and lumber in the plant No. 2, then partly constructed, and now has a sawmill at work converting the logs into lumber.

In Northwestern Ontario the winter has been very favorable for bush work, and a good deal of work is going on. The North Shore Timber Company, of which Jas. Whalen is manager, is getting out about 25,000 cords of pulp wood at Nepigon ; Vigars & Co. are taking out a good stock of logs for their Port Arthur mill ; Alger, Smith & Co., who are operating extensively on limits 2 and 3, Pigeon river, are through their cutting, and hauling is progressing satisfactorily ; while a large quantity of timber and ties is being taken out along the line of the new Ontario & Rainy River railway for use in the construction of that road. Graham, Horne & Co. are also getting out a large quantity of cedar culvert timber for the C.P.R. Work is plenty, and demand and wages for men are both good.

### OUTLOOK FOR CANADIAN TIMBER.

Reviewing the lumber market, the Timber Trades Journal, of London, Eng., says :—The quantity of timber and deals which continues to be taken into consumption is somewhat surprising, considering that we are supposed to be in the middle of the most inclement month of the year. Last January similar weather conditions prevailed, and the deliveries of the first two weeks of the respective years very nearly tally, with a slight advantage to the present one, but only in goods taken from ship's side. In nearly all the districts which receive their supplies grom the docks and yards of the metropolis, building operations are on the same extended scale that has marked the course of the previous year. It is something new to find spruce prices improving coincident with a declining market for Baltic whitewood. The shippers are lamenting over the difficulty of getting the prices of Swedish and other north of Europe productions back to their former high standpoint, but they have no sympathisers on this side. The forests of Canada can supply all that our markets here require, and colonial shippers have only to adjust the lengths of the spruce cut to suit the demand to take a much larger share of the whitewood trade from their north of Europe competitors. The major portions of the arguments used in favor of the merits of Baltic white, are founded on old fashioned prejudices, and it is plain from the stiffening of spruce prices that those who substituted spruce last year, on account of its cheapness, are ready to try the experiment again. Spruce is a most durable wood under many conditions, and now that it is being shipped in batten dimensions, if supplied in 6 to 26 feet lengths, would answer all the purposes of trade.

We have alluded before to the Canadian red pine, of which there is plenty to be had in the forests abroad. This is another building wood that seems to be unappreciated amongst the trade here, but only requires some alteration in the specification to bring it more under notice. 4, 3, 9 and 11 inch widths in good sound wood are scarce here, and likely to remain so, the tendency of the Baltic trade being toward the smaller dimensions.

The pine market is quiet, and the business done is not satisfactory as far as prices go. In wholesale lines the top price for best bright seasoned regulars is £26, but we hear that the Quebec firms are expecting to get an advance on last year s figures for the winter cut leading stocks. There does not appear to be nearly as much life now in this particular branch of the wood trade as formerly existed—at least in the London market. The enormous quantity of imported ready-made stuff, in the shape of doors and mouldings, in addition to the extension of the planed deals from the Swedish mills, may have had some exercising influence on the consumption of Canadian pine. At any rate, the prices now obtainable here, considering the high free-on-board cost and freight, are not sufficiently remunerative to encourage large importations in the legitimate way, and we fear all but the primest kinds of their class will be sent to market for shipper's account.

### THE BARBADOS MARKET.

Of the Barbados lumber market Messrs. Claremonte, Man & Co., in their report, say :

Since last advices, we note ten arrivals with white pine and spruce, and dealers are fairly well supplied. Last sales were—white pine, $21.26 for first, and $15.26 for second quality ; spruce, $16.75 for first and $11.75 for second quality. Pitch pine—we note the arrival of four ordered cargoes for dealers' account, contracted for at $23 and $24. The demand for Gaspe cedar shingles continues good, last sales at $5.06 @ $5.41. Last sales of spruce laying, $2.35 ; cedar laying, $2.76½ ; cypress $8.50 and $6.50 for 6-inch, 'hearts' and 'saps' ex Cora. Aarrivals : Brigt Boston Marine, from Tusket Wedge, 31 M feet white pine boards, $22.07 ; 10 M do plank $20.07; 41 M feet small boards $19.37 ; 11 M second quality do. $15.60 ; 6 M small second quality do. $14.07 ; 6 M feet spruce boards $17.60 ; 6 M small do. $13 ; 7 M scantling $19 07. Schr. Juanita, from Liverpool, N.S., 66 M ft. white pine boards $21.06 ; 6 M planed do. $20.01 ; 14 M second quality do. $15.01 ; 44 M second quality spruce $12.01. Brigt. Resultado, from Liverpool, N. S., 60 M white pine $21.06 ; 5 M second quality do. $15.07 ; 95 M feet spruce $17.07 ; 13 M feet hemlock scantling $12 ; 47 M spruce laying shingles $2.48. Schr. Syanara, from St. John, N. B., with 40 feet white pine $21.26 ; 32 M second quality do. $15.26; 75 M small do. $13.40; 3 M spruce $17.00 ; 20 M second quality do. $11.40 ; 10 M do. plank and scantling $15.00 ; 500 M shingles on dealers' account. Schr. B. B. Hardwick, from Clemont's port, N. S., with 11 M feet white pine $21.26 ; 13 M second quality do. $15.26 ; 137 M spruce $16.60 ; 3 M second quality do. $11.60 ; 2 M do. scantling $15.00. Schr. F. A. Rice, from Weymouth, N.S., with 49 M feet white pine $21.36 ; 18 M second quality do. $15.26 ; 71 M feet spruce $16.75 for first and $11.75 for second quality. Schr. Wapiti, from Yarmouth, 18 M feet spruce, 264 M shingles; shingles sold at $2.35. Schr. John A. McKie, from Windsor, N. S., 153 M feet white pine, 80 M second quality. Schr. Moss Glen, from Bridgewater, N. S., 73 M feet white pine, 41 M second quality, 15 M feet spruce scantling. Schr. A. S. Snare, from St. John, N. B., 97 M feet white pine, 54 M second quality.

Lee & Lentz have engaged in the lumber business at Tonawanda, N. Y.

### WHITE PINE STOCKS.

Statistics were published in a recent issue of the American Lumberman showing the production of lumber in 1898 and the stock on hand at the close of the year. Commenting thereon, this journal says :

While the product of the year was 78,000,000 feet less than that of the previous year, the stock on hand at the close of the season showed a much greater decrease than this, for the total stock reported from all the white pine and hemlock mills in Michigan, Wisconsin and Minnesota, along the Mississippi river and on Lake Erie, was but 3,494,739,000 feet, against 3,815,558,000 feet at the close of 1897; a decrease of 321,000,000 feet. Thus the stock on hand has been decreasing in much more rapid ratio than the product, testifying to the substantial character of the year's business and its improvement over 1897, good as the latter part of that year was.

But the figures on mill stocks do not tell the whole story. The stock on hand at wholesale points must be taken into consideration and in regard to that branch of the subject complete statistics are lacking. From some of the markets there are available and reliable reports. At Chicago there was quite a heave decrease in stock considering the volume carried—a little less than 10 per cent. Most other markets of importance show similar figures with a decrease in some of them even greater than in Chicago. But the wholesale markets alone are not sufficient to gain an accurate view of the general situation. The stocks on hand in retail yards and in the hands of heavy consumers must be considered.

The general impression is that stocks in the hands of retailers are lighter than ordinarily at this season. While there was some retailers who last fall bought quite heavily, particularly early in the fall, or in the late summer before the September advance in prices, most of the stock was pretty well exhausted by the end of the year and it is believed that the amount available for the winter's trade is light.

### DUTY ON SPRUCE LUMBER.

A cablegram has been received by the Department of Trade and Commerce at Ottawa from Commercial Agent Rennie, at Buenos Ayres, stating that on representations of the Dominion Government the duty upon spruce lumber had been reduced by the Government of Argentina by $2.40 per thousand. Large quantities of spruce lumber are annually shipped from Canada to the Argentine Republic, the Maritime Provinces and British Columbia being the principal exporters. In September last the duty was increased by 10 per cent., but as a result of Mr. Rennie's good work the duty is now less than it was six months ago.

### BUSINESS NOTES.

The Burrill Lumber Company, of Forestdale, Que., has obtained a charter of incorporation.

The Sheppard Lumber Company, of Orillia, Ont., has been incorporated, with a capital stock of $85,000.

The Johnston-Ford Lumber Company, of Ahmic Harbor, Ont., is reported to have assigned to J. C. Ford.

### SHIPPING MATTERS.

The schooner Arthur N. Gibson has been chatered to load lumber at Apalachicola for Halifax at $7.00.

Chartering is somewhat quiet, and a weakness in the market has developed. Two vessels have been chartered for first open water from Montreal to London, at 43s. 9d. From the St. John district tonnage is offering at 43s. 9d., but charterers are diffident in offering more than 42s 6d.

The planing mill of Matthew's Bros. & Company, on Dundas street, Toronto, was destroyed by fire on Thursday last. Some lumber was also burned.

### LUMBERMAN'S INSPECTION BOOK.

Send four 3-cent Canadian postage stamps for a copy of the LUMBERMAN'S VEST-POCKET INSPECTION BOOK, containing rules for the inspection of Pine and Hardwood Lumber in the leading markets of Canada and the United States.


**VANCEBORO MFG. CO.** Manufacturers and Wholesalers of . . .
Long and Short LUMBER and HARDWOOD
INTERIOR and EXTERIOR FINISH
WOOD TURNINGS and NOVELTIES
Chas. B. Treat, Treas. - ENFIELD, MAINE.
Correspondence Invited. Estimates Furnished.

**WANTED**
Black Ash, all thicknesses.
1-inch Red Oak.
Inch Butternut, Mill Run.
Inch Basswood.
State quantity and price.
JAS. G. CANE & CO.,
35 Adelaide St. E., Toronto, Ont.

**Sieveking, Podmore & Co.**
**WOOD AGENTS**
7 CROSBY SQUARE, LONDON, ENG.
Cable Address : "Sieveking," London
Branch at LIVERPOOL.

**HESSLER & CO.**
**Wood Agents**
West Hartlepool and Hull, ENGLAND
Branch Offices in Hull and Newport, Mon.
Cable Address : "Hessler," West Hartlepool.

**H. D. WIGGIN** 89 STATE ST., BOSTON, MASS.
will inspect at mill and PAY CASH for
**LOG RUN**
Elm, Ash, Bass and other Hardwoods
CORRESPONDENCE SOLICITED.

JOHN MCKERGOW, President. W. K. GRAFFTEY, Managing Director.
**THE MONTREAL LUMBER CO.**
(Limited.)
**WHOLESALE LUMBER**
OTTAWA PINE A SPECIALTY
Office and Yard : 208 Guy Street,
Bell Telephone 8576. MONTREAL

**ORILLIA EXPORT LUMBER CO.**
ORILLIA, ONT.
Wholesale Pine and Hardwood
**Lumber Dealers**
*Cabinet Woods, Including Mahogany, A Specialty.*
CORRESPONDENCE INVITED QUOTATIONS GIVEN

BUYERS OF
**WHITE PINE AND HARDWOOD**
SWAN-DONOGH LUMBER CO.
WHOLESALE LUMBER DEALERS.
North Tonawanda N.
CORRESPONDENCE SOLICITED.

**MILL MEN**
Who have desirable lots of 1 to 3" firsts and seconds Soft Elm and 1 to 3" firsts and seconds Brown Ash ready for immediate shipment, will please send full description of stock, stating dryness, lengths and widths, with best cash price f.o.b. cars and freight rate to Boston, to
**LAWRENCE & WIGGIN**
Wholesale Lumber Dealers - 55 Kilby Street, BOSTON, MASS.

## LUMBER FREIGHT RATES.

### CANADA ATLANTIC RAILWAY.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa, Rockland, Hawkesbury and intermediate points to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse, $2.20 per M ft, (3,000 lbs. and under per M ft.); Ottawa to Montreal, 5; Quebec, 10; Arnprior to Montreal, 7; Quebec, 12 cts.; Pembroke to Montreal, 8c.; Quebec, 13c. per 100 lbs.; Ottawa to Buffalo, 12 cents per 100 lbs. Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. Arnprior to New York, track delivery 17 cts.; lightered 19 cts. per 100 lbs. Pembroke to New York, track delivered 18c., lightered 20c. per 100 lbs. Parry Sound, track, 20 cents, lightered, 22 cents per 100 lbs.; Ottawa, Rockland and Hawkesbury to Boston and common points, local 15c.; exports 13c. per 100 lbs.; Arnprior to Boston and common points, local 17 cents; export 15 cts. per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cts. per 100 lbs.; Ottawa, Rockland and Hawkesbury to Portland, &c., 15 cts.; Arnprior to Portland, 17 cts.; Ottawa to Burlington, 6c. per 100 lbs.; Ottawa to Albany, 10 cts. per 100 lbs.; Arnprior to Albany, 12 cts. per 100 lbs.; Parry Sound to Albany, 17 cts. per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N.Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 21 cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft.; the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

### GRAND TRUNK RAILWAY.

Lumber freight rates for pine on the Grand Trunk Railway, according to the tariff issued 15th February, 1897, will be found below. General instructions in shipping by Grand Trunk are embodied in these words in the schedule: Minimum weight 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination. For instance, the rates from Orillia to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Gravenhurst to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, and the rates from Hanover or Hepworth would not be higher than from Wiarton to the same destination, but in no case are higher rates to be charged than as per mileage table published on page 15 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale Sundridge and South River, to Toronto, 8c.: Trout Creek, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 10c. The rates on hardwoods average about from 1c. per 100 lbs. higher than on pine and softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On spruce and balsam (partly seasoned) for pulp manufacture, the rate from Longford, Wiarton, Penetang, Coldwater, Waubaushene, Victoria Harbor, Haliburton, Kinmount, etc., to Toronto, is $2.20 per cord; and to Merriton and Thorold, $2.60; Katrine, Callendar, North Bay, etc., to same points, $2.45 and $2.60 respectively: Beeton, Allandale, Orillia, etc., $2.20 and $2.60. On green spruce and balsam the rate is 25 per cent. higher.

### CANADIAN PACIFIC RAILWAY.

The rates at present in effect on the Canadian Pacific Railway to Toronto and Hamilton are as follows: Pine and soft woods from Klock, Mattawa, Bonfield, North Bay, Sturgeon Falls, Cache Bay and Warren, 9 cents; from Sudbury Jct., Rayside and Chelmsford, 10 cents; from Cartier and Geneva Lake, 10½ cents; from Biscotasing, White Fish, Massey, Cutler, Spragge and Algoma, 12 cents per 100 lbs. The rates on hardwood are one cent per 100 lbs. higher than those on pine. From Ottawa, Hull, Aylmer and Dechenes Mills, also Arnprior. Braeside and Pembroke, to Toronto the rate is 10 cents both on pine and hardwood. The rates are based on a minimum of 30,000 lbs. per car."

Summer rates to New York, via Albany and barge line, expired on November 28th, owing to closing of navigation on the Hudson river, and the usual all rail rates became effective, as follows: To New York, for track delivery, and all points on the Hudson river, or the New York Central and West Shore railways, from Ottawa, Hull, Aylmer, Deschenes Mills, 15c. per 100 lbs.; from Carleton Junction, 16c.; from Arnprior, Braeside and Renfrew, 17c.; from Eganville and Pembroke, 18c. The rates to New York, including litherage within the free litherage limits of New York harbor, are 2 cents per 100 lbs. additional.

Summer rates to Montreal expired on November 15th, and the usual winter rates became effective as follows: From Ottawa, Hull, Aylmer and Deshcenes Mills, 5c.; Carleton Junction, 6c.; Arnprior and Braeside, 7c.; Renfrew, Eganville and Pembroke, 8c. The rate to Three Rivers is 4c. and to Quebec 5c. over the rate to Montreal. The minimum car load in all cases where rates are computed on a weight basis is 30,000 lbs.; when on a measurement basis 10,000 feet B. M.

The C.P.R. also make the following rates on seasoned pine lumber to West St. John, N.B., for export: From Ottawa, Hull, Aylmer, Deschenes Mills, East Templeton and Buckingham, $3.75 per M feet; Carleton Junction, Braeside and Arnprior, $4.00 per M feet; Renfrew, Douglas, Eganville and Pembroke, $4.50 per M feet. On lumber for local consumption at St. John, N.B., and common points the rate is 20 cents from Ottawa, Hull and Aylmer, and to Halifax 21 cents from same points. On seasoned pine lumber the rate from Ottawa to Oswego, N.Y., is $1.90 per M feet, and to Syracuse, N.Y., $2.20 per M feet; from Ottawa to Buffalo, 12 cents and to Detroit 14 cents per 100 lbs.; to Boston, Mass., and common points, 15 cents from Ottawa, Hull, Deschenes Mills and all points east thereof; 16 cents from Carleton Junction; 17 cents from Arnprior, Braeside and Renfrew, and 18 cents from Eganville and Pembroke, and proportionate rates from points further west on lumber for consumption in the United States. The export lumber rate is 13 cents from Ottawa and Hull, 14 cents from Deschenes Mills, Aylmer and Carleton Junction, and 15 cents from Arnprior and Braeside to Boston.


## CANADIAN EXPORTERS AND WHOLESALERS

**Keenan Brothers**
OWEN SOUND, ONT.

**WANT**
Rock Elm and Black Ash Dimension Stock.
Advise amount you would be able to supply if price is right.

**HARDWOOD LUMBER**
Winter-Sawed Stock is the Best. We commenced for the season on January 2nd, and make a Specialty of White Maple, Quarter Sawed Maple Mangle Rollers (Turned or Octagonal), Elm, Beech and Basswood Lumber, Etc. No correspondence neglected.
J. S. FINDLAY, Owen Sound, Ont.

**JOHN HARRISON**
MANUFACTURER OF
PINE AND HARDWOOD LUMBER
Short and Long Dimension Timber, in Pine, Hemlock, Cedar or Rock Elm. Contractors Supplied. Inside Finish, &c.
Saw and Planing Mills: OWEN SOUND, ONT.
C. P. R. and G. T. R. Railways.
WRITE FOR ESTIMATES.

**JAS. PLAYFAIR & CO.**
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . .
MIDLAND, ONT.

**THE PEMBROKE LUMBER CO. LIMITED**
We are offering 1, 1¼, 1½ and 2" Shipping Cull and Box, Strips and Siding separate. Very reasonable. Write us for prices. . .
We have a large quantity of mixed sizes Joists and Timbers on hand in White and Red Pine, also Ship Decking, cut 3 x 5" and 3 x 6". . .
PEMBROKE, ONT.

**A. & P. WHITE**
Manufacturers of and Dealers in.....
Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.
A Large Quantity of Dry Lumber in Stock - PEMBROKE, ONT.

**MOHR & RYAN** - KILLALOE STATION, ONT.
.....DEALERS IN.....
Elm, Ash, Basswood and Maple Lumber; Cedar, Pine and Hemlock Dimension Timber; Cedar Telegraph and Telephone Poles; Railroad Ties and Fence Poles—all lengths.
WRITE FOR QUOTATIONS

**ROBERT WATT • WIARTON**
MANUFACTURER AND
WHOLESALE LUMBER
Pine Lath, Cedar, and Pine Shingles.
CORRESPONDENCE SOLICITED. HEMLOCK BILLS A SPECIALTY. Mills at Wiarton.

**McLAURIN & MacLAREN**
Lumber Manufacturers
Dimension Timber in White or Red Pine, Spruce, Hemlock, or Cedar.
PINE DEALS
Cedar Shingles, Cedar Ties, Posts and Poles, Pine Lath, Etc., Etc.
SHIPMENTS BY RAIL OR WATER. - EAST TEMPLETON, QUE.

**MAITLAND, RIXON & CO.** OWEN SOUND, ONTARIO.
Manufacturers and Dealers
LUMBER, LATH, TIES, POLES, SHINGLES, ETC.
Make a Specialty of Long Pine, Cedar and Hemlock Bill Stuff.
WE SHIP BY C.P.R., G.T.R. AND BY WATER

**T. L. BAILIE**
WHOLESALE HARDWOODS
Penetang, Ontario
Has Basswood, Oak, Birch, Maple, Ash, Soft Elm—cut to order, in car-load lots.
Wants to hear from mills having above woods to offer for sale.
Pays Cash for all shipments.
Correspondence Solicited and answered promptly.

**CANADA ATLANTIC RAILWAY**
Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
H. B. MUSSEN, Contracting Agent.
M. A. OVEREND, Foreign Freight Agent, 115 Board Trade, Montreal
. . . . Shortest and Quickest Route from . . .
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PEMBROKE, PARRY SOUND and other Lumber Centres, TO BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
W. P. HINTON, Ass't General Freight Agent, Ottawa.
C. J. SMITH, General Traffic Manager, Ottawa, Ont.

**KILN-DRIED BIRCH FLOORING** SHEETING .. and .. CEILING
Flooring from $12.00
Ceiling " 10.00
SAMPLES BY MAIL
KNIGHT BROTHERS CO.
Burk's Falls, Ont.

## FOREIGN EXPORTERS AND IMPORTERS

**WRIGHT, GRAHAM & CO.**
7 Royal Bank Place,
GLASGOW, SCOTLAND
**WOOD BROKERS**
Cable Address: "Brakridge," Glasgow.
Codes Used: Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of CANADIAN WHITE PINE AND SPRUCE, cut to all sizes—and all kinds of Hardwoods in Log, Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

**SMITH & TYRER** - 14 Canada Dock, LIVERPOOL
. . Wood Agents . .
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax, N.S.

# DIRECTORY OF ADVERTISERS

In the Monthly Edition of "The Canada Lumberman."

**BELTING**
Fleming, W. A., Montreal, Que.
Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
McLaren, D. K., Montreal, Ottawa and Galt.
The Waterous Co., Brantford.
Young, J. S., Montreal.

**BRASS CASTINGS**
City Brass Foundry, Hamilton, Ont.
Magnolia Metal Co., New York.

**DRY KILNS**
Standard Dry Kiln Co., Indianapolis, Ind.

**ELECTRICAL APPARATUS**
Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

**LUMBERMEN'S SUPPLIES**
Eckardt, H. P. & Co., Toronto.
Gartshore, John, Toronto.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

**MACHINERY**
Bell, Robt., Jr., Hensall, Ont.
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston Ont.
Carrier, Laine & Co., Levis, Que.
Darling Bros., Montreal.
Kennedy & Sons, Wm., Limited, Owen Sound, Ont.
Lancaster Machine Works, Lancaster, Ont.
Leonard & Sons, E., London, Ont.
Lloyd Manufacturing Co., Kentville, N. S.
Mershon, W. B. & Co., Saginaw, Mich.
Northey Mfg. Co., Toronto, Ont.
Payette, P. & Co., Penetanguishene, Ont.
The Wm. Hamilton Mfg. Co., Peterboro Ont.
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.
The Oxford Foundry & Machine Co., Oxford, N. S.
The Defiance Machine Works, Defiance, Ohio, U.S.A.

**MAGNOLIA ANTI-FRICTION METAL**
Magnolia Metal Co., New York.

**PULP MACHINERY**
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.

**PULLEYS**
The Dominion Leather Board Co., Montreal, Que.

**RAILROAD BRASSES**
Magnolia Metal Co., New York.

**SAW MANUFACTURERS**
Burns, E. R., Saw Co., Toronto, Ont.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.
The James Robertson Co., Montreal, Que.

**TURBINES**
Barber, C., Meaford, Ont.
Kennedy & Sons, Wm., Limited, Owen Sound, Ont.
Madison Williams, Port Ferry, Ont.

**WHOLESALE LUMBER DEALERS**
Houston, G. T. & Co., Chicago, Ill, U.S.A.
Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

**MISCELLANEOUS**
Accountant and Auditor, Wm. M. Dunlop, Montreal, Que.
Axes, Campbell Bros., St. John, N. B.
Canadian Photo Engraving Bureau, Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Consulting Engineers, Tower & Wallace, New York.
Illinois Central R.R.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Machine Knives, Peter Hay, Galt, Ont.
Pike Poles, A. L. Cope & Sons, Wilberforce, Ont.
The Bradstreet Mercantile Agency, New York and Toronto.
Treatise on Care of Saws, Baldwin, Tuthill & Bolton, Grand Rapids, Mich.

# WHOLESALE PRICES CURRENT.

(The quotations given below are unless otherwise specified, the average selling prices quoted by wholesale dealers at the different markets named.)

## TORONTO, ONT.

TORONTO, February 1, 1899.

CAR OR CARGO LOTS.

| | | | | |
|---|---|---|---|---|
| 1¼ 1½ and 2 inch cut up and better | $32 00 | $34 00 | 1 inch dressing and better | $20 00 | $22 00 |
| 2 inch picks and uppers | 34 00 | 36 00 | 1 inch siding mill run | 14 00 | 15 00 |
| 1x 2 dressing and better, 60% 16 ft | 22 00 | 24 00 | 1 inch siding common | 11 00 | 12 00 |
| 1x10 fine dressing and better | 22 00 | 24 00 | 1 inch siding ship culls | 10 50 | 11 50 |
| 1x10 and 12 Canadian dressing and better | 18 00 | 20 00 | 1 inch siding mill culls | 8 50 | 9 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 | Cull scantling | 8 00 | 9 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 | 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 | 1 inch strips, common | 11 00 | 12 00 |
| 1x10 and 12 common | 12 00 | 14 00 | 1 1-4 inch flooring | | 16 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 | 1 1-2 inch flooring | | 16 00 |
| inch clear and picks | 28 00 | 30 00 | XXX pine shingles, 16 inch | | 2 25 |
| | | | XX pine shingles 16inch | | 1 40 |
| | | | Lath, No. 1 | | 1 50 |
| | | | Lath No. 2 | | 1 15 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Ash, white, 1 to 2 in. | | $26 00 | $28 00 | Cherry | 1 | to 1½ | $50 00 | $60 00 |
| " " 2½ to 4 | | 30 00 | 32 00 | " | 2 | " 4 | 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, 1 to 1¼ in. | | 17 00 | 19 00 | Elm, soft | 1 | " 1½ | 14 00 | 15 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in. | | 19 00 | 21 00 | " " | 2 | " 3 | 15 00 | 16 00 |
| Ash, M. R., 1 | " 2 | 15 00 | 18 00 | " rock | 1 | " 1¼ | 16 00 | 18 00 |
| Birch, 1 | " | 18 00 | 20 00 | " " | 1½ | " 3 | 20 00 | 22 00 |
| " 1½ | " 2 | 20 00 | 23 00 | Hickory | 1½ | " 2 | 28 00 | 30 00 |
| " sqrs. 4x4 | " 8 x8 | 24 00 | 26 00 | Maple | 1 | " 1½ | 16 00 | 17 00 |
| Basswood, 1sts and 2nds, 1 to 1¼ in. | | 16 00 | 18 00 | " " | 2 | " 4 | 17 00 | 18 00 |
| 1½ | " 2 | 19 00 | 20 00 | Oak, red, p'n | 1 | " 1½ | 26 00 | 30 00 |
| " m. r. 1 | " 1¼ | 14 00 | 16 00 | " " | | " 4 | 29 00 | 32 00 |
| Butternut 1 | " 1½ | 23 00 | 25 00 | " white | | " 1½ | 28 00 | 30 00 |
| " 2 | " 3 | 25 00 | 28 00 | " " | | " 4 | 30 00 | 35 00 |
| Chestnut 1 | " 2 | 24 00 | 2 00 | " quart'd | | " 2 | 46 00 | 50 00 |
| | | | | Walnut | 1 | " 3 | 85 00 | 100 00 |
| | | | | Whitewood 1 | | " 2 | 32 00 | 36 00 |

## OTTAWA, ONT.

OTTAWA, February, 899.

| | | | | | |
|---|---|---|---|---|---|
| Pine, good sidings, per M feet, b.m. | $31 00 | 36 00 | Pine, 8 s.c. and better stock | 11 00 | 12 50 |
| Pine, good strips, | 25 00 | 27 00 | Pine, 8 & ups.c. sidings | 11 00 | 13 00 |
| Pine, good shorts, | 17 00 | 25 00 | Pine, s.c. strips | 8 00 | 10 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m. | 15 50 | 18 00 | Pine, s c. shorts | 6 50 | 8 50 |
| | | | Pine, box culls | 9 00 | 10 00 |
| Pine, No. 1 dressing strips, | 14 00 | 16 00 | Pine mill culls | 7 50 | 9 00 |
| | | | Lath per M No. 1 | 1 co | 1 10 |
| Pine, No. 1 dressing shorts, | 12 00 | 14 00 | Lath per M No. 2 | 80 | 95 |
| | | | 1x10 No. 1 barn | | 18 00 |
| Pine, 10 s.c. and better stock, | 13 50 | 15 00 | 1x10 No. 2 " | | 16 00 |
| | | | 1x8 & 9 No. 1 " | | 17 00 |
| | | | 1x8 & 9 No. 2 " | | 15 00 |

## QUEBEC, QUE.

QUEBEC, February 1, 1899.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Common and railroad, for interior and ordinary according to average, quality, etc., measured off | 21 | @ 24 |
| For 40 to 45 feet average, measured off | 26 | 29 |
| For good and good fair average, measured off | 29 | 33 |
| First class " " | 36 | 39 |
| In shipping order " " | 35 | 40 |
| First class Ottawa waney, 18 inch average | 35 | 37 |
| " " " 19 to 21 inch average | 38 | 40 |
| First class Michigan waney board, 18 inch average | 41 | 43 |
| " " " " 19 to 21 inch average | 44 | 46 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 28 |
| In shipping order, 35 to 45 feet " | 38 | 40 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 32 | 35 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average and quality | 21 | 24 |
| To average 16 inch | 25 | 26 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 15 | 18 |
| 16 " " | 21 | 25 |
| 18 " " | 24 | 28 |

DEALS.

Bright spruce, according to mill specification, $39 to $42 for 1st, $25 to $27 for 2nd, $22 to $25 for 3rd, and $18 to $21 for 4th quality. F.O.B. batteau.

## NEW YORK CITY.

NEW YORK, N. Y., February 1, 1899.

WHITE PINE TIMBER.

| | | | | | |
|---|---|---|---|---|---|
| Bridge timber | $28 00 | @ 40 00 | Building orders | $27 00 | @ 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in | 14 00 | 14 50 | 10 to 12 in | 16 25 | 17 00 |
| 6 to 12 in | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 0 12 in | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | | | | |
|---|---|---|---|---|---|---|
| 1 inch, | No. 1 and 2 | Black Ash, | 10 to 16 | | | 30 00 |
| 1¼ to 2 in. | " | " | " | " | | 31 00 |
| 1 inch, | " | Soft Elm, | " | | | 22 00 |
| 1¼ in and thicker, | " | " | " | | | 23 00 |
| 4/4 | " | Hard Maple, | " | | | 22 00 |
| " | " | Basswood, | " | | | 20 00 |
| " | " | Birch, | " | | | 23 00 |
| " | Black Ash, Com. and Shipping Cull, M.C.O. | | | | | 14 00 |
| " | Soft Elm, | " | " | " | | 12 00 |
| " | Hard Maple, | " | " | " | | 14 00 |
| " | Basswood, | " | " | " | | 12 00 |
| " | Birch, | " | " | | | 14 00 |

## ALBANY, N.Y.

ALBANY, N.Y, February 1, 1899.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $51 | $53 | Dressing boards, narrow | $19 | $21 |
| 2½ in. | 50 | 52 | West India shipping boards | 14 | 16 |
| 1 to 2 in. | 45 | 48 | Box boards | 12 | 13 |
| 4 inch uppers | | 54 | 10-in. dressing and better | 26 | 32 |
| Selects, 2½ in. up | | 44 | 10-in. common | 13 | 15 |
| 1 to 2 in. | | 40 | 12-in. dressing and better | 25 | 34 |
| Fine common, 2½ in. and up | 39 | 42 | Common, 1x12 | 14 | 15 |
| 1 to 2 in. | 36 | 38 | No. 1 barn, 1x12 | 20 | 22 |
| No. 1 cut, 1 to 2 inch | 25 | 30 | 1x10 | 18 | 20 |
| No. 2 | 20 | 25 | 1x8 | 16 | 18 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 16 | 17 |
| No. 1 molding, 1 to 2 in. | 30 | 36 | 1x10 | 15 | 16 |
| No. 2 molding, 1 to 2 in. | 24 | 27 | 1x8 | 13 | 15 |
| Stained saps | | 20 | Shaky or star clear, 1 to 2 in. | 15 | 21 |
| Bracket plank | 30 | 35 | Dressing | 16 | 58 |
| Shelving boards, 12-in. up | 29 | 31 | Common | 11 | 15 |

LATH.

| | | | |
|---|---|---|---|
| Pine | $1 75 | Spruce | $1 75 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $4 00 | $4 25 | Bound butts, 6 x 18 | $5 50 | 25 |
| Clear butts | 3 00 | 3 25 | Hemlock | | 15 |
| Smooth, 6 x 18 | 5 00 | 5 50 | Spruce | | 2 20 |

## BOSTON, MASS

BOSTON, Febraury 1, 1899.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $10 50 | 12 00 | ¾ inch | $ 9 25 | $ 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 11-16 inch | 9 00 | 9 50 |
| Refuse | 12 00 | 13 00 | ⅝ inch | 8 00 | 8 75 |
| Outs | | 9 00 | Clapboards, sap ext. | 40 00 | 44 00 |
| Boxboards, 1 inch | 10 00 | 11 00 | Sap clear | 33 00 | 35 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, 2nd clear | 30 00 | 31 00 |
| | | | No. 1 | 19 00 | 23 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in. | $50 00 | @52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in. | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in | 58 00 | 62 00 | 1¼, 1½ and 2 in | 30 00 | 32 00 |
| Selects, 1 in | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in. | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in | 53 00 | 56 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in | 24 00 | 38 00 |
| Fine common, 1 in | 40 00 | 41 00 | Coffin boards | 18 00 | 20 00 |
| 1¼, 1½ and 2 in. | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 50 | 1 75 |
| Cedar, extra | 2 50 | 2 65 | Extra No. 1 | 1 25 | 1 50 |
| Clear | 2 25 | 2 40 | | | |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | | | By cargo | 1 80@ | 1 90 |
| By car | 1 80@ | 2 00 | | | |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., February 1, 1899.

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in. | $46 00 | 48 00 | No. 3, 1¼ & 2 in | 17 00 | 18 00 |
| 2½ and 3 in | 55 00 | 56 00 | Shelving, No. 1, 13 in. and up, 1 in | 32 00 | @34 00 |
| 4 in | 58 00 | 60 00 | Dressing 1¼ in | 27 00 | 30 00 |
| Selects, 1 in | 41 00 | 42 00 | 1¼x10 and 12 | 28 00 | 30 00 |
| 1¼ to 2 in | 42 00 | 43 00 | 1½ in | 28 00 | 30 00 |
| 2½ and 3 in | | 50 00 | 2 in | 29 00 | 34 00 |
| 4 in | | 52 00 | Mold st'ps, 1 to 2 in | 31 00 | 33 00 |
| Fine common, 1 in | 36 00 | 37 00 | Barn, No. 1, 10 & 12 in. | 22 00 | 23 00 |
| 1¼ and 1½ in | 36 00 | 37 00 | 6 and 8 in | 18 00 | 21 00 |
| 2 in | 36 00 | 38 00 | No. 2, 10 in | 16 00 | 16 00 |
| 3 in | | 45 00 | No. 2, 12 in | 17 00 | 18 00 |
| 4 in | | 47 00 | No. 3, 10 in | 13 00 | 13 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | No. 3, 12 in | 13 50 | 14 00 |
| 1¼ to 2 in | 33 00 | 34 00 | 6 and 8 in | 11 00 | 12 00 |
| No. 2, 1 in | 15 00 | 16 00 | Common, 1 in | 15 00 | 16 00 |
| No. 2, 1¼, & 1½ in | 23 00 | 25 00 | 1¼ and 1½ in | 17 00 | 18 00 |
| No. 3, 1¼ & 1½ in | 17 00 | 18 00 | 2 in | 18 00 | 20 00 |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 28 00 | 30 00 | 2½ to 4 in | 34 00 | 38 00 |
| 1¼ to 2 in | 31 00 | 33 00 | Strips | 18 00 | 20 00 |
| | | | Com. and culls | 10 00 | 12 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 25 00 | 26 00 | Com. & good culls | 10 00 | 12 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 28 00 | 30 00 | 1st & 2nd, white, 6" & up | 18 00 | 19 00 |
| | | | Com & good culls | 12 00 | 15 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 20 00 | 22 00 | 1st & 2d, soft, 8 in. & up, | 18 00 | 20 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 18 00 | 20 00 | 1st & 2d, soft, 6in. & up, | 18 00 | 20 00 |

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., February 1, 1899.

UPPERS AND SELECTS.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $45 00 | | Selects, 1 in., 8 in. and up wide | $40 00 | |
| 1¼, 1½ and 2 in. | 45 00 | | 1¼, 1½ and 2 in. | 41 00 | |
| 2½ and 3 in. | 45 00 | | 2½ and 3 in. | 50 00 | |
| 4 in. | 60 00 | | 4 in. | 55 00 | |

FINE COMMON.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 8 in. and up wide | 34 00 | | 2½ and 3 in., 8 in. and up wide | 45 00 | |
| 1¼, 1½ and 2 in. | 35 00 | | 4 in. | 50 00 | |

B FINE COMMON OR NO. 1 CUTTING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 7 in. and up wide | 24 00 | | 2½ and 3 in., 7 in. and up wide | 37 00 | |
| 1¼, 1½ and 2 in. | 30 00 | | 4 in. | 40 00 | |

STRIPS, A AND B (CLEAR AND SELECTS).

| | | | | | |
|---|---|---|---|---|---|
| 1½ in., 4, 5 and 7 in. wide | 36 00 | | 1 in., 4, 5 and 7 in. wide | 34 00 | |
| 6 in. wide | 40 00 | | 6 in. wide | 40 00 | |

FINE COMMON OR C.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 in. wide | 29 00 | | 1¼ in., 4, 5 in. wide | 30 00 | |
| 1¼ in., 6 in. wide | 34 00 | | in., 6 in. wide | 33 00 | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 24 00 | | 1 in., 4, 5, 6 in. wide | 22 00 | |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 in | 16 00 | | 1¼ in., 4, 5 and 7 in. | 16 00 | |
| 1 in., 6 in | 18 00 | | 1¼ in., 6 in. | 18 00 | |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 | | 1¼ in., 4 to 7 inch | 14 00 | |
| 1 in., 6 inch | 14 00 | | No. 3 Fencing, 1 in., 6 inch | 12 00 | |

SHELVING.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 | | No. 2, 1 in., 7 and 8 in. stocks | 19 00 | |
| 1 in., 10 in. and up wide | 26 00 | | 1 in., 10 in. stocks | 21 00 | |
| 1 in., 12 in. stocks | 29 00 | | 1 in., 12 in. stocks | 24 00 | |
| 1 in., 12 in. and up wide | 30 00 | | 1 in., 10 in. and up wide | 22 00 | |
| 1¼ in. 1½ and 2 in., 8 in. and up wide | 29 00 | | 1 in., 13 in. and up wide | 25 00 | |

BARN BOARDS OR STOCKS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 12 in. | 21 00 | | No. 2, 9 in. | 13 50 | |
| 10 in. | 18 00 | | 8 and 7 in. | 13 50 | |
| 9 in. | 18 00 | | No. 3, 12 in. | 12 50 | |
| 8 and 7 in. | 18 00 | | 10 in. | 12 00 | |
| No. 2, 12 in | 16 00 | | 9 in. | 12 00 | |
| 10 in. | 14 00 | | 8 in. | 12 00 | |

SHIPPING CULLS OR BOX.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4 and 5 in. wide | $10 00 | | 1 in., 13 in. and up wide | $10 50 | |
| 1 in., 6 in. wide | 10 00 | | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 | |
| 1 in., 7 in. wide and up | 10 00 | | | | |

SHAKY CLEAR.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9in. wide | 20 00 | | 1 in., 10 in. and up wide | 19 00 | |
| 1 in., 6 in. wide | 20 00 | | 1¼, 1½ and 2 in., 8 in. and up wide | 20 00 | |

COFFIN BOARDS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 13in. and up | 22 00 | | No. 1, mill culls | 9 00 | |
| No. 2 | 17 00 | | No. 2, or red horse | 6 50 | |

TIMBER, JOIST AND SCANTLING.

| | | | | | |
|---|---|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $ 9 50 | | Hemlock, 2x4 to 10, 12 to 16 feet | 7 50 | |
| 18 ft. | 10 50 | | 2x12 | 8 50 | |
| 20 ft. | 11 50 | | Add $1 to each additional 2ft. in length. | | |
| 22 and 24 ft | 12 50 | | | | |

SHINGLES, 18-IN.

| | | | | | |
|---|---|---|---|---|---|
| Country brands, XXXX | 3 00 | | Standard brands, river made, XXXX | 3 25 | |
| Clear Butts | 2 00 | | Clear Butts | 2 25 | |

WHITE PINE LATH.

| | | | | | |
|---|---|---|---|---|---|
| No. 1 | 1 60 | | No. 2 | 1 20 | |
| | | | Hemlock | 1 00 | |

## PRICES OF COOPERAGE STOCK.

| | F.o.b. cars at Sutherland Innes Mills | F.o.b. Wallaceburg |
|---|---|---|
| No. 1 28½ inch jointed elm staves, per net 1,000 | $5 00 | $5 00 |
| No. 1 30 " " " " " | 5 00 | 5 00 |
| No. 1 32 " " " " " | 5 25 | 5 50 |
| No. 1 24 " " " " " | 4 00 | 4 00 |
| No. 2 28½ " " " " " | 3 25 | 3 25 |
| No. 2 30 " " " " " | 3 25 | 3 25 |
| No. 2 32 " " " " " | 3 75 | 3 75 |
| No. 2 24 " " " " " | 2 00 | 2 00 |
| No. 1 14 in. to 14¾ in. kiln dried basswood heading, per set | 3 | 3 |
| No. 1 15 " 16 " " " " | 3¼ | 3¼ |
| No. 1 17⅞ " " " " " | 3¾ | 3¾ |
| No. 1 18 " 18¾ " " " " | 4½ | 4½ |
| No. 1 19⅞ " " " " " | 4¾ | 4¾ |
| No. 1 19½ " " " " " | 5 | 5 |

Mill run heading ½ct. per set less, No. 2 heading 1ct. per set less.

| | | |
|---|---|---|
| No. 1 5½ ft. patent coiled elm hoops, per net 1,000 | 5 25 | 5 40 |
| No. 1 6 " " " " " | 5 50 | 5 65 |
| No. 1 6½ " " " " " | 6 00 | 5 90 |

No. 2 hoops about 50 cts. per thousand less.

| | | |
|---|---|---|
| No. 1 28½ in. jointed white ash staves, per net 1,000 | 6 50 | 00 |
| No. 2 28½ " " " " " | 3 25 | 0 |
| 34 in. to 35 in. elm syrup bbl. staves | 18 00 | 17 00 |
| No. 1 30 inch half syrup barrel staves | 16 00 | 16 00 |

'If bent to shape, $2.00 per thousand more.)

# THE NEWS.

—A. W. James has opened a lumber yard in Cornwall, Ont.

—Mr. Nicholl, of Lindsay, is fitting up a shingle mill at Omemee, Ont.

—S. Brown, of Bracebridge, Ont., purposes putting in a small saw mill plant.

—It is stated that the Rathbun Company's mill at Lindsay, Ont., will be enlarged.

—J. P. Middleton, of Staples, has purchased a small saw mill near London, Ont.

—C. Simons, of Ruscom, Ont., is making preparations to build a saw mill on his farm.

—Want of snow is deterring the hauling out of logs for the local mills at Lancaster, Ont.

—The residence of W. E. Fillion, lumber inspector, Montreal, was destroyed by fire last month.

—James White, of Alexander, contemplates starting a planing mill and sash and door factory at Carberry, Man.

—William Evans and Thomas Samson have formed a partnership at Hampton, N.B., to conduct a lumber business.

—John Thacker has submitted a proposition to the council of Teeswater, Ont., to erect a large carriage and waggon factory.

—Messsrs. Leclaw & McDonald are running their mill at North Lancaster, Ont., Mr. Barney Gafferney being in charge of the levers.

—Mr. Colin Reid, of Bothwill, has put in a Stafford Timber Guage, manufactured by the Lancaster Machine Works, Lancaster, Ont.

—A new gang mill was recently put into operation at West Northfield, Lunenburg county, N. S., by Brum Brothers. The mill is first-class in every respect.

—It is announced that the Hastings Shingle Manufacturing Company of Vancouver, B.C., will erect a large shingle mill on Lake Hatcom, in Washington territory.

—The Carling Lumber Company have recently completed a new saw mill at Carling, in the Parry Sound district the mill having a capacity of 30,000 feet per day.

—Mr. Owen Fortune, of the Gilmour Company, of Trenton, Ont., is receiving the congratulations of his friends upon his recent marriage to Miss Morris, a popular lady of Belleville.

Mr. Carl Zeidler, Canadian Agent for Boech & Pollitzer, licensed wharfingers and forwarding agents, London, England, has removed his office to the Imperial Bank Building, No. 2 Leader Lane, Toronto.

—It is stated that the Royal City Planing Mill Company, of Vancouver, B.C., contemplate putting in machinery for the manufacture of sash and doors. The manager of this company is Mr. A. E. Woods.

—The estate of the late John Bryson, the rich lumberman, who represented Pontiac in the House of Commons, and who died in January 1896, is now the subject of litigation. It is probable that the case will be fought in the Supreme Court.

—The Jenckes Machine Company, of Sherbrooke, have furnished and installed at the mills of the Chicoutimi Pulp Company, two Replogle Relay Returning Governors, for regulating the Grinder Wheels. The Governors do the work very effectively.

—The Calhoun Lumber Company, of Calhoun, N. B., is seeking incorporation. The applicants are: Josiah Woods, of Westmoreland; H. N. Wood, of Sackville, T. B. Calhoun, of Calhoun Mills; J. C. Calhoun, of Albert; and N. G. Teed, of Dorchester.

—The Acme Veneer Works, of Orillia, Ont., has undergone a change of ownership, as we learn that Messrs. N. James & Son took control on February 1st. They propose to add some new machinery, which will enable them to turn out up-to-date work.

—Over 700 men are engaged on the construction of the Restigouche and Western Railway, which will extend from Campbellton to Grand Forks, N.B., a distance of 110 miles. It will pass through a country rich in forest resources, and will provide a short line to American points.

—The Restigouche Boom Company, of Campbellton, N. B., now incorporated by the legislature of New Brunswick, will apply at the next session of parliament for a Dominion charter, with power to take over the assets of the original company and to operate in Quebec and other provinces.

—In a letter to the CANADA LUNBERMAN, A. L. Cope & Sons, manufacturers of lumbermen's wooden supplies, pike poles, etc., state that they are building a water power mill at Wilberforce, Ont., which they expect to have completed this spring. Attention is directed to their advertisement on another page.

—Mr. R. B. Goddard, of Westmeath, Ont., is moving his saw mill up to Crow River in the Coulonge district, having secured a contract for sawing from Mr. A. Fraser of Ottawa. The lumber is to be used for building lumber camps, slides and dams. Mr. Goddard intends running his mill night and day, so as to get through before the ice breaks up in the spring.

—Messrs. A. & P. White, of Pembroke, Ont., are enlarging their mill considerably by putting in two large boilers, one circular saw frame, one double edger, one set of trimmers, one set of live rolls, one log canter and one large grip pulley for circular saw. This will increase the capacity considerably. The machinery was purchased from the Waterous' Engine Works Company, of Brantford, Ont.

—V. L. Emerson, of Baltimore, is said to have demonstrated the feasibility of converting the sawdust deposits at the bottom of the Ottawa river into gases which can be used as smelting fuel. He has devised a plan by which this deposit can be pumped out, converted into gas, and conveyed by a pipe line under pressure to smelting furnaces at the mines in the Ottawa vicinity, at a cost of about one-tenth that of coke.

—A change has taken place in the management of the Ontario Lumber Company at French River, Ont. Mr. Hancock has been succeeded by Mr. J. F. Gillies, who for a number of years has been manager for the Ontario Boom Company. It is learned that the Company's mill will be started early in the spring, aud will be kept at work throughout the season. Four large gangs of men are in the woods getting out logs.

—George St. Pierre & Company, of Rivere du Loup, Que., advise us that they have recently purchased two saw mills, one at St. Cyprien, Temiscouata county, and the other at Humqui, Rimouski county. In addition to the output of hardwood and spruce lumber, they will have in operation this year five shingle machines. It is probable that their mill at St. Honore will be removed to Rivere du Loup, where they have sufficient timber to stock the mill for fifteen years.

—The extensive business of Alexander Gibson & Sons, of Maryville, N.B., will hereafter be controlled by the Alexander Gibson Railway and Manufacturing Company, in accordance with an act passed at the last session of the legislature. The company is composed of English and Canadian capitalists, who have secured control of the Canada Eastern Railway, 200,000 acres of timber lands on the Nashwaak river, half a dozen saw mills in York and Northumberland counties, the Gibson cotton mills, at Maryville, and other assets. The entire property is valued at $7,000,000.

—The second lecture in the Teachers' Lecture Course, at the High School, Ottawa, was given recently by Professor John Macoun, botanist of the Geological Survey of Canada, the subject being "Forest and Forest Resources of Canada." The lecturer enumerated, by the aid of a map the large valuable forest areas in the Dominion yet untapped, awaiting but the coming of the railway to yield a rich and bountiful harvest. The growing importance of the pulp industry was commented upon, and the lecturer closed by exhibiting some interesting lantern slide views of native trees.

—Mr. E. C. Grant, manager of the Ottawa Lumber Company, was in New York last month attending the meeting of the Board of Trustees of the National Wholesale Lumber Dealers' Association. At this meeting it was decided to hold the next annual meeting at Boston, Mass., on March 1st, 1899. Mr. Grant extended to the Association an invitation to meet in Ottawa in the year 1900, and it is probable that the invitation will be accepted. The Association, Mr. Grant states, has established a Bureau of Information similar to Bradstreet's, a strong legal department, and a department for the securing of better freight rates, etc. The insurance question is also engaging the attention of the trustees. From figures submitted it was shown, that, whereas $2,500,000 had been paid in premiums, but $1000,000 had been recovered as compensation for losses sustained.

# WOOD PULP DEPARTMENT

## THE PROCESS OF MANUFACTURING MECHANICAL WOOD PULP.*

By W. A. HARE.

### PART I.—THE DEVELOPMENT OF THE WOOD PULP INDUSTRY IN CANADA.

WITHIN the past two or three years there has been a marked impetus given to the pulp and paper industry in Canada. When one considers the vast resources we have at hand, coupled with the splendid waterways and canals for transportation, and other facilities for the building up of this great and important industry, he is apt to wonder why these conditions were not taken advantage of before. Changes occur in existing avenues of trade very slowly, and though the condition of the industry is at present in its infancy, Canadians may be expected to take full advantage of their opportunities in the near future.

Wood pulp will, for many years to come, be used to supply the world's demand for a filler in the manufacture of paper, in many of the coarser grades of which it is the only constituent. Its use is more likely to widen than to be curtailed. A very large amount of paper is made today from linen rags, esparto grass, etc., and for the manufacture of the finer grades of paper these materials may be expected to find a ready market. In the manufacture of news paper wood pulp is used altogether, and as long as it can be produced cheap enough, there is little danger of a substitute being found. It is not confined, however, to the manufacture of paper alone, but is made into many useful articles of daily service, the market for which is increasing rapidly.

There is no reason to doubt that Canada will have a prosperous future, as far as this industry is concerned; and if the efforts put forth during the last two or three years are any forecast of the future, we will, in a few years, have good reason to be proud of the position this country will occupy as a producer for the world's markets. It is estimated that in the United States there are 1,200 pulp mills in operation, turning out an annual product of 1,500,000 tons of pulp, which requires the consumption of 2,000,000 cords of wood. There is an ever-increasing amount of this wood supplied from Canada year by year, which goes to show that the mills in the United States cannot obtain an ample supply from their own forests. There is no country in the world that is so eminently fitted for the establishment and expansion of this industry as Canada.

Any country, to be pulp producing to any extent, must possess three things which are factors in the development of this industry, i. e., water powers, spruce forests, and shipping facilities. Canada, fortunately, is abundantly favored in respect to these. Of the three, the first two are natural advantages, while the third is artificial to some extent. In water powers we have all that could be desired. The rivers of the Maritime provinces and Quebec have numerous falls and rapids, and those of Ontario are no exception, especially in the western part.

Our share of the black and white spruce forests of the world is larger than that of any other country, producing the finest raw material known for the manufacture of wood pulp. Coupled with these two natural advantages, is that of our transportation facilities, which are not surpassed in the world. The Maritime provinces are directly on the sea coast, Quebec enjoys the use of our great national waterway, the St. Lawrence, while Ontario is intersected with canals and rivers, which afford easy and cheap communication to tide water. By our system of canals and waterways we can transport pulp long distances by water, and in this way those long hauls by rail, which are comparitively so expensive, are obviated.

With regard to markets, it may be mentioned that Great Britain imported in 1897, 330,000 tons of wood pulp, three-fourths of which came from Norway. Canada supplied less than 3,000 tons. Here is a good market for some time to come, for all the pulp that can be manufactured in Canada. Our great competitors in the British market are Scandanavia and the United States. From the latter country we have nothing to fear, as their wood supply is almost exhausted, and the mills now in operation there are dependent to a great extent upon our forests—so much so that if an export duty were placed on Canadian pulpwood their exportations would cease.

Even the great forests of Norway and Sweden are showing signs of depletion; and it will only be by the enactment of strict forest regulations that the export trade will be kept up. It is a significant fact that the Scandinavian

* Paper read before the Engineering Society of the School of Practica Science, Toronto, and published by permission.

mills are taking wood now that would have been rejected a few years ago.

The quality of the pulp made in Norway and Sweden is not as good as that made in Nova Scotia and in other parts of Canada. It cannot be denied that some of the mills there, can, and do make as good pulp as is made in Canada; but the average mill does not. The writer has seen samples from many different Norwegian mills, and can say that with one or two exceptions the product was not equal to that manufactured in the Maritime provinces.

The Scandinavian pulp makers, in competing with us in the British market, have the advantage of a short ocean voyage, and also, in that they employ cheaper labor. But our possibilities of development are far beyond those of Scandinavia by virtue of our great natural resourses and advantages. Though we have to contend with the long carriage and high freight rates, it is only reasonable to suppose, that, with the growth of the industry, rates will be reduced.

The Canadian wood pulp industry has grown very considerably of late years. Newfoundland, if we may consider her as among the provinces of the Dominion, is just entering on an era of development that has long been retarded. One or two mills are in operation at present, while others are projected, that will, in all probability, be in operation soon. There are a number of valuable water powers on the island, while the spruce forests are extensive; the trees being of a smaller variety, and of slower growth, which adds to their value as pulp wood. Newfoundland spruce makes an extremely strong fibre and finds a ready market at prices in advance of the Canadian product.

The maritime provinces are well favored with extensive spruce forests, numerous water powers, and easy shipping facilities. The industry has advanced very much of late years, and by next year a number of new mills will be building or projected. Pulp making was carried on in the town of Bedford, in Novia Scotia, as far back as 1837, but it did not exist as an industry until 1894, when two mills went into operation. These mills, as well as the more recent ones, are equipped with modern up-to-date machinery, nearly all of which was manufactured in Canada.

In Quebec there has been the most activity; and it is here that we must look for the bulk of Canada's exports in wood pulp and paper. The numerous rivers that flow into the north side of the St. Lawrence, have many rapids and falls necessary to supply the required power; while further up the streams are the best and most extensive black spruce forests in Canada. These splendid natural advantages, together with the St. Lawrence River as an avenue of commerce, only need the capitalist and the engineer to transform the wilderness into a hive of industry.

In Ontario the possibilities for development are of no small character, especially in the western part, where there is more spruce, and, where the water powers are more frequent. Along the Ottawa and its tributaries there are many good sites, and before long we may look for their development. Explorers also inform us that in the north country there is an abundance of spruce especially suitable for pulp wood, and that numerous falls and rapids are to be found. Whatever the possibilities are of this part of the province, it is not likely that anything will be done there for many years to come, especially as so many good sites for mills are to be found nearer shipping ports.

Though British Columbia has as yet only one or two pulp mills, we may expect considerable activity on the western coast. While it is not likely that this province will market much pulp in Great Britain, owing to the great distance, yet there might be a profitable industry built up in manufacturing pulp and paper for Japan and Australia.

## PART II.—MECHANICAL PULP AND SULPHITE FIBRE.

It is the intention of the writer to confine his remarks to the process of manufacturing Mechanical or Ground Wood Pulp, but as there may arise some ambiguity as to the distinction between this product and that known as sulphite pulp, a few words in explanation may not be out of place.

The Sulphite Process.—The process of manufacture of sulphite fibre is a more difficult one than that of making mechanical pulp. Sulphite Pulp is worth more in the market and finds a ready sale if of good quality. It requires more raw material than "mechanical" to manufacture one ton of pulp, generally from 2¼ to 2½ cords. It is altogether a chemical process, with the exception of cutting up the log in small chips. The raw material comes in the form of pulp wood, which is sawn, barked, split and all knots bored, and then it is chipped up in a chipping machine. These chips are next broken to uniform size and screened to remove the sawdust. The wood is now prepared, and the next step is the chemical part where the wood is digested to its constituent fibres. It is essential that a great amount of care should be taken to procure entirely good sound wood, so that the pulp will be uniform and free from specks. It is for this reason that all knots are bored out. The acid is next prepared carefully, as too much care cannot be taken with this part of the process. The acid when made is kept in large tanks ready for use. The digestor is filled with chips, which have been prepared as described, and the requisite amount of acid introduced when it is closed up. Steam is now turned in, and kept on for 12 hours, or until the wood is all digested, when it is blown out into tanks. After being well washed to remove acid, and then screened twice, first coarse, and then fine, it is passed through the paper machine, and comes out as paper pulp. It is now finished as far as the pulp mill is concerned.

The Mechanical Process.—The Mechanical Process is, as its name implies, purely mechanical. In this process, which will be discussed at length later on, the wood is prepared almost in the same manner as in the sulphite process with this exception, that the bolt is not chipped, simply being sawm and barked. It then passes to the grinders where it is ground by revolving stones into pulp. It is then mixed with water and pumped to the screens, whose duty is to remove all pieces of splinter, etc., which are above a certain size. It is next passed onto the wet machine which, to be brief, removes the excess of water, and rolls it into large sheets. This is now finished as pulp; but it goes through a further process of removing more water, and baling, to facilitate shipping.

Uses of Pulp.—These two methods of manufacture are not rivals; each has its own place in the pulp industry, and one cannot supply the want of the other, more than to a very limited extent. Sulphite pulp can perhaps be used for many things that mechanical pulp is now used for, but it could not be economical, owing to the process of its manufacture being more expensive. It is a finer, softer and longer fibre than mechanical, and is used where these qualities are required, such as in fine writing paper, and paper for engraving, etc.; in fact all fine papers require more or less sulphite fibre, and some grades contain nothing else. Mechanical pulp is used in all papers of a more or less coarse nature, such as wrapping paper, etc. In making "news" paper both kinds are used, the propotion varying according to the quality of paper required and the general practice of the paper maker. Some makers use 15 per cent. of sulphite to 85 per cent. mechanical, while others think 20 to 25 per cent of sulphite is necessary. Even 40 per cent. of sulphite to 60 per cent. of mechanical is used in some mills, but when the per cent. of the former is as high as this the quality of the sulphite is inferior. The introduction of from 8 per cent. to 15 per cent. cotton waste improves the softness and finish of the paper.

Raw Material.—The woods used in the manufacture of mechanical pulp are principally the spruce, poplar or aspen, fir or balsam spruce, and sometimes hemlock. The great bulk of the pulp ground is made from spruce, it being the most widely dispersed of the above mentioned woods, besides possessing qualities which eminently fit it for the manufacture of ground pulp. It is found in three principal varieties, i.e., the white, red and black spruce. Of these three, the white spruce makes the whitest pulp, and the black variety has the toughest and strongest fibre. Poplar or aspen makes a beautiful grade of pulp, being soft, smooth and very white. It is not as strong, however, as that made from spruce. The great difficulty in manufacturing poplar pulp in this country arises from the fact that it is extremely difficult to secure sound wood. In many districts, principally in Nova Scotia and other parts of the eastern provinces, the poplar is apparently firm and sound to the eye, but on being split through the centre it is found to be discolored, and rotten at the heart. This black heart has to be entirely removed before the wood goes to the grinder, or the pulp will be full of specks, and almost useless. If black knot occurs, it will also have to be removed for the same reason. When clean wood can be secured, poplar or aspen makes a beautiful pulp, that will bring a high price and find a ready market. Fir or balsam spruce makes a short, mealy pulp. Its weight is less than the ordinary spruce, and consequently more raw material, by measure, is required to make a ton of pulp. It is also more bulky when baled, for the same weight, which adds to the freight charges. Fir pulp does not bring as high a price as spruce, and for the reason mentioned it is very little used. Hemlock is used to a very small extent where an inferior quality of pulp is required. It is hard to grind, and splinters more than spruce, and is therefore more difficult to screen. It is sometimes used with spruce by grinding both together, introducing say about 12 per cent. hemlock. This is only done, as in the case of fir, when an inferior quality of pulp is required. It is never introduced into "news" pulp.

It is the case with all these woods that the best pulp comes from the wood that has the longest and toughest fibre, and this is found in the trees of slowest growth and of greatest density. The Newfoundland spruce, for example, is of very slow growth and of such a specific gravity that it will hardly float. It makes a splendid pulp, which, I am told, brings a higher price than pulp made from Canadian spruce. In the same way, Canadian spruce, being of slower growth, makes better pulp than that from spruce grown in the United States. German experiments have proved that the slower the growth of the tree, the greater the strength of the pulp. Norwegian is said to be better than Swedish, and it is claimed that German is better than either, though it is hard to see how such could be the case unless the wood were grown in mountainous districts, or on poor soil.

Mixing Woods.—Spruce and fir, when mixed, make a very good pulp, a little whiter than pure spruce, and to a greater or less extent lacking in weight and strength according to the proportion of fir added, the fir being somewhat lighter than spruce. Spruce and poplar are sometimes mixed, and go very well together. The spruce gives strength of fibre and toughness, and the poplar adds whiteness, while the length of its fibre makes the mixed product softer than pure spruce. This product is also easier to handle on the wet machines, when the percentage of spruce is sufficient to give the strength of fibre that the poplar lacks. The great bulk of the mechanical pulp made in this country is almost, if not altogether, pure spruce of either the white or black variety. This is the most widely distributed of the different woods, and is also the best of them all for this purpose.

(To be Continued.)

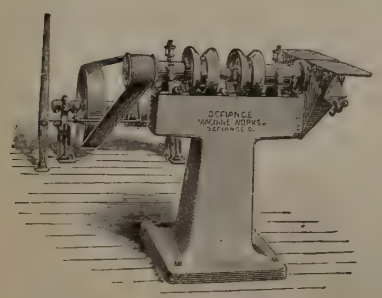
John A. Campbell, jr., of Fredericton, N. B., has purchased the old mill site at Springhill and purposes erecting a large saw mill next summer.

ESTABLISHED 1850

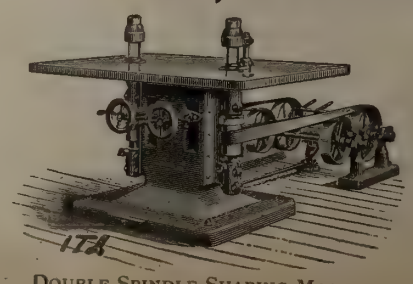
THE DEFIANCE MACHINE WORKS

Designers and Builders of DEFIANCE, OHIO, U.S.A.

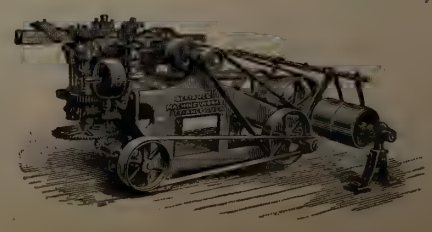
PATENT HUB, SPOKE, WHEEL, WAGON, CARRIAGE, BENDING, HANDLE AND BARREL HOOP MACHINERY



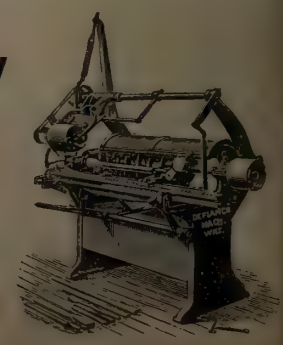
Patent No. O Rounding and Cornering Machine, with 6 inch Buzz Planer Attachment.



Double Spindle Shaping Machine



Automatic Sawed Hoop Planer.



Combined Spoke Turning and Squaring Machine. Capacity, 2,500 Spokes per day.

## PULP NOTES.

It is rumored that a company is being formed for the purpose of erecting a pulp mill at Bathurst, N. B.

The British Canadian Timber and Manufacturing Company, of London, England, is said to be looking into the question of erecting a pulp mill in Canada.

The Canadian Society of Civil Engineers held their annual convention in Montreal last month. The programme included a visit of inspection to the extensive pulp mills of the Laurentide Pulp Co. at Grand Mere, Que.

When in Toronto recently, Mr. A. E. Bremner, manager of the Sturgeon Falls Pulp Company, stated that the manufacture of pulp at Sturgeon Falls, Ont., had been commenced, one mill being in operation, making 20 tons per day. Another was being built, and more would follow, until the daily capacity reached 120 tons.

The American Newspaper Publishers' Association, representing 157 daily newspapers in the United States, has presented to the Anglo-American Joint High Commissioners a carefully prepared argument in favor of free paper and pulp.

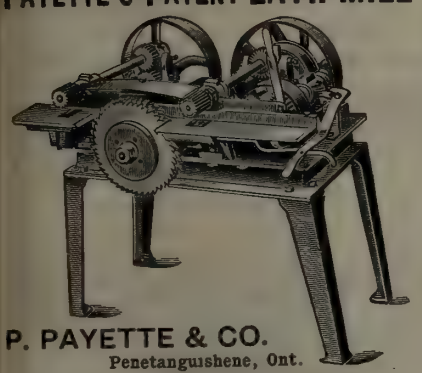
We have received a copy of the prospectus of the Bedford Electric Company, Limited, of Halifax, N. S. The directors of this company are Murdoch Chisholm, W. E. Crowe, M. E. Keefe, Robert O'Mullin, A. E. Soulis and E. T. Freeman, of Halifax, and the capital stock is placed at $250,000. In addition to carrying out other extensive works, the company have in view the establishment of a pulp mill at St. Margaret's Bay, where there is available 2,350 horse power. The company claims to have secured, in connection with its water privileges, about 20,000 acres of spruce forests, averaging not less than 30 cords of wood to the acre. The cost of manufacturing one ton of pulp is given as $27.25, while in England pulp is worth from $35 to $55 per ton.

Mr. Kyobasha Senju, one of the largest paper manufacturers in Japan, is now in Canada, and paid a visit of inspection to the large pulp mills at Sault Ste. Marie, Ont., on January 23rd. Mr. Senju buys 200 tons of pulp per month for his company in Tokyo, which supplies the five daily papers in that city. The only difficulty, he says, in the way of buying Canadian pulp is the excessive freight rates to Japan. With cheaper freight Canadian pulp would have no competition in Japan.


**FOR SALE**

24 sets good Lumbering Sleighs. Width, 5 feet 2 inches over all; runners, 4 x 6 x 7 feet; bunk, 8 feet; spring steel shoeing. Will be sold cheap. Apply to
THE WHALEY LUMBER CO., Limited,
Huntsville, Ont.

**PAYETTE'S PATENT LATH MILL**



P. PAYETTE & CO.
Penetanguishene, Ont.
— SAW MILL MACHINERY —

**BARBER'S CANADIAN TURBINE**
As an ELECTRICAL DRIVER is giving the Very Best Satisfaction.

We are now driving Meaford, Thornbury, Markdale, Durham, Parry Sound (repeated order), Hanover (repeated order), Caledonia, Preston and Blair.
Governs Perfectly, Absolute Guarantee, Lowest Prices.
C. BARBER - Meaford, Ont.

**TOWER & WALLACE**
ASHLEY B. TOWER, M. Am. Soc. C.E.
CONSULTING ENGINEER.
Broadway and 25th St. - NEW YORK

ARCHITECTS AND ENGINEERS
PAPER AND PULP MILLS
MANUFACTURING AND
POWER DEVELOPMENTS
E. BRADLEY, C.E. - 3 Place d'Armes Hill, MONTREAL - Canadian Representative.

**PULP AND PAPER MILL MACHINERY.**

CONTRACTORS FOR COMPLETE EQUIPMENT OF
GROUND WOOD, SODA or SULPHITE PULP MILLS.

We invite correspondence from those requiring anything of this nature. We build a full line of
Barkers, Chippers, Tanks, Digesters, Pumps, Jewell Filters, Conveying Machinery, Wet Presses, Screens, Screen Plates, Etc., Etc.

OUR CROCKER TURBINE PLANTS are driving some of the best mills in the Dominion.
Write for Circulars and Prices.

THE PORT HENRY PULP GRINDER.
With latest improvements; patented 1898.
Operation continuous and production large.
Most convenient in handling and thoroughly well built.
Ask for special bulletin No. 505.

The JENCKES MACHINE COMPANY.
Branch Offices:
MONTREAL, TORONTO, RAT PORTAGE, ONT., ROSSLAND, B.C.
Head Office and Works:
36 to 40 LANSDOWNE ST.
SHERBROOKE, QUE.

**PULP MILLS - ATTENTION!**
**Phosphor-Bronze Castings**
of any weight, for Pulp Mills (special mixture.)
All Bronze manufactured by us.
Quotations and References cheerfully given.
CITY BRASS FOUNDRY - HAMILTON, ONT.

**Your Best Interest**
Will be served by getting our prices on the following

| | |
|---|---|
| White Beans | Prunes in 25 and 50 cent boxes |
| Comadia Figs | Sugars, dark yellow |
| Raisins and Currants | Syrup and Molasses |

H. P. ECKARDT & CO.,
Wholesale Grocers TORONTO

**THE ROYAL ELECTRIC COMPANY**
MONTREAL, QUE. Western Office: TORONTO, ONT.
Cable and Telegraph Address, "Royelectric."
MANUFACTURERS OF
**Electrical Machinery and Apparatus**
... FOR ...
LIGHT and POWER
SPECIAL ATTENTION GIVEN TO
LONG DISTANCE TRANSMISSION OF ELECTRICITY
FOR LIGHT AND POWER
ALSO FOR
ELECTRIC PLANTS FOR MILLS
Distant water powers utilized and Mills lighted and operated safely.
CORRESPONDENCE SOLICITED.

**The WM. KENNEDY & SONS, Limited**
Manufacturers of Owen Sound, Ont.
THE VERY LATEST AND MOST POWERFUL
**TURBINES**
Accurately Machine Dressed Gearing, Iron Bridgetrees, Pulleys, Shafting, Trevors Swing Shingle Machines, &c.
Propeller Wheels from 12" to 12' diameter and for any Purpose.
NOTHING BUT FIRST CLASS WORK.

—The Jenckes Machine Company, Sherbrooke, Que., have just completed and shipped six of their improved Wood Pulp Peelers to Messrs. Betram & Sons, Dundas, Ont.

—The Dominion Leather Board Co., of Montreal, are installing at their mills at Sault au Recollect, a complete modern steam plant, consisting of 16x36 Corliss Condensing Engine, and two 60x16 feet boilers. The Jenckes Machine Company, of Sherbrooke, have the contract.


**Wm. M. Dunlop**

Accountant and Auditor

14 Hamilton Chambers, St. John St eet, **Montreal, Que.**

LUMBER ACCOUNTS A SPECIALTY

.... CORRESPONDENCE SOLICITED ....

**A L. COPE & SONS**

Don't wait until your men are on the logs before you look for

**PEERLESS TAPERED PIKE POLES**

We make these poles to order, only, so order early and insure having your orders filled in time.

These poles are the only poles on the market that are only tapered half way. are stiff in the middle, and will not spring and throw the gaff out of the logs.

All orders receive prompt and careful attention. Write for prices and discounts on large orders.

**Wilberforce, Ont.**

Correspondence Solicited

**E. LEONARD & SONS, LONDON, ONT.**

... Makers of ...

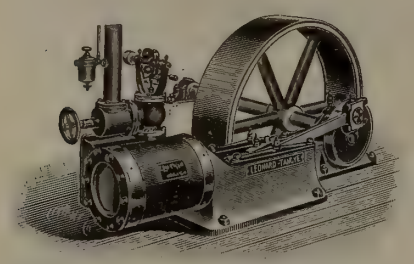
***ENGINES and BOILERS***

For Lumbermen and Others. For any Purpose, and of any Power.

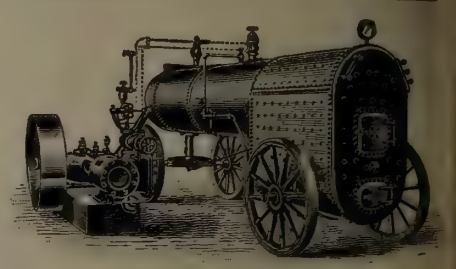
We make Several Styles, but only One Grade—THE BEST.

*If you need Steam Power, write to us, stating your requirements, and we will quote you prices.*

*Write for Catalogue No. 35a.*



LEONARD-TANGYE ENGINE.



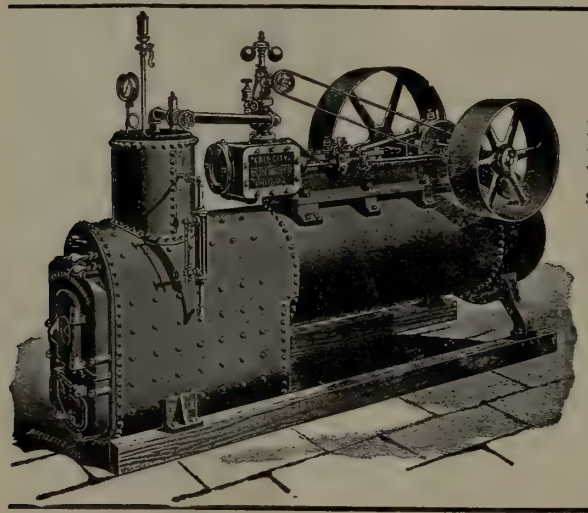
LEONARD CLIPPER ENGINE AND LOCOMOTIVE BOILER.

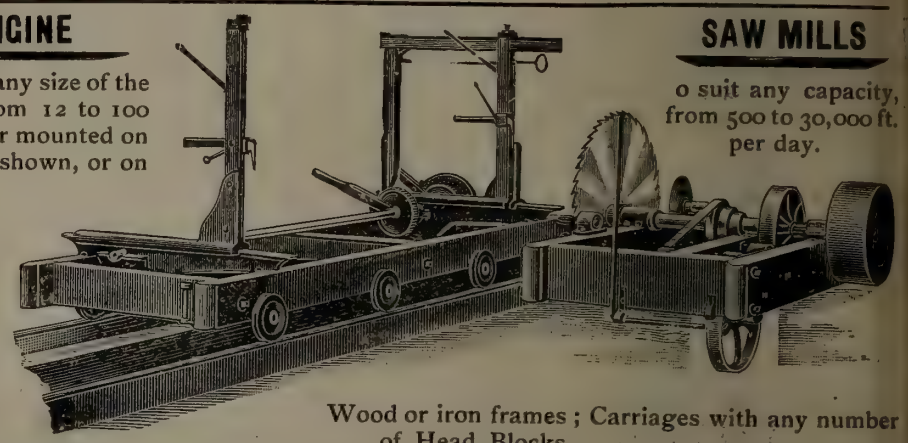
**PORTABLE ENGINE**

We can furnish you any size of the above style Engine from 12 to 100 H.P., either on Skids or mounted on wheels with Engine as shown, or on separate Frame.

• • •

Also Engines, Boilers, Double Edgers, Trimmers, Top Saw Rigs, Log Jacks, Niggers, Shafting, Pulleys, Gears, Saws, etc. We can save you money. Let us quote you prices. Catalogues free.





**SAW MILLS**

o suit any capacity, from 500 to 30,000 ft. per day.

Wood or iron frames; Carriages with any number of Head Blocks.

**ROBT. BELL, JR., Box 35, HENSALL, ONT.**

"I've done enough experimenting in Water Wheels, and want one on whose "power and steadiness I can rely. **Give me the "LEFFEL."** So said one of Canada's greatest water-power operators, with the whole Continent to choose from, and at once selected **Two 84-inch Leffels** of over **400 Horse Power Capacity each,** as the first instalment of a battery of nearly **4,000 Horse Power.** His ripe experience and keen judgment are *worth following* by those who have not the time or money to *follow his experiments.*

The "**Vulcan**" is the same wheel, with Cylinder Gate Mechanism. Costs a trifle more to build because it takes more time and metal.

An equally pungent remark was made the same week regarding the "**Lane Improved Circular Saw Mill**" by a gentleman who has used it in all stages of its development, and was at the time planning a large new mill in which the only Circular will be a "**Lane.**"

THE NAMES OF THESE TWO GENTLEMEN ARE AVAILABLE TO ANY CORRESPONDENT WHO CARES TO VERIFY THE STATEMENT.

**Heading, Shingle, and Cloth-Board Machines,** Automatic or Hand-fed.

**Gears, Pulleys, Shafting, Etc.**

**Madison Williams**

Successor to PAXTON, TATE & Co. - **PORT PERRY, ONT.**

**LAURIE ENGINE CO., Agents, 321 St. James St., Montreal.**

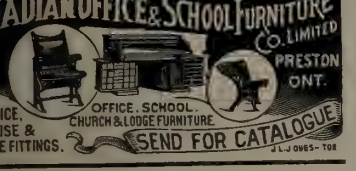
# FRICTION PULLEY BOARD

The BEST Article Known for the Purpose

MANUFACTURED BY..... THE DOMINION LEATHER BOARD CO'Y. - MONTREAL, QUE.

---

CANADIAN OFFICE & SCHOOL FURNITURE CO. LIMITED PRESTON ONT.



FINE BANK, OFFICE, COURT HOUSE & DRUG STORE FITTINGS. OFFICE, SCHOOL, CHURCH & LODGE FURNITURE

SEND FOR CATALOGUE

---

REGISTERED TRADE MARK GUARANTEED.

GANDY'S PATENT EBST MAN DRIVE.

GANDY'S AMERICAN COTTON BELTING

Sole Canadian Agents :-: Prices Reduced.

WATEROUS, BRANTFORD, CANADA.

---

# WEST AND SOUTH

run the lines of the Illinois Central Railroad and the Yazoo & Mississippi Valley Railroad reaching into the eleven States of

South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Kentucky, Tennessee, Arkansas, Mississippi, Indiana, Louisiana

Presenting an unequaled territory for diversified industries, and possessing

**Fine Sites for New Mills**

**Best of Freight Facilities—Coal Fields**

**Close Proximity to Distributing Centers**

**Intelligent Help of all Kinds**

**Many Kinds of Raw Material**

To sound industries, substantial inducements will be given by many of the places concisely described in the pamphlet "100 Cities and Towns Wanting Industries." Write for a copy. Nearly all kinds of Industries are wanted. Very liberal inducements are offered **TEXTILE INDUSTRIES** in the South by a number of good places. GEORGE C. POWER, Industrial Commissioner I. C. R. R. Co, Chicago.

---

THE CANADIAN Photo Engraving Bureau

MOORE & ALEXANDER PROPS.

TELEPHONE 2150

16 ADELAIDE ST. WEST

TORONTO ONT.

COPPER-WOOD ZINC ENGRAVINGS FOR ALL KINDS OF ILLUSTRATING IN HALF-TONE OUR SPECIALTY

---

CHARLES F. CLARK, President. JARED CHITTENDEN, Treasurer.

ESTABLISHED 1849.

## THE BRADSTREET MERCANTILE AGENCY

*THE BRADSTREET COMPANY, Proprietors*

**346 & 348 Broadway, NEW YORK.**

Offices in the principal cities of the United States, Canada, the European Continent, Australia, and in London, England.

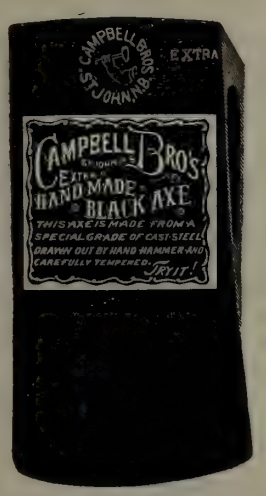
The Bradstreet Company is the oldest, and, financially, the strongest organization of its kind—working in one interest and under one management—with wider ramifications, with more capital invested in the business, and it expends more money every year for the collection and dissemination of information than any similar institution in the world.

TORONTO OFFICES:

*McKinnon Bldg., Cor. Jordan & Melinda Sts.*

THOS. C. IRVING, Superintendent.

---




OUR EXTRA HAND-MADE

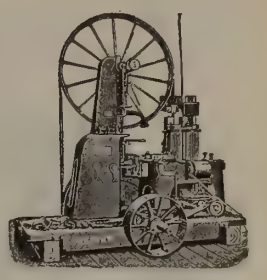
# AXE

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N. B.

---

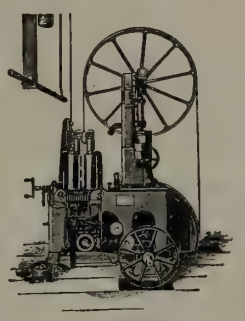
# Band Re-Saws



## 50 SAGINAWS

In SAW MILLS

If you want a Band Re-Saw for **Any Purpose,** write to Headquarters:



W. B. MERSHON & CO.

SAGINAW - MICH.

---

# DICK'S ORIGINAL BELTINGS

Enormous Transmission

•

No Seams or Joints

TRADE DICK'S ORIGINAL BALATA GUTTA PERCHA & CANVAS BELTING MARK

Not Affected by Dampness and No Stretching

SOLE AGENT: J. S. YOUNG

This is the Only Genuine and Original Balata Belt offered on the market.

15 Hospital Street, MONTREAL

---

WE HAVE BEEN MAKING

# Circular Saw Mills and Log Carriages

for a quarter of a Century, and have yet never been called on to take one of our Mills out because of inefficiency. No complaints. They do the work and do it well. . . . . .

**Lancaster Machine Works** - 16-17 OAK STREET, LANCASTER, ONT.

---

*The Leading European Lumber Paper*

## *The Timber Trades Journal*

Published Weekly by WILLIAM RIDER & SON, Ltd., 14 Bartholomew Close, LONDON, E. C.

SUBSCRIPTION: $5.00 PER ANNUM, POST FREE

The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .

---

## THE PARK, BLACKWELL CO. LIMITED

# Pork and Beef Packers Wholesale Provisions

—TORONTO

Orders solicited for Pork and Beef Products, Butter, Cheese, Lard, Dried and Evaporated Apples, White Beans, etc., at close quotations.

---

Try the "Wanted and For Sale" Department of the Weekly Edition.

---

TO BELT USERS:

Try Our . .

**Branches: Ottawa and Galt, Ont.**

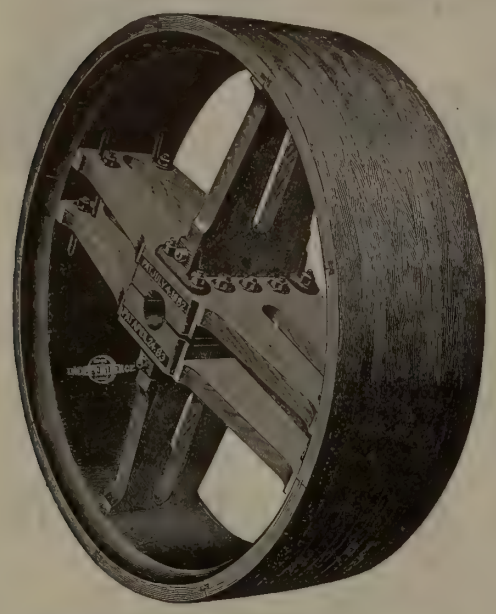
GENUINE

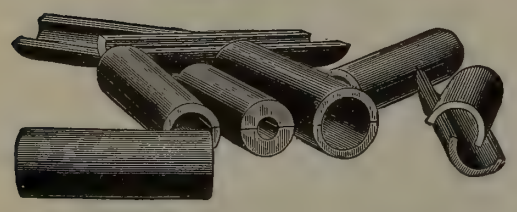
# ENGLISH OAK-TANNED BELTING

# Lancashire Hair Belting

D. K. McLAREN, Victoria Square, MONTREAL

Dodge Patent Independence Wood Split Pulley with Patent Standardized Bushing System.





# Dodge Pulleys

are now the recognized 'STANDARD' the world over.

We make them for Saw Mill Work

Much handier, can be got quicker, and Cost Less than any other Pulley made.

Every Pulley Guaranteed.

SEND FOR CATALOGUE.

. . . SOLE MANUFACTURERS. . . .

**DODGE MANUFACTURING CO.**
**of Toronto, Limited**

WORKS: Toronto Junction. OFFICES: 74 York Street, Toronto, Ont.

# MAKING AXES

## For 55 Years

has given us a knowledge of the trade unequaled by any other makers. We also manufacture

**Cant-Hooks,**
**Peavies,**
**Skidding Tongs,**

and all other tools required in the LUMBERING TRADE.

Write for Catalogues and Quotations.

**James Warnock & Co.,**
**GALT, ONTARIO.**

J. D. SHIER
MANUFACTURER OF
**Lumber, Lath & Shingles**
BRACEBRIDGE, ONT.

# TELEPHONES

Send for our Illustrated Catalogue and Price List of

**"UNIQUE" TELEPHONES**

**For Main Line and Warehouse Use.**

Only Telephone made that does not get out of adjustment. Satisfaction guaranteed. Sold outright at low prices. No exorbitant royalties.

SOLE MANUFACTURERS
JOHN STARR, SON & CO., LIMITED
P. O. Box 448, HALIFAX, N. S.

GEO. T. HOUSTON & CO. CHICAGO, ILLS. | HOUSTON BROS. CAIRO, ILLS. | HOUSTON BROS. BIGBEE, MISS. | HOUSTON BROS. COLUMBUS, MISS.

# EXTRAORDINARY

We are cleaning up numerous yards in connection with our Mills in the South, to make room for next year's new cut.

Stock consists of all grades and thicknesses Hardwood Lumber, Yellow Pine and Cypress, including a big surplus of No. 1 and No. 2 Common Yellow Pine, Select and Common Cypress. All of the above a year and over dry.

If you are in the market for any kind of Hardwood Lumber, Yellow Pine or Cypress, or expect to be in the future, send us your enquiries. The stock has to be moved, and if we can pick your orders out of any of the lots referred to, we will quote you prices to save additional handling expenses.

**Address all Correspondence to our Main Office:**

Cable Address, "HOUSTON."
Lumberman's and
A.B.C. Codes.

**GEO. T. HOUSTON & CO.**
**CHICAGO, ILLS., U.S.A.**

# OAK TANNED BELTING

TORONTO
20 FRONT ST EAST
TELEPHONE 475

THE J.C.McLAREN BELTING Co MONTREAL

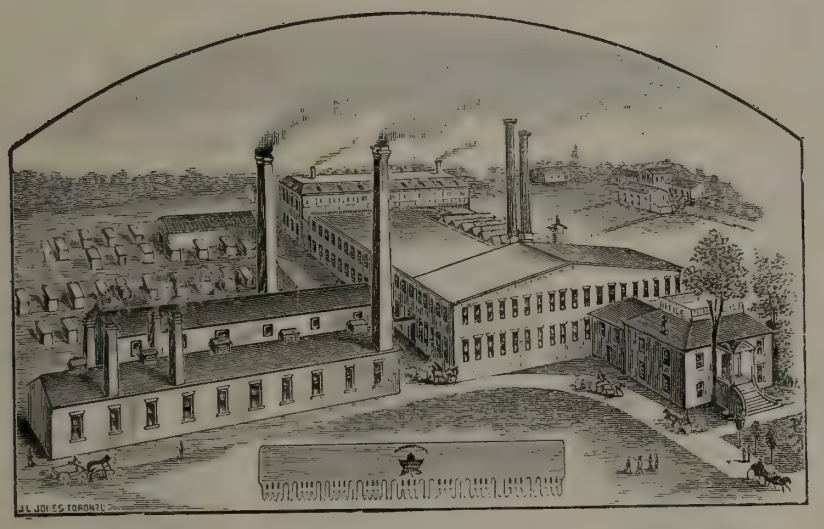
# THE MAPLE LEAF SAW WORKS

# Shurly & Dietrich

GALT, ONT.

Manufacturers of

**CIRCULAR SAWS**
**GANG SAWS**
**MILL SAWS**
**BAND SAWS**
**CROSS-CUT SAWS**



Manufacturers of

**HAND SAWS**
**BUCK SAWS**
**PLASTERING TROWELS**
**BUTCHER SAWS**
**STRAW KNIVES, &c.**

**GROUND THIN ON BACK**

**Save Labor** **Save Gumming**
**Save Time** **Save Files**

## This Saw Stands Without a Rival

AND IS THE

**FASTEST CUTTING SAW IN THE WORLD!**

Its Superiority consists in its Excellent Temper. It is made of "Razor Steel," which is the finest ever used in the manufacture of Saws. We have the sole control of this steel. It is tempered by our secret process, which process gives a keener cutting edge and a toughness to the steel which no other process can approach.

## Maple Leaf Saw Set

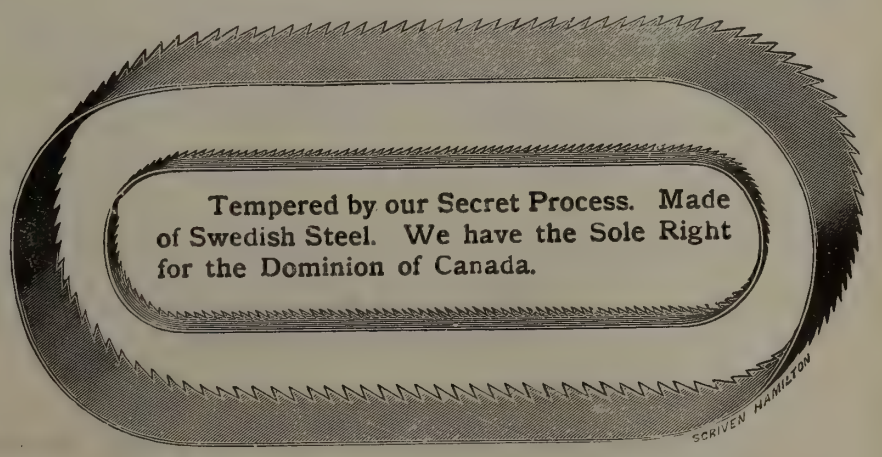
MANUFACTURED BY

**SHURLY & DIETRICH, Galt, Ont.**

**Directions.**—Place the set on the point of tooth, as shown in the accompanying cut, and strike a very light blow with a tack hammer. If you require more set, file the tooth with more bevel.

If you follow directions you cannot make a mistake. Be sure and not strike too hard a blow, and it will set the hardest saw. **On receipt of 40 cents we will send one by mail.**

We are the only manufacturers in the world who export Saws in large quantities to the United States.




We Manufacture

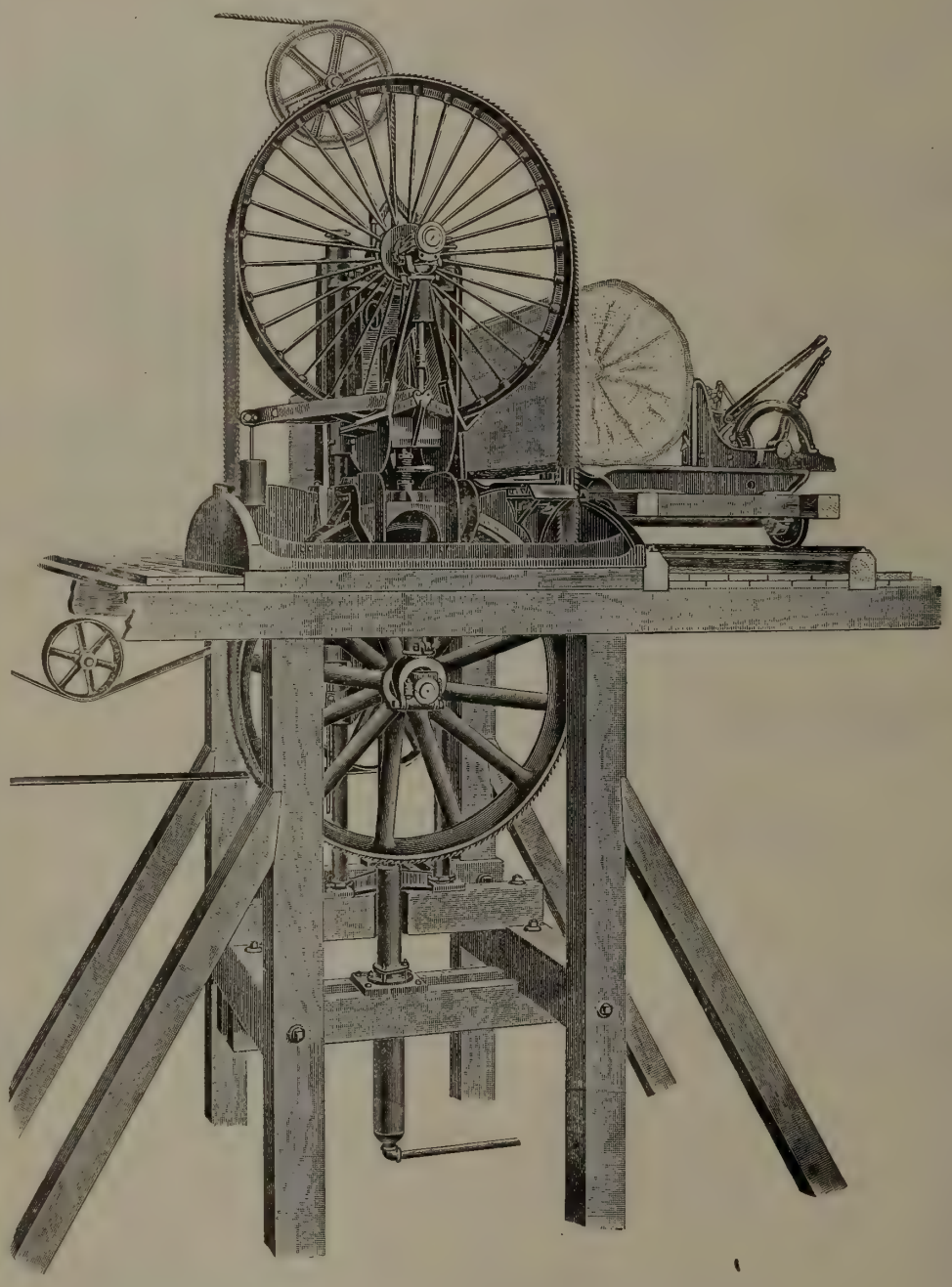
# HIGH GRADE BAND SAWS

of All Widths and Lengths.

These Saws are made of Refined Swedish Steel imported direct, and tempered by our Secret Process; for Fine Finish and Temper are not excelled.

# Double Cutting Band Mill

PATENTED IN CANADA



THE New Allis Telescopic Band Mill has passed the experimental stage, and after running day and night for six months, is pronounced by competent saw mill men to be a perfect success as to the quality of its work and practicability as a machine. By the use of our **Double Cutting** Band Mill a gain of 50 per cent. in the amount of lumber cut is made by the addition of two men to the regular crew.

We are now building Telescopic Band Mills for

**J. D. Shier,** Bracebridge, Ont.;

**Rat Portage Lumber Co.,** Rat Portage, Ont.;

And the E. P Allis Company are building Telescopic Band Mills for the

**Bodcaw Lumber Co.** of Stamps, Ark.;

**Jeanerette Lumber and Shingle Co.,** Jeanerette, Louisianna.;

**Arizona Lumber and Timber Co.,** Flagstaff, Ariz.;

**R. J. & B. F. Camp,** of White Springs, Fla.

The advent of the New Allis Telescopic Band Mill, which is creating such a revolution in the manufacture of lumber, is the cause of considerable discussion among saw mill men as to the practicability of the band saw cutting on both edges and making lumber of a uniform thickness.

In regard to this, we wish to announce that six months of constant use have demonstrated the fact that the double toothed band saw will cut equally as well with one edge as with the other. It has also been proven that with the adjustments provided on the Telescopic Band Mill, lumber can be cut of a uniform thickness in both directions and taken care of without loss of time or at any disadvantage. It has also been shown that the double toothed band saw is a safer saw to operate than the single toothed saw, on account of its ability to cut its own clearance in either direction through slivers or other projections on the logs that catch the ordinary saw and back same off the wheels. It has also been demonstrated that advantages are to be gained by avoiding the use of an offset on the carriage.

The use of the **Double Toothed Band Saw** and all the advantages to be gained therefrom have been made possible by the invention of the **New Allis Telescopic Band Mil,** which is fully described and illustrated in our circular, which we will gladly mail on application.

☞ **Ordes for Band Mills and Saw Mill Machinery should be placed at once if early shipments are desired.**

## Waterous Engine Works Co., Limited

BRANTFORD, - CANADA.

WRITE FOR A COPY TO-DAY

Our 1899 Edition—8 Tons of Books

# "Saw-Fitting Machinery and Tools"

A Treatise on the Care of Saws

For Mill and Factory Managers, Superintendents, Foremen and Saw Filers.

Contents—290 Pages. Weight—1 1-4 Pounds.

Illustrations—Between 100 and 200 Saw-Fitting Appliances for Bands, Gangs, Circulars and Re-Saws.

Postage—For the Edition, $1,200.

If you see this Ad. tell us where you saw it when you write us, and write us when you see it. Always—

## BALDWIN, TUTHILL & BOLTON

GRAND RAPIDS, MICH., U.S.A.

For Saw-Fitting Equipment

## TAKE A PEEP INSIDE

of the Standard Kiln, and it will be easy for you to understand WHY it is the Most Perfect Lumber Drier in the World. There are other "good looking" kilns. Yes, and other "good" kilns, too; but no other kiln ever made will dry SO MUCH lumber, do it SO QUICKLY and SO THOROUGHLY, and use SO LITTLE STEAM as

## The Standard Improved Compression Dry Kiln

We can prove that—by demonstration or by evidence. We will mail you the evidence of many users, if you want it. It will give you a good idea of the range and the quality of its work. Here is one firm's opinion:

OTTAWA, ONT., June 25, 1898.

THE STANDARD DRY KILN CO., Indianapolis, Ind.

GENTLEMEN,—In reply to yours of the 21st of June, I have to say that the "Compression" Kiln put in for us is "all right." It worked very nicely during the winter months, and seems to suit our Canadian climate.

Yours truly, R. THACKRAY,
Per James Davidson.

Our illustrated catalog sets forth in a very clear manner the detail of construction, and shows plainly the application of the Standard "Moist Air" theory of drying. You can have one for the asking.

THE DRY KILN THAT DOES NOT Disappoint

## THE STANDARD DRY KILN CO.

195 South Meridian Street, INDIANAPOLIS, IND.

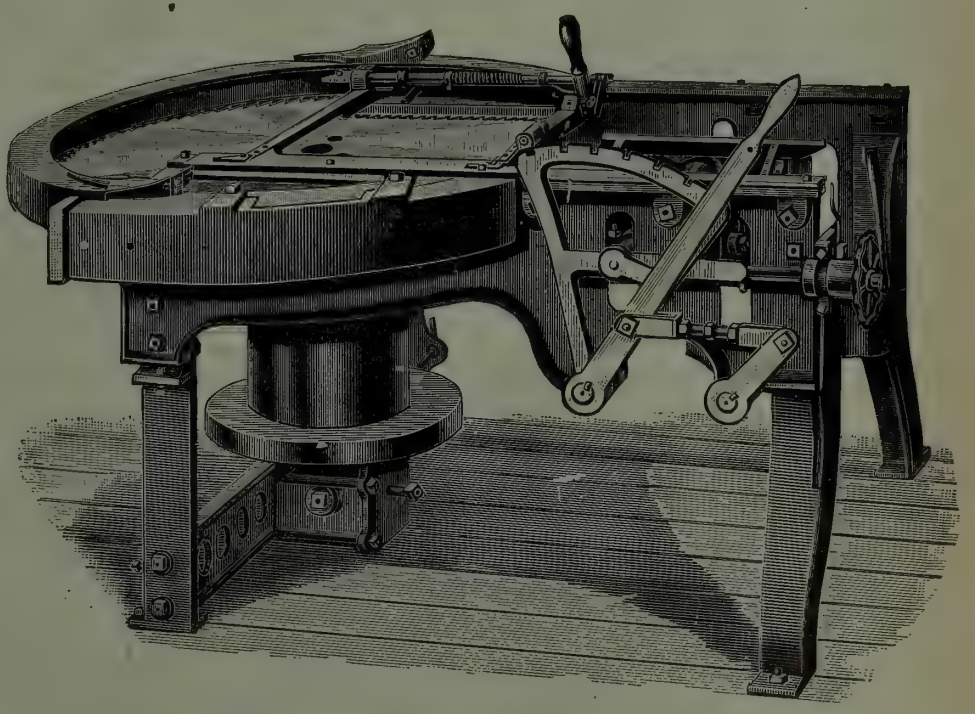
Please mention the CANADA LUMBERMAN when answering Advertisements.

# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON · ONTARIO

Manufacture

- Band Saw Mills
- Gang Saw Mills
- Circular Saw Mills
- Portable Saw Mills
- Shingle Mills
- Lath Mills
- Saw Filers, and all of F. J. Drake's Patents



DAUNTLESS SHINGLE AND HEADING MACHINE.

Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter. Capacity 25,000 to 50,000 per day.

Our Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.

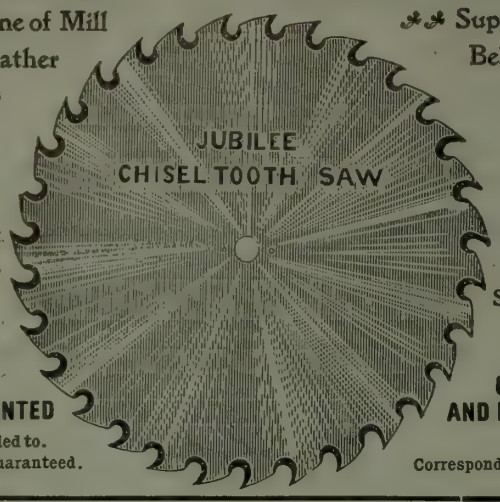
CORRESPONDENCE SOLICITED

# THE JAMES ROBERTSON CO., Limited.

Manufacturers of..... Saws of All Description

A Full Line of Mill Rubber and Leather Metal, &c., always

Supplies, including Belting, Babbit carried in stock.




Head Office: 144 William St. MONTREAL

Factories at MONTREAL, TORONTO, and ST. JOHN, N.B.

ALL OUR SAWS FULLY WARRANTED

Orders promptly attended to. Satisfaction Guaranteed.

CIRCULAR, GANG AND MILL SAWS A SPECIALTY

Correspondence Solicited.

# SUPPLIES

OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

# RICE LEWIS & SON

(LIMITED)

Cor. King and Victoria Sts. - TORONTO

# Galt Machine Knife Works

**MACHINE KNIVES** OF EVERY DESCRIPTION

FOR **Woodworking Machines**

...Send for Price List...

PETER HAY - - - - - Galt, Ont.

# Notice to Millmen

THE OXFORD FOUNDRY & MACHINE CO., Oxford, N. S., have rebuilt, and are better prepared to give satisfaction, and would solicit a share of the public's patronage.

We manufacture all kinds MILL MACHINERY; also TRAMWAY OUTFITS.

7 3 10

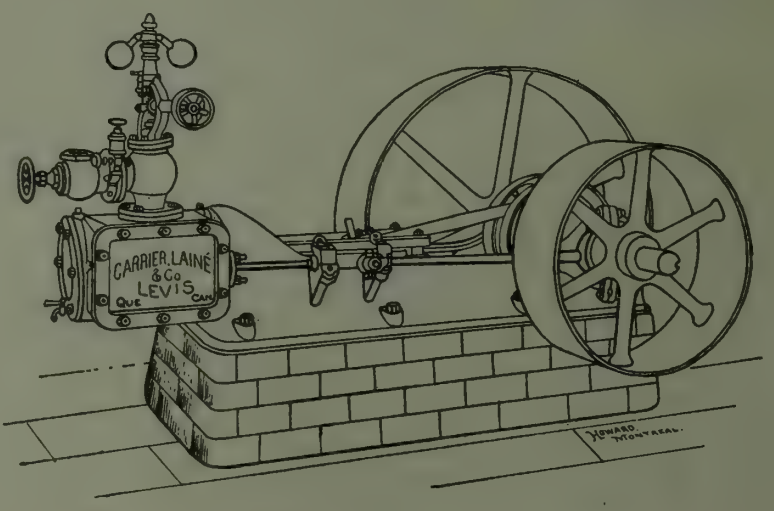
# "DEAD EASY"

But if that "3" represents Middlemen's commission on the Machinery you buy, you had better make a change and deal at headquarters.

**No better Mill Machinery is made in Canada or elsewhere than that supplied "DIRECT" from our Machine Shops.**

## Portable and Stationary Engines and Boilers

CIRCULAR SAW MILL PLANTS
GANG AND BAND SAW MILLS
SHINGLE MILLS, LATH MILLS
EDGERS,
PLANERS and
BUTTERS




Modern Patterns in Every Line.

Tools, Belting and Supplies.

We are equipped to build any special machine you may require.

IF YOU HAVE PLANT TO EXCHANGE GET OUR ESTIMATES

# CARRIER, LAINE & CO.,

LEVIS, QUE.

USE THE FAMOUS PINK LUMBERING TOOLS

Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks

Cant Hook Handles, Peavy Handles } By Car Load or Dozen

Pike Poles, Skidding Tongs, Boom Chains

Lowest Prices ◎ THOMAS PINK ◎ PEMBROKE, ONT.

# THE CANADA LUMBERMAN

WOOD-WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XX. NUMBER 3. | TORONTO, CANADA, MARCH, 1899 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.



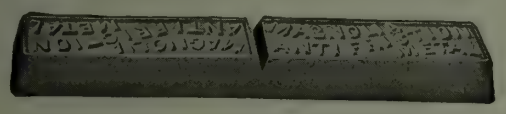
## MAGNOLIA METAL

In Use by All the Leading Governments

BEST ANTI-FRICTION METAL FOR ALL MACHINERY BEARINGS.

### BEWARE OF IMITATIONS

Genuine Magnolia Metal is made up in bars, of which this is a fac-simile :



...e Name and Trade Mark appear on each box and bar, and besides this the words "Manufactured in U.S.," and "Patented June 3, 1890," are stamped on the under side of each bar.

**MAGNOLIA METAL CO.**

...wners and Sole Manufacturers 266 and 267 West Street, NEW YORK

General Agents for Canada, MESSRS. CAVERHILL, LEARMONT & CO., MONTREAL.

...icago Office, Traders' Building. London Office, No. 49 Queen Victoria Street, London, E. C.

FOR SALE BY ALL DEALERS

## Ottawa Saw Works Co.

Middle Street - OTTAWA, ONT.

"SANDVIK" SWEDISH STEEL.

We Manufacture

HIGHEST GRADE BAND SAWS

MADE FROM

Triple Refined Swedish Steel

.... IMPORTED DIRECT. ....

WE HAVE THE SOLE RIGHT FOR THE

Dominion of Canada

CORRESPONDENCE SOLICITED.

OIL TEMPERED

## MOORE STEAM PUMP

For Stationary, Traction and Marine Boilers.

High and Low or Special Duty.

Send for Illustrated Catalogue.

DARLING BROTHERS

Reliance Works - MONTREAL

...ad Office and Works: Queen and Ottawa Streets, MONTREAL.

Frank Darling, Agent, Nelson, B. C.

Use the..... **BEST** and Strongest.

## CAMEL BRAND BELTING

Is Twice the Strength of Oak-Tanned Leather, Stretches Less under Double the Strain, **MOST** Economical and not being affected by Dampness, Heat or Steam, it is More

**DURABLE**

W. A. FLEMING & CO. - Montreal

## SPECIAL LINES FOR MARCH, 1899.

Hand Knit Mitts, 3½ lbs.; Hand Knit Sox, ribbed, 4 and 5 lbs., 20 doz.; Hand Knit everlasting Shirts and Drawers, 50 doz. each, 23 ozs., $10.50 doz.; 25 doz. Mackinaw Sweaters (knit collars and cuffs) Navy and Fancies; Mackinaw Pants and Coats; Klondike Duck Pants and Coats (kersey lined) half the price of leather and more durable and as warm, being water and wind proof; also our complete assortment of Blankets, Moccasins Underwear, Top Shirts, and general Dry and Fancy Goods (Wholesale only).

**JAMES W. WOODS,**

Manufacturer

Lumbermen's Supplies (Wholesale) - Ottawa, Ont.

REPRESENTING

Hodgson, Sumner & Co., Alaska Feather & Down Co., Montreal; Josiah Fowler's Celebrated Axes, St. John, N.B.

Buy from Us and Save Middlemen's Profits, and thus make up for unfavorable tariff regulations . . . .

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING AND LACE LEATHER

Danville, Que.

## RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.

JOHN J. GARTSHORE,
49 Front St. West, Toronto.

MANUFACTURERS OF

# HIGH GRADE CIRCULAR AND LONG SAWS

Sole Makers of

## The "Burns" Patent Handle

Patented June 26th, 1893.

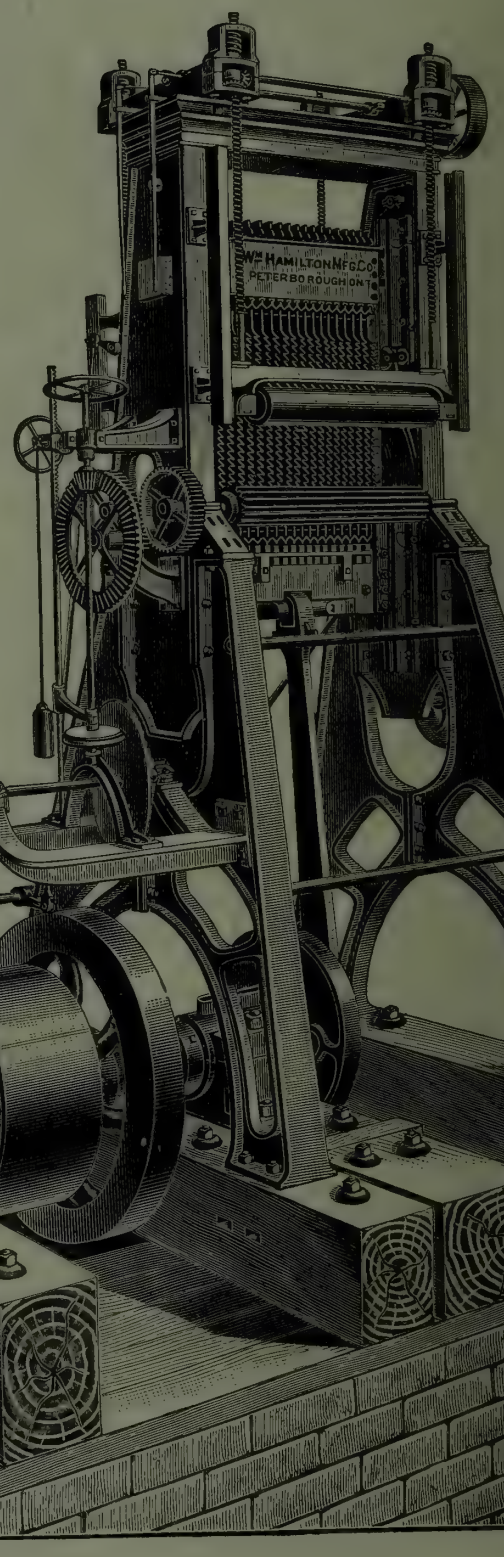
**POSITIVELY THE STRONGEST AND MOST EASILY ADJUSTED HANDLE MADE**

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a Complete Line of

HIGH GRADE SAW-MILL MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

We are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Limited

**Branch Office: VANCOUVER, B.C.**

**PETERBOROUGH, ONT.**

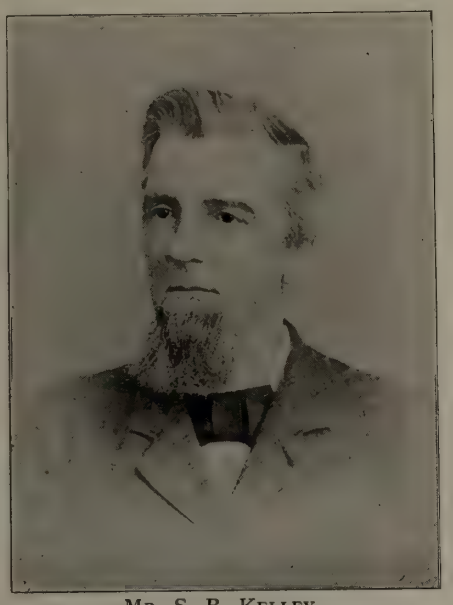
# THE CANADA LUMBERMAN

VOLUME XX. NUMBER 3. | TORONTO, CANADA, MARCH, 1899 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

## AN ENTERPRISING LUMBERING FIRM.

IN the fall of 1878 the firm of Kelley Bros. commenced lumbering operations in the province of Nova Scotia, establishing themselves at River Hebert. The partners in the concern are Messrs. S. B. Kelley and C. L. Kelley, originally of Calais, Maine, the former being the resident manager, while the senior member, Mr. C. L. Kelley, still resides in Calais.

During the twenty years of their operations at River Hebert, the firm have encountered two serious losses. In the spring of 1881 a huge freshet carried away two driving dams, one hundred and fifty thousand feet of deals, one and one-half million feet of logs, and the saw mill, which had just been equipped with steam power, at a cost of $3,000. These were carried out into the Bay of Fundy, and became a total loss. This left the firm in a bad condition, there being on the stream one jam of logs of one million feet, and no way to get them out or manufacture them. The following summer Messrs. Kelley Bros. erected another mill, which they operated until August of 1892, when it was entirely destroyed by fire. In this instance, however, their season's logs had been manufactured into lumber. Not easily discouraged, the firm decided to again rebuild, and the result is the mill shown in the accompanying illustration. This mill is 70 x 90 feet, covered with sheet iron, and contains gang, gang edger, and lath machine. It is operated by two engines, 14 x 20 feet, fed by two tubular boilers. The annual output of lumber is about three million feet, the bulk of which is disposed of in the British market, being handled by St. John shippers. Boards, scantling, and lath are manufactured for the United States market. The timber in the woods is felled by a cross-cut saw, the firm claiming that a large saving is effected thereby. A portrait of the manager of the business, Mr. S. B. Kelley, is presented herewith.



MR. S. B. KELLEY.

### THE LUMBER SLUICE.

Persons manufacturing lumber at River Hebert have been somewhat handicapped in getting their lumber from the mills to the shipping point. Scows carrying thirty thousand feet were formerly used, but these did not prove entirely satisfactory. In the summer of 1897 the firm of Kelley Bros., in conjunction with Pugsley Bros., concluded to build a sluice from their mills to the loading ground, a distance of five miles. The sluice at the mill is built at an elevation of thirty feet from high water, which gives a fall of one and one-quarter inches to the hundred feet, which is sufficient to float the lumber. When the construction of the sluice was decided upon, a competent engineer was engaged to lay out the route, so as to have a true grade from beginning to end.

Properly speaking, there are two sluices, the width over all being thirty inches, with a board in the centre, the object being to keep the lumber of each firm separate, and also to utilize the full capacity of the water. The bottom is made of two inch spruce plank, planed on one side, and jointed and chamfered, so that as soon as the water was let in, the dirt and sawdust filled into the chamfer, making it perfectly tight. The sides are of pine boards, ten inches wide, and with a base board five inches wide, are nailed to the plant and the joint strengthened with a short piece of board on the outside, making all tight. There is a piece of 2 x 4, of the proper length, nailed across the bottom at every joint.

SAW MILL OF KELLEY BROS., AT RIVER HEBERT, N. S.

The bents are 3 x 6 with cap, all spiked solid. The sluice merely lays on the caps and is not spiked thereto. The water is fed to the sluice from a pond made by damming the brook, and in case of severe drought the water is elevated by a pump. The lumber is raised from mill to sluice by an endless chain, and is then fastened together with short chains and stout nails to prevent jamming in going around short curves where the sluice had to be made wider. The sluice has a capacity of carrying from one hundred to one hundred and twenty-five thousand feet of deals per day; it cost $1,000 per mile, and consumed 450,000 feet of lumber in its construction. This system of conveying lumber has given perfect satisfaction, and is regarded as an inexpensive method.

## TREES WHICH DRAW LIGHTNING.

ALEX. McADIE has asked the Weather Bureau to investigate the question why some kinds of trees are more frequently struck by lightning than others. Apart from the importance of this subject from other points of view, it demands attention primarily as a matter of saving human life. As Mr. McAdie shows, many people, particularly farmers and those who work in the fields exposed to thunder storms, will work until the storm is almost upon them and then run to the nearest tree for shelter.

If the tree is an oak, and the charged thunder-clouds are moving toward it with high electrical potential, the person or persons under the tree are in the line of strain and all unconsciously are contributing to the establishment of a path for the lightning discharge through themselves. On the other hand, if the tree selected for shelter happens to be a beech tree, there is some reason to believe that it will afford safety as well as protection, though the reason why is not at present made clear. It is known that the oak is relatively the most frequently and the beech the least frequently struck.

Based on the somewhat loose figures on the subject heretofore available, it is estimated in the matter of relative attraction of lightning, if the beech is represented by 1, the pine tree stands at 15; trees, collectively, rank about 40, and oaks 54. The trees struck are not necessarily the highest or most prominent. Oak trees have been struck twice in the same place on successive days. Trees have been struck before rain and split, and some have been struck during rain and only scorched.

It is suggested that the division of forestry and the division of vegetable pathology shall combine with the Weather Bureau in an exhaustive investigation of this subject, and those familiar with the forests in their respective neighborhoods will tender their experience as to the relative frequency of lightning strokes on different kinds of trees.—St. Louis Globe-Democrat.

## THE CANADIAN TIMBER SUPPLY AND THE BRITISH DEMAND.

ALTHOUGH for many years Canadian timber products have been exported to Great Britain quite extensively, it is acknowledged that much ignorance yet prevails in the mother country regarding the timber resources of Canada and her ability to supply wood goods in competition with other countries. One reason, and perhaps the chief one, why Canada is not better known in foreign countries, is that a considerable portion of her exports, particularly of lumber, have passed through United States houses, and our neighbors to the south have taken every precaution to conceal the identity of the goods.

Recently, Great Britain has shown a growing disposition to trade with her colonies in preference to other countries, and as a result enquiries are frequently made regarding Canadian timber products. This sentiment has been favorably received by Canadian lumbermen, who, wearied of the tariff changes and other interruptions incident to trading with the United States, are looking to other countries for a market for their output.

The CANADA LUMBERMAN has earnestly endeavored in the past to promote trade in timber products between this country and Great Britain, the largest consumer of wood goods in the world. Henceforth it is the intention to give still greater attention to the British market, by distributing copies of the journal to the timber importers and wood consumers in that country. In addition to our regular mailing list, five hundred copies of this issue will be sent into the British market, and will pass into the hands of persons directly interested in the importation of Canadian timber. Some of these may have but a meagre knowledge of the timber resources and manufacturing facilities of this country, and may be interested in the following brief particulars :

The bulk of the forests of North America are to be found in Canada, her timber area being estimated at 130 million acres. At one time the United States had vast forest areas, but these have become well nigh exhausted excepting in the Southern States, where there is to be found a considerable quantity of what is known as southern or pitch pine. Of late the United States government has adopted the policy of establishing forest reserves, but this precaution was not taken early enough, and in a few years that country will be dependent upon Canada for her timber supply.

It is estimated that the annual production of lumber in Canada is about two and one-half billion feet. Of this quantity, perhaps upwards of one billion feet is white pine and one-half billion spruce, the balance being made up of other woods, such as basswood, ash, maple, birch, elm, oak, beech, cedar, hemlock, Douglas fir, etc. To show the geographical position of these woods, we will commence with the most easterly province of Nova Scotia. Spruce is the chief timber there, although a considerable quantity of hardwood lumber is manufactured also. The total area of good timber lands is given as 2,600,000 acres, and there are a large number of saw mills, many of which manufacture for the British trade. Owing to the number of open ports, shipping can be carried on the year round from almost all parts of the province.

New Brunswick is also a spruce-producing province, and on a more extensive scale than Nova Scotia. In addition to spruce, there exists an abundance of cedar, birch, maple, beech, and hemlock, with some ash and poplar. Spruce and birch comprise the chief export to Great Britain, but more attention is being paid to the hardwoods, and a greater quantity will likely be manufactured in the future. There is probably over 10,000,000 acres of timber lands in the province, much of which is covered with the finest of spruce. There are numerous rivers and streams to facilitate the getting of logs to the mills, and also providing excellent sites for saw mills, pulp mills and wood-working factories.

Quebec must also be classed as a spruce province, with very little hardwood timber. The spruce found in the province, however, is of excellent quality, and practically inexhaustible, there being large tracts in the north yet untouched. White pine is also native to Quebec, being contiguous to the Ottawa river. The saw mills are equipped with modern machinery, and have an average capacity of 50,000 feet per day.

In the province of Ontario are found the white pine forests of the Dominion. Of a total area of timber lands of about 120,000 square miles, about 23,000 square miles are under lease by lumbermen. The Ottawa valley is the seat of the pine trade, there being manufactured there annually on an average 650,000,000 superficial feet. Extensive pine limits also exist in the Georgian Bay district, in the western part of the province, from which section the Michigan lumbermen have of late years derived their log supply. Red, or Norway pine, is also manufactured in Ontario. This lumber has, within the past two years, met with favor in the British market, and the quantity available has been unequal to the demand. From being almost a drug upon the market, it has become a readily marketable product, and no doubt a greater quantity will be manufactured in the future by the Canadian lumbermen, who realize the vast extent of the requirements of British consumers. Ontario is famous not only on account of its pine forests, but also because of large tracts of hardwood timber, including oak, ash, elm, maple, birch, basswood, beech and hickory. Some of these woods are already known in the British market, but it is only during late years that Canadian hardwoods have been exported to any extent. What has been done, however, is looked upon as but the beginning of the development of the hardwood industry. Lumbermen who have heretofore given no attention to the hardwood timber on their limits, confining their operations exclusively to pine, are becoming convinced of the wisdom of cutting the hardwoods also. With the expansion of the demand they hope to profit by this policy, while it is also desirable from a forestry standpoint to remove the hardwood trees in order that a regrowth of pine may be assured.

Nowhere in the world are more extensive or better equipped saw mills to be found than in Ontario. The machinery is modern, well designed, and in charge of skilled workmen, and the lumber manufactured is of the best quality.

The province of British Columbia has vast timber limits. Of an area of 382,000 square miles, it is estimated that 285,000 miles are timber lands. The Douglas fir is the chief commercial timber, it being found in great quantities and of exceedingly large dimensions. It has wonderful strength and elasticity, and is particularly adapted for ship-building purposes. Other woods of the province are red and yellow cedar, spruce, white pine, maple, and alder, and a number of others of minor importance.

To the lumber trade of Canada the present may be called a transition period. While in earlier years only lumber in rough form could be marketed in Great Britain, conditions have changed, and there is now a steady and increasing demand for the more finished product, such as doors, sashes, chair stock, box shooks, and many lines of wood-working material. To meet this demand some extensive factories have been established in Canada, and many saw mill owners are, at the present time, establishing wood-working plants with a view to exporting the output to the British and other foreign markets. The importer who prefers to trade with Canada will find it possible to obtain goods equal in quality to those produced in the United States, Norway, Sweden, Germany, or any other country. Inadequate shipping facilities have, in the past, operated against Canadian timber exporters, but this obstacle is being gradually overcome by the establishment of new steamship services.

Closely allied to the lumbering industry is the manufacture of pulp, in which Canada bids fair to become famous throughout the world. Possessing an almost inexhaustible supply of spruce, the best raw material yet discovered for making pulp, and with almost illimitable water powers, this country is certain to witness, in the near future, a wonderful expansion of the pulp industry. The large mills that have been established have successfully encountered competition, which fact has given an impetus to other projects of a like nature. Arrangements are about completed for the erection of several new mills in Quebec, New Brunswick and Nova Scotia, and ere long a much greater quantity of Canadian pulp will be purchased by British paper-makers.

## TRADE NOTES.

The Robb Engineering Company, of Amherst, N. S., have furnished a 100 h.p. engine and boiler and other machinery for a new saw mill being built at Springhill, N.B., by John Campbell, jr.

Mr. D. K. McLaren, of Montreal, anonnces that he has lately introduced an excellent method of stretching the leather used in the manufacture of his English oak-tanned leather belting, and is prepared to guarantee entire satisfaction to users. Mr. J. T. Craig, 69 Bay street, is in charge of the Toronto agency.

We learn that the protracted law cases which have been pursued in England by the Magnolia Anti-Friction Metal Company, Limited—the London branch of the Magnolia Metal Company, of New York—in defense of their rights to their celebrated brand, and their business, have been decided in their favor against John Sugden, W. E. Watson, A. B. Brown, the Atlas Bronze Company, Limited, the Atlas Metal Company, Limited, and others, who were enjoined respecting patents, trade-marks, and from engaging in any anti-friction metal business, with costs and damages. The text of the decision, as appears in the English papers at hand, is very severe and sweeping. We congratulate the Magnolia Metal Company at this result. The cases have been prosecuted with great vigor, and no doubt large expense, but it is of value to Americans registering under and appealing to English laws to know that they do and will protect them when properly appealed to.

The McDougall Lumber Company, of which J. M. Gill, of Orillia, is a member, will build a saw mill and sash and door factory on the old Beatty site at Parry Sound, Ont.

## THE LATE WILLIAM BEATTY.

WE publish herewith a portrait of the late William Beatty, of Parry Sound, Ont., to whose death reference was made in our January issue, and are pleased to give some additional particulars bearing upon his connection with the lumber business. In the year 1863, James and William Beatty, of Thorold, purchased from J. & W. Gibson, of Willowdale, their saw mill and timber limits, and immediately commenced active operations. In 1872 they sold their limits and mill to H. B. Rathbun & Son, who in turn disposed of them to A. G. P. Dodge & Co., who organized the Parry Sound Lumber Company. At this time James Beatty withdrew from the firm, and William Beatty continued as the sole partner. In 1877 he erected the Seguin mill, having a capacity of about six million feet per season. This mill was subsequently sold to J. C. Miller, and in late years Mr. Beatty manufactured but a small quantity of lumber. At the time of his death he owned about 17,000 acres of timber lands in the immediate vicinity of the town of Parry Sound. We are advised by Mr. J. Farrer that his business as lumberman and general merchant at that place is being continued under the old name.

## THE NEW STEAMSHIP SERVICE.

THE establishment of the new Canadian steamship line from Pasbebiac, Que., to Milford Haven, England, is likely to be of much benefit to the lumbermen of Quebec as a means of shipping their lumber in the winter season. The Gaspesia, from Paspebiac, which sailed on her second voyage on the 4th of February, carried a trial shipment of about 45 car loads of spruce deals, shipped by Messrs. Price Bros. Despite the lack of wharf accommodation, the lumber was handled quickly, almost as well as it could be in summer with the same facilities. Besides the Price Bros.' shipment, the Rathbun Company, of Deseronto, shipped two car loads of doors, and J. & P. Nadeau, of Grand Cascapedia, Que., a quantity of kiln-dried birch flooring.

The Gaspesia also loaded a large amount of other freight, and although the weather from the time of her entry into the bay till her departure was very severe, little difficulty was experienced in loading. Some floating ice was in the bay, but it was not sufficient to make the vessel slacken speed. Upon her return voyage she was less fortunate, becoming ice-bound, but coming out uninjured.

With proper wharf accommodation at Paspebiac, which the company will build at once, means will be afforded of shipping lumber in small or large lots the year round. We understand that the freight rates are very reasonable.

The opening up of this new line will develop the hardwood and pulp business on the Baie de Chaleurs and in the counties of Bonaventure to a great extent. By it another link is added to our steadily increasing trade with Great Britain, and the more of these the better. The lumber interests cannot look too favorably on the development and success of this new line.

Charles Hannan, of Essex, Ont., is looking for a site for a factory to manufacture butter dishes, using hard maple and black birch as raw material.

# CORRESPONDENCE

Letters are invited from our readers on matters of practical and timely interest to the lumber trades. To secure insertion all communications must be accompanied with name and address of writer, not necessarily for publication. The publisher will not hold himself responsible for opinion of correspondents.

## THE BRITISH COLUMBIA TIMBER REGULATIONS.

The statement having been published that the government contemplated making some changes in the method of disposing of timber in British Columbia, enquiries were made by the CANADA LUMBERMAN from a few of the lumbermen. The answers received are as follows :

NANAIMO, B. C., Jan. 18th, 1899.

DEAR SIR,—In reply to your card of the 5th inst., re proposed changes in the B. C. timber regulations, I believe there are no immediate changes contemplated by the Government. I do not know of any changes that could be made that would be more advantageous to the province than the existing regulations. The land is leased to the mill owner at an annual rental of ten cents per acre on a term of from ten to twenty years, and the mill owner pays a royalty of fifty cents per thousand feet on each thousand cut for ocal consumption, and twenty-five cents per thousand feet on all lumber exported to foreign markets. This royalty is paid as the lumber is cut on the claim. The amount of timber land is limited to four hundred acres for each thousand feet of lumber a mill can cut in twelve hours. The object is to prevent large companies from locking up large bodies of timber land at one time.

Faithfully yours,
A. HASLAM.

THE LATE WILLIAM BEATTY.

KASLO, B. C., Jan. 20th, 1899.

GENTLEMEN,—I am unable to give you the information re timber regulations, as I am not aware that anything has yet been published as to the nature of the changes proposed. The government for the last three months has refused to entertain any applications for timber rights. From this fact we infer that some regulations less advantageous to lumbermen than the present ones are contemplated.

We now pay a royalty of 50 cents per 1,000 feet upon all logs cut upon any land held by the government or granted subsequent to 1887. We pay also 10 cents per acre per annum upon timber land held under lease, besides cost of survey, and such areas are only to be obtained now by tender of a cash bonus in a public competition. Licenses may also be obtained by loggers for areas not exceeding 1,000 acres for the sum of $50, good for one year.

A great deal of the timber lands in the interior is now held by railway companies, to whom it has been granted by way of subsidy. Destructive fires follow the trail of the prospector everywhere in the mountain regions, and the railways will therefore be compelled to market their stumpage with all practicable speed. In the face of their competition, it is difficult to see how the government can increase appreciably the levies they are now exacting.

On Kootenay Lake, we fortunately have two strings to our bow, as the Kootenay river comes to us through Idaho and Montana, and there is a considerable amount of timber tributary to it.

Yours faithfully,
G. O. BUCHANAN.

## FROM AN EASTERN MANUFACTURER.

Editor CANADA LUMBERMAN :

DEAR SIR,—We are in receipt of your paper for the last three months, and are pleased to note the progress you are making.

Markets seem to have improved all round this winter, and we have had inquiries for much more than we could supply, but have only contracted for a small portion of next year's product, and that has yielded us ten per cent. more than last season. While prices seem tending upward, we are in no hurry to take the risk of advanced vessel freights and extra cost of winter work from lack of snow in our forests.

In your last we again meet J. B. Snowball's report of the Nova Scotia export of lumber, with its usual omissions. While the south shore of Nova Scotia sent their stocks to other markets, his report of the Atlantic deal trade was not very far astray, but the export of 1897 and 1898 from St. Margaret's Bay around to Annapolis has always been a respectable proportion of the Nova Scotia export, and has never been reported in his list. Gold River, Lahave, Port Medway, Liverpool, Jordan, Tusket, Yarmouth, Digby and Annapolis, we think, sent deals to England—or rather Great Britain and the continent—in 1897 and 1898 ; and anyone PRETENDING to report the WHOLE province should have secured returns from the Customs before falsely sending a part and calling it the full export. Such a large omission only excites suspicion as to the value of the rest of the figures.

This section of the country sympathizes with your version of the lumber tariff question, and unless we get some substantial advantage, we can allow the United States to keep up their protection wall as high as they like. As we met Maine products in England and Scotland last season, it proves their home market is not very profitable to us ; and, like other American products, that prices are regulated across the Atlantic. Since we buy two dollars from them for every one dollar they take from us, we prove ourselves the best customers they have, but if this trading is not worth encouraging we can go elsewhere with our products, and perhaps exchange them to quite as good profit to ourselves.

Yours truly,
"MARITIME MANUFACTURER."

William A. Kribs, M.P.P., will probably build a box and wood-working factory at Hespeler, Ont.

The lumber firm of Kernohan, Webster & Ferguson, London, Ont., has been succeeded by Kernohan & Ferguson.

The Columbia Lumber Co., of Golden, B. C., have erected a new saw mill about two miles east of Notch Hill.

Kerr & Harcourt, spool and bobbin manufacturers, of Parry Sound, Ont., have built another dry kiln, to enable them to keep up with the increasing orders.

John Carew, of Lindsay, Ont., has purchased a new engine for his mill. It is his intention to rearrange the machinery in the mill, and to add several labor-saving devices. Mr. Carew has made arrangements for a much larger quantity of logs than was taken out last year, and will also cut between 40,000 and 50,000 ties for McCormick & McLeod, of Bracebridge.

# THE LUMBERMEN'S ASSOCIATION OF ONTARIO.

ANNUAL MEETING IN TORONTO.—RESOLUTION PASSED IN FAVOR OF AN IMPORT DUTY ON UNITED STATES LUMBER.—OFFICERS ELECTED.

THE annual meeting of the Lumbermen's Association of Ontario took place in the Board of Trade building, Toronto, on Friday, February 17th. Among the members present were the following :

John Bertram, Collins Inlet Lumber Company, president of the association ; James Scott, Georgian Bay Lumber Company, vice-president ; W. B. Tindall, secretary ; John Waldie, Victoria Harbor Lumber Company, Toronto ; J. T. Conlon, Thorold ; J. B. Miller, Parry Sound Lumber Company, Toronto ; D. C. Cameron, Rat Portage Lumber Company ; C. Beck, Penetanguishene ; Robert Watt, Wiarton ; R. Laidlaw, Toronto ; R. A. Mathers, Rat Portage ; A. H. Campbell, jr., Muskoka Mill & Lumber Company, Toronto; George Chew, Midland; J. E. Murphy, Hepworth Station; C. A. McCool, Geneva Lake; W. Cargill, Cargill ; J. P. Newman, Wiarton ; William Laking, Hamilton ; George Thompson, Goderich Lumber Company, Goderich ; and F. Potter, of Saginaw, representing Michigan interests.

The chair was occupied by the president, Mr. Bertram, who, after the financial report and the minutes of the previous meetings had been confirmed, delivered the following address, reviewing the work done by the association during the past year :

PRESIDENT'S ADDRESS.

The year 1898 was a very eventful one in many ways to those engaged in the lumber business. It was the first year that there was a real change for the better since the depression commenced in 1893, and I congratulate the members upon the improved prospects. The beginning of 1898 marked a change in the policy of the Ontario Government with regard to the cutting of pine on Crown lands, enacting what has been called the manufacturing condition, and now all pine cut on Crown lands must be sawn or otherwise manufactured in Canada. This did did not take effect as to logs cut under existing licenses, and before another season's work could commence in the bush.

The Joint High Commissioners met at Quebec for the purpose of trying to adjust all disputes and differences of opinion existing between this country and the United States. The lumber and log question was bound to form a very prominent feature in this discussion, and as was fitting, the association met and formulated their opinions and views, which were duly forwarded to Lord Herschell and each of the Canadian Commissioners. No member of the association appeared personally before the commission, no lobby was formed, nor any attempt made to influence the commissioners on personal grounds. In view of the near closing of the conference at Washington, it is a question for the meeting to deal with whether any further action shall be taken to reaffirm their opinions, which I am safe in saying have only been strengthened by time. Last spring a deputation waited on the Premier at Ottawa with the request that a duty of $2 per 1,000 feet be placed on lumber, 30 cents on shingles and 25 cents on lath. The views of the association have so far been accepted by the Government, and it is for the meeting to say whether any further action should be taken.

The Reciprocity Committee of the association met a delegate from the Merchants Association of New York, who expected to find a very strong feeling for reciprocity in this country, and desired the help of the association in educating the people of the United States to a more reasonable attitude on reciprocal relations. It was pointed out to him that it was really their own business, and that the association did not feel justified in interfering one way or the other. It was further pointed out that the feeling for reciprocity in Canada was weakening even among the lumbermen.

The Committee of Management also conferred with the officials of the Grand Trunk and Canadian Pacific Railways, pointing out the desirability and necessity of having local rates of freight on pine and hardwood. The main difference in rates is on hardwood to Montreal, which are 2½ cents per 100 pounds higher than pine. The export of lumber by way of Montreal is an increasing trade, and exporters in Montreal are exceedingly anxious to obtain as much lumber as possible to load with their grain vessels. The transportation question will be greatly changed when the deepening of the St. Lawrence canals is finished, and the Georgian Bay mills will then be in a position to ship cheaply by water to either Montreal or Quebec.

The president also stated that the Committee of Management had taken up with the Customs authorities at Ottawa the question of the injustice done to Canadian lumbermen by permitting British and American tugs towing logs from Canada to American mills to bring in large loads of coal in bond and dump it on the Canadian shore, and then come back and get this coal again, no duty being charged, whereas the Canadian tugs, towing to Canadian mills, had to pay a duty of 60 cents a ton on coal brought in from the United States. A reply had been received, he said, from the Department stating that no change in the law could be made. The matter had been fully considered some time ago, and new regulations were issued, which were as follows :

To Collector of Customs,

Port of.....

SPECIAL FRONTIER PORT REGULATIONS FOR DELIVERY OF COAL AS SHIPS' STORES ON INLAND WATERS.

.....

Under the provisions of Section 105 of the Customs Act (as amended) coal sufficient for fifteen days' use (or less) on board steamers of 50 tons and upwards, bound for a foreign port or not, may be delivered ex-warehouse, free of duty, at one time, at the port above mentioned, if the steamer be engaged in trade on inland waters along the international boundry between the United States and Canada, and if traversing foreign waters during part of the proposed voyage on which the coal shall be used.

Provided, that the master or owner of the steamer, or his agent, first makes affidavit to the satisfaction of the Customs officer that the coal is necessary and intended for the purpose aforesaid :

And provided further, that this privilege shall be limited to coal for delivery at such ports on inland waters along the international boundary above Montreal as shall be designated by the Minister of Customs ; and if coal thus delivered as ship's stores is re-landed, sold or disposed of in Canada, the coal and the vessels for and from which it is delivered shall be subject to seizure and forfeiture under the Customs laws, and further delivery of coal as ship's stores to the steamer, so offending may be withheld.

Upon motion of Mr. Scott, seconded by Mr. Conlin, the address of the president and the accompanying documents were received and adopted.

THE EXPORT LUMBER TRADE FROM MONTREAL.

The president read an article from the Montreal Herald bearing upon the relation of the lumber business to the shipping trade of Montreal, from which the following is extracted :

"Upon the increase of lumber shipments, probably more than upon any other factor in the situation, has depended and will depend the increase of shipping at Montreal, and therefore the increase of grain shipments through this port. The noteworthy increase in tonnage, and, what is of even more importance, the calling of the latest class of freight ships to Montreal in the last three or four years, has been made possible principally by the great increase in the export of lumber to Europe, principally to Great Britain. Shipments of lumber in 1895 were 175,372,976 feet. In 1898 they had nearly doubled, increasing to 335,429,290 feet. In the same time the tonnage at Montreal increased from 1,069,386 to 1,584,072, an increase in three years greater than had taken place in the preceeding fifteen years. This increase in the lumber shipments goes far to explain the great corresponding increase in grain shipments from the port, an increase which was indeed even more extraordinary, the total of 15,771,364 bushels in 1895 being trebled in 1898, when the total was 46,135,205 bushels.

"The explanation of this apparent interdependence is simple enough. Every ship must have both "heavy" and "light" cargoes. No ship, or practically none of the modern Atlantic freighters, will take a cargo of grain or "heavy" freight only. Nor will any ship willingly take a full load of lumber or other "light" freight. A ton of grain occupies about forty cubic feet, and the grain cargo stiffens the sides of the ship below water, and helps materially to sink the ship to the safe water line. A ton of lumber occupies about eighty cubic feet of a vessel's space. The inter-relation of the the two classes of cargo will perhaps be adequately indicated by the details of the cargoes of four ships of a leading Montreal line in the month of August, 1898, which shows that in a total of 22,434 tons of freight carried, there were included 7,210 tons of grain, 8,219 tons of lumber, and 617 tons of cheese. The grain at $2.40 a ton would yield the ship-owners $17,304. The lumber at $3.84 a ton would yield $31,561, and the cheese at $4.80 a ton would yield $2,961. The importance of the lumber cargo is at once evident. On the last two boats of the season, when the freight on grain had risen five shillings a ton, the freight on lumber had risen on an average only one shilling a ton. In a total of 9,926 tons for the two ships there were 4,650 tons of grain, worth to the ship-owners $16,740, and 2,569 tons of lumber, worth to the ship-owners $10,482. There were also 351 tons of cheese, worth to the ship-owners $2,106.

"Apparently the ability of our expensive system of canals to do enough business to repay the country for its vast outlay is to be greatly influenced for some time to come by the ability of Canadian lumbermen to increase the output ot their products through Montreal to Europe. Will the Parry Sound Railway and the Grand Trunk from Midland be able to add the Georgian Bay lumber district to the Ottawa district in the development of this business?"

LETTER FROM MR. WALDIE.

In respect to the above article, Mr. Waldie sent the following letter to the Montreal Herald:

SIR,—I was well pleased indeed at reading an article in your issue of the 4th instant on the bearing of the lumber trade on the harbour situation at Montreal. You are right in saying that lumber must form a portion of the exports of Montreal if the business of the port is to be conducted on a profitable basis.

I am not certain that the deepening of the St. Lawrence canals will materially assist in increasing the quantity of lumber going from Western Ontario to Montreal, but it will increase your receipts of all kinds of grain. Lumber being such a bulky article, and covering so much space, it cannot, when moved in vessel loads, be yarded in Montreal so as to be available for steamers as they require it for mixed cargoes, without heavy terminal expense.

The transportation of lumber from western districts must continue to be largely by rail, while from the Ottawa district it will continue to go in canal boats which carry cheap, and can remain in port, if need be, without any very great expense, to suit the convenience of the steamer.

Taking the whole cut of sawn lumber for the year 1898, the output of the mills of Ottawa and Western Ontario will aggregate 1,000,000,000 feet b.m. Of this six-tenths, or 600,000,000 feet, was the cut of the Ottawa mills, including Ottawa river. Of this quantity, one-half, say 300,000,000 feet, went to Montreal for export ; 100,000,000 feet would represent the local trade of the Montreal district, and possibly shipments for export elsewhere than Montreal ; 50,000,000 feet would be taken by the Ontario trade, including the consumption of Ottawa city, leaving ouly 150,000,000 feet for the American trade out of 600,000,000 feet, and consular returns show less.

This shows the lessened quantity that is finding its way to the American market, and is fully borne out by the

showing of the American consular reports from Ottawa district for the year ending December 31st, 1898 :

| | |
|---|---|
| Lath | $ 21,789 |
| Lumber | 1,379,725 |
| Logs | 75 |
| Match blocks | 32,947 |
| Pickets | 18,623 |
| Posts and poles | 1,057 |
| Pulp sulphite | 3,318 |
| Pulp wood | 5,500 |
| Railroad ties | 222 |
| Wood board | 1,701 |
| Timber | 4,772 |
| Shingles | 28,434 |
| Total | $1,508,981 |

Now, when we come to deal with the remaining 400,000,000 feet which is manufactured west of Ottawa city (including the mills at Rat Portage), we find that it is distributed in about the following proportions, viz.:—

The local Ontario trade taking fully one-half, 200,000,000 feet.

Manitoba trade, about 85,000,000 feet.

The American trade about 80,000,000 feet.

While Monnreal and eastern points would take the remaining 35,000,000 feet. Thus we distribute the whole product of the mills cutting one billion feet in the Ottawa river and west.

When you carefully examine these figures you can understand how the Western Ontario men are all indifferent to the American market, which takes little over 250,000,000 feet, and the quantity of American lumber thrown back into Manitoba and Ontario approximates nearly 50,000,000 feet, thus reducing the net consumption of Canadian lumber by the United States to about 200,000,000 feet, and this would be still further reduced if the quantities which go to Portland, Boston and New York for export were deducted.

What we require is cheaper rail transportation. Rail charges on lumber from Western Ontario to Montreal are quite too high, but the Ottawa Valley having the advantage of water transportation, secure a fixed rate of equal to $1 per thousand feet from the mill to the vessel's side, while the rail rate from the Georgian Bay to the vessel's side in Montreal is equivalent to $3 per thousand feet.

What is devoutly desired by every Canadian is that a larger portion than ever before of tbe wood product of Canada should find market in Europe and, as far as possible, be shipped through Montreal.

I am, dear sir,

Yours truly,

JOHN WALDIE.

P.S.—The quantity of logs towed from Georgian Bay to Michigan mills was as follows :

In 1897.....219,026,825 ft. B.M.
In 1898.....238,843,624 ft. B.M.

which is greater than the net shipment of lumber to the United States, as shown above.

Referring to the figures given, Mr. Waldie said that he was surprised to find that such a small quantity of lumber was marketed in the United States. He pointed out that while the American market was falling off, the British market was rapidly becoming of greater importance, and presented some calculations of the export of lumber to the United States from the consular district of Ottawa, as follows: In 1896, under free lumber, the value was $1,767,278, which, on a basis of $10.50 per thousand, represented 168⅓ million feet; in 1897, with free lumber for seven months and a $2 duty for five months, the value was $2,357,120, representing 224 6-10 million feet; in 1898, with a two dollar duty, the value was $1,379,120, representing 131 3-10 million feet.

Mr. Scott did not think the outlook was such as to cause the Canadian lumbermen any uneasiness. The English market was practically unlimited, and in late years had taken all classes of lumber and dimension stuff, while previously only deals could be marketed there. That market was also free from the annoyance of customs duties, and the exporter could trade on favorable terms. So far as he was concerned, he would be just as well pleased if the Commissioners at Washington were to return without accomplishing anything in respect to the lumber duties. He was in favor of placing an import duty on the United States lumber coming into Canada, as it was manifestly unfair that the United States should have free access to the Canadian market while Canada was debarred from theirs.

Mr. Beck agreed with the remarks of the previous speaker. The United States, he said, must have our white pine, and would pay the two dollar duty. The southern pine would, of course, regulate prices to some extent, but it was only adapted for certain purposes.

The president of the Rat Portage Lumber Company, Mr. D. C. Cameron, was next heard. He was much impressed, he said, by the figures submitted by Mr. Waldie in his letter, as he had been under the impression that we were sending lumber to the United States by hundreds of million feet. Manitoba was each year importing a greater quantity of lumber from Minnesota. In 1894 the importation was 4,000,000 feet; in 1895, 8,000,000 feet; in 1896, 12,000,000 feet; in 1897, 17,000,000 feet; and in 1898, 38,000,000 feet. In the years 1892 and 1893 there were manufactured about 60,000,000 feet west of Lake Superior for Manitoba and the Northwest. Last year, one of the best yet experienced, the quantity manufactured was under 50,000,000 feet, while nearly 40,000,000 feet were imported from the United States. He thought that the retail lumbermen in Manitoba would offer little opposition to a duty on United States lumber. Regarding the argument that the placing of a duty on American lumber might create a monopoly, he said that there was sufficient competition in the lumber business to prevent any body of men from getting fancy prices for their lumber.

Mr. Mathers, of Rat Portage, endorsed the remarks of Mr. Cameron.

As a representative of the hardwood industry, Mr. Newman took occasion to refer to the present discrimination in freight rates against hardwood lumber. Personally, he was not affected to the same extent as some others, as he could get his lumber into Detroit by boat on a $1.50 rate. Neither had he been affected by the lumber duty, as prices for hardwoods were higher to-day than when there was free lumber; but, to show the injustice of the present rate, he cited an instance when he sold a car of maple lumber at $4 per thousand feet at the mill. The buyer had to pay a higher rate on this than on a car load of pine valued at $25 per thousand.

Mr. Scott then moved, seconded by Mr. Newman, that the association reiterate its opinion, formerly expressed, that in the absence of reciprocity in lumber between the United States and this country, the government should impose an import duty on lumber corresponding to that of the United States, and thereby remove an injustice that exists to Canada and its lumbermen, and that the Committee of Management be instructed to press this view on the government at Ottawa in the event of the failure of the reciprocity negotiations at Washington. Carried.

### ELECTION OF OFFICERS.

The only change resulting from the election of officers was the substitution of the name of Mr. J. E. Murphy as second vice-president for that of Mr. W. C. Edwards, M.P. The officers for the year, therefore, are as follows: President, John Bertram, Toronto; 1st vice-president, James Scott, Toronto; 2nd vice-president, J. E. Murphy, Hepworth; secretary-treasurer, W. B. Tindall, Toronto. Board of Management (including Messrs. Bertram, Scott and Murphy): John Waldie, Toronto; N. Dyment, Barrie; W. A. Charlton, Lynedoch; T. Conlon, Thorold; J. B. Miller, Toronto; R. Cook, South River; C. Beck, Penetanguishene.

Upon the invitation of the president, Mr. Potter, representing Canadian-Michigan interests, gave his views regarding the lumber duties and the embargo on the exportation of pine logs. He did not think there was any justice in placing restrictions upon the timber after it had been purchased, and compared the action to that of selling a man a horse and requiring him to pasture it on the vendor's farm until it died, or to sell corn and insist on its being ground in the vendor's mill. There was one thing to be done, and that was for the Michigan lumbermen to quit the business. Touching upon the import duty on United States lumber, he thought it was well understood that the consumer paid the tax, and it was safe to say that the Manitoba consumer would pay $1.90 out of the $2 duty which it was proposed to put on.

Mr. Waldie replied to Mr. Potter. He said that Canadian lumbermen were in sympathy with Michigan lumbermen until Congress placed on the statute book the clause providing that in case any country should place an export duty on logs the amount of that duty should be added to the lumber duty. Several members entered into this discussion, each upholding the Ontario government in its present action.

Mr. Bertram spoke briefly on the forestry question. There was much timber other than pine that was practically unmarketable, and he looked forward to the time when we could cut spruce, poplar, balsam, etc., and eliminate them from the forest. We would then have a good growth of pine for generations to come. Pine seeds, he said, would carry two miles, and the only thing that kept them from growing was that the ground was already covered. His advice was that where you have a mixed growth, leave the young trees, and if you have to cut all, leave some trees to seed the land. He advocated the employment of fire rangers.

Mr. Cargill introduced himself by saying that he was a small lumbermen, cutting about 4,000,000 feet per year, and preferring to restrict his production and make a fair profit on what he manufactured. He sympathized with the Michigan lumbermen, but believed that if they left their timber standing on the Georgian Bay, they would be better off in twenty years than if they had manufactured it into lumber.

Mr. Scott, who visited France, Germany and Austria last year, volunteered some information regarding tree-planting by artificial means. In Austria a person cutting timber is obliged to plant as much as he cuts down. He saw thousands of acres re-forested with trees from six to eight inches high to full growth. They were planted in fields with great regularity. The authorities demanded that only one kind of timber be planted together. Persons wishing to cut timber had first to get permission from the government and had to cut the trees under government supervision. He did not think, however, that this system of forestry was practical in Canada.

Mr. Murphy spoke in the interest of the hardwood trade. He thought that in addition to better freight rates the lumbermen were also entitled to more liberal travelling rates. The best they could now obtain was 2½ cents per mile, and to get this it was necessary to become a member of the Commercial Travellers' Association.

Mr. Bertram replied that the Association did not intend to give up the fight, and that every effort would be made to secure from the railway companies some redress for the hardwood trade.

After tendering a vote of thanks to the officers for their services during the past year, the meeting adjourned.

CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS AND MILLERS' GAZETTE

MONTHLY AN WEEKLY EDITIONS

PUBLISHED BY

The C. H. Mortimer Publishing Company of Toronto, Limited

CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50

Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

## CANADIAN LUMBER AND THE UNITED STATES MARKET.

The Commissioners at Washington have parted without accomplishing anything in the nature of a treaty. They are to meet again, it is true, in August next, but little significance is attached to this. We are not certain that there is any cause for regret at this fruitless ending of the negotiations. While a treaty satisfactory to both countries, if such were possible, is to be desired, Canada is not prepared to give to the United States more than a fair equivalent for what she receives.

No branch of commerce was likely to be more affected by the conditions of a treaty than the lumber trade, and yet it is remarkable how unconcerned are the Canadian lumbermen at the outcome of the negotiations. The reason for this is the bright outlook for Canadian lumber. Not for many years have stocks been reduced to such a low basis, and the number of enquiries received gives promise of a prosperous season.

Reciprocity in timber products was the motto adopted by the lumbermen of Canada. To this they have firmly adhered, and in the absence of such an arrangement, have secured the prohibition of the export of saw-logs from Ontario. Now the Michigan lumbermen have become indignant that no treaty was consummated by means of which they might secure timber for their saw mills. Mills, box factories, sash and door and other wood-working factories in Michigan will be compelled to close down for lack of raw material. While the United States is thus affected, Canada is comparatively indifferent.

Mr. John Waldie has compiled some interesting figures showing the exports of lumber from Ontario to the United States. Last year the total export was only about 250,000,000 feet, while over 50,000,000 feet were imported into Canada from the United States. The quantity of logs rafted from the Georgian Bay to Michigan mills in 1898 was 238,000,000 feet, about equal to the lumber exported. It will thus be seen that the United States market is of less importance to the Canadian manufacturer of lumber than is generally supposed.

In the absence of reciprocity, the Ontario Lumbermen's Association has reiterated its views in favor of an import duty on United States lumber. The Dominion Government will again be strongly memorialized to impose the duty. That the request will be granted is reasonably certain; but in the meantime lumbermen in all parts of the Dominion should give every assistance to the movement. As the home market extends, more lumber is being imported from the United States each year, to the displacement of the Canadian product. Take the statistics of Manitoba. In 1894 only 4,000,000 feet were imported, while last year the quantity is given as 38,000,000 feet. In addition, large quantities of Puget Sound shingles are imported into Manitoba and the Northwest, particularly at points reached only by the Northern Pacific Railroad. United States lumbermen thus have two markets, while the Canadians are compelled to divide their home market with their neighbors to the south. Surely no government will allow this anomalous condition to continue.

The Dominion Parliament will convene on March 15th, and one of the first questions to receive attention should be the enactment of a law placing an import duty on United States lumber. In view of the experience of the past six months, such a measure would doubtless be heartily supported by a majority of the members of both political parties.

## THE VALUE OF ASSOCIATED EFFORT.

The trade in Ontario have reason to be grateful for peculiar conditions which led to the resuscitation of the Lumbermen's Association of Ontario, the usefulness of which is sufficiently manifest. Its revival has exemplified the fact that there is at all times ample work for an association representing every branch of the industry. The meeting held in Toronto last month, of which a report appears elsewhere, was not regarded as likely to be an important one, inasmuch as it was expected that any action regarding the lumber trade relations with the United States would be a repetition, to some extent, of that taken at previous meetings. In consequence the attendance was not as large as could have been desired, yet the discussion on matters bearing directly upon the lumber trade was of such a nature as to be of interest to every lumberman in the province, and was deserving of a better audience. The influence of the Ontario Lumbermen's Association during the past year can scarcely be over-estimated; it has accomplished more than appears on the surface, and well merits the support and co-operation of the trade in general. Now that its usefulness has become so apparent, it should continue to grow in strength.

While due support has been accorded the association by each member, much of its success during the past year was due to the enthusiasm and untiring efforts of the president, Mr. John Bertram. At a time when international and parliamentary questions were involved, when special knowledge of the lumber situation was required, when the exercise of sound judgment was called for, it was fortunate that the chief executive office was held by one equal to the occasion. The re-election of Mr. Bertram is an indication that his ability is appreciated at its true value.

The appointment of Mr. J. E. Murphy as second vice-president of the association is particularly appropriate. Mr. Murphy stands as a representative of the hardwood trade, a branch of the lumbering industry which is not without its grievances. As one of the three executive officers of the association, Mr. Murphy will be in a position to bring greater influence to bear to secure the removal of the disabilities which now attend the manufacture of hardwood lumber. The question of current interest is the equalization of the freight rates, to which reference has previously been made in this journal. The representations made to the railway authorities by the association and by hardwood lumbermen have not yet borne fruit, but it is thought that ultimately the rate on hardwoods will be reduced to an equality with those on pine. A striking illustration of the injustice of the present rates was related by Mr. Newman, who pointed out that on a car load of maple which he sold at four dollars per thousand at his mill, the buyer had to pay a higher freight rate than if the car had been loaded with pine valued at twenty-five dollars per thousand.

The argument which would seem to appeal most forcibly to the railway companies is that relating to the utilization of the cull lumber and waste material. The railways are surely interested in securing additional business—likewise in developing the country. Under present arrangements much hardwood timber finds its way to the wood-pile and the railways receive nothing from it in the way of freight. If this class of stock were carried for a moderate charge, it would be taken to some central point and manufactured into a more finished product. Much of this finished product would be exported to foreign countries, and a second freight rate would be paid—probably to the railways—to the ocean port. It is said that the railway companies have not advanced one good reason why the rate on hardwoods should be higher than on pine, the contention that the former were more valuable having been shown to be erroneous. Hardwood lumber manufacturers, one and all, are interested in the movement to secure a reduction in freights; some have become members of the Lumbermen's Association, but many have preferred to stand aside and allow a few to fight the battle. If success is attained, all will share the benefit. Therefore everyone should lend a helping hand and strengthen the association by becoming members.

THE LUMBERMAN is issued fifty-two times a year for $1.00. Can you afford to do without it?

## CONVENTION OF WESTERN RETAIL LUMBERMEN.

The eighth annual convention of the Western Retail Lumbermen's Association was held in Winnipeg on February 8th, at which there was a large and representative attendance of both active and honorary members. The president, Mr. James B. Mathers, of Glenboro, was absent on a trip to British Columbia, therefore the chair was taken by the vice-president, Mr. Henry Byrnes, of Winnipeg. After the reading and adoption of the minutes of the last meeting, the president's address was read, as follows :

To the Members of the Western Retail Lumbermen's Association :

Gentlemen :—It affords me much pleasuse to welcome so many members to this our eighth annual meeting. I am pleased to congratulate you upon the successful and prosperous year just closed in all branches of business, and specially in the lumher trade. Our province and adjoining territory has been blessed with a bountiful harvest, which has enabled the public in general to settle their liabilities as promptly as usual, thus placing trade on a firm and substantial basis. There appears to be a favorable prospect for a good immigration to our land next season, which will certainly have a beneficial influence on the lumber trade.

Your directors, as requested at the last annual meeting, looked into the matter of fire insurance, also a telegraphic code. Your secretary communicated with the secretary of the Northwestern Lumbermen's Association of Minneapolis, and from information received your directors deemed it not advisable to attempt forming a fire insurance company at the present time, as our membership is not large enough to ensure its success, and considerable expense would be incurred in procuring a charter, etc.

Two telegraphic codes were purchased, and after looking into the matter we came to the conclusion that they would be seldom used,and would, in all probability, lead to confusion and mistakes, as they are complicated, there being so many different grades, sizes and length of lumber, and few manufacturers use the same terms.

We wish to express our thanks to the Rat Portage Lumber Co. and other honorary members who so kindly entertained us last summer, by a lumber excursion through the picturesque Lake of the Woods and up Rainy river to Fort Francis, which was one of the most enjoyable excursions on record, and was duly appreciated by all who were able to attend. Our thanks are also due the officials of the Canadian Pacific Railway Company, who so generously granted free transportation to all members attending.

We regret very much the removal, by death, of three of our esteemed brother members, Mr. Gibbard, of Wapella, Mr. Wyatt, of Virden, and Mr. Nichol, of Boissevain, during the past year.

At our last annual meeting our membership stood at 164; during the year four honorary and 45 active members were accepted by your directors and secretary, 21 have withdrawn or sold out to others who belong now in their stead, leaving our membership at the present time 28 larger than last year. This is, indeed, gratifying, as our increase for 1897 was only four over the year previous. During the year a great many applications were refused, as they were from points where there are sufficient yards to supply the trade, and in fact in many cases one member less at these points would be an improvement instead of one extra. If all these applicants were able to get stock the competition would be so great and the business of each so much less, that it would have a very depressing influence on the financial ability of a great many, which would soon result in failure, and our honorary members would eventually have to shoulder a large portion of the losses.

Before closing, I wish to thank my fellow officers for their very able assistance and faithful work performed during the past year. All matters brought before them received their most careful attention and consideration.

We are glad to see so many members present at this meeting. A pleasant and profitable feature of this convention is the bringing together of members, active and honorary, renewing old acquaintances and forming new ones, and leading to free and full discussion on all matters relating to the trade.

Many subjects, no doubt, will come up at this meeting, which I trust will receive your most careful consideration.

Yours truly,

Jas. B. Mathers, President.

Mr. Byrnes added to the address a few words concerning the status of the trade. He said that the past year had been an exceedingly prosperous one ; and the prospects for the coming year were excellent.

Mr. John Dick, secretary-treasurer, presented the financial statement, which showed total receipts of $2,618, of which $784 was carried forward from the previous year, the remainder being made up of fees and dues collected during the year. The disbursements were $1,889, leaving a balance of $729 to the credit of the Association.

After reports of regular committees, the election of officers was proceeded with, the result being as follows :—

President—H. Byrnes, Winnipeg.

Vice-president—R. H. O'Hara, Brandon.

Directors—A. M. Stewart, of Morden ; A. J. Hughes, of Souris; Wm. Armstrong, of Portage la Prairie ; G. M. Miller, of Virden ; T. A. Cuddy, of Minnedosa ; D. Sprague, of Winnipeg.

An animated discussion was started by Mr. D. E. Sprague, of Winnipeg, who declared that the rules of the Association were not being adhered to by some of the members, and expressed the opinion that if this condition of things continued the Association might as well be dissolved. The specific charge was that over thirty million feet of lumber had been purchased from manufact-

Mr. Henry Byrnes,
President-elect Western Retail Lumbermen's Association.

urers in the United States. This was in controvention of the by-laws ; clause 3 stating that honorary members are not to sell stock to any men not active members of the Association, while clause 32 says that active members are to buy from honorary members only. It was claimed that the former clause was strictly carried out, while the latter was not. Mr. D. C. Cameron, of the Rat Portage Lumber Company, and Mr. C. M. Beacher, of the British Columbia Mills, Timber and Trading Company, said that if the retailers did not refrain in the future from breaking the by-laws of the Association they would withdraw from honorary membership. They pointed out that the Canadian manufacturers were able to supply the demand, and there was no reason for buying American lumber. A suggestion was made by one of the members that some changes be made in the by-laws to make them more workable.

Several retail dealers spoke in defence of their position. All confessed to have purchased American lumber, some giving as their reason that they must have some dry lumber, and that they could not get it from the Canadian manufacturers. The chief reason for buying American lumber seemed to be that it was cheaper than the Canadian production, and the members were compelled to buy it in self protection against competition from points on the Northern Pacific branch lines where American lumber was handled almost exclusively. The members were almost unanimous in agreeing that as things were it was impossible to live up to the rules of the Association.

Mr. Cameron said that the honorary members had agreed, at a meeting some time ago, on a tariff of prices. If it were necessary to revise this price list, they were prepared to do so, but so long as they had a published price list, any American competitor could come in and offer lumber at fifty cents or one dollar a thousand cheaper.

Mr. Beecher said that his company were willing to meet the competition from the south by adjusting prices, but the by-laws would have to be carried out by the active members. The discussion continued for several hours without practical results, and finally it was agreed that the directors of the Association should meet the honorary members the following morning and endeavor to come to some arrangement.

On the following evening the meeting was resumed to hear the report of the directors as to the result of their conference with the honorary members. The chairman announced that nothing definite had been done except that an agreement was reached that the honorary and active members would support each other in carrying out the objects of the Association. It was arranged that the directors and honorary members should hold a meeting at an early date to arrange a new price list. When this is done, the result will be made known to all the active members, and the revised price list will be sent to them.

Further discussion on the subject was opened by Mr. T. G. Robinson, of Winnipeg, who maintained that the only way to solve the difficulty was for the honorary members to control the supply of all kinds of lumber. He argued that at competitive points such as Winnipeg it was impossible to keep out a certain amount of American lumber. He confessed to selling one million feet of American lumber for one building last year. This he was able to supply at a less cost than he could have supplied Canadian lumber.

Mr. Cameron contended that in reality the American lumber was no cheaper than the Canadian, as in the case of the former the thicknesses were less than in the latter. He asserted that lumber that was sold as two inch stuff was cut in United States about an inch and three-quarters, and therefore Canadian lumber cut the full two inches, at $16 a thousand, was just as cheap as American lumber cut an inch and three-quarters, at $14 a thousand. He said that if the Canadian retailers were satisfied with 1¾ inch lumber for 2 inch, they were prepared to cut it that way and give them the proportionate reduction in price, but he had found that the retailers always demanded the full thickness. The meeting adjourned to attend the Hoo-Hoo banquet.

In the evening the lumbermen attended a grand Hoo-Hoo initiation and banquet. The following lumbermen were initiated into the mysteries of the Hoo-Hoo order : J. S. Lochead, Deloraine ; W. A. Morkill, Dominion City ; W. Armstrong, Portage la Prairie ; E. E. Greenshaw, Shoal Lake; J. L. Campbell, Melita; J. E. Campbell, Carman ; W. R. Stevens, Cypress River ; W. Robinson, Rat Portage ; A. J. Hughes, Souris ; S. Caswell, Rathwell ; C. W. Plummer, Boissevain ; J. W. McCutcheon, Glenboro ; W. Cranston, Clearwater.

The banquet was held in Rose's dining parlors, Livingstone block, and was attended by a large number of representative lumbermen from all parts of the province. The dining hall was prettily decorated, and an elaborate menu had been provided. The chair was occupied by vicegerent J. C. Graham. A number of able speeches, interspersed with witticisms, entertained the assembly until after midnight, when the jolly lumbermen and their friends dispersed.

## NOVA SCOTIA LUMBER OPERATORS.

[Correspondence of the CANADA LUMBERMAN.]

Residents of the town of Amherst and county of Cumberland without doubt own and operate more timber properties than those of any town and county in the maritime provinces. In the past few years they have been acquiring limits wherever they were to be obtained, with the result that they are now operating in every part of northern and eastern Novia Scotia and Newfoundland. Prominent among these are Dr. Hewson, of the Nova Scotia Lumber Company, Sherbrooke ; Hon. A. R. Dickie, part owner of the Sheet Harbor Lumber Company, and sole owner of the East River Lumber Company and Moser's river mill limits, twenty miles east of Sheet Harbor ; N. Curry, N. A. Rhodes, W. W. Black, D. W. Douglas, and Messrs. Lusby, some of whom own interests in the Newville Lumber Company, Newville ; Sheet Harbor Lumber Company, Sheet Harbor ; River Hebert Lumber Company, River Hebert, and others.

The gentlemen above named, with Charles Hillson, B. B. Barnhill, of Two Rivers, Thompson Smith, of Parrsboro, and George A. Fowler, of Newville, purchased one year ago the Exploits Wood Company's property at Exploits Bay, Newfoundland, and operated to the extent of four million feet the past season. These limits comprise about eight hundred square miles, timbered chiefly with a fine growth of pine. There is also a spruce growth on the limits that is valuable. The mill on the property was built by the former owners without regard to cost, and is stricly modern, with a capacity of twelve million feet per year. The logging, driving, sawing and shipping facilities are excellent; and with the experience the proprietors have in lumbering operations, the venture cannot but prove successful. Mr. George A. Fowler is outside manager, and Mr. Charles Hillson attends to the office work.

Rhodes, Curry & Co., Limited, also have large timber limits and mill at Athol, where they manufacture about three million feet of deals and timber per year. The mill is steam-power, with rotary saw, edger, trimmers, shingle machine and planers. The company utilize a large quantity of the timber, planks and boards sawn in the mill in their large house building and car building business, which is taken to their works at Amherst to dress for the purposes required.

### THE NEWVILLE LUMBER COMPANY.

The Newville Lumber Company operate at Halfway lake. Their large steam saw mill is about nine miles from Parrsboro, on the Cumberland Railway and Coal Company's railroad, and all their lumber is shipped to Parrsboro on it, the deals being lightered to West Bay for sphipment, while the boards and laths are shipped in small vessels direct from wharf. This company purchased the property from Young Bros. & Company, Limited, in 1896, and have sawn about fourteen million feet there since purchasing. The mill was thorouhgly repaired during the winters of 1896-7, and has done some good sawing since, over eighty thousand feet having been sawn in one day. The mill contains a live gang, patent edger, trimming and butting machines, lath and picket machines and planers, and is situated on the edge of the lake, which gives splendid storage room for logs. The limits are not far distant; the logs are hauled two to three miles ; the stream driving is not more than six miles ; spruce timber is the principal wood, but some hemlock and hardwood is also sawn. The owners are Amherst men. Mr. W. W. Black is the manager.

### CHARLES T. WHITE.

Mr. Charles T. White operates a large lumber business at Apple River. His stock of logs last spring was about five million feet. Early in the season his splendid steam-power gang mill was destroyed by fire, so he put two portable saw mills at work sawing up his stock. Mr. White intends rebuilding this winter, in order to be in readiness for next year's work, and will cut about the usual quantity of logs. He uses the saw instead of the axe for falling and cutting up, and says he gets from 8 to 10 per cent. more lumber by so doing ; besides, when the woodmen get use to the saw, they can do more work.

The burned mill was situated about two miles from the Bay of Fundy, but schooners could go up near the mill at high water. Most of the deals for export were lightered to Grindstone Island for shipment, as Mr. White has a mill at Point Wolfe, in New Brunswick, the deals from which are also sent to Grindstone. In both mills Mr. White ships from ten to 12 million feet, besides the boards and laths which he sends to the United States markets. He also ships a large quantity of piling to New York and other United States ports. In addition to the two gang mills, Mr. White keeps one or two portable mills running on logs that he cannot profitably get to the gang mills. In this way he gives employment to men and teams cutting, sawing and hauling to place of shipment. He is always open to buy timber lands, without regard to their situation, as he believes he can find a market for the lumber and make some profit out of it.

The settlement at Apple River has profited very much by Mr. White's energy and example. One result was the opening of a road through to Sand river and procuring a mail route through to connect into the Intercolonial railway at Maccan. Formerly the mails had to go by way of Parrsboro ovea a longer and very hilly road, so that it took two days hard travelling to reach Amherst, the county town, whereas now one can leave Apple River in the morning and take dinner the same day in Amherst. Hence the people are more enlightened and in touch with the outside world. Mr. White built a private telephone line from Advocate to Apple River, but the people of Apple River find it a great convenience and would be lost without it.

Mr. White and family resided at Apple River for a few years, but since acquiring the Point Wolfe property in New Brunswick, he removed to Sussex—his old home—where he has a splendid residence and is within easy reach of both of his mills, and also of St. John, where he procures his supplies and keeps in touch with the larger lumber merchants. With his facilities for manufacturing lumber, and the large quantity he handles, he can supply cargoes more promptly than manufacturers who operate on a smaller scale. Last year he made considerable shipments to the east coast of England. He is operating to about the usual extent this winter.

### PRESCOTT & GILLESPIE.

Prescott & Gillespie, of Shulee, on the Bay of Fundy, have a splendid timber property and mill. The mill is steam-power, and has a capacity of fifty thousand feet per day. A live gang, patent edger and butting machinery, with lath machines and planer, is the machinery used. The firm get some of their logs along the shore and tow them to the mill, where they have an endless chain sluice to elevate them into the pond. Mr. John Gillespie is the manager, and resides in the village. They saw about four million feet of English deals per year.

### YOUNG BROS. & COMPANY.

The above firm purchased timber property at St. Margaret's Bay from the old firm of N. L. Todd & Co. some three years ago, and have since added to it by purchasing a considerable tract of land, with mill and houses, at Ingram river, and also some timber land on East river. This gives the company the control of all the principal rivers between the head of St. Margaret's Bay and Gold river. Their limits extend northerly to the St. Croix waters, which discharge into the Bay of Fundy, via Minas basin. A considerable portion of the timber on the height of land—which they own—can be put into the Bay of Fundy waters or the Atlantic on the opposite side of the province at an equal cost.

The company got out last winter about eight million feet, which was sawed in their large gang and circular mill at head of St. Margaret's Bay. The bulk of the logs were cut on the river which discharges into St. Margaret's Bay, a short distance from the mill ; the remainder were cut on Ingram river, driven to tide water, then boomed and towed about eight miles to the mill. The situation of the mill is unique, being on an island in the bay and connected with the main land by a long bridge on one side, while the channel is on the opposite side—the water above the island forming a larger pond, where their whole stock of logs can be safely and easily boomed. Schooners of 150 to 200 tons can take cargo from the mill wharf, while large vessels, ships and steamers can lay at anchor and load at the lower end of the island, a mile or so from the mill.

The mill consists of a fast cutting "live" gang, a modern rotary, lath, picket box and shinge machines, also, apart from the main mill, but driven by same power, there are planing and matching machines. The lumber to be planed is taken from the trimmer table in the saw mill and delivered direct to the man in charge of the planer, being elevated one story while in transit. The power is furnished by four large boilers to a double cylinder right angle engine of 250 h.p., which drives the machinery easily. The gang averages sixty thousand superficial feet per day.

Mr. B. F. Young, the president, resides at St. Margaret's Bay, and has the milling and shipping operations under his view.

Mr. D. P. Young resides at Ingram River, where he has built a fine residence. He attends more particularly to the logging operations. Mr. C. W. Young, of St. Stephen, N. B., is also one of the company. In addition to their stock of saw logs, last winter they got out several thousand pieces of piling and also some cargoes of pulp wood. The company has in view the building of another large mill at either Ingram or East river, their being excellent facilities at both places and ample supply of logs.

The members of the company are thoroughly practical lumbermen, and were successors to B. Young, Newville and River Hebert, in Cumberland county, which properties they sold prior to purchasing the St. Margaret's Bay mills and timber lands. St. Margaret's Bay is 22 miles west of Halifax, the intervening country being rather uninteresting except for several lakes.

## UNSOLICITED PRAISE.

For the following complimentary remarks we are indebted to the Southern Lumberman, of Nashville, Tennessee :

"Among our most valued exchanges is the CANADA LUMBERMAN, which is published at Toronto, the capital of the greatest lumber-producing province in the Dominion, by the C. H. Mortimer Publishing Company, with a branch office at Montreal. The weekly edition is issued every Wednesday, and the monthly on the first day of every month. While devoted strictly to the lumber and allied interests of the Dominion, the CANADA LUMBERMAN is one of the fairest, most reliable, and conservative of lumber trade journals. In all our long acquaintance with it we have never known it to "fly off the handle" in any of the many sharp commercial controversies that have occurred between its country and the States ; but it has always treated every question in a high-toned and dignified manner that commands respect if it fails to carry conviction. It is a clean and high-toned journal, and both the weekly and monthly issues are sent post-paid to residents of Canada for $1 a year, and for $2 to any foreign country.

## PREVENTION OF SCALE IN BOILERS.

In an article in the November issue of the Home Study Magazine, in answer to the question, 'Will carbonate of soda or plain soda remove hard sulphate of lime scale?' the expert replies, 'I have never found it to be much good for that purpose. I can tell you, however, what will remove it pretty effectually—very cheaply too—and that is ordinary kerosene. If this is fed to the boiler at the rate of about one quart per day per 100 h.p., the benefit to the boiler will soon be apparent. It has also been found to prevent, to quite an appreciable extent, the formation of hard scale. Its action upon the sulphate of lime does not seem to be a chemical one, however, but rather a mechanical action. In my opinion, the minute particles of sulphate of lime precipitated by the action of heat, are first carried to the surface of the water by the boiling and bubbling of the water. There they become coated over with the kerosene, which prevents them from uniting in solid mass when deposited on the plates.'

## "WANTED AND FOR SALE."

Persons having for sale or wishing to purchase a particular lot of lumber, a mill property, timber limits, second hand machinery, etc., in fact, anything pertaining to lumbering operations, will find a buyer or seller, as the case may be, by placing an advertisement in the "Wanted and For Sale Department" of the CANADA LUMBERMAN Weekly Edition. Testimonials to the value of this department by those who have given it a trial state that the results of advertisements were frequently better than anticipated. The cost is comparatively small. Mill owners might, with profit to themselves, make use of this method of advertising their stock to a still greater extent.

# THE NEWS.

—Arthur Miller has established a shingle mill at Seagrave, Ont.

—L. A. DeLaplante, of East Toronto, has leased a lumber yard in Hamilton.

William Mitchell has registered proprietor of the Burrill Lumber Company, Shawenegan, Que.

—Mr. Arbuthnot has started a retail lumber yard at Minto, Man. G. B. Hughes has opened a yard at Teulon, in the same province.

—It is the intention of Messrs. Ranesbottom & Spencer to build a saw mill at Little Current, Ont. They are taking out a large quantity of logs this winter.

—The McGregor-Gourlay Co., of Galt, Ont., report a steadily increasing export trade. They recently shipped a large wood-working machine to Glasgow.

—Messrs. H. J. & R. M. Currie, of Eel River, N.B., have purchased the Restigouche sash and door factory at Campbellton. It is understood that they will continue the business as before.

—R. Konkle's saw mill at Beamsville, Ont., was badly wrecked by a boiler explosion on the 20th ultimo. The mill building was demolished and parts of the boiler carried a distance of five hundred yards.

—The Bronson & Weston Lumber Co., of Ottawa, have elected directors for 1899 as follows: President, E. H. Bronson; vice-president, S. T. Bronson; secretary-treasurer, Levi Crannell; W. G. Bronson.

—Mr. Thos. Southworth, Chief of the Ontario Forestry Department, recently read an interesting paper on "The Forestry Interests of Ontario," before the Engineering Society of the School of Practical Science, Toronto.

—It is reported that Theodore Ludgate, of Peterboro, has secured a lease from the Dominion government of part of the Stanley Park Naval Reserve at Vancouver, B. C., and that he will build an extensive sawmill thereon.

—J. & P. Nadeau, of Cascapedia, Que., have recently added to their saw mill a factory for the manufacture of house furnishings, chairs, mouldings, doors, etc. They are now manujacturing 300 doors for the British market.

—A circular from N. Janes & Son, of the Acme Veneer Works, Orillia, Ont., announces that they have added several new machines for turning out all kinds of veneer. They manufacture perforated chair seats and backs, butter plates, cheese boxes, pails, etc.

—Mr. James W. Woods, who for years has conducted a lumbermen's supply business in Ottawa, purposes erecting a large factory and warehouse and removing his factory to that city from Montreal. His business extends from coast to coast, and is steadily growing.

—The report of the Crown Lands Department shows that Nova Scotia has still a public domain of one and one-half million acres. Last year $20,000 were realized from the sale of Crown lands. It is said that efforts will be made to reduce grants of these lands to lumbermen.

—The Brunette Saw Mill Co., of New Westminster, B.C., has erected a new smoke stack, seven feet in diameter and 75 feet high, to be used instead of the large refuse burner, which gave too much draft to the furnaces. Other improvements have also been made to the mill.

—A party of Ontario lumbermen, including Angus McLeod, of Bracebridge; W. J. Sheppard, Waubaushene; John Brennan, J. Jolliffe and Henry Anderson, Orillia; and William and D. C. Irwin, of Peterboro, have gone to British Columbia, in connection with lumber interests in that province.

—A number of Toronto gentlemen, including Senator Geo. A. Cox, J. W. Flavelle, and others, want permission from the Ontario Government to build a railway from Haliburton through Whitney to Mattawa. This road would open up an important but at present inaccessable lumbering district.

—The Sheppard Lumber Company, composed of W. J. Sheppard, of Waubaushene, T. H. Sheppard, of Orillia, F. Gray and A. R. C. Smith, have erected a large steam saw mill at Brule Lake, in Algonquin Park, at which pine lumber will be manufactured, and a large hardwood mill and stave factory at Maple Lake Station, Parry Sound district.

—The report of Messrs. Niven and Carter, who recently explored along a line of meridian from Stroudfoot's Lake west to Night Hawk Lake, states that they discovered a large extent of valuable mining lands, well timbered with spruce, tamarac, poplar and fir. There is in the section a good field for the manufacture of pulp wood, 150 miles from north to south, extending to Hudson Bay.

—Mr. J. A. Williams has recently returned to Ottawa from Dawson City, where he was engaged in the lumber business. Mr. Williams states that there are six saw mills in operation at Dawson, and that the demand for lumber at present is more than supplied. Lumber sells at $90 to $150 per thousand feet, and men working in the mills have been paid as high as one dollar an hour. The labor supply is, however, becoming more abundant.

—It is reported that the Rat Portage Lumber Company, of Rat Portage, Ont., will keep a gang of men in the woods throughout the coming summer, in order to secure a sufficient supply of logs. The new mill which the company purpose building in Winnipeg will obtain its log supply from the Rainy River district, the timber to be shipped over the new Ontario & Rainy River Railway, which it is expected will be completed from Winnipeg to Rainy River this fall.

—A dispatch from Hamilton, Ont., dated Feb. 3rd, stated that one Johnston had been arrested at the instance of Richard Rusk, a lumber dealer from Muskoka Falls, charged with fraud. Johnston, it seems, wrote to the plaintiff stating that he was doing an extensive business in lumber, and asking for prices. Later on he ordered several carloads of pine, which were shipped. No remittances being received, Mr. Rusk visited Hamilton, and found that the business of B. F. Johnston was unknown. He, however, succeeded in tracing up the author of the order, who, it is said, has been implicated in similar transactions previously.

—The High Commissioner at London has sent a communication to the Department of Trade and Commerce at Ottawa, pointing out that a good market can be found in England for wood-meal or wood-flour. This is a commodity which is used as an absorbent for nitro-glycerine in the manufacture of various explosives. A finer grade is also required for the manufacture of the kind of linoleum known as "inlaid." The consumption of wood-meal in the British explosive trade is about 700 tons per annum, and the price paid for it runs from $20 to $24 delivered. It must be quite free from grit, dry, and packed in canvas bags of about 2 cwts. each. For the linoleum trade about 1,200 tons are used yearly, and the price runs from $14 to $17 per ton. It must be fully ground, white in color and light in weight. The Department of Trade will furnish to Canadian manufacturers the names of British firms using the material.

## PERSONAL.

Mr. Narcisse Gagnon, formerly manager of J. A. Parr's planing mills at Hull, Que., has accepted a position in Marinette, Wis.

Mr. David Elliott, head bookkeeper for the Gilmour Co., of Trenton, Ont., died in Ottawa last month. Deceased was 56 years of age, and had been in the employ of the company for some time.

Mr. Guy Buell, who for four years has been the Ottawa representative of D. L. White & Co., of Albany, N.Y., has gone to Burlington, Vt., having accepted an appointment with the Horatio Hickok Lumber Company, of that city.

One of the oldest and most respected residents of Brockville passed away on February 7th, in the person of Mr. Stephen J. Southworth, at the ripe age of 87 years. Deceased was the father of Mr. Thomas Southworth, Clerk of Forestry for Ontario.

Mr. A. P. Ebert, of Bay City, Mich., representing Hale & Booth, was a recent visitor at the office of the CANADA LUMBERMAN. Mr. Ebert informed us that the firm of Hale & Booth had, on account of the prohibition of the export of saw logs, closed down their mill in Michigan which they have been operating for the past two years. He stated that this winter they were getting out about 30,000,000 feet of pine, some 24,000,000 feet of which will come out of the Spanish river. These logs will either be sold or a contract placed with mills in the vicinity for sawing them.

Mr. C. E. Newton, lumberman, of Victoria Harbor, Ont., returned a fortnight ago from England. Speaking of the lumber trade he remarked that in England the sales and enquiries for Canadian pine, oak and butternut were phenomenal. He found Canadian pine bringing prices at least fifteen per cent. higher than the Norwegian production. The Scandinavian lumber, he said, was too narrow, and in a number of cases the contract for English houses expressly specified Canadian pine. Mr. Newton studied the question thoroughly, and is very hopeful of an extensive trade in lumber with Great Britain.

## PUBLICATIONS.

The American Monthly Review of Reviews for March contains a sketch of the late President Faure, of France, illustrated with portraits and other interesting pictures.

Messrs. I. Matheson & Co., Limited, New Glasgow, N.S., have issued their 1899 catalogue of the "Matheson" vertical engine and boiler. The booklet is neatly printed, with illustrations and complete description.

Messrs. Darling Bros., of Montreal, have issued a new catalogue, descriptive of some of the special machines which they manufacture, and for which they are sole agents in Canada. These include the Moore steam pump for stationary and marine boilers, the Morse valve reseating machine, the Webster vacuum feed water heater and purifier, the Nordberg governor, and many others. A copy of this catalogue will be forwarded to readers of this journal upon request.

A journal weighing several pounds reached our desk a few days ago, it being the anual special issue of Timber, of London, Eng. Among the articles in this number, which is profusely illustrated, are the following: "The Export Lumber Trade of the Pacific Coast of North America," by Frank B. Cole; "American Hardwoods and the Hardwood Export Trade," by D. W. Baird; "The American Joinery Trade," by an English importer. The issue reflects much credit upon the editor, Mr. W. L. Bird.

As has been announced in the advertising pages of the CANADA LUMBERMAN, Messrs. Baldwin, Tuthill & Bolton, of Grand Rapids, Mich., have issued their 1899 edition of "Saw Fitting Machinery and Tools," it being an exhaustive treatise on the care of saws and knives. From a perusal of the book we believe it to be one of the most complete works of the kind yet published. It contains 290 pages, weighs about 20 ounces, costs ten cents per copy for postage, and is mailed free by the publishers, on request, to saw mill and factory operators, superintendents, foremen and saw filers. In the book appear illustrations and descriptions of one hundred and fifty or more machines and tools for the care of saws or knives, many of which are new appliances, catalogued for the first time by Messrs. Baldwin, Tuthill & Bolton. This gives the book a distinct and permanent value to all practical men, while in addition there are carefully prepared articles on the practical side of saw and knive fitting.

## CANADA'S COMMERCIAL AGENTS.

FOLLOWING is the correct official list of Canada's Commercial Agents in Great Britain, British possessions and foreign countries:

J. S. Larke, Sydney, N.S.W., agent for Australasia.

G. Eustace Burke, Kingston, Jamaica, agent for Jamaica.

Robert Bryson, St. John, Antigua, agent for Antigua, Montserrat and Dominica.

S. L. Horsford, St. Kitts, agent for St. Kitts, Nevis and Virgin Islands.

Edgar Tripp, Port of Spain, Trinidad, agent for Trinidad and Tobago.

C. E. Sontum, Christiania, Norway, agent for Sweden and Denmark.

D. M. Rennie, Buenos Ayres, Argentine Republic, agent for Argentine Republic and Uruguay.

In addition to their other duties, the undermentioned will answer inquiries relative to trade matters, and their services are available in furthering the interests of Canadian traders:

J. G. Colmer, 17 Victoria street, London, S.W., England.

Thomas Moffat, 16 Church street, Cape Town, South Africa.

G. H. Mitchell, 15 Water street, Liverpool, England.

H. M. Murray, 40 St. Enoch Square, Glasgow, Scotland.

Harrison Watson, Curator, Imperial Institute, London, England.

# WOOD PULP DEPARTMENT

## THE PROCESS OF MANUFACTURING MECHANICAL WOOD PULP.*

By W. A. Hare.

(Continued from February issue.)

### PART III.—DESCRIPTION OF THE MACHINERY AND THE PROCESS.

Development of the Water Power.—Before describing the process, a few words may be said with regard to the water power. The installation of turbines, for the purpose of driving wood pulp grinders, presents more difficulties to the designer of the mill than would be found were the power required for ordinary uses. The process of grinding wood for pulp requires a great deal of power. One grinder which would have a capacity of five tons of dry pulp per day would require about 340 horse power, and for a daily output from the mill of 25 tons dry, which

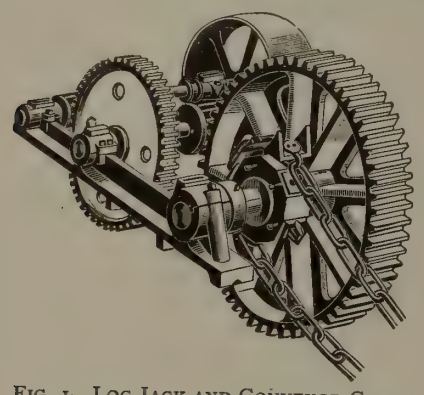


Fig. 1—Log Jack and Conveyor Chain.

is only a moderate sized mill, a supply of 1,700 h.p. for grinding alone will be necessary. About 5 h.p. will be required per ton of output to drive the lighter machinery, or a total for the above mentioned output of over 1,800 h.p. Steam power cannot be used for this service, as the variations in the load are so great that no steam engine could stand it. We must, therefore, use water power, which is eminently suited for the purpose. When such large powers are necessary, it is very important, when a site is decided upon, that the head should be fully developed. If the full head is utilized at first, taking sufficient water to develop the required power, it is comparatively easy to

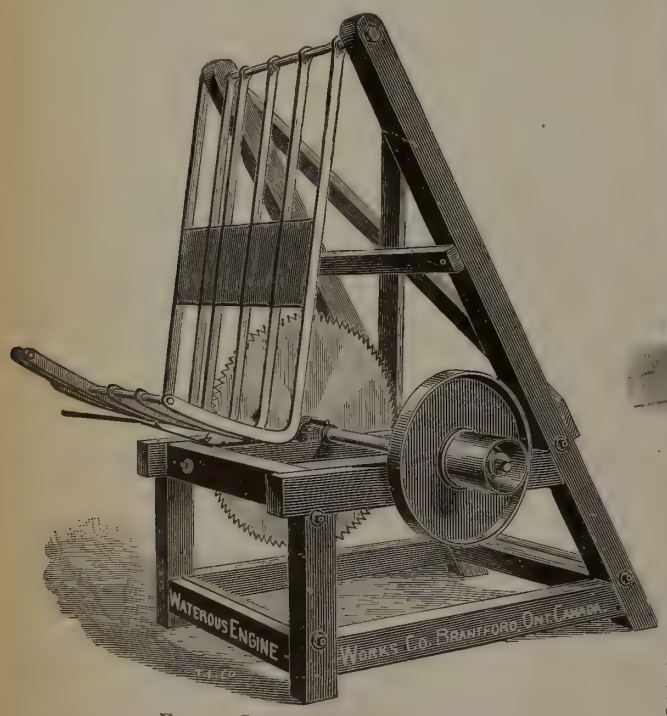



Fig. 2—Swing Frame Pulp Wood Saw.

add to the plant in the future by laying another pipe or otherwise increasing the quantity of water passed per minute, and installing more wheels. To increase the power developed by an increase in the running head will be found in most cases to be a costly remedy. This latter method is very unsatisfactory from the standpoint of a pulp mill owner. If a turbine is installed to run at a certain head, with full gate, and the head is afterwards increased, the wheel will develop more power certainly, but the speed will be higher also. As the turbines are directly connected to the shaft of the grinder, this means that its speed is also increased, which cannot be allowed if the correct speed were given to it at the first installation. If the speed of the grinder is not increased above 200 r.p.m., there is no harm done, but if it is above this to any extent, the wheels will have to run with partial gate, and it is doubtful if, in this case, you will get the efficiency of the wheels.

In almost any other industry the speed of the turbine is of no consequence, as the machinery can be run at any desired speed by means of belts or gearing; but where direct driving is necessary the wheels will have to run at the speed required by the machine. When the head is high, and to get the speed low enough you are forced to put in a large wheel which will give more power than will be required for one grinder, the difficulty may be overcome by coupling another grinder to the shaft of the first, which will, in all probability, take the surplus power. Even three grinders are sometimes connected up in this manner.

#### LOG HANDLING AND SAWING.

Log Handling.—It is important that the logs, when being handled in the yard, should be kept out of contact with the ground as much as possible, as grit and dirt in the bark will cause trouble when the stick is sawn and barked. If the logs are taken direct from the pond to the saw, it is easy to keep the wood clean by handling the logs with a chain conveyor, driven by a log jack. In Fig. 1 is shown a jack and chain made for this purpose by the Waterous Engine Works Co., of Brantford, Ont. By means of this machinery two men can handle from 60 to 90 cords of wood in a day. In some mills, where the logs have to be piled in the yard, a useful expedient to keep them clear of the ground is made use of. A strong staging is built of logs to a height of a foot or so, on top of which the logs are piled. Skids are sometimes used, but a log staging is better, as the space between the skids soon gets filled up with dirt and refuse. A conveyor can be run at one side of the staging, and when logs are wanted in the mill they are simply rolled off the staging into the conveyor, which carries them in to the saws.

Sawing.—On arriving in the mill, the log is automatically dumped by the conveyor on to the skids. It is next rolled onto the saw bed rollers, which enable it to be easily fed to the saw. In most mills the wood is ground from bolts 24 inches long, though some use wood 16 inches in length. If the wood is supplied to the mill in sticks 4 feet long, it only requires cutting in the middle to make 24-inch bolts. For such work as this, the Waterous Engine Works, of Brantford, make a very good saw, a view of which is shown in Fig. 2. The log is placed in the cradle, which is suspended from the top of the frame. A

Fig. 3—Pulp Wood Barker.

handle is provided on the cradle, by means of which the wood is swung against the saw. When the logs are supplied in long lengths this saw will not do, and another method has to be used. A swing saw can be used, the frame of the saw swinging on the counter shaft. In this way the saw is brought to the log. The capacity of a 38-inch saw, mounted in this way, would be about one cord per hour. Jump saws are used in some mills. These are run by a steam cylinder and piston. The piston is secured to the saw frame, which slides vertically in guides. On pressing the treadle, steam is admitted into the cylinder, driving up the piston and saw, which cuts through the log from the underneath. One of the mills in the Maritime provinces has installed a very satisfactory system. It consists of 6 or 8 saws, mounted in pairs, and so situated that only two saws can cut at a time. Between each pair of saws is a conveyor chain, running the full length of the saw bed. A log is rolled onto the upper end of the bed, and is caught up by all the conveyor chains at once, and carried to the saws. On passing each pair of saws, two cuts are made in the log, and when past them all the log has been entirely cut up into bolts, each 2 feet long. At the end of the saw table or bed is a chain conveyor which carries the blocks to the barkers. It is tended by one man, and has a large capacity. The saws run at about 800 r.p.m., and are usually 36 and 38 inches in diameter.

#### BARKING AND SPLITTING.

Barking.—To procure clean pulp, all bark and discolored parts must be removed from the stick, leaving only sound clean wood. The bark is cut off by means of a barker, a cut of which is shown in Fig. 3. This machine is also built by the Waterous Engine Works, of Brantford, Ont. It consists in a cast iron disc mounted on a shaft and carrying on its face knives placed at regular intervals in a circle. On the reverse side of the revolving disc are bolted cast iron wings or fans of suitable size. The whole disc, etc., is surrounded by a cast iron frame, which carries the bearings for the shaft. Part of the frame in front of the face is cut away, giving access to the knives, and a suitable rest is provided to support the wood while it is being barked. The frame is of large size, and is made in two pieces, fitted with planed edges. The knife disc is 52 inches in diameter, made of cast iron, with a steel band shrunk on its edge, turned perfectly true, and balanced. The knives are four in number, and are 11½ inches long. The shaft is fitted with fast and loose pulleys, or with a belt tightener, which is considered by some to be better. The capacity of this machine, when running at 600 r.p.m., will be from 7 to 10 cords per day, though it can be forced up to 14 cords in 24 hours. In operation this machine works very well. The bolt or log is placed on the rest, and pressed against the knives, the end thrust of the cutting action being taken by a roller and stud, mounted on the frame as shown. Each knife, as it passes, cuts a

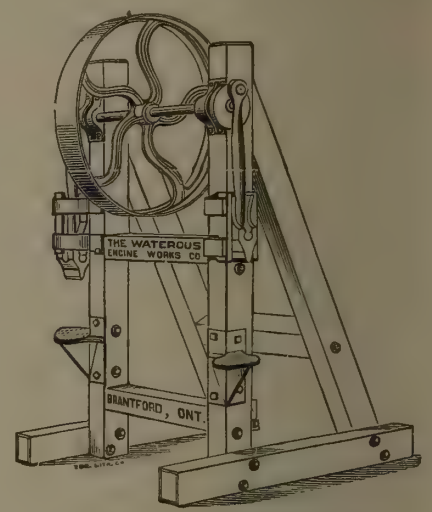



Fig. 4—Pulp Wood Splitter.

strip of bark off the log throughout its whole length. By revolving the wood slowly by the hands, the knives cut the bark completely off. The chips pass through the disc by means of a hole provided in front of the knives, and are caught up by the fans and blown out through the outlet shown in the frame. A pipe is usually connected to this orifice, which carries the chips to a distance. By means of the fans the chips are prevented from lodging in the frame, so that the disc is always running freely. This also serves to automatically remove the shavings to any desired locality.

When the revolving of the wood is done by hand, it is not done regularly, and the output of the barker will vary considerably, according to the skill and industry of the operator. It would be advisable to revolve the wood automatically, and thereby maintain a constant feed to the knives, which will be independent, to a certain extent, of the operator. Various attachments have been invented for this purpose, all of more or less usefulness. One of the best is Butterfield's, which can be applied to almost any standard barker. By the constant relation of speed between the knives and the surface of the wood, each knife cuts, approximately, the same amount of bark, and in this way the quantity of clear wood removed while barking is materially reduced. It is claimed by the makers of this attachment that from 5 to 8 per cent. more clear wood can be obtained from the same quantity of unbarked logs by using this device than by the ordinary method. The great point of its usefulness, however, lies in its increased speed and regularity of cutting. By the regularity in rate of cutting no time is lost, as the knives are prevented from cutting over the same space, as is frequently the case in hand feeding. The output is thereby increased, it is claimed, by from 80 to 100 per cent. By this means the price of a barker, as well as an operator's wages, can be saved. The power to drive the barker, however, will be increased in almost the same ratio as the output. When the wood is barked, it is thrown into the conveyor running to the grinder room; but if it requires splitting, it is thrown near the splitter. The knives require repeated grinding, especially if the wood has been in contact with the earth. When dull they should be ground on a special stone, used for this purpose and no other.

Splitting.—Where large wood is used, it is necessary to have it split if it is too large to enter the grinder pockets. This operation is done after the wood is barked, and before it is sent to the grinder room. The machine shown in Fig. 4 is a double wood splitter manufactured by the Waterous Engine Works Co. The frame is made of well seasoned wood and strongly bolted together. A shaft carrying a pulley and two disc cranks is mounted on the frame, as shown. From each of these cranks is driven a block, sliding vertically and connected

* Paper read before the Engineering Society of the School of Practical Science, Toronto, and published by permission.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN GREAT BRITAIN, THE UNITED STATES AND OTHER FOREIGN MARKETS.*

VOL. V. TORONTO, ONT., MARCH 1, 1899 No. 6.



## CANADA LUMBERMAN

PUBLISHED BY

The G. H. Mortimer Publishing Co'y of Toronto, Limited

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type; 12 lines make one inch. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

THE UNDERSIGNED HAS ON HAND TWO and one-half million feet of Spruce Logs, lengths 10, 12, 14, 16 18, 20, 22, 24 and 26 feet and is prepared to manufacture same in any form desired having for this purpose a stationary saw mill equipped with gang edger, planer and shingle machine, with a capacity of 0,000 feet per day. A purchaser is desired who would contract for the entire cut of mill. Correspondenee solicited. JAMES RITCHEY, Makinak (L. M. C. Co. Railway), Manitoba.

WANTED.—Dry Butternut, or Sycamore 2-inch Plank. JAMES WARNOCK & Co., Galt, Ont.

WANTED.—Dry Soft Elm, Basswood and Ash, for cash. JAS. MORRISON, 552 Yonge St., Toronto.

WANTED.— ¼ Hard Maple—white, plain and quarter-cut. JAMES MORRISON, 552 Yonge St., Toronto.

WANTED—Will pay cash for Ash, Elm and other Hardwoods Address—M. E. BEARSE, 62t Exchange Building, Boston, Mass

FOR SALE.

MESSRS. DOBIE & CO. and DAVID GORDON, of Thessalon, are taking out 1,500,000 feet of Hardwood Lumber, and are open for offers.

WANTED.

TO CORRESPOND WITH PARTIES HAVING Lumber Logs, and Standing Pine for sale, tributary to Georgian Bay. A. P. EBERT, Pembroke Ont.

WANTED.

ABOUT five hundred yards of second-hand, light Iron Rails, for tram track. PICKARD & ROWAN, Owen Sound.

WANTED.—One first-class band saw fitter and millwright; a good foreman to take charge of mill; also a shipper Apply to THE GODERICH LUMBER CO, Wiarton, Ont.

WANTED.—Lumber Truck Wheels for use on tramway. State diameter, thickness of rim, depth of flange bore of axle, and net cash price per pound. H. CARGILL & SON, Cargill, Ont.

IMPORTANT TO LUMBERMEN

## FOR SALE BY TENDER.

### Valuable Saw Mill and Timber Limits in British Columbia

56,542 ACRES, MORE OR LESS, VIRGIN forests of Oregon Pine, Cedar and Spruce Limits in British Columbia as follows:—

**BLOCK 1.**

Lot 51, 23,600 acres, more or less, Sayward District, Vancouver Island.

**BLOCK 2.**

Lot 439 G2., 9,280 acres, more or less, New Westminster District.

Lot 50 G., 6 720 acres, more or less, New Westminster, Chilliwack.

Lot 55, 15,900 acres, more or less, New Westminster, Chilliwack.

Lot 83, 1 042 acres, more or less, New Westminster, Chilliwack.

The above limits were selected years ago by competent cruisers at a time when every opportunity offered and was taken advantage of to secure the "pick" of timber lands, which have since become greatly enhanced in value.

**BLOCK 3.**

About 400 acres, more or less, of mill site and first-class farm lands, en bloc, situated on the north branch of the Fraser River about three miles east of New Westminster City. 200 acres, more or less, of this land is cleared, graded, drained and fenced in first-class manner, and been under cultivation a number of years.

The mill located upon this site is a frame mill, about 455 x 72 feet, with T across tail end of main building about 156 x 60 feet. The whole structure from foundation up is built in the most substantial manner—well timbered and braced with knees, metal roof, three (3) engines of 300 h.p each, and fitted throughout with special machinery for working up British Columbia timber of all dimensions, as well as for working up the refuse into lath, pickets, box shooks, etc.; also planers, matchers, etc.

One large refuse burner; one large stone boiler house, metal roof, containing ten large tubular boilers, pumps, etc. Good frame office, boarding house, cottages, horse stables, machine shops and blacksmith shop.

Ample booming ground, constructed in the most substantial and convenient manner.

The New Westminster branch of the C. P. Railway crosses this mill site, also has a switch graded to the mill and through the yard, giving this property first-class railway outlet, in addition to best facilities and ample water for loading large ocean-going vessels, giving the property unrestricted access to the markets of the world.

Sealed tenders for the above property, either en bloc or each parcel or block separately, will be received by the Secretary of the undersigned at their office, 110 Wellington Street, Ottawa, Ont., up to MAY 20TH, 1899, at twelve o'clock noon.

All tenders to be marked "Tenders for Maclaren-Ross B C. Property."

Tenders to be opened by the President and Secretary at the above address.

Terms, 10% cash, 20% in thirty days, and balance in six, nine and twelve months, by secured notes at 5% per annum. The property to remain vested in the Company until notes are fully paid.

The highest or any tender not necessarily accepted.

All letters requesting further information to be addressed to—

"THE SECRETARY,
"Maclaren Ross Lumber Co., Limited,
"110 Wellington St., Ottawa, Ont."

Ottawa, Ont, 15th February, 1899.

### BUSINESS NOTES.

Creditors of J. M. Rutier, Brome Corner, Que., have been notified to file claims.

The Cumberland Coal & Lumber Co., of Albany, N. Y., has been incorporated, with a capital of $200,000.

Callin & McDonagh, lumber dealers, Russell, Man., have dissolved partnership, A. B. Callin continuing.

Frame & Verge, of Boston, Mass., have filed a bankruptcy petition. The firm assigned in May, 1898, with liabilities of $48,430 and assets of $5,849.

Raemer Wigle has withdrawn from the Blind River Lumber Company, of Blind River, Ont. The business will be continued by the remaining partners.

### CURRENT TRADE CONDITIONS.

ONTARIO.

The time has arrived when the spring movement of lumber should commence, when contemplated construction work should cause dealers to stock up in anticipation of the season's requirements. Retail stocks were drawn upon to some extent during the winter, and are by no means heavy, rendering replenishment a necessity. At the mills the quantity of unsold lumber is less than it has been for several years. These conditions account, in part, for the volume of the trade of the past week, which was of a most satisfactory character. In the pine trade the chief transactions have been in low grade and common stock, of which the supply is rapidly becoming depleted, and before the new cut is available there will be little upon the market The demand for mill culls is almost unprecedented, and manufacturers who held this class of stock for higher prices are now reaping the benefit. Considerable stock has changed hands in the Ottawa valley for shipment to the United States, and there, as in the west, the outlook is hopeful. Much interest pertains to red pine, the British demand for which has become so pronounced. Severel manufacturers have disposed of their 1899 cut, and it is learned that one manufacturer at least has sold his production for the season of 1900. This fact forcibly illustrates the strength of the market. It seems almost incredible that in such a short space of time Canadian red pine should become so popular in the British market.

Any reference to the hardwood trade must be almost a repetition of what has already been said. The market is strengthening, demand expanding, and stock becoming scarcer. Numerous orders are being refused for black ash and soft elm, the supply of which, it may be said, is exhausted, while of the other hardwoods it is difficult to find any considerable stock. Mill men have grasped the situation, and those having any dry lumber are not backward in asking fancy prices. Birch is in greater supply than the other woods. Early in the year a word of warning was sounded to manufacturers that prices might weaken in the spring, in view of the supposed heavy production of logs. Conditions have been changed somewhat by an unfavorable logging season, and it is not believed that the crop of logs secured has been more than an average one, while the winter season seems now to be at an end. With the prospects for a good trade, prices are not likely to depreciate to any extent.

QUEBEC AND NEW BRUNSWICK.

As the logging season draws to a close, it becomes more evident that the production of spruce logs will be limited. In Quebec the cut will be an average one, bnt in New Brunswick and Nova Scotia operations have been much curtailed. Compared with last year spruce deals are considerably higher. Manufacturers are looking forward to a better demand, and resuse to contract excepting at prices from one to two dollars in advance of those of last year. The cedar shingle market is firm, there being a steady trade with the Eastern States, where this class of shingle is growing in favor.

MANITOBA AND BRITISH COLUMBIA.

Bright building prospects in Manitoba and the North-West Territories have caused lumbermen to look forward to the season of 1899 as likely to be quite as prosperous as that of the previous year. Already there is a considerable movement of lumber, and plans are under way for several important buildings to be erected in the city of Winnipeg. Although the price list has not yet been re-arranged, it is thought that very few lines will be offered at lower figures than those which ruled last year.

In British Columbia the demand for lumber is unusually brisk, chiefly on account of the activity in building operations. Foreign trade is also of considerable volume, and lumbermen are much encouraged at the outlook.

UNITED STATES.

It can truly be said that the lumber trade of the United States is in a flourishing condition. While the spring movement has not yet commenced, the heavy purchases made during the past week show that wholesale dealers anticipate an active demand. Chicago dealers have closed for several mill cuts in the Duluth-Superior district, and have paid advanced prices for the stock. Eastern dealers, who showed a disposition to wait in the hope that prices would weaken, are now convinced that this will not be the case, and are stocking up quite liberally. The greatest scarcity pertains to low grade boards suitable for box-making. This grade of white pine is almost exhausted, and substitutes are being purchased in some instances.

Spruce is improving. In New York 13-foot stock is very scarce; there is practically none at the mills, and the

stock on hand in Albany is the lowest in years.

Prices of hardwood lumber have a tendency to further advance. Black and white ash and soft elm are much enquired for, and orders have been refused owing to inability to find the stock. In Wisconsin and Michigan logging conditions have been somewhat unfavorable, and as a result the output of basswood, elm, birch, maple and ash will not likely be as great as was expected earlier in the winter. The weather in the south has also been unfavorable, and a restricted imput is expected. These conditions cannot but result in strengthening the hardwood market.

FOREIGN.

The movement in Great Britain towards contracting for the season's supply of lumber is still backward. One reason for this is that shippers are asking higher prices, which buyers refuse to pay until convinced of the absolute necessity of doing so. The market for white pine is steady, and stocks sold at recent sales have realized average prices. There is a brisk demand for red pine, which has practically passed out of first hands. Spruce is likewise enquired for freely, some sales having been made recently at prices which show a considerable advance.

In France and Germany the trade of this year has not exhibited much life. For some reason buyers have not entered the market with the usual vigor. The South American market is improving.

### STOCKS AND PRICES.

The Spanish River Lumber Company has decided to operate its mill at Spanish River the coming season.

Chicago dealers have purchased most of the No. 4 boards on Lake Superior, paying therefor from $6.50 to $7.00 per thousand.

At a recent sale of Hodson, Mabbs & Co., London, Eng., 240 loads of first-class oak sold at 88s. to 97s., averaging 92s. 6d. per load.

The J. B. Armstrong Manufacturing Company, of Guelph, Ont., want a quantity of basswood, ⅝ inch, ¾ inch and 1 inch culls.

Perley, Lowe & Co., of Chicago, have closed for the purchase of the Peshtigo Lumber Company's mills at Peshtigo, Wis., amounting to 30,000,000 feet.

The city of Brantford, Ont., wants tenders by March 20th for the annual supply of lumber, cedar posts and oak planks. Particulars may be obtained from the city clerk.

J. B. Kemp, of Pembroke, Ont., is in the market for 3,000 cords of green spruce, also for 15,000 railway ties, delivered on the line of the C.P.R. between Carleton Junction and Moore's Lake.

The Skillings, Whitney & Barnes Lumber Co., of Ogdensburg, N.Y., have just been given an order for 180,000 feet of one-half inch pine lumber, to be shipped to Porto Rico, to be used in making sugar boxes.

The Emporium Lumber Co., of Buffalo, is reported to have purchased from F. H. & C. W. Goodyear and the Pennsylvania Canning Company, all of the hardwood on 7,000 acres of land in Cameron and Potter counties, Pennsylvania.

The city council of Winnipeg, Man., has accepted the tender of T. D. Robinson & Co. for the supply of from 1,000 to 2,000 cords of cedar blocks, at the price of $11.98 per cord. Other tenderers were: J. G. Hargrave, $12.14; Kelley Bros., $12.47.

Mr. William Margach, crown timber agent at Rat Portage, Ont., reports that logging operations are being carried on extensively in that vicinity this winter. The quantity of ties, piles, telegraph poles and cedar posts cut during the season will be greatly in excess of any previous year.

In the Duluth-Superior district there is only about 20,000,000 feet of last year's production of lumber yet unsold, while is is estimated that over 90,000,000 feet of the 1899 cut has been contracted for at prices from $1 to $1.50 higher than quotations of one year ago.

Messrs. Denny, Mott, & Dickson, of London, Eng., says regarding Canadian timber: "Waney pine and oak have been little enquired for, but there has been a fair enquiry for elm. Prices remain firm, as there is little anxiety as to the moving off of the present moderate stocks before new supplies can come to hand."

O. E. Konkle, of Hamilton Ont., will shortly commence to get out oak in the vicinity of Farmers and Morehead, Kentucky, having been given a contract to furnish oak for a number of British war vessels. The American Lumberman is authority for the statement that he intends to purchase 2,000 acres of oak lands, and that 5,000,000 feet will be required for his purpose.

Referring to the probable log supply of the Michigan mills for the coming season, the American Lumberman says: "The Siginaw Lumber and Salt Company has 15,000,000 feet of logs now in Saginaw river, and will get 10,000,000 feet more from Canada this year, the latter being cut on Indian lands. The mills of Pitts & Co., McEwan Bros. & Co., William Peter, F. E. Bradley, and one or two others on the river, chiefly depend upon Canada for stock. Eddy Bros. & Co., are operating in Canada, but also in Michigan, and will have a partial stock for their mills. The Central Lumber Company depends upon Canada for a portion of its stock, and it will be a hardship if the 10,000,000 ft. being put in on the Blind River are not allowed to come over. Pelton & Reid, of Cheboygan, have 15,000,000 feet of logs cut on Indian lands, which will be allowed to come over. It is also to be remembered that a considerable quantity of Canada logs cut last winter were hung up by the sudden disappearance of snow, and these logs have mostly been purchased by Michigan mills."

### THE MAINE LOG PRODUCTION.

A dispatch from Bingham, Maine, relating to the log input, says: The exceptionally fine season for lumbering, the fair outlook for an advance of prices for manufactured lumber and the improvements made by the Kennebec Log Driving Co. along the Kennebec river, have tended to cause each of the lumbering firms to increase their expected cut, so that the year 1899 will see the largest cut of timber ever made and rafted in the Kennebec waters, it being nearly one-third larger than the estimate given by the Associated Press at the beginning of the season. There is every reason to believe that manufactured lumber will be $2 per thousand more this year. Improvements along the Kennebec are such that driving will be practically easy compared with former years. A conservative estimate of the cut to date is as follows: In the Skowhegan section, 28,000,000; the cut in the Dead river regions, Berlin Mills, 9,000,000; Clark Bros., 1,000,000; Elias Thomas, 500,000; Elias Thompson & Co. on Bay Brook, 250,000; on the Carry, 100,000; Lawrence Newhall & Co. on the North Branch, 6,000,000; Lawrence Newhail & Co. on Moose river, 8,000,000; Elias Thomas on South Branch, 1,500,000; on Supton Brook, 2,000,000; Viles and Thomas on Black Brook, 1,000,000; Viles & Co. on Carry Pond, 500,000; Lawrence Bros. and Hollingsworth and Whitney Co. on the Spencer, 6,000,000.

### SALE OF CANADIAN LUMBER.

At an auction sale held by Foy, Morgan & Co., London, Eng., on February 16th, the following prices were realized for Canadian goods:

SPRUCE—Ex Souverain, from Dalhousie, N. B.—12 x 17 ft., 2 x 6 in., unassorted, £6; 12 x 16 ft., 2 x 6, £6; 9 x 11 ft., 2 x 6, £5 17s 6d; 5 x 8 ft., 2 x 6, £4 17s 6d; 9 x 18 ft., 2 x 5, £5 2s 6d. Ex Iona, from Quebec—13 ft., 3 x 9 in. 2nd quality, £17 15s. Ex Madura, from Saguenay, Que.—12 x 13 ft., 3 x 8 in., 1st quality, £7 10s; 9 x 16 ft., 3 x 8, £6 15s; 6 x 18 ft, 3 x 7, £6 17s 6d; 13 x 16 ft., 3 x 8, 3rd quality, £6 15s; 12 x 13 ft., 3 x 8, £6 10s; 16 x 18 ft., 3 x 7, £6 10s; 14 x 15 ft., 3 x 7, £6 10s; 12 x 13 ft., 3 x 7, £6 10s; 9 x 11 ft., 3 x 7 and 8 in., £5. Ex Madeline, from Quebec—13 x 14 ft., 3 x 11 3rd quality, £7 10s; 12 ft., 3 x 11 £7 5.

BRITISH COLUMBIA PINE.—Ex Khorasan, from Vancouver—8 x 15 ft., 3 x 3, 1s 3d per cubic ft.

### CORRECTION.

A typographical error occurred last week in the advertisement of the Ross-McLaren Lumber Company on the first page. Block 2 should have read "Lot 423 G 2; 9,280 acres, more or less," instead of 29,280 acres.

### LUMBERMAN'S INSPECTION BOOK.

Send four 3-cent Canadian postage stamps for a copy of the LUMBERMAN'S VEST-POCKET INSPECTION BOOK, containing rules for the inspection of Pine and Hardwood Lumber in the leading markets of Canada and the United States.

Martin Bros. & Co., have registered partnership in Montreal as box manufacturers.

Arthur Ellison, saw mill, owner, Port Hanley, Ont., is reported to have assigned to A. J. Clark.

Buffalo and Tonawanda lumber merchants are said to be interested in the failure of Samuel A. Skead, of New York.

H. Shaver's saw mill at Shaverton, near Tilbuy, Ont., was destroyed by fire on Sunday last. The loss is $5,000 and the insurance $3,000.

The assignment is announced of Joseph Jacob, contractor, of St. Henri, Que., the liabilities being $45,870. The Montreal Lumber Company is a creditor to the amount of $1,500.

The schooner H. B. Homan has been chartered to load lumber at St. John, N. B., for Grenada, at $5. The schooner Mercedes will load lumber and spars at Belliveau's Cove, N. S. for Barbados.

### LUMBER FREIGHT RATES.

CANADA ATLANTIC RAILWAY.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa, Rockland, Hawkesbury and intermediate points to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse, $2.20 per M ft, (3,000 lbs. and under per M ft.); Ottawa to Montreal, 5; Quebec, 10; Arnprior to Montreal, 7; Quebec, 12 cts.; Pembroke to Montreal, 8c.; Quebec, 13c. per 100 lbs.; Ottawa to Buffalo, 12 cents per 100 lbs. Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. Arnprior to New York, track delivery 17 cts.; lightered 19 cts. per 100 lbs. Pembroke to New York, track delivered 18c., lightered 20c. per 100 lbs. Parry Sound, track, 20 cents, lightered, 22 cents per 100 lbs.; Ottawa, Rockland and Hawkesbury to Boston and common points, local 15c.; exports 13c. per 100 lbs.; Arnprior to Boston and common points, local 17 cents; export 15 cts. per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cts. per 100 lbs.; Ottawa, Rockland and Hawkesbury to Portland, &c., 15 cts.; Arnprior to Portland, 17 cts.; Ottawa to Burlington, 6c. per 100 lbs.; Ottawa to Albany, 10 cts. per 100 lbs.; Arnprior to Albany, 12 cts. per 100 lbs.; Parry Sound to Albany, 17 cts. per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N.Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 21 cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft.; the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

GRAND TRUNK RAILWAY.

Lumber freight rates for pine on the Grand Trunk Railway, according to the tariff issued 15th February, 1897, will be found below. General instructions in shipping by Grand Trunk are embodied in these words in the schedule: Minimum weight 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination. For instance, the rates from Orillia to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Gravenhurst to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, and the rates from Hanover or Hepworth would not be higher than from Wiarton to the same destination, but in no case are higher rates to be charged than as per mileage table published on page 15 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Har-


WANTED

Black Ash, all thicknesses.
1-inch Red Oak.
Inch Butternut, Mill Run.
Inch Basswood.

State quantity and price.

JAS. G. CANE & CO.,
35 Adelaide St. E., Toronto, Ont.

Sieveking, Podmore & Co.
WOOD AGENTS
7 CROSBY SQUARE, LONDON, ENG.
Cable Address: "Sieveking," London
Branch at LIVERPOOL.

HESSLER & CO.
Wood Agents
West Hartlepool and Hull, ENGLAND
Branch Offices in Hull and Newport, Mon.
Cable Address: "Hessler," West Hartlepool.

H. D. WIGGIN 89 STATE ST., BOSTON, MASS.
will inspect at mill and PAY CASH for
LOG RUN
Elm, Ash, Bass and other Hardwoods
CORRESPONDENCE SOLICITED.

ORILLIA EXPORT LUMBER CO.
ORILLIA, ONT.
Wholesale Pine and Hardwood
Lumber Dealers
Cabinet Woods, Including Mahogany, A Specialty.
CORRESPONDENCE INVITED QUOTATIONS GIVEN

BUYERS OF
WHITE PINE AND HARDWOOD
SWAN-DONOGH LUMBER CO.
WHOLESALE LUMBER DEALERS.
North Tonawanda.
CORRESPONDENCE SOLICITED.

Do You Use Mahogany?
If so don't buy until you have seen or inquired about our now famous . .
TABASCO MAHOGANY
Finest figured wood on the market; is hard and takes elegant finish. Brings highest prices in Europe, but we sell here about same prices as ordinary mahogany. Specially adapted for fine cabinet and interior finish . . . . . .
LAWRENCE & WIGGIN
Importers and Manufacturers BOSTON, MASS.

por, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale Sundridge and South River, to Toronto, 8c.: Trout Creek, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 10c. The rates on hardwoods average about from 1c. per 100 lbs. higher than on pine and softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the distr t freight agent.

On spruce and balsam (partly seasoned) for pulp manufacture, the rate from Longford, Wiarton, Penetang, Coldwater, Waubaushene, Victoria Harbor, Haliburton, Kinmount, etc., to Toronto, is $2.20 per cord; and to Merriton and Thorold, $2.60; Katrine, Callendar, North Bay, etc., to same points, $2.45 and $2.60 respectively; Beeton, Allandale, Orillia, etc., $2.20 and $2.60. On green spruce and balsam the rate is 25 per cent. higher.

CANADIAN PACIFIC RAILWAY.

The rates at present in effect on the Canadian Pacific Railway to Toronto and Hamilton are as follows: Pine and soft woods from Klock, Mattawa, Bonfield, North Bay, Sturgeon Falls, Cache Bay and Warren, 9 cents; from Sudbury Jct., Rayside and Chelmsford, 10 cents; from Cartier and Geneva Lake, 10½ cents; from Biscotasing, White Fish, Massey, Cutler, Spragge and Algoma, 12 cents per 100 lbs. The rates on hardwood are one cent per 100 lbs. higher than those on pine. From Ottawa, Hull, Aylmer and Dechenes Mills, also Arnprior. Braeside and Pembroke, to Toronto the rate is 10 cents both on pine and hardwood. The rates are based on a minimum of 30,000 lbs. per car."

Summer rates to New York, via Albany and barge line, expired on November 28th, owing to closing of navigation on the Hudson river, and the usual all rail rates became effective, as follows: To New York, for track delivery, and all points on the Hudson river, or the New York Central and West Shore railways, from Ottawa, Hull, Aylmer, Deschenes Mills, 15c. per 100 lbs.; from Carleton Jun tion, 16c.; from Arnprior, Braeside and Renfrew, 17c.; from Eganville and Pembroke, 18c. The rates to New York, including lith erage within the free litherage limits of New York harbor, are 2 cents per 100 lbs. additional.

Summer rates to Montreal expired on November 15th, and the usual winter rates became effective as follows: From Ottawa, Hull, Aylmer and Deshcenes Mills, 5c.; Carleton Junction, 6c.; Arnprior and Braeside, 7c.; Renfrew, Eganville and Pembroke, 8c. The rate to Three Rivers is 4c. and to Quebec 5c. over the rate to Montreal. The minimum car load in all cases where rates are computed on a weight basis is 30,000 lbs.; when on a measurement basis 10,000 feet B. M.

The C.P.R. also make the following rates on seasoned pine lumber to West St. John, N B., for export: From Ottawa, Hull, Aylmer, Deschenes Mills, East Templeton and Buckingham, $3.75 per M feet; Carleton Junction, Braeside and Arnprior, $4.00 per M feet; Renfrew, Douglas, Eganville and Pembroke, $4.50 per M feet. On lumber for local consumption at St. John, N B., and common points the rate is 20 cents from Ottawa, Hull and Aylmer, and to Halifax 21 cents from same points. On seasoned pine lumber the rate from Ottawa to Oswego, N.Y., is $1.90 per M feet, and to Syracuse, N.Y., $2.20 per M feet; from Ottawa to Buffalo, 12 cents and to Detroit 14 cents per 100 lbs.; to Boston, Mass., and common points, 15 cents from Ottawa, Hull, Deschenes Mills and all points east thereof; 16 cents from Carleton Junction; 17 cents from Arnprior, Braeside and Renfrew, and 18 cents from Eganville and Pembroke, and proportionate rates from points further west on lumber for consumption in the United States. The export lumber rate is 13 cents from Ottawa and Hull, 14 cents from Deschenes Mills, Aylmer and Carleton Junction, and 15 cents from Arnprior and Braeside to Boston.


**CANADA ATLANTIC RAILWAY**

Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE

H. B. Mussen, Contracting Agent.
M. A. Overend, Foreign Freight Agent, 115 Board Trade, Montreal.

. . . . Shortest and Quickest Route from . . . .
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PEMBROKE, PARRY SOUND and other Lumber Centres, TO BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
W. P. Hinton, Ass't General Freight Agent, Ottawa.
C. J. Smith, General Traffic Manager, Ottawa, Ont.

**Short Line to Great Britain**

The
**CANADIAN S.S. CO.'S**
**Winter Sailings**
Between MILFORD HAVEN,
PASPEBIAC and ST. JOHN'S, Nfld.

Through Bills of Lading issued to and from all parts in Canada and Western States by G. H. Pugh, Foreign Freight Agent A. & L.S.R.R. Co., Room 16 Board of Trade Bldg.

For Further particulars and information as to Passengers and Freight apply to any Intercolonial Agency, or to

Montague Yates
13 St. John St., MONTREAL


Please mention the CANADA LUMBERMAN when corresponding with Advertisers.

## *CANADIAN EXPORTERS AND WHOLESALERS*


**Keenan Brothers**
*OWEN SOUND, ONT.*

*DRY STOCK WANTED*
Of any grade or thickness, for immediate shipment, also highest price paid for **Rock and Soft Elm**, green from the saw. State sizes and lowest cash price, and state station from which shipment will be made.

We have a **large quantity of Cedar Posts, all sizes. Call for prices.**
JOHN HARRISON - OWEN SOUND

**THE PEMBROKE LUMBER CO. LIMITED**
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT.

**MOHR & RYAN** - KILLALOE STATION, ONT.
.....DEALERS IN.....
Elm, Ash, Basswood and Maple Lumber; Cedar, Pine and Hemlock Dimension Timber; Cedar Telegraph and Telephone Poles; Railroad Ties and Fence Poles—all lengths.
WRITE FOR QUOTATIONS

**McLAURIN & MacLAREN**
Lumber Manufacturers
Dimension Timber in White or Red Pine, Spruce, Hemlock, or Cedar.
PINE DEALS
Cedar Shingles, Cedar Ties, Posts and Poles, Pine Lath, Etc., Etc.
Shipments by Rail or Water. - East Templeton, Que.

**JAS. PLAYFAIR & CO.**
Manufacturers and Wholesale Dealers
**LUMBER • LATH • SHINGLES**
Contractors for Railway Supplies
BILL TIMBER a Specialty . . .
MIDLAND, ONT.

**A. & P. WHITE** Manufacturers of and Dealers in.....
*Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.*
*A Large Quantity of Dry Lumber in Stock* - PEMBROKE, ONT.

**ROBERT WATT • WIARTON**
MANUFACTURER AND WHOLESALE LUMBER
Pine Lath, Cedar, and Pine Shingles.
Correspondence Solicited. HEMLOCK BILLS A SPECIALTY. Mills at Wiarton.

**MAITLAND, RIXON & CO.** OWEN SOUND, ONTARIO.
Manufacturers and Dealers
LUMBER, LATH, TIES, POLES, SHINGLES, ETC.
Make a Specialty of Long Pine, Cedar and Hemlock Bill Stuff.
WE SHIP BY C.P.R., G.T.R. AND BY WATER

T. L. BAILIE
**WHOLESALE HARDWOODS**
Penetang, Ontario
Has Basswood, Oak, Birch, Maple, Ash, Soft Elm—cut to order, in car-load lots.
Wants to hear from mills having above woods to offer for sale.
Pays Cash for all shipments.
Correspondence Solicited and answered promptly.

**KILN-DRIED BIRCH FLOORING** SHEETING .. and .. CEILING
Flooring from $12.00
Ceiling " 10.00
SAMPLES BY MAIL
KNIGHT BROTHERS CO.
Burk's Falls, Ont.


## *FOREIGN IMPORTERS*


**WRIGHT, GRAHAM & CO.**
7 Royal Bank Place,
GLASGOW, SCOTLAND
**WOOD BROKERS**
Cable Address: "Brakridge," Glasgow.
Codes Used: Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of **CANADIAN WHITE PINE AND SPRUCE**, cut to all sizes—and all kinds of Hardwoods in Log, Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

**SMITH & TYRER** - 14 Canada Dock, LIVERPOOL
**.. Wood Agents ..**
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax, N.S.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

**BELTING**
Canadian Oak Tanned Belting Co., Montreal, Que.
Fleming, W. A., Montreal, Que.
Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
McLaren, D. K., Montreal, Ottawa and Galt.
The Waterous Co., Brantford.
Young, J. S., Montreal.

**BRASS CASTINGS**
City Brass Foundry, Hamilton, Ont.
Magnolia Metal Co., New York.

**DRY KILNS**
Standard Dry Kiln Co., Indianapolis, Ind.

**ELECTRICAL APPARATUS**
Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

**LUMBERMEN'S SUPPLIES**
Eckardt, H. P. & Co., Toronto.
Gartshore, John, Toronto.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

**MACHINERY**
Bell, Robt., Jr., Hensall, Ont.
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston Ont.
Carrier, Laine & Co., Levis, Que.
Darling Bros., Montreal.
Kennedy & Sons, Wm., Limited, Owen Sound, Ont.
Lancaster Machine Works, Lancaster, Ont.
Leonard & Sons, E., London, Ont.
Lloyd Manufacturing Co., Kentville, N. S.
Mershon, W. B. & Co., Saginaw, Mich.
Northey Mfg. Co., Toronto, Ont.
Payette, P. & Co., Penetanguishene, Ont.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.
The Oxford Foundry & Machine Co., Oxford, N. S.
The Defiance Machine Works, Defiance, Ohio, U.S.A.

**MAGNOLIA ANTI-FRICTION METAL**
Magnolia Metal Co., New York.

**PAPER AND PULP MILL ENGINEERS**
Tower & Wallace, New York.

**PULP MACHINERY**
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.

**PULLEYS**
Dodge Wood Split Pulley Co., Toronto.
The Dominion Leather Board Co., Montreal, Que.

**RAILROAD BRASSES**
Magnolia Metal Co., New York.

**SAW MANUFACTURERS**
Burns, E. R., Saw Co., Toronto, Ont.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.
The James Robertson Co., Montreal, Que.

**TURBINES**
Barber, C., Meaford, Ont.
Kennedy & Sons, Wm., Limited, Owen Sound, Ont.
Madison Williams, Port Ferry, Ont.

**WHOLESALE LUMBER DEALERS**
Houston, G. T. & Co., Chicago, Ill, U.S.A.
Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

**MISCELLANEOUS**
Accountant and Auditor, Wm. M. Dunlop, Montreal, Que.
Axes, Campbell Bros., St. John, N. B.
Canadian Photo Engraving Bureau, Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Consulting Engineers, Tower & Wallace, New York.
Illinois Central R.R.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Machine Knives, Peter Hay, Galt, Ont.
Pike Poles, A. L. Cope & Sons, Wilberforce, Ont.
The Bradstreet Mercantile Agency, New York and Toronto.
Treatise on Care of Saws, Baldwin, Tuthill & Bolton, Grand Rapids, Mich.

# WHOLESALE PRICES CURRENT.

(The quotations given below are unless otherwise specified, the average selling prices quoted by wholesale dealers at the different markets named.)

## TORONTO, ONT.

TORONTO, March 1, 1899.

CAR OR CARGO LOTS.

| | | | | |
|---|---|---|---|---|
| 1¼ 1½ and 2 inch cut up and better | $32 00 | $34 00 | 1 inch dressing and better | $20 00 | $22 00 |
| 2 inch picks and uppers | 34 00 | 36 00 | 1 inch siding mill run | 14 00 | 15 00 |
| 1x 2 dressing and better, 60% 16 ft | 22 00 | 24 00 | 1 inch siding common | 11 00 | 12 00 |
| 1x10 fine dressing and better | 22 00 | 24 00 | 1 inch siding shipculls | 10 50 | 11 50 |
| 1x10 and 12 Canadian dressing and better | 18 00 | 20 00 | 1 inch siding mill culls | 8 50 | 9 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 | Cull scantling | 8 00 | 9 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 | 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 | 1 inch strips, common | 11 00 | 12 00 |
| 1x10 and 12 common. | 12 00 | 14 00 | 1 1-4 inch flooring | | 16 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 | 1 1-2 inch flooring | | 16 00 |
| inch clear and picks | 28 00 | 30 00 | XXX pine shingles, 16 inch | | 2 25 |
| | | | XX pine shingles 16inch | | 1 40 |
| | | | Lath, No. 1 | | 1 50 |
| | | | Lath No. 2 | | 1 15 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Ash, white, 1 to 2 in | $26 00 | $28 00 | Cherry | 1 | to 1½ | $50 00 | $60 00 |
| " " 2½ to 4 | 30 00 | 32 00 | " | 2 | " 4 | 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in | 18 00 | 20 00 | Elm, soft | 1 | " 1½ | 16 00 | 18 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in | 20 00 | 22 00 | " " | 2 | " 3 | 17 00 | 19 00 |
| Ash, M. R., 1 " 2 | 16 00 | 18 00 | " rock | 1 | " 1¼ | 18 00 | 20 00 |
| Birch, 1 " 2 | 18 00 | 20 00 | " " | 1½ | " 3 | 21 00 | 23 00 |
| " 1½ " 2 | 20 00 | 23 00 | Hickory | 1½ | " 2 | 28 00 | 30 00 |
| " sqrs. 4x4 " 8 x8 | 24 00 | 26 00 | Maple | 1 | " 1½ | 16 00 | 18 00 |
| Basswood, 1sts and 2nds, 1 to 1¼ in | 17 00 | 19 00 | " | 2 | " 4 | 17 00 | 18 00 |
| " 1½ " 2 | 20 00 | 21 00 | Oak, red, p'n | 1 | " 1½ | 26 00 | 30 00 |
| " m. r. 1 " 1¼ | 15 00 | 17 00 | " " | | " 4 | 29 00 | 32 00 |
| Butternut 1 " 1½ | 23 00 | 25 00 | " white | | " 1½ | 28 00 | 30 00 |
| " 2 " 3 | 25 00 | 28 00 | " " | | " 4 | 30 00 | 35 00 |
| Chestnut 1 " 2 | 24 00 | 2 00 | " quart'd | | " 2 | 46 00 | 50 00 |
| | | | Walnut | 1 | " 3 | 85 00 | 100 00 |
| | | | Whitewood | 1 | " 2 | 32 00 | 36 00 |

## OTTAWA, ONT.

OTTAWA, March 1, 1899.

| | | | | | |
|---|---|---|---|---|---|
| Pine, good sidings, per M feet, b.m | $31 00 | 36 00 | Pine, 8 s.c. and better stock | 11 00 | 12 50 |
| Pine, good strips, | 25 00 | 27 00 | Pine, 8 & ups.c. sidings | 11 00 | 13 00 |
| Pine, good shorts, | 17 00 | 25 00 | Pine, s.c. strips | 8 00 | 10 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m | 15 00 | 18 00 | Pine, s c. shorts | 6 50 | 8 50 |
| | | | Pine, box culls | 9 00 | 10 00 |
| Pine, No. 1 dressing strips, | 14 00 | 16 00 | Pine mill culls | 7 50 | 9 00 |
| | | | Lath per M No. 1 | 1 00 | 1 10 |
| Pine, No. 1 dressing shorts, | 12 00 | 14 00 | Lath per M No. 2 | 80 | 95 |
| | | | 1x10 No. 1 barn | | 18 00 |
| Pine, 10 s.c. and better stock, | 13 50 | 15 00 | 1x10 No. 2 " | | 16 00 |
| | | | 1x8 & 9 No. 1 " | | 17 00 |
| | | | 1x8 & 9 No. 2 " | | 15 00 |

## QUEBEC, QUE.

QUEBEC, March 1, 1899.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Common and railroad, for interior and ordinary according to average, quality, etc., measured off | 21 @ | 24 |
| For 40 to 45 feet average, measured off | 26 | 29 |
| For good and good fair average, measured off | 29 | 33 |
| First class " " | 36 | 39 |
| In shipping order " " | 35 | 40 |
| First class Ottawa waney, 18 inch average | 35 | 37 |
| " " " 19 to 21 inch average | 38 | 40 |
| First class Michigan waney board, 18 inch average | 41 | 43 |
| " " " " 19 to 21 inch average | 44 | 46 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 28 |
| In shipping order, 35 to 45 feet " | 38 | 40 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 32 | 35 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average and quality | 21 | 24 |
| To average 16 inch | 25 | 26 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 15 | 18 |
| 16 " " | 21 | 25 |
| 18 " " | 24 | 28 |

DEALS.

Bright spruce, according to mill specification, $39 to $42 for 1st, $25 to $27 for 2nd, $22 to $25 for 3rd, and $18 to $21 for 4th quality. F.O.B. batteau.

## NEW YORK CITY.

NEW YORK, N. Y., March 1, 1899.

WHITE PINE TIMBER.

| | | | | | |
|---|---|---|---|---|---|
| Bridge timber | $28 00 | @ 40 00 | Building orders | $27 00 | @ 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in | 14 00 | 14 50 | 10 to 12 in | 16 25 | 17 00 |
| 6 to 12 in | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 o 12 in | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | | | |
|---|---|---|---|---|---|
| 1 inch, | No. 1 and 2 | Black Ash, | 10 to 16 | | 30 00 |
| 1¼ to 2 in. | " | " | " | | 31 00 |
| 1 inch, | " | Soft Elm, | " | | 22 00 |
| 1¼ in and thicker, | " | " | " | | 23 00 |
| 4/4 | " | Hard Maple, | " | | 22 00 |
| " | " | Basswood, | " | | 20 00 |
| " | " | Birch, | " | | 23 00 |
| " | " | Black Ash, Com. and Shipping Cull, M.C.O. | | | 14 00 |
| " | " | Soft Elm, | " | | 12 00 |
| " | " | Hard Maple, | " | | 14 00 |
| " | " | Basswood, | " | | 12 00 |
| " | " | Birch, | " | | 14 00 |

## ALBANY, N.Y.

ALBANY, N.Y, March 1, 1899.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $51 | $53 | Dressing boards, narrow | $19 | $21 |
| 2½ in. | 50 | 52 | West India shipping boards. | 14 | 16 |
| 1 to 2 in. | 45 | 48 | Box boards | 12 | 13 |
| 4 inch uppers | | 54 | 10-in. dressing and better | 26 | 32 |
| Selects, 2½ in. up | | 44 | 10-in. common | 13 | 15 |
| " to 2 in. | | 40 | 12-in. dressing and better | 25 | 34 |
| Fine common, 2½ in. and up | 39 | 42 | Common, 1x12 | 14 | 15 |
| 1 to 2 in. | 36 | 38 | No. 1 barn, 1x12 | 20 | 22 |
| No. 1 cut, 1 to 2 inch | 25 | 30 | 1x10 | 18 | 20 |
| No. 2 | 20 | 25 | 1x8 | 16 | 18 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 16 | 17 |
| No. 1 molding, 1 to 2 in | 30 | 36 | 1x10 | 15 | 16 |
| No. 2 molding, 1 to 2 in | 24 | 27 | 1x8 | 13 | 15 |
| Stained saps | | 20 | Shaky or star clear, 1 to 2 in. | 15 | 21 |
| Bracket plank | 30 | 35 | Dressing | 16 | 58 |
| Shelving boards, 12-in. up | 29 | 31 | Common | 11 | 15 |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Pine | $1 75 | | Spruce | $1 75 | |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $4 00 | $4 25 | Bound butts, 6 x 18 | $5 50 | 25 |
| Clear butts | 3 00 | 3 25 | Hemlock | | 15 |
| Smooth, 6 x 18 | 5 00 | 5 50 | Spruce | | 2 20 |

## BOSTON, MASS.

BOSTON, March 1, 1899.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $10 50 | 12 00 | ¾ inch | $ 9 25 | $ 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 11-16 inch | 9 00 | 9 50 |
| Refuse | 12 00 | 13 00 | ⅝ inch | 8 00 | 8 75 |
| Outs | | 9 00 | Clapboards, sap ext. | 40 00 | 44 00 |
| Boxboards, 1 inch | 10 00 | 11 00 | Sap clear | 33 00 | 35 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, 2nd clear | 30 00 | 31 00 |
| | | | No. 1 | 19 00 | 23 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in | $50 00 | @52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in | 58 00 | 62 00 | 1¼, 1½ and 2 in | 30 00 | 32 00 |
| Selects, 1 in | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in | 53 00 | 56 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in | 24 00 | 38 00 |
| Fine common, 1 in | 40 00 | 41 00 | Coffin boards | 18 00 | 20 00 |
| 1¼, 1½ and 2 in | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 50 | 1 75 |
| Cedar, extra | 2 50 | 2 65 | Extra No. 1 | 1 25 | 1 50 |
| Clear | 2 25 | 2 40 | | | |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | | | By cargo | 7 80 | @ 1 90 |
| By car | 1 80 | @ 2 00 | | | |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., March 1, 1899

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in | $46 00 | 48 00 | No. 3, 1¼ & 2 in | 17 00 | 18 00 |
| 2½ and 3 in | 55 00 | 56 00 | Shelving, No. 1, 13 in. and up, 1 in | 32 00 | @34 00 |
| 4 in | 58 00 | 60 00 | Dressing 1¼ in | 27 00 | 30 00 |
| Selects, 1 in. | 41 00 | 42 00 | 1¼x10 and 12 | 28 00 | 30 00 |
| 1¼ to 2 in | 42 00 | 43 00 | 1½ in | 28 00 | 30 00 |
| 2½ and 3 in | | 50 00 | 2 in | 29 00 | 34 00 |
| 4 in | | 52 00 | Mold st'ps, 1 to 2 in | 31 00 | 33 00 |
| Fine common, 1 in | 36 00 | 37 00 | Barn, No. 1, 10 & 12 in. | 22 00 | 23 00 |
| 1¼ and 1½ in | 36 00 | 37 00 | 6 and 8 in | 18 00 | 21 00 |
| 2 in | 36 00 | 38 00 | No. 2, 10 in | 16 00 | 16 00 |
| 3 in | | 45 00 | No. 2, 12 in | 17 00 | 18 00 |
| 4 in | | 47 00 | No. 3, 10 in. | 12 00 | 13 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | No. 3, 12 in | 13 50 | 14 00 |
| 1¼ to 2 in | 33 00 | 34 00 | 6 and 8 in | 11 00 | 12 00 |
| No. 2, 1 in | 15 00 | 16 00 | Common, 1 in | 15 00 | 16 00 |
| No. 2, 1¼, & 1½ in | 23 00 | 25 00 | 1¼ and 1½ in | 17 00 | 18 00 |
| No. 3, 1¼ & 1½ in | 17 00 | 18 00 | 2 in | 18 00 | 20 00 |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 28 00 | 30 00 | 2½ to 4 in | 34 00 | 38 00 |
| 1¼ to 2 in | 31 00 | 33 00 | Strips | 18 00 | 20 00 |
| | | | Com. and culls | 10 00 | 12 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 25 00 | 26 00 | Com. & good culls | 10 00 | 12 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 28 00 | 30 00 | 1st & 2nd, white, 6" & up, | 18 00 | 19 00 |
| | | | Com. & good culls | 12 00 | 15 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 20 00 | 22 00 | 1st & 2d, soft, 8 in. & up, | 18 00 | 20 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 18 00 | 20 00 | 1st & 2d, soft, 6in. & up, | 18 00 | 20 00 |

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., March 1, 1899.

UPPERS AND SELECTS.

| | | | | |
|---|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $45 00 | Selects, 1 in., 8 in. and up wide | $40 00 |
| 1¼, 1½ and 2 in | 45 00 | 1¼, 1½ and 2 in | 41 00 |
| 2½ and 3 in | 45 00 | 2½ and 3 in | 50 00 |
| 4 in | 60 00 | 4 in | 55 00 |

FINE COMMON.

| | | | |
|---|---|---|---|
| 1 in., 8 in. and up wide | 34 00 | 2½ and 3 in., 8 in. and up wide | 45 00 |
| 1¼, 1½ and 2 in | 35 00 | 4 in | 50 00 |

B FINE COMMON OR NO. 1 CUTTING.

| | | | |
|---|---|---|---|
| 1 in., 7 in. and up wide | 24 00 | 2½ and 3 in., 7 in. and up wide | 37 00 |
| 1¼, 1½ and 2 in | 30 00 | 4 in | 40 00 |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 36 00 | 1 in., 4, 5 and 7 in. wide | 34 00 |
| 6 in. wide | 40 00 | 6 in. wide | 40 00 |

FINE COMMON OR C.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 in. wide | 29 00 | 1¼ in., 4, 5 in. wide | 30 00 |
| 1¼ in., 6 in. wide | 34 00 | in., 6 in. wide | 33 00 |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | |
|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 24 00 | 1 in., 4, 5, 6 in. wide | 22 00 |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 in | 16 00 | 1¼ in., 4, 5 and 7 in. | 16 00 |
| 1 in., 6 in | 18 00 | 1¼ in., 6 in. | 18 00 |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | |
|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 13 50 | 1¼ in., 4 to 7 inch | 14 00 |
| 1 in., 6 inch | 14 00 | No. 3 Fencing, 1 in., 6 inch | 12 00 |

SHELVING.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 25 00 | No. 2, 1 in., 7 and 8 in. stocks | 19 00 |
| 1 in., 10 in. and up wide | 26 00 | 1 in., 10 in. stocks | 21 00 |
| 1 in., 12 in. stocks | 29 00 | 1 in., 12 in. stocks | 24 00 |
| 1 in., 12 in. and up wide | 30 00 | 1 in., 10 in. and up wide | 22 00 |
| 1¼ in. 1½ and 2in., 8in. and up wide | 29 00 | 1 in., 13 in. and up wide | 25 00 |

BARN BOARDS OR STOCKS.

| | | | |
|---|---|---|---|
| No. 1, 12 in. | 21 00 | No. 2, 9 in | 13 50 |
| 10 in | 18 00 | 8 and 7 in | 13 50 |
| 9 in | 18 00 | No. 3, 12 in | 12 50 |
| 8 and 7 in | 18 00 | 10 in | 12 00 |
| No. 2, 12 in | 16 00 | 9 in | 12 00 |
| 10 in | 14 00 | 8 in | 12 00 |

SHIPPING CULLS OR BOX.

| | | | |
|---|---|---|---|
| 1 in., 4 and 5 in. wide | $10 00 | 1 in., 13 in. and up wide | $10 50 |
| 1 in., 6 in. wide | 10 00 | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 |
| 1 in., 7 in. wide and up | 10 00 | | |

SHAKY CLEAR.

| | | | |
|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9in. wide | 20 00 | 1 in., 10 in. and up wide | 19 00 |
| 1 in., 6 in. wide | 20 00 | 1¼, 1½ and 2 in., 8in. and up wide | 20 00 |

COFFIN BOARDS.

| | | | |
|---|---|---|---|
| No. 1, 1 in., 13in. and up | 22 00 | No. 1, mill culls | 9 00 |
| No. 2 | 17 00 | No. 2, or red horse | 6 50 |

TIMBER, JOIST AND SCANTLING.

| | | | |
|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $ 9 50 | Hemlock, 2x4 to 10, 12 to 16 feet | 7 50 |
| 18 ft | 10 50 | 2x12. | 8 50 |
| 20 ft | 11 50 | Add $1 to each additional 2ft. in length. | |
| 22 and 24 ft | 12 50 | | |

SHINGLES, 18-IN.

| | | | |
|---|---|---|---|
| Country brands, XXXX | 3 00 | Standard brands, river made, XXXX | 3 25 |
| Clear Butts | 2 00 | Clear Butts | 2 25 |

WHITE PINE LATH.

| | | | |
|---|---|---|---|
| No. 1 | 1 60 | No. 2 | 1 20 |
| | | Hemlock | 1 00 |

## PRICES OF COOPERAGE STOCK.

| | F.o.b. cars at Sutherland Innes Mills | F.o b. Wallaceburg |
|---|---|---|
| No. 1 28½ inch jointed elm staves, per net 1,000 | $5 00 | $5 00 |
| No. 1 30 " " " " " | 5 00 | 5 00 |
| No. 1 32 " " " " " | 5 25 | 5 50 |
| No. 1 24 " " " " " | 4 00 | 4 00 |
| No. 2 28½ " " " " " | 3 25 | 3 25 |
| No. 2 30 " " " " " | 3 25 | 3 25 |
| No. 2 32 " " " " " | 3 75 | 3 75 |
| No. 2 24 " " " " " | 2 00 | 2 00 |
| No. 1 14 in. to 14¾ in. kiln dried basswood heading, per set | 3 | 3 |
| No. 1 15 " 16 " " " " | 3¼ | 3¼ |
| No. 1 17⅞ " " " " | 3¾ | 3¾ |
| No. 1 18 " 18¾ " " " " | 4¼ | 4½ |
| No. 1 19⅜ " " " " | 4½ | 4¾ |
| No. 1 19½ " " " " | 5 | 5 |
| Mill run heading ½ct. per set less, No. 2 heading 1ct. per set less. | | |
| No. 1 5½ ft. patent coiled elm hoops, per net 1,000 | 5 25 | 5 40 |
| No. 1 6 " " " " " | 5 50 | 5 65 |
| No. 1 6½ " " " " " | 6 00 | 5 90 |
| No. 2 hoops about 50 cts. per thousand less. | | |
| No. 1 28½ in. jointed white ash staves, per net 1,000 | 6 50 | 00 |
| No. 2 28½ " " " " " | 3 25 | 0 |
| 34 in. to 35 in. elm syrup bbl. staves | 18 00 | 17 00 |
| No. 1 30 inch half syrup barrel staves | 16 00 | 16 00 |

(If bent to shape, $2.00 per thousand more.)

therewith by a pitman rod. A step is alsc provided upon which to place the wood to be split. It is made of cast iron, and is bolted to the frame. The wedge or axe is fastened to the sliding block, and rises and falls with it. The two cranks are placed 180° apart on the shaft, to prevent two blocks being split at the same time, which would cause a sudden strain on the driving gear. Splitters do not demand much power for their operation, and consequently can be run with light machinery. The wood used in most mills is small enough to enter the grinder pocket without previous splitting, and when an occasional stick occurs that is too large, it is split with an axe.

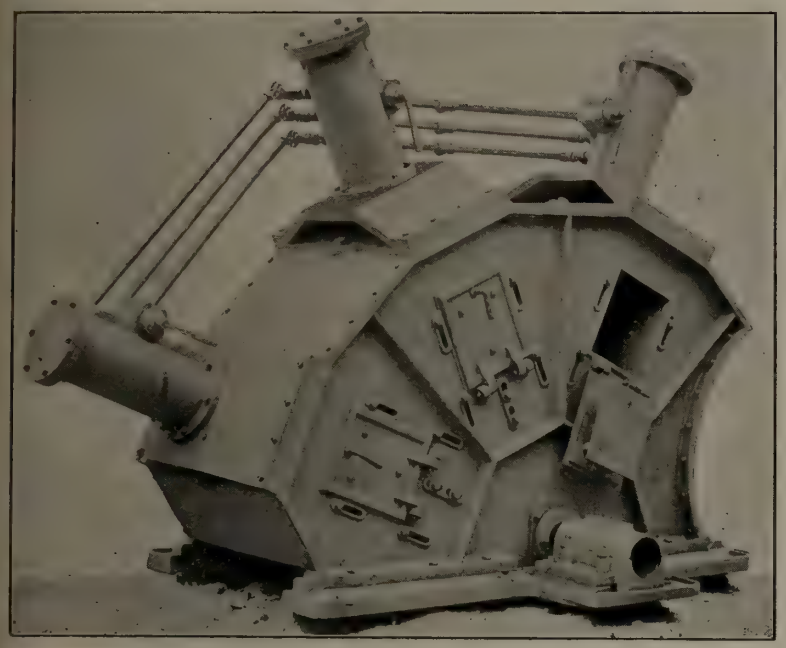


Fig. 5—Wood Pulp Grinder (made by Robb Engineering Company.)

### GRINDING.

Description of Grinding.—The wood is conveyed from the wood room to the grinder room. Here it is ground on revolving stones by hydraulic pressure, being thereby reduced to pulp. Fig. 5 is a cut of a grinder manufactured by the Robb Engineering Company, of Amherst, N.S. This grinder is very strongly built, and is a good example of the closed frame type. As will be seen from the illustration, the grinder consists of a heavy cast iron bed plate which carries the bearings of the shaft, and two cast iron side plates, between which the stone revolves, and where the pockets are situated. Above each pocket is fixed an hydraulic cylinder, which furnishes the pressure required to force the wood against the stone. Doors are fitted in one of these side plates, through which the wood is passed in filling the pocket. The sides of the pocket are cast iron plates, which can be raised or lowered to suit the wear of the stone, and are adjusted with screws and clamp bolts passing through the main frame. These pockets are made to take 24 inch wood and are 13 inches wide. The cylinders are made either 8 or 10 inches in diameter, and each is independent of the others, being controlled by its own lever and valve. These cylinders are lined with drawn brass tubing, which is an advantage. All valves and valve seats are made of phosphor bronze. The pistons are packed with double cupped leather packing, which works equally well in both directions. The shaft is of steel, 7 inches in diameter in the bearings, and 7½ inches in the stone. The bearings are 7″ × 20″, lined with babbitt, being oiled and cored out for water circulation. Heavy flanges of cast iron are provided on each side of the stone, faced and turned true, and threaded right and left hand on the shaft. The shaft is provided with packing boxes where it passes through the frame, which prevents leakage of pulp and water. The stones used with this machine are from 48″ to 50″ diameter by 26″ face.

The capacity of a grinder depends on the power supplied. With 10″ cylinder and using 400 h. p., this one is capable of making about six tons of dry pulp per 24 hours, or with 8 inch cylinders and 280 h.p., the capacity would be between 3½ to 4 tons dry in the same time. The speed should not exceed 200 revolutions per minute, and may run as low as 175 without disadvantage, depending on the material to be ground, pressure, and other considerations.

Fig. 6 is the standard open frame type of grinder manufactured by the Jenckes Machine Company, of Sherbrooke, Que. This machine is constructed in a substantial manner and has given good satisfaction. The cylinders are cast iron, lined with brass, and fitted with cast iron heads. The lower heads are bolted direct to the top of the pocket, and are hollow castings fitted with doors on each side, which can be removed should the lower glands require packing or adjusting. The piston rods are made of steel, $3\frac{15}{16}$ inches in diameter, and are connected to the followers by shrinking, and also secured by two brass nuts, one being a lock nut. The piston head is packed with four square rings ⅝ inch wide. Glands for piston rod are made of brass, secured by 3 stud bolts and brass hexagonal nuts. The pocket followers are made with strips cast on the face, which prevents the rolling of the wood in the pockets. This is quite an advantage, as rolling may cause a serious break. The pockets are constructed in one piece, two inches in thickness, and can be adjusted sufficiently close to the stone so as to prevent the formation of splinters to any great extent. The middle pocket is made larger than the other two, it being 16 inches wide, while the others are 14 inches. The pockets are raised and lowered by two 2-inch screws each. The doors are made of steel plate, and slide in a groove cast in the frame. The main boxes for the shaft are self-adjusting, and conform to any variation in the shaft. They are 18 inches long and wood lined; the bearings running in water. The flanges for the stone are made of steel 38 inches in diameter, faced up true and threaded right and left hand on the shaft. The shaft is made of hammered steel, keyed for coupling, or can be made for a shrink coupling if required. The grinder case can be tipped up, allowing access to the stone when necessary. The stone is 54 inches in diameter by 26 inch face, in the larger size, and 18 inch face in the smaller.

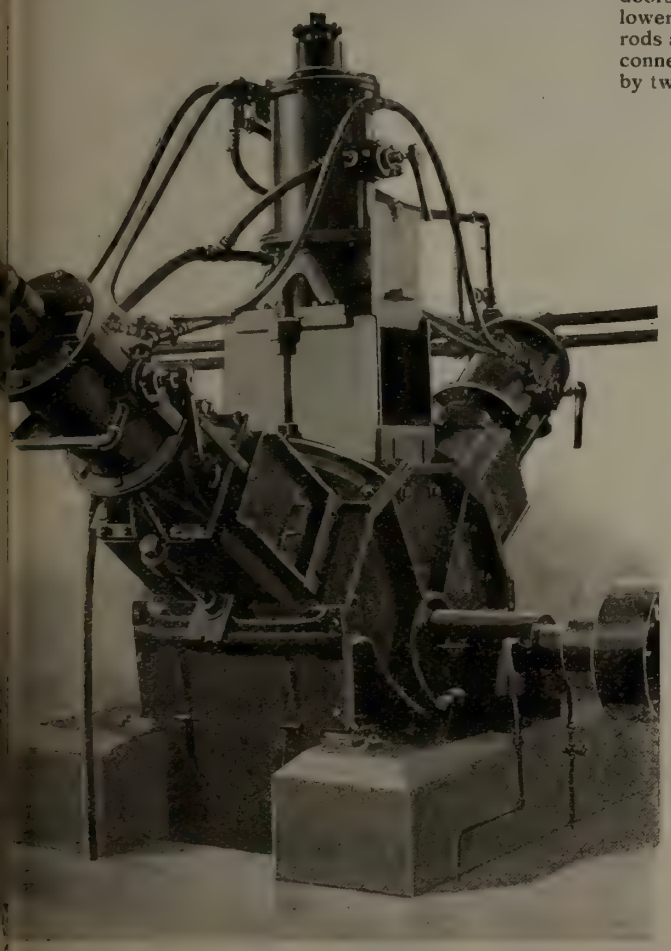


Fig. 6—Port Henry Wood Pulp Grinder.

Operation of the piping system of the Port Henry grinder.—In Fig. 7 is shown a side view of the Port Henry grinder, described above. This gives a good illustration of their manner of piping, which is claimed by the makers to possess many advantages. In the operation of any pulp grinder, one pocket at least must be idle all the time. This is necessary, for when a pocket has finished grinding, another must be thrown on to take up the load while the first is being refilled. Suppose, in this case, the two side pockets are grinding, and one of them requires refilling, the centre pocket being idle. By changing the three-way valve A, the high pressure is thrown on the centre pocket, and causes it to grind under high pressure. The empty side pocket being now relieved, the low pressure water automatically opens its check valve, and acts upon the piston from the under side, lifting it and its follower from the stone. The pocket is then refilled. Valve B is shifted, allowing the low pressure to bring the piston down until the wood is pressed firmly against the stone. At this point the three-way valve is turned, so that the high pressure water is diverted from the centre pocket, and enters on the top of the piston of the side pocket, at the same time automatically closing the low pressure check valve. The centre pocket is now idle, and should the other side pocket require refilling, the process of doing so is similar to that described. If the centre pocket requires refilling, the follower is lifted from the stone by means of valve B, which is always connected to the low pressure. The pocket is then refilled, and the low pressure let into the cylinder above the piston. In this manner, as above stated, the cylinders are always filled with water at either high or low pressure, consequently when the three-way valves are shifted there is no loss of time before the pockets begin to grind. By this method of piping the grinder is always taking the same amount of power with comparatively small variations, and this enables the speed to be kept fairly constant. This is important, as when the speed is allowed to vary considerably, the pulp is not of uniform quality, and if the stuff pump is driven off the grinder shaft, the regulation of the stock is not an easy matter.

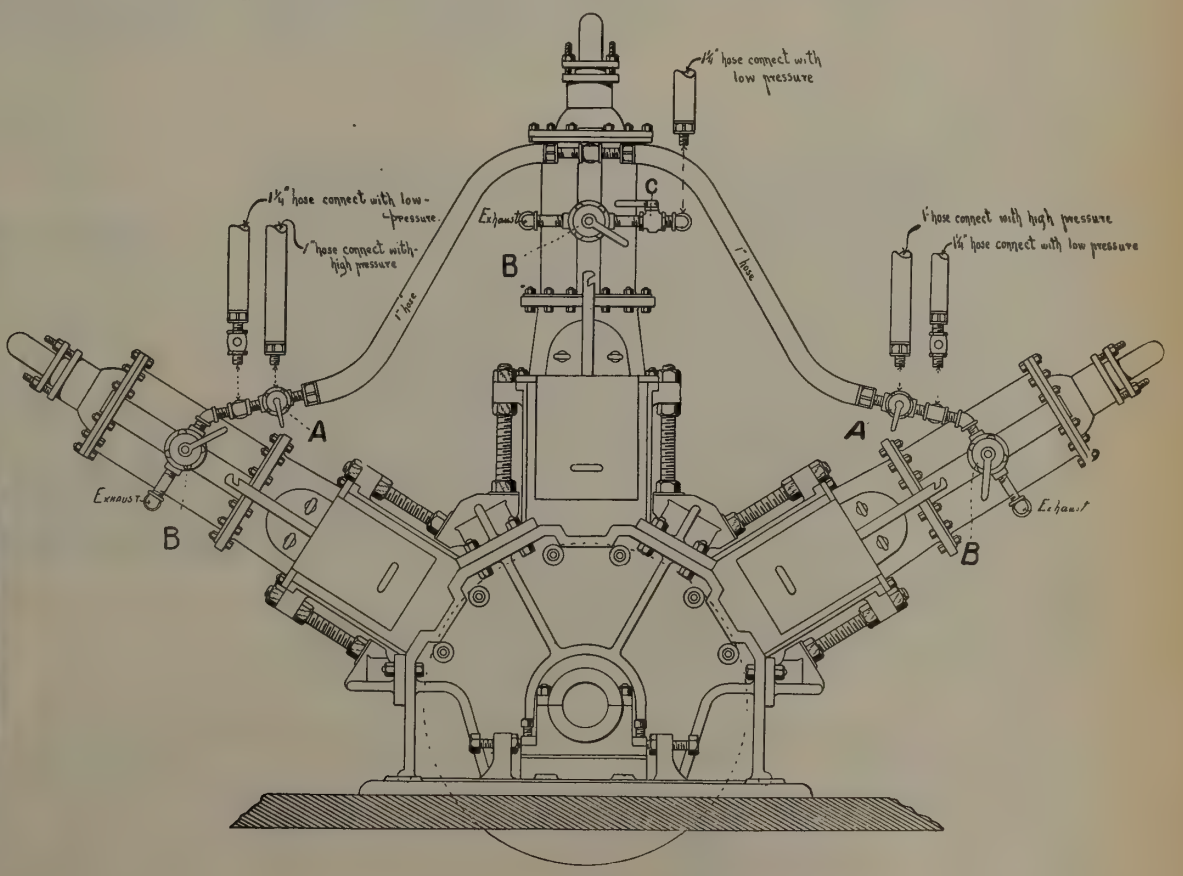



Fig. 7—Port Henry Wood Pulp Grinder (side view).

Mr. William Craddock, of Huntsville, Ont., has recently been given a contract for twelve car loads of broom handles to be shipped to Liverpool, Eng.

## PULP NOTES.

It is rumored that a pulp mill is to be erected at Bathurst, N.B. T. D. Adams, of the firm of Adams, Flannigan & Co., New York, is said to be the promoter.

The Thunder Bay Pulp and Manufacturing Company is applying for an Ontario charter, with a capital stock of $1,000,000. Mr. Hugh Blain, of Toronto, is one of the promoters.

Captain Partington, of Liverpool, Eng., has agreed to take two-thirds of the stock in the proposed pulp mill at Union Point, near St. John, N.B. This assures the building and operation of the mill.

D. S. Maxwell, C.E., has secured, for a company of New York capitalists, options on several water powers on the St. Croix river, in New Brunswick. It is understood that the intention is to erect a pulp mill.

The following is from the pen of the West Hartlepool correspondent of Timber, of London, Eng: "Pulpwood is in good demand; the competition of Canadian wood with the Baltic production is very strong in this district just now, and the Swedes will have to look sharply after this trade or it will be leaving them."

Statistics to hand show that the consumption of wood pulp by British papermakers continues to increase. During the year 1898 there were imported 404,827 tons, against 388,000 tons in 1897. The respective values were £1,939,761 and £1,894,328. It will therefore be noted that whilst the quantity imported last year was larger than in 1897, the value shows a depreciation. Norway supplied, in 1897, 239,132 tons; Sweden 93,620 tons; and Canada, the third in importance, 25,873 tons.

## ESSENTIAL TO THE LUMBER BUSINESS.

Mr. John Nichol, jr., of Queensboro, Ont., in renewing his subscription to the CANADA LUMBERMAN, writes: "Anyone interested in the lumber business cannot afford to be without it."

## CROWN LANDS OF QUEBEC.

THE report of the Commissioner of Lands, Forests and Fisheries of the province of Quebec for the year ending June 30th, 1898, is one of the most valuable which has yet been issued by that department, containing much special information regarding the timber lands, water powers and natural resources of the province. The total receipts of the department for the year were $1,087,042.52. There were collected on account of woods and forests $911,088.30, which included the proceeds of the sale of 1,215 miles of timber limits, which was held on March 22nd, and which realized $30,110.48.

Some interesting comparisons relating to the woods and forests branch are made by the Commissioner. On June 30th, 1868, the number of superficial miles under license for the cutting of timber was 17,997. On June 30th, 1898, it was about 46,864 miles. The ground rents in 1868 yielded $22,401 and in 1898 $148,935. The lumber dues in 1868 was $65,381 and in 1898 $713,435. The total collections for the two years named were $195,115 and $911,099.30 respectively.

The proceeds of an important public sale held in 1868, covering an area of 5,664 miles of timber lands of the Upper and Lower Ottawa and the St. Maurice rivers, amounted to $72,685, or an average of $12.84 per mile. At the sale in March last there were realized, for 1,216 miles of timber lands situated to the north and south of Lake St. John, and in the county of Saguenay, the sum of $30,110, or an average of $24.77 per mile.

It is pointed out that new fields have opened up, and that the demand created by the manufacture of pulp and paper gives value to-day to woods that were formerly regarded as of very secondary worth. A report by Mr. J. C. Langelier, superintendent of forest rangers, gives a good idea of the value of wood lands in the Lake St. John region suited to the manufacture of pulp. In a future issue we hope to publish some extracts from this report.

The following statement shows the quantity of the various kinds of timber cut in the province during the year ending June 30th, 1898:

| | | |
|---|---|---|
| Pine, at dues of $1.30 per M feet | 268,419,035 | feet B.M. |
| Small pine logs and red pine, at 80 cents per M feet | 73,483,682 | " |
| Spruce, at 65 cents per M feet | 371,628,571 | " |
| Boom timber | 136,450 | " |
| White pine timber | 1,255,064 | cubic feet. |
| Red pine timber | 36,036 | " |
| Birch timber | 74,514 | " |
| Cedar | 166,207 | lineal feet. |
| Pulpwood | 4,452 | cords. |
| Small logs | 1,475 | " |
| Railway ties | 204,847 | pieces. |
| Spruce culls | 609,359 | feet B.M. |
| Pickets | 10,080 | pieces. |
| Telegraph poles | 7,634 | " |

In addition to the above, there were manufactured small quantities of shingles, fence posts and rails. The timber dues collected amounted to $713,435.86, the ground rents to $148,955.18, and the bonuses to $30,110.48.

Mr. W. J. Cummings, Spencerville, Ont., writes, regarding the CANADA LUMBERMAN: "I am well pleased with it; it keeps me posted."

## VALUABLE TO MILLMEN.

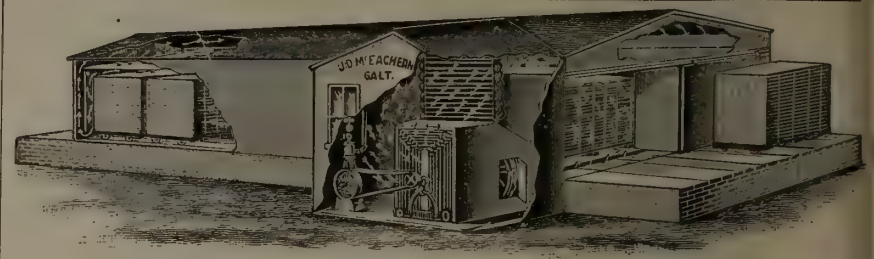
Mr. J. R. Gettler, Fullarton, Ont., in renewing his subscription to the CANADA LUMBERMAN, writes: "I would not wish to be without it, as I consider it a very valuable journal for millmen."

The John Sykes Mining & Milling Co., of Toronto, have purchased from the Jenckes Machine Co., Sherbrooke, a ten-stamp mill, engine, boiler, and saw and shingle mill, to be erected immediately on their property near Dinorwic, Ont.

The High Commissioner at London has received a communication from a firm wishing to correspond with Canadian manufacturers of elm, basswood, and oak mouldings. Mr. Harrison Watson, of the Imperial Institute, in a letter to the Department of Trade and Commerce, states that there is an increasing demand in Great Britain for boot and shoe pegs. These have heretofore been obtained from the United States, being put up in barrels containing 3½ bushels each. The large dealers purchase about one hundred barrels at a time.

The Hammond Reef Gold Mining Co., Toronto, have decided to install at once thirty additional stamps, a new crusher, aerial tramway and water power plant, to operate their new mill. It is expected that the whole of the machinery will be delivered early in April. The Jenckes Machine Co., Sherbrooke, have been awarded the contract.

**The LUMBERMAN is issued fifty-two times a year for $1.00. Can you afford to do without it?**


McEachren's

PROGRESSIVE LUMBER DRY KILN

Our Heaters and Fans are Economical with Steam and Power, are **Safe as a Fire Risk.** Plans and specifications furnished with each apparatus. . . . . .

Write for Prices and Particulars to

McEACHREN HEATING & VENTILATING CO. - GALT, ONT.

J. D. SHIER

MANUFACTURER OF

Lumber, Lath & Shingles

BRACEBRIDGE, ONT.

TELEPHONES

Send for our Illustrated Catalogue and Price List of

"UNIQUE" TELEPHONES

**For Main Line and Warehouse Use.**

Only Telephone made that does not get out of adjustment. Satisfaction guaranteed. Sold outright at low prices. No exorbitant royalties.

SOLE MANUFACTURERS

JOHN STARR, SON & CO., LIMITED

P. O. Box 448, HALIFAX, N. S.

GEO. T. HOUSTON & CO. CHICAGO, ILLS.

HOUSTON BROS. CAIRO, ILLS.

HOUSTON BROS. BIGBEE, MISS.

HOUSTON BROS. COLUMBUS, MISS.

EXTRAORDINARY

We are cleaning up numerous yards in connection with our Mills in the South, to make room for next year's new cut.

Stock consists of all grades and thicknesses Hardwood Lumber, Yellow Pine and Cypress, including a big surplus of No. 1 and No. 2 Common Yellow Pine, Select and Common Cypress. All of the above a year and over dry.

If you are in the market for any kind of Hardwood Lumber, Yellow Pine or Cypress, or expect to be in the future, send us your enquiries. The stock has to be moved, and if we can pick your orders out of any of the lots referred to, we will quote you prices to save additional handling expenses.

**Address all Correspondence to our Main Office:**

Cable Address, "HOUSTON."

Lumberman's and A.B.C. Codes.

GEO. T. HOUSTON & CO.

CHICAGO, ILLS., U.S.A.

# PULP MILLS - ATTENTION!

**Phosphor-Bronze Castings**

of any weight, for Pulp Mills (special mixture.)

All Bronze manufactured by us.
Quotations and References cheerfully given.

**CITY BRASS FOUNDRY - HAMILTON, ONT.**

# SYRUPS

Half-barrels Medium Syrup—Fine Quality—Suitable for Camps, at

**2¼c PER POUND**

**H. P. ECKARDT & CO.,**
Wholesale Grocers TORONTO

**The WM. KENNEDY & SONS, Limited**
Manufacturers of Owen Sound, Ont.

THE VERY LATEST AND MOST POWERFUL

# TURBINES

Accurately Machine Dressed Gearing, Iron Bridgetrees, Pulleys, Shafting, Trevors Swing Shingle Machines, &c.
Propeller Wheels from 12" to 12' diameter and for any Purpose.

NOTHING BUT FIRST CLASS WORK.

# DICK'S ORIGINAL BELTINGS

Enormous Transmission • No Seams or Joints

DICK'S ORIGINAL BALATA GUTTA PERCHA & CANVAS BELTING — TRADE MARK

Not Affected by Dampness and No Stretching

SOLE AGENT: J. S. YOUNG

This is the Only Genuine and Original Balata Belt offered on the market.

15 Hospital Street MONTREAL

Try the "Wanted and For Sale" Department of the Weekly Editlon.

**TOWER & WALLACE**
ASHLEY B. TOWER, M. Am. Soc. C.E.
CONSULTING ENGINEER.
Broadway and 26th St. - NEW YORK

ARCHITECTS AND ENGINEERS
PAPER AND PULP MILLS
MANUFACTURING AND
POWER DEVELOPMENTS

E. BRADLEY, C.E. - 3 Place d'Armes Hill, MONTREAL - Canadian Representative.

# PULP AND PAPER MILL MACHINERY.

CONTRACTORS FOR COMPLETE EQUIPMENT OF

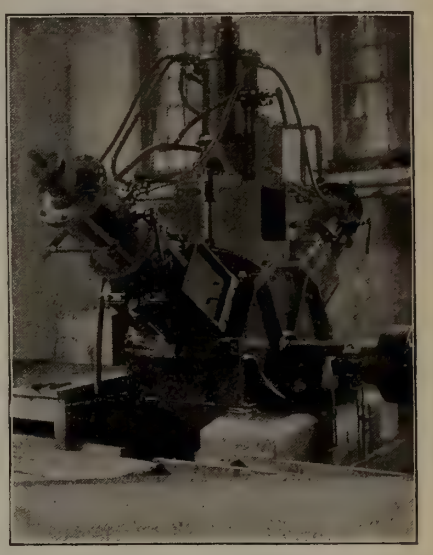
**GROUND WOOD, SODA or SULPHITE PULP MILLS.**

We invite correspondence from those requiring anything of this nature. We build a full line of

Barkers, Chippers, Tanks, Digesters, Pumps, Jewell Filters, Conveying Machinery, Wet Presses, Screens, Screen Plates, Etc., Etc.

**OUR CROCKER TURBINE PLANTS** are driving some of the best mills in the Dominion.

Write for Circulars and Prices.



**THE PORT HENRY PULP GRINDER.**

With latest improvements; patented 1898.

Operation continuous and production large.

Most convenient in handling and thoroughly well built.

Ask for special bulletin No. 505.

The JENCKES MACHINE COMPANY.

*Branch Offices:*
*MONTREAL, TORONTO, RAT PORTAGE, ONT., ROSSLAND, B.C.*

Head Office and Works:
36 to 40 LANSDOWNE ST.
SHERBROOKE, QUE.

# OAK TANNED BELTING

TORONTO
20 FRONT ST EAST
TELEPHONE 475

THE J.C.McLAREN BELTING Co MONTREAL

## EXPORTERS OF CANADIAN TIMBER PRODUCTS

# KEENAN BROTHERS, OWEN SOUND, ONT.

Manufacturers of and
Dealers in . . . .

Mangle Rolls, Bobbin Wood, White End-Cured Maple, White Maple Flooring, Coffin Stock, Ohram, Rock Elm, Hard Maple, Birch and Basswood.

**Dimension Stock cut to Order, and Shipments direct from Mill.**
**Correspondence Solicited.**

# TELL US YOUR WANTS

**PINE AND HARDWOOD LUMBER**

## Thos. Meaney & Co.

103 BAY STREET - - TORONTO, CANADA

# Gilmour & Co.

Trenton, Canada

Manufacturers of——

## Canadian Pine Doors and Boxes For Export

London Agent: H. T. WALCOT - 17 GRACECHURCH ST., E. C.

# JOHN BRADLEY, Exporter

MANUFACTURER OF :

Hewn and Round Walnut, Birch, Hickory, Maple and Whitewood Logs

SPECIALTIES :

**Sawn Oak, Birch and Poplar**

Can ship in lots of one carload or more

ADDRESS——

HAMILTON, ONT.

# J. S. Findlay

Owen Sound, Ontario, Canada

## WHOLESALE HARDWOOD LUMBER

**Specialties:**

**Orham, Wood, Maple Lumber and Mangle Blocks, Basswood and Beech Lumber, Etc.**

**Quotations delivered at all Ocean ports if desired.**

CORRESPONDENCE SOLICITED.

# ORILLIA EXPORT LUMBER CO.

Makers and Exporters of——

Basswood, White and Brown Ash, Red Birch, Rock and Soft Elm, Rock Maple, Yellow and Red Pine

In Logs, Boards and Planks or in Dimension Stock and Squares.

**Try US. We Solicit Your Patronage.**

Cable Address: SIMCOE.
A B C Code Used.

ADDRESS——
**ORILLIA, ONT.**
CANADA.

British importers, when in the market for Canadian timber products, are asked to correspond with the exporters whose announcements appear in this number of the CANADA LUMBERMAN.

# JAMES GORDON

Exporter of **AMERICAN HARDWOODS**

Detroit, Mich., U.S.A. - Windsor, Ont., Canada

We supply the following stock from Canada and the United States:

Ash, Basswood, Beech, Elm, Hickory, Maple, Oak, Etc., in Logs. Boards. Dimension Sizes. Maple Roller Blocks. Reaper Poles, Etc.

ORDERS SOLICITED

# MITCHELL BROS.

**Manufacturers, Dealers and Exporters**

Wholesale and Retail

BERKELEY, HOLLAND CENTRE, LUCKNOW, ONTARIO, CANADA, AND LIVERPOOL, ENG.

Office and Warehouse: MARSH LANE, Bootle, Liverpool.

**LUMBER:** Maple, Beech, Birch, Basswood, Rock Elm, Soft Elm.

**SPECIALTIES:** Maple Rollers, Bobbin Wood, Chair Backs, Top Boards, Table Legs, Piece Stock and Maple Block Flooring.

## EXPORTERS OF CANADIAN TIMBER PRODUCTS

**J. & P. NADEAU**

MANUFACTURERS OF LUMBER

Grand Cascapedia and Paspebiac
Baie de Chaleurs, Canada

Special attention given to requirements for West Coast of England via Canadian S. S. line from Paspebiac to Milford Haven.

**Sashes, Doors, Mouldings, Clear Birch Flooring, Sheathing, Boxes**

And all kinds of Dimensioned Spruce, Birch and Planed Lumber.

---

**J. Whiteside**

DEALER IN

**WANEY BOARD TIMBER, PINE, BIRCH, ASH, LUMBER AND SHINGLES**

**Bill Timber**

HUNTSVILLE, ONTARIO

---

**Maple and Birch** in round logs—waney or square hewn—square or octagon.

**Maple Print and Mangle Rolls,** bored or unbored.

**Birch and Ash,** balluster or other squares.

**Basswood and Spruce** Broom Handles or handle stock.

ORDERS FOR SMALL CUT UP DIMENSION WOODS PREFERRED. CORRESPONDENCE INVITED.

**MACPHERSON & SCHELL** - ALEXANDRIA, ONT., CANADA

---

# The Wm. Cane & Sons Mfg. Co.

LIMITED, OF NEWMARKET

Manufacturers of

**Lumber, Lath, Shingles and Dressed Lumber, Doors, Sash, Blinds, Mouldings and Inside Furnishing of All Designs.**

Also

**Pails, Tubs, Washboards, Clothes Pins and Woodenware of Every Description**

FACTORY AND OFFICE—

NEWMARKET, - ONTARIO, - CANADA

## WHAT AN ADVERTISEMENT SHOULD BE.

MR. Frank A. Munsey, in an address before the Sphinx Club of New York on "Advertising in Some of its Phases," says: There are just two things to be kept in mind in the preparation of an advertisement—first, something to fix the reader's attention upon your particular advertisement, and second, the talk to the reader. What you say, your argument, your talk to the reader, should be attractively set, plain, neat, simple, short sentences and short paragraphs, and large clear type, well leaded. Cramped space does not give scope for well-set advertisements containing any considerable argument. Fine type closely packed together is unattractive, forbidding, and suggestive of hard work. The reader does not want hard work; he wants good easy reading—reading so easy, so attractive, so alluring, that he slides down a page without having intended to read it at all; but once having read it, it matters not what his intention was, the advertiser has got in his deadly work. He has begun to make himself known to that particular reader, and has laid the foundation for future intercourse.

Advertise in the CANADA LUMBERMAN.

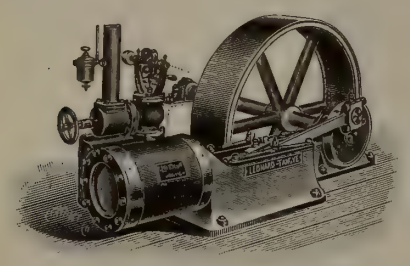

**Wm. M. Dunlop**

Accountant and Auditor

14 Hamilton Chambers, St. John St eet, **Montreal, Que.**

LUMBER ACCOUNTS A SPECIALTY

.... CORRESPONDENCE SOLICITED ....



LEONARD-TANGYE ENGINE.

**E. LEONARD & SONS, LONDON, ONT.**

... Makers of ...

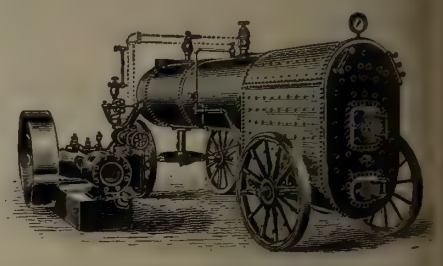
*ENGINES and BOILERS*

For Lumbermen and Others. For any Purpose, and of any Power.

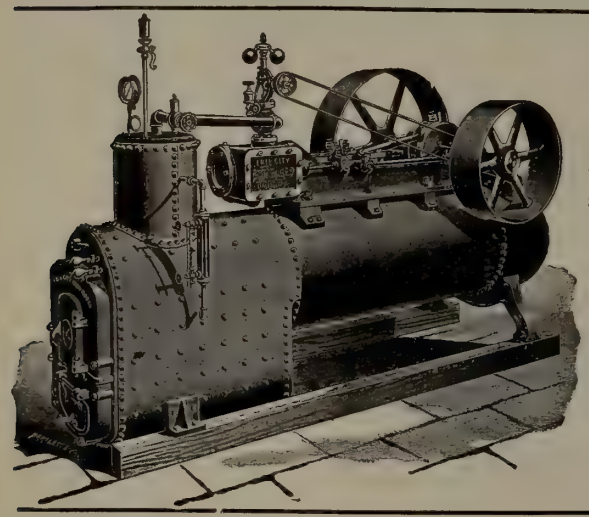
We make Several Styles, but only One Grade—THE BEST.

*If you need Steam Power, write to us, stating your requirements, and we will quote you prices.*

*Write for Catalogue No. 35a.*



LEONARD CLIPPER ENGINE AND LOCOMOTIVE BOILER.

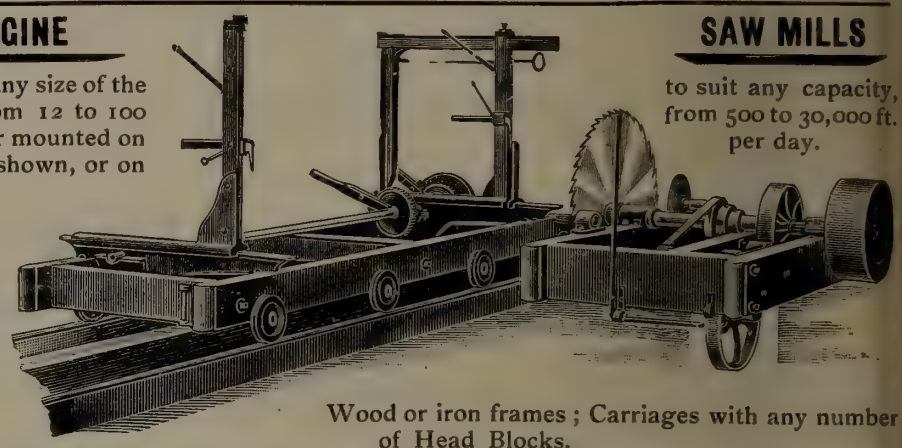


**PORTABLE ENGINE**

We can furnish you any size of the above style Engine from 12 to 100 H.P., either on Skids or mounted on wheels with Engine as shown, or on separate Frame.

• • •

Also Engines, Boilers, Double Edgers, Trimmers, Top Saw Rigs, Log Jacks, Niggers, Shafting, Pulleys, Gears, Saws, etc. We can save you money. Let us quote you prices. Catalogues free.



**SAW MILLS**

to suit any capacity, from 500 to 30,000 ft. per day.

Wood or iron frames; Carriages with any number of Head Blocks.

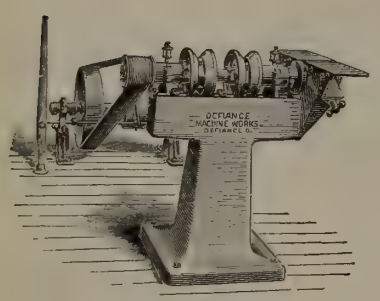
**ROBT. BELL, JR., Box 35, HENSALL, ONT.**

ESTABLISHED 1850

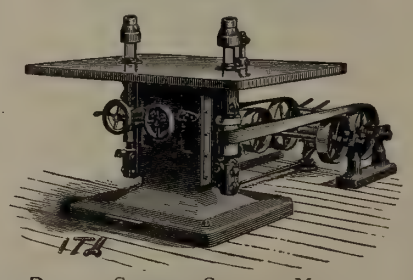
# THE DEFIANCE MACHINE WORKS

Designers and Builders of DEFIANCE, OHIO, U.S.A.

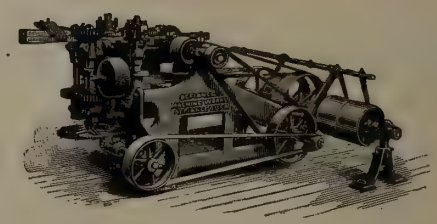
**PATENT HUB, SPOKE, WHEEL, WAGON, CARRIAGE, BENDING, HANDLE AND BARREL HOOP MACHINERY**



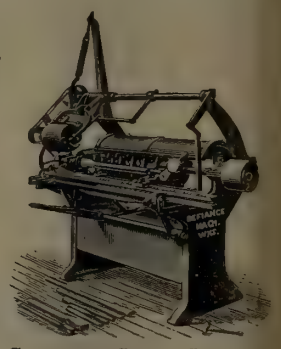
PATENT NO. O ROUNDING AND CORNERING MACHINE, WITH 6 INCH BUZZ PLANER ATTACHMENT.



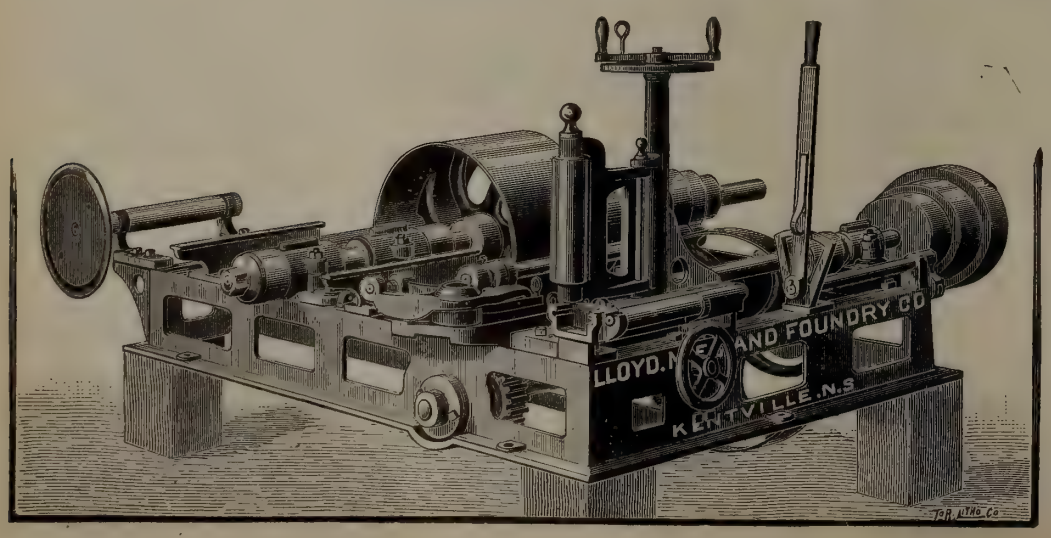
DOUBLE SPINDLE SHAPING MACHINE



AUTOMATIC SAWED HOOP PLANER.



COMBINED SPOKE TURNING AND SQUARING MACHINE. Capacity, 2,500 Spokes per day.




# Lloyd Manufacturing Co'y

JOHN I. LLOYD, Proprietor

# SAW MILL OUTFITS

**Pulp Machinery, Belting, Etc.**

OUR SPECIALTIES:

Band Saw Mill Machinery,
Improved Rotary Saw Mills, with Green Mountain Dogs,
Also Screw Post Dogs,
Turbine Water Wheels,
Power Feed Gang Edgers,
Buzz and Surface Planers,
Heading Rounders,
Stave Machines, Stave Jointers,
Stave Planers.

KENTVILLE, N.S

# FRICTION PULLEY BOARD

The BEST Article Known for the Purpose

MANUFACTURED BY..... THE DOMINION LEATHER BOARD CO'Y. - MONTREAL, QUE.

CANADIAN OFFICE & SCHOOL FURNITURE CO. LIMITED
PRESTON ONT.
FINE BANK, OFFICE, COURT HOUSE & DRUG STORE FITTINGS.
OFFICE, SCHOOL, CHURCH & LODGE FURNITURE
SEND FOR CATALOGUE
J. L. JONES - TOR

EAST MAIN DRIVE. REGISTERED GANDY'S PATENT TRADE MARK GUARANTEED.
GANDY'S AMERICAN COTTON BELTING
Sole Canadian Agents :-: Prices Reduced.
WATEROUS, BRANTFORD, CANADA.

# WEST AND SOUTH

run the lines of the Illinois Central Railroad and the Yazoo & Mississippi Valley Railroad reaching into the eleven States of

South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Kentucky, Tennessee, Arkansas, Mississippi, Indiana, Louisiana

Presenting an unequaled territory for diversified industries, and pos essing

**Fine Sites for New Mills**
**Best of Freight Facilities--Coal Fields**
**Close Proximity to Distributing Centers**
**Intelligent Help of all Kinds**
**Many Kinds of Raw Material**

To sound industries, substantial inducements will be given by many of the places concisely described in the pamphlet "100 Cities and Towns Wanting Industries." Write for a copy. Nearly all kinds of Industries are wanted. Very liberal inducements are offered TEXTILE INDUSTRIES in the South by a number of good places. GEORGE C. POWER, Industrial Commissioner I. C. R. R. Co, Chicago.

THE CANADIAN Photo Engraving Bureau
TELEPHONE 2158
16 ADELAIDE ST. WEST
COPPER-WOOD ZINC ENGRAVINGS FOR ALL KINDS OF ILLUSTRATING HALF-TONE OUR SPECIALTY
TORONTO

CHARLES F. CLARK, President. JARED CHITTENDEN, Treasurer.
ESTABLISHED 1849.

THE BRADSTREET
# MERCANTILE AGENCY

*THE BRADSTREET COMPANY, Proprietors*

346 & 348 Broadway, NEW YORK.

Offices in the principal cities of the United States, Canada, the European Continent, Australia, and in London, England.

The Bradstreet Company is the oldest, and, financially, the strongest organization of its kind—working in one interest and under one management—with wider ramifications, with more capital invested in the business, and it expends more money every year for the collection and dissemination of information than any similar institution in the world.

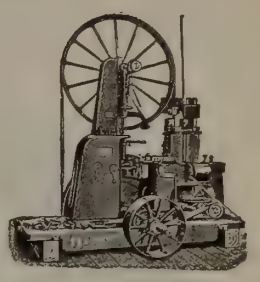
TORONTO OFFICES:
*McKinnon Bldg., Cor. Jordan & Melinda Sts.*
THOS. C. IRVING, Superintendent.

OUR EXTRA HAND-MADE
# AXE

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N. B.

# WRITE TO US

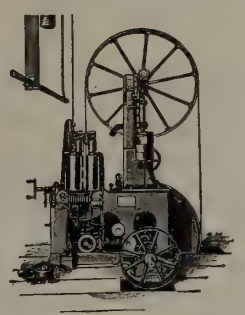


For a List of the Canadian Saw-Mills using our Band Re-Saws.

A number of them are also in use in Canadian Planing Mills and Box Factories.

THIRTY-TWO
# MERSHON BAND RE-SAWS

are Running in the Mills in the Saginaw Valley.



W. B. MERSHON & CO.

SAGINAW - MICH.

# THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office: TORONTO, ONT
Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

# Electrical Machinery and Apparatus

. . . FOR . . .

**LIGHT and POWER**

SPECIAL ATTENTION GIVEN TO——

**LONG DISTANCE TRANSMISSION OF ELECTRICITY**
FOR LIGHT AND POWER
ALSO FOR
**ELECTRIC PLANTS FOR MILLS**

Distant water powers utilized and Mills lighted and operated safely.
CORRESPONDENCE SOLICITED.

# WHY?

Pay for four or five tons of unnecessary iron in buying a Saw Mill when less than one ton will do the work; save you in original cost; give you better lumber; save wear and tear in your shafting, &c. (pulling the heavy load), and save the power of your engine.

Our Mills will accomplish this.

LANCASTER MACHINE WORKS
16-17 Oak Street - - Lancaster, Ont.

# THE PARK, BLACKWELL CO. LIMITED

## Pork and Beef Packers
## Wholesale Provisions

——TORONTO

Orders solicited for Pork and Beef Products, Butter, Cheese, Lard, Dried and Evaporated Apples, White Beans, etc., at close quotations.

*The Leading European Lumber Paper*

*The Timber Trades Journal*

Published Weekly by WILLIAM RIDER & SON, Ltd., 14 Bartholomew Close, LONDON, E. C.

—o SUBSCRIPTION: $5.00 PER ANNUM, POST FREE o—

The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .

TO BELT USERS:

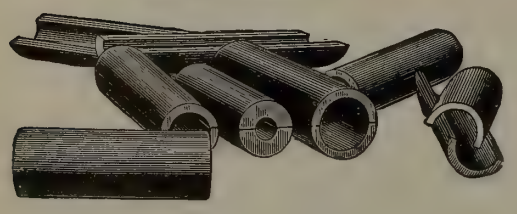
Try Our . .

BRANCHES:
TORONTO, 69 Bay St 'Phone 374.
OTTAWA, Spark St.
GALT, Imperial Blk. 'Phone 134.

GENUINE
# ENGLISH OAK-TANNED BELTING
# Lancashire Hair Belting

D. K. McLAREN, Victoria Square, MONTREAL

Dodge Patent Independence Wood Split Pulley with Patent Standardized Bushing System.



# Dodge Pulleys

are now the recognized 'STANDARD' the world over.

We make them for Saw Mill Work

Much handier, can be got quicker, and Cost Less than any other Pulley made.

Every Pulley Guaranteed.

SEND FOR CATALOGUE.

. . . SOLE MANUFACTURERS. . . .

**DODGE MANUFACTURING CO.**
**of Toronto, Limited**

WORKS: Toronto Junction. OFFICES: 74 York Street, Toronto, Ont.

# MAKING AXES

## For 55 Years

has given us a knowledge of the trade unequaled by any other makers. We also manufacture

**Cant-Hooks,**
**Peavies,**
**Skidding Tongs,**

and all other tools required in the LUMBERING TRADE.

Write for Catalogues and Quotations.

**James Warnock & Co.,**
**GALT, ONTARIO.**

To Readers of the "Canada Lumberman" for March, 1899:

*I have much pleasure in announcing the near readiness of a complete new Illuminated Catalogue of*

*"LEFFEL"*
*"VULCAN"* } *TURBINES*
*"PERFECTION"*

*"LANE IMPROVED"*
*LEVER-SET CIRCULAR*
*SAW MILLS, &c., &c.*

*to secure a copy of which exacts only a moment of your time and the price of a post card.*

*Pending the arrival of the Catalogue it may interest you to know that those goods* **maintain an envied reputation** *with users of water power and lumber manufacturers; that there are* **more of them in use than of any other kind**; *that notwithstanding the increasing demand and the tendency to increased cost in all manufactured goods,* **the prices** *of these products* **have not been advanced**; *and that there is enough material in Canada and other countries to fill all orders taken during the present month at* **present prices.**

*Yours truly,*

**MINOR SPECIALTIES:**

Hand-Fed and Automatic Shingle and Heading Machines, Gears, Pulleys, Shafting, &c.

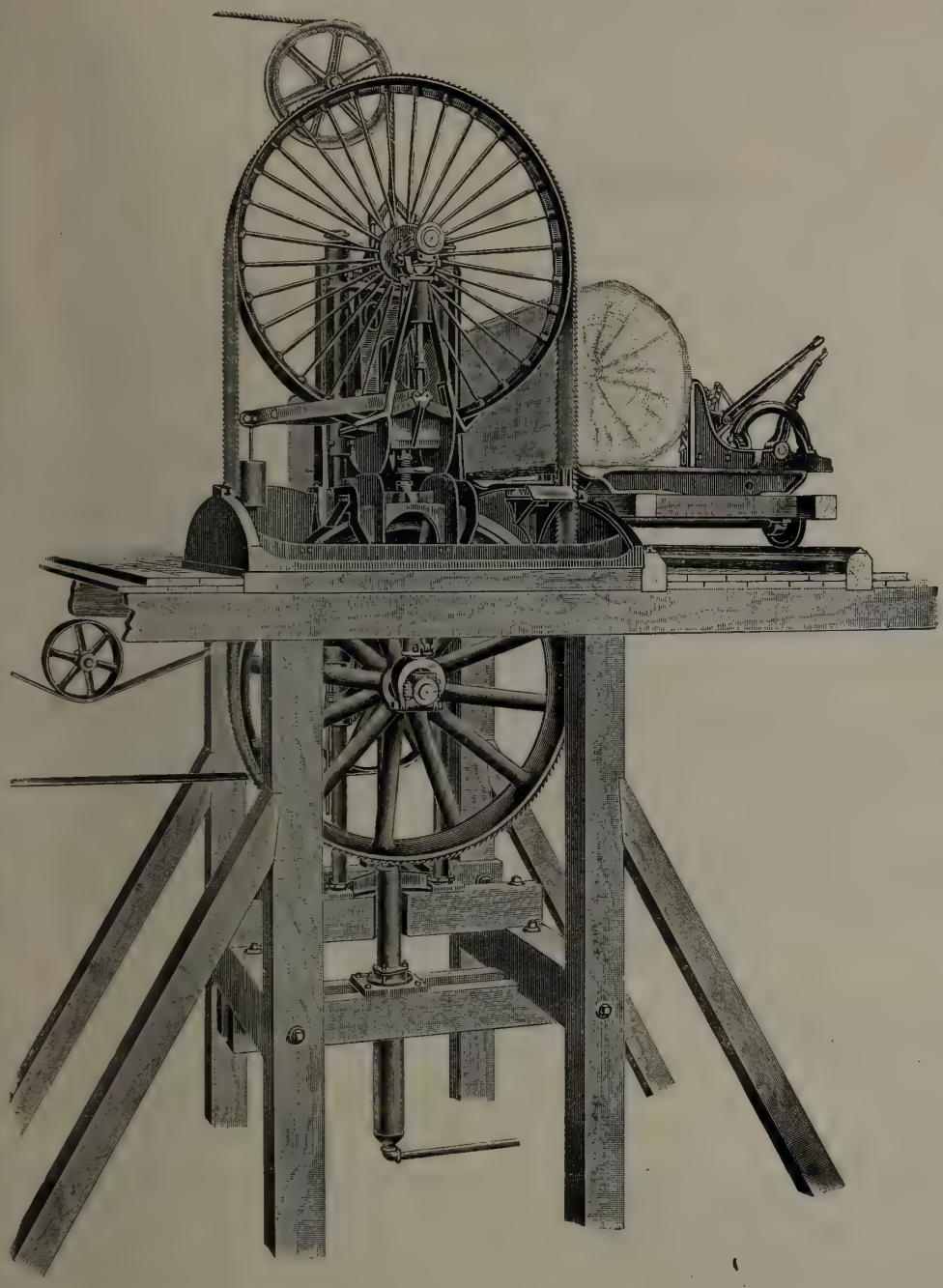
# Madison Williams

Successor to PAXTON, TATE & Co. - PORT PERRY, ONT.

LAURIE ENGINE CO., Agents, 321 St. James St., Montreal.

# Double Cutting Band Mill

PATENTED IN CANADA



THE New Allis Telescopic Band Mill has passed the experimental stage, and after running day and night for six months, is pronounced by competent saw mill men to be a perfect success as to the quality of its work and practicability as a machine. By the use of our **Double Cutting** Band Mill a gain of 50 per cent. in the amount of lumber cut is made by the addition of two men to the regular crew.

We are now building Telescopic Band Mills for

**J. D. Shier,** Bracebridge, Ont.;

**Rat Portage Lumber Co.,** Rat Portage, Ont. ;

And the E. P. Allis Company are building Telescopic Band Mills for the

**Bodcaw Lumber Co.** of Stamps, Ark.;

**Jeanerette Lumber and Shingle Co.,** Jeanerette, Louisianna.;

**Arizona Lumber and Timber Co.,** Flagstaff, Ariz.;

**R. J. & B. F. Camp,** of White Springs, Fla.

The advent of the New Allis Telescopic Band Mill, which is creating such a revolution in the manufacture of lumber, is the cause of considerable discussion among saw mill men as to the practicability of the band saw cutting on both edges and making lumber of a uniform thickness.

In regard to this, we wish to announce that six months of constant use have demonstrated the fact that the double toothed band saw will cut equally as well with one edge as with the other. It has also been proven that with the adjustments provided on the Telescopic Band Mill, lumber can be cut of a uniform thickness in both directions and taken care of without loss of time or at any disadvantage. It has also been shown that the double toothed band saw is a safer saw to operate than the single toothed saw, on account of its ability to cut its own clearance in either direction through slivers or other projections on the logs that catch the ordinary saw and back same off the wheels. It has also been demonstrated that advantages are to be gained by avoiding the use of an offset on the carriage.

The use of the **Double Toothed Band Saw** and all the advantages to be gained therefrom have been made possible by the invention of the **New Allis Telescopic Band Mill,** which is fully described and illustrated in our circular, which we will gladly mail on application.

☞ **Orders for Band Mills and Saw Mill Machinery should be placed at once if early shipments are desired.**

## Waterous Engine Works Co., Limited

BRANTFORD, - CANADA.

# R. H. SMITH CO., LIMITED

## St. Catharnies, Ont.

We are the Sole Manufacturers of Saws under the

## Simonds' Process

in the Dominion of Canada.

There is no process its equal for tempering circular saws. Other makers recognize this fact, as some of them, in order to sell their goods, claim to have the same process. **All such Claims are FALSE,** as the patentee in the U. S. and ourselves are the only firms in the world who use it.

MILL STREAM, QUE., on I. C. R'y, December 17th, 1894.

R. H. SMITH CO., LTD., St. Catharines, Ont.

DEAR SIRS,—Driving a 20 in. 13 gauge saw into frozen hardwood, using a 9 in. 4-ply belt, if it can be done satisfactorily, is a very severe test. Your saws have stood that test better than any I have tried. I have been experimenting with different makes—both home and imported—during the last five years, and give yours the preference. Last order is just to hand and will report on them by and bye.

Yours very truly, JAMES McKINLAY.

CAMPBELLTON, N.B., Nov. 17th, 1894.

R. H. SMITH CO., LTD., St. Catharines, Ont.

DEAR SIRS,—In regard to your Shingle Saws, you can say that I have been using Shingle Saws of your make (Simonds) for the past four years, and they have given good satisfaction. I am running nine machines and use a good many saws, but have never had a saw yet that did not work satisfactorily. Before using your saws I used saws of American make, which worked well, but after giving your saw a trial have continued to use yours, as they are cheaper, and in regard to working qualities are all that is needed.

Yours truly, KILGOUR SHIVES.

CLAVERING, ONT., May 3rd, 1897.

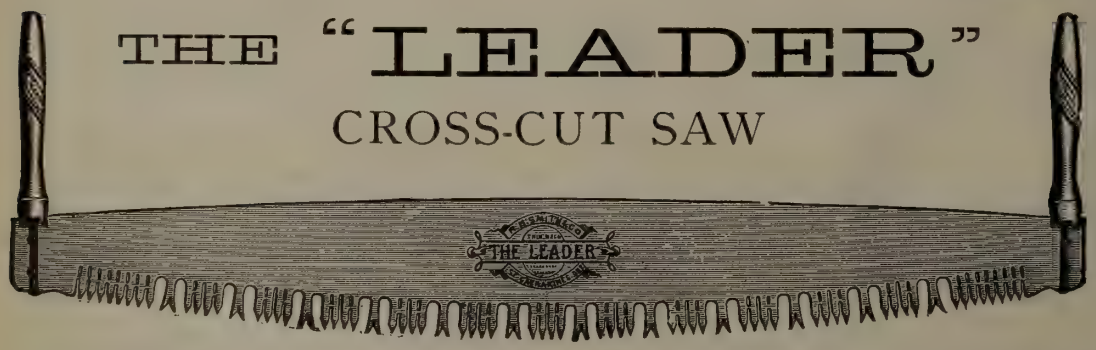
R. H. SMITH CO., LTD., St. Catharines, Ont.

GENTS,—In reply to your letter asking me how I liked the 62" SIMONDS Saw, I must say in all my experience I never had a saw stand up to its work like the one purchased from you last month. Having used saws for the last 22 years, and tried different makes, I can fully say it is the best saw I have ever had in my mill, and would recommend the SIMONDS' Process Saws to all mill men in need of circular saws.

Yours truly, W. G. SIMMIE.

P.S.—I am sending you my old saw to be repaired; please hammer to same speed as new one. W.G.S.

## THE "LEADER" CROSS-CUT SAW




These Saws are made from the best DOUBLE REFINED SILVER STEEL, warranted four gauges thinner on back than front, and the only Saws on the market that are a perfect taper from the points of the teeth to the back, and require less Set than any other Cross-Cut Saw.

They are tempered by the Simonds' Patent Process, insuring a perfectly uniform temper throughout the plate, and stand without a rival as the BEST, FASTEST, AND EASIEST-CUTTING SAW KNOWN. A gauge to regulate the clearing teeth is furnished with each saw.

Directions for Setting and Filing are plainly Etched on every Saw. None genuine without our Registered Trade Mark as shown in cut.

## THE "LEADER" SAW SWAGE

**Made in 3 Sizes—$2.00, $2.50, $3.00 Net.**

OUR PRICES ARE RIGHT. KINDLY ALLOW US TO QUOTE YOU BEFORE PURCHASING.

# R. H. SMITH CO., Limited, St. Catharines, Ont.

WRITE FOR A COPY TO-DAY

Our 1899 Edition—8 Tons of Books

"Saw-Fitting Machinery and Tools" A Treatise on the Care of Saws

For Mill and Factory Managers, Superintendents, Foremen and Saw Filers.

Contents—290 Pages. Weight—1 1-4 Pounds.

Illustrations—Between 100 and 200 Saw-Fitting Appliances for Bands, Gangs, Circulars and Re-Saws.

Postage—For the Edition, $1,200.

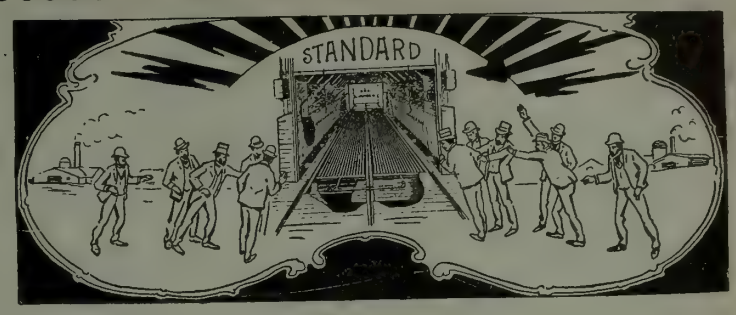
If you see this Ad. tell us where you saw it when you write us, and write us when you see it. Always—

BALDWIN, TUTHILL & BOLTON

GRAND RAPIDS, MICH., U.S.A.

For Saw-Fitting Equipment

Please mention the CANADA LUMBERMAN when answering Advertisements.




TAKE A PEEP INSIDE

of the Standard Kiln, and it will be easy for you to understand WHY it is the Most Perfect Lumber Drier in the World. There are other "good looking" kilns. Yes, and other "good" kilns, too; but no other kiln ever made will dry SO MUCH lumber, do it SO QUICKLY and SO THOROUGHLY, and use SO LITTLE STEAM as

The Standard Improved Compression Dry Kiln

We can prove that—by demonstration or by evidence. We will mail you the evidence of many users, if you want it. It will give you a good idea of the range and the quality of its work. Here is one firm's opinion:

OTTAWA, ONT., June 25, 1898.

THE STANDARD DRY KILN CO., Indianapolis, Ind.

GENTLEMEN,—In reply to yours of the 21st of June, I have to say that the "Compression" Kiln put in for us is "all right." It worked very nicely during the winter months, and seems to suit our Canadian climate.

Yours truly, R. THACKRAY,
Per James Davidson.

Our illustrated catalog sets forth in a very clear manner the detail of construction, and shows plainly the application of the Standard "Moist Air" theory of drying. You can have one for the asking.

THE DRY KILN THAT DOES NOT Disappoint

THE STANDARD DRY KILN CO.

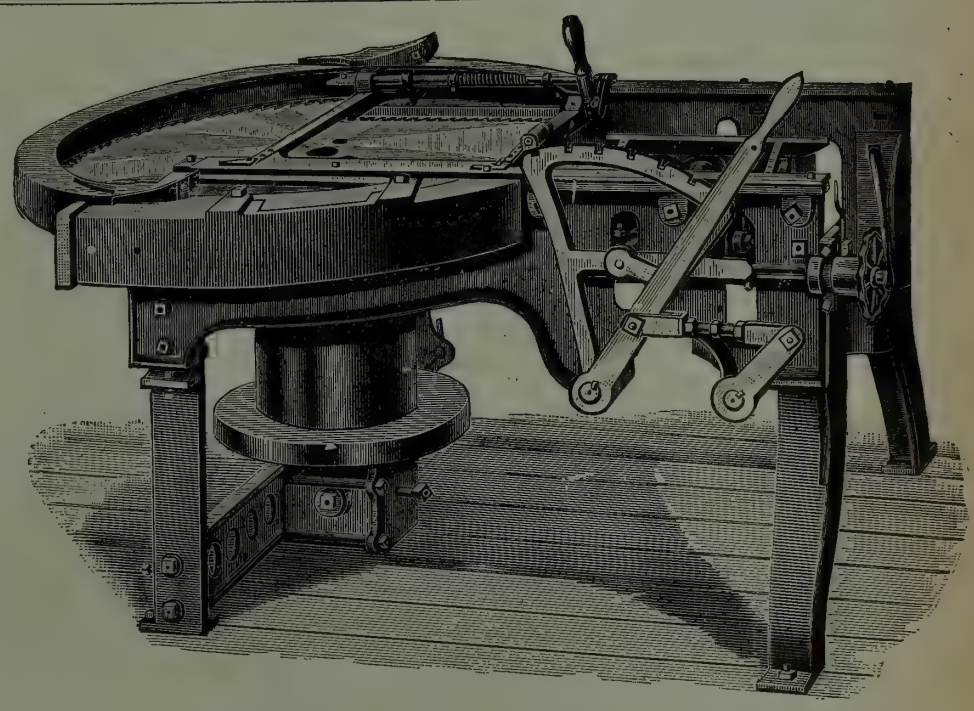
195 South Meridian Street, INDIANAPOLIS, IND.

THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON · ONTARIO

Manufacture

Band Saw Mills
Gang Saw Mills
Circular Saw Mills
Portable Saw Mills
Shingle Mills
Lath Mills
Saw Filers, and all of
F. J. Drake's Patents



DAUNTLESS SHINGLE AND HEADING MACHINE.

Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter. Capacity 25,000 to 50,000 per day.

Our Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.

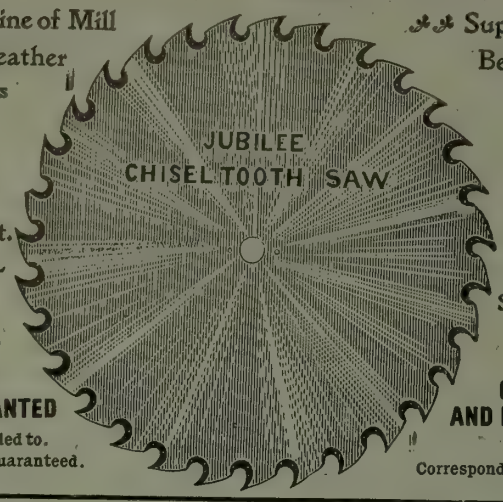
CORRESPONDENCE SOLICITED

# THE JAMES ROBERTSON CO., Limited.

Manufacturers of..... Saws of All Description

A Full Line of Mill Rubber and Leather Metal, &c., always

Supplies, including Belting, Babbit carried in stock.




Head Office: 144 William St. MONTREAL

Factories at MONTREAL, TORONTO, and ST. JOHN, N.B.

ALL OUR SAWS FULLY WARRANTED
Orders promptly attended to. Satisfaction Guaranteed.

CIRCULAR, GANG AND MILL SAWS A SPECIALTY
Correspondence Solicited.

# SUPPLIES
OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

# RICE LEWIS & SON
(LIMITED)
Cor. King and Victoria Sts. - TORONTO

# Galt Machine Knife Works

**MACHINE KNIVES** OF EVERY DESCRIPTION
FOR **Woodworking Machines**
...Send for Price List...
PETER HAY - - - - - Galt, Ont.

Every Lumberman wants it — 35 cents buys it

# Scribner's Lumber and Log Book

BRIMFUL OF EVERY-DAY, PRACTICAL INFORMATION
Address: THE CANADA LUMBERMAN, Toronto
SAVES TIME SAVES MISTAKES SAVES MONEY

7 3 10

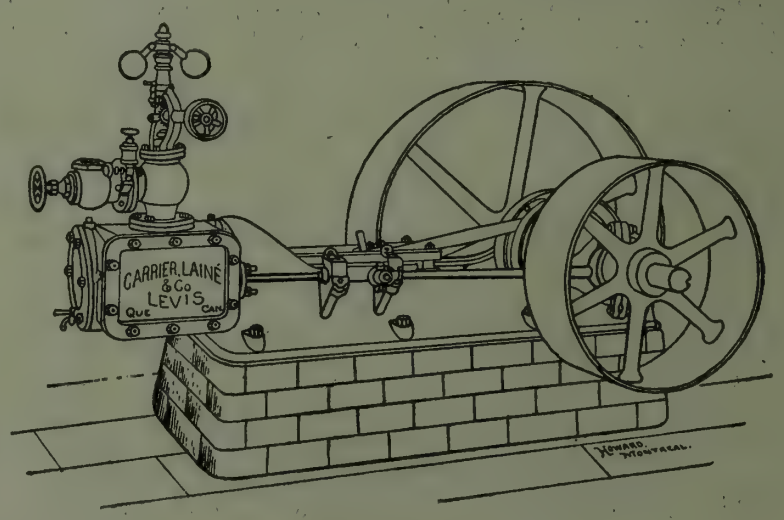
# "DEAD EASY"

But if that "3" represents Middlemen's commission on the Machinery you buy, you had better make a change and deal at headquarters.

**No better Mill Machinery is made in Canada or elsewhere than that supplied "DIRECT" from our Machine Shops.**

## Portable and Stationary Engines and Boilers

CIRCULAR SAW MILL PLANTS
GANG AND BAND SAW MILLS
SHINGLE MILLS, LATH MILLS




EDGERS,
PLANERS and
BUTTERS

**Modern Patterns in Every Line.**

**Tools, Belting and Supplies.**

We are equipped to build any special machine you may require.

IF YOU HAVE PLANT TO EXCHANGE GET OUR ESTIMATES

# CARRIER, LAINE & CO.,
LEVIS, QUE.

USE THE FAMOUS .. **PINK LUMBERING TOOLS**
Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks
Cant Hook Handles, Peavy Handles } By Car Load or Dozen
Pike Poles, Skidding Tongs, Boom Chains
Lowest Prices ◎ THOMAS PINK ◎ PEMBROKE, ONT.

# THE CANADA LUMBERMAN

WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XX. NUMBER 4. | TORONTO, CANADA, APRIL, 1899 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.



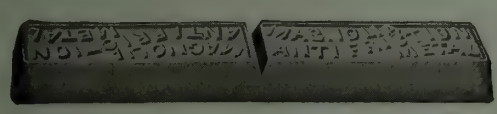
## MAGNOLIA METAL

In Use by All the Leading Governments

BEST ANTI-FRICTION METAL FOR ALL MACHINERY BEARINGS.

BEWARE OF IMITATIONS

Genuine Magnolia Metal is made up in bars, of which this is a fac-simile :



The Name and Trade Mark appear on each box and bar, and besides this the words "Manufactured in U S.," and "Patented June 3, 1890," are stamped on the under side of each bar.

MAGNOLIA METAL CO.

Owners and Sole Manufacturers 266 and 267 West Street, NEW YORK

Canadian Office, 318 St. Paul Street, Montreal, Que.

Chicago Office, Fisher Building, 281 Dearborn St. London Office, No. 49 Queen Victoria Street, London, E. C.

FOR SALE BY ALL DEALERS

## Ottawa Saw Works Co.

Middle Street - OTTAWA, ONT.

"SANDVIK" SWEDISH STEEL.

We Manufacture

HIGHEST GRADE BAND SAWS

MADE FROM

Triple Refined Swedish Steel

.... IMPORTED DIRECT. ....

WE HAVE THE SOLE RIGHT FOR THE

Dominion of Canada

CORRESPONDENCE SOLICITED.

OIL TEMPERED

## MOORE STEAM PUMP

For Stationary, Traction and Marine Boilers.

High and Low or Special Duty.

Send for Illustrated Catalogue.

DARLING BROTHERS

Reliance Works - MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.

Frank Darling, Agent, Nelson, B. C.

LUMBERMAN'S

## VEST-POCKET INSPECTION BOOK

Compiled by the Publishers of the CANADA LUMBERMAN.

Containing rules for the inspection of Pine and Hardwood Lumber in the leading markets of Canada and the United States, embracing also many useful tables and calculations of every-day service to lumbermen.

Sent, postage paid to any address in Canada on receipt of four three cent stamps, or to any part of the United States on receipt of twelve cents.

ADDRESS

THE CANADA LUMBERMAN, TORONTO, CAN.

## JAMES W. WOODS

Manufacturer of LUMBERMEN'S SUPPLIES

Tents, Awnings, Tarpaulins, Sails, Etc., Overhauls, Top Shirts, Pants, all kinds of Underwear, Sox, Mitts, Moccasins.

75 QUEEN ST. - OTTAWA, ONT.

Tent Factory: 19 Elgin St., OTTAWA.

ALL ORDERS CAN BE EXECUTED ON THEIR RECEIPT.

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

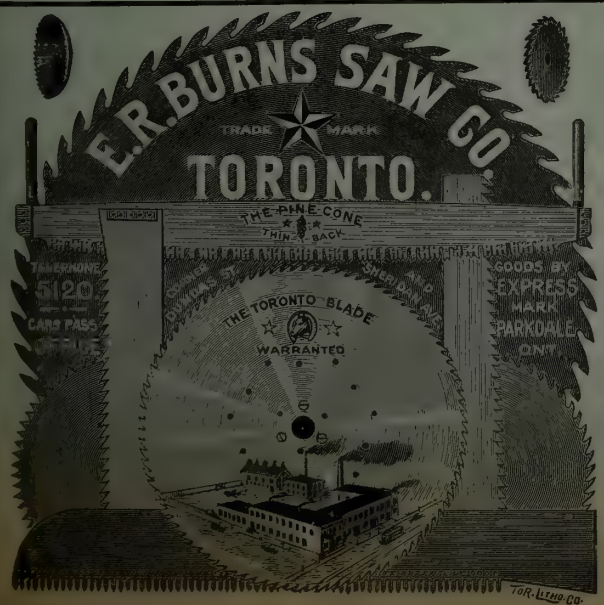
LEATHER BELTING AND LACE LEATHER

Danville, Que.

## RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.

JOHN J. GARTSHORE,
49 Front St. West, Toronto.




MANUFACTURERS OF

# HIGH GRADE CIRCULAR AND LONG SAWS

Sole Makers of

## The "Burns" Patent Handle

Patented June 26th, 1893.

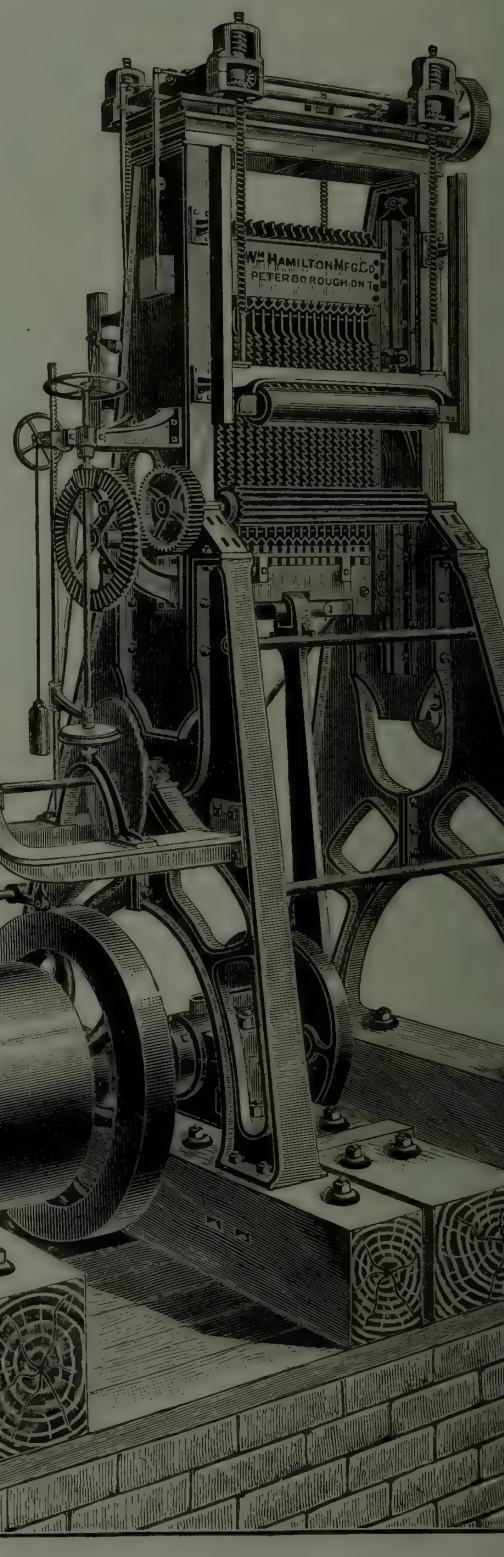
POSITIVELY THE STRONGEST AND MOST EASILY ADJUSTED HANDLE MADE

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a
Complete Line of

HIGH GRADE
SAW-MILL
MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

We are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Limited

**Branch Office: VANCOUVER, B.C.** **PETERBOROUGH, ONT.**

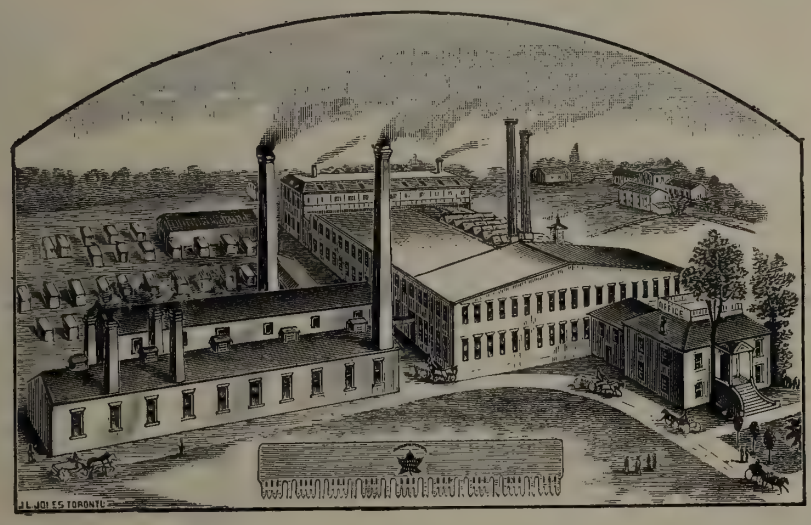
# THE MAPLE LEAF SAW WORKS

# Shurly & Dietrich

GALT, ONT.

Manufacturers of

**CIRCULAR SAWS**
**GANG SAWS**
**MILL SAWS**
**BAND SAWS**
**CROSS-CUT SAWS**



Manufacturers of

**HAND SAWS**
**BUCK SAWS**
**PLASTERING TROWELS**
**BUTCHER SAWS**
**STRAW KNIVES, &c.**

**GROUND THIN ON BACK**

Save Labor — Save Gumming
Save Time — Save Files

## This Saw Stands Without a Rival

AND IS THE

**FASTEST CUTTING SAW IN THE WORLD!**

Its Superiority consists in its Excellent Temper. It is made of "Razor Steel," which is the finest ever used in the manufacture of Saws. We have the sole control of this steel. It is tempered by our secret process, which process gives a keener cutting edge and a toughness to the steel which no other process can approach.

## Maple Leaf Saw Set

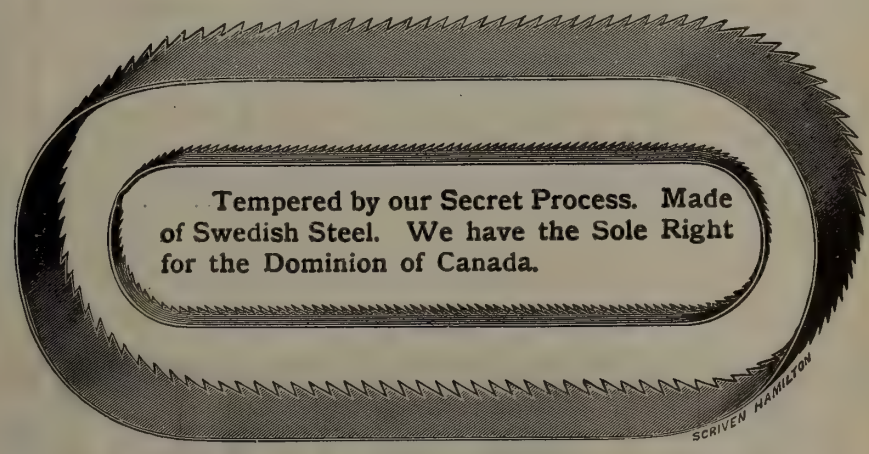
MANUFACTURED BY

**SHURLY & DIETRICH, Galt, Ont.**

**Directions.**—Place the set on the point of tooth, as shown in the accompanying cut, and strike a very light blow with a tack hammer. If you require more set, file the tooth with more bevel.

If you follow directions you cannot make a mistake. Be sure and not strike too hard a blow, and it will set the hardest saw. **On receipt of 40 cents we will send one by mail.**

We are the only manufacturers in the world who export Saws in large quantities to the United States.




We Manufacture

# HIGH GRADE BAND SAWS

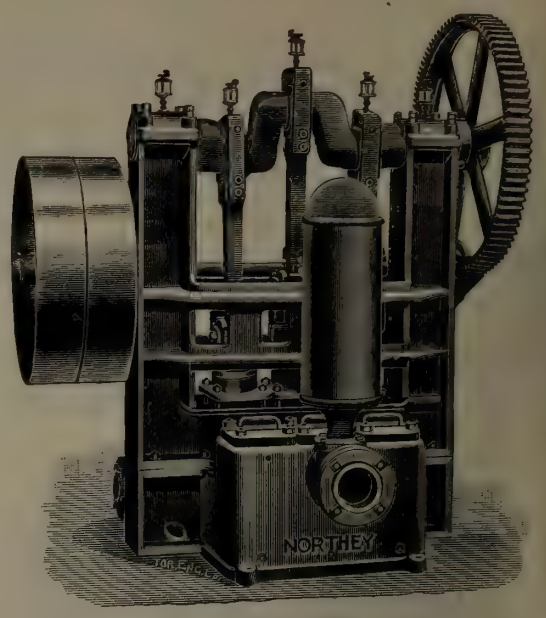
of All Widths and Lengths.

These Saws are made of Refined Swedish Steel imported direct, and tempered by our Secret Process; for Fine Finish and Temper are not excelled.

# Pumps "FOR ALL DUTIES"

**STEAM OR POWER**

All Types and Sizes




TRIPLEX POWER PUMP.

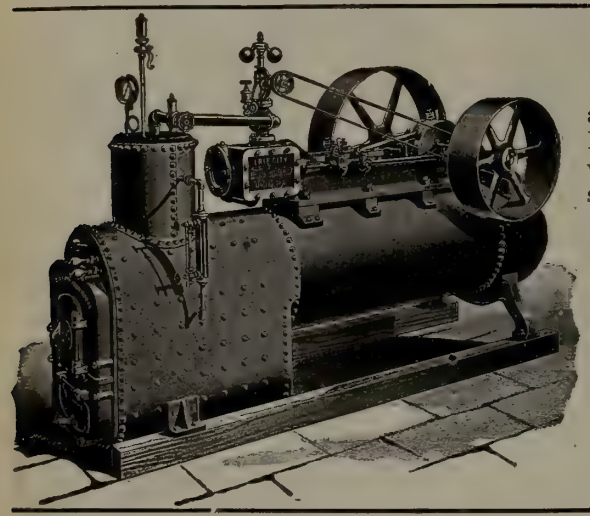
The Laurentide Pulp Co., of Grand Mere, Que., one of the largest Pulp Mills on this Continent, use our

STUFF PUMPS, SUCTION PUMPS, BOILER FEEDS AND CENTRIFUGAL PUMPS

The same remarks apply to the Riordan Paper Mills Co., Hawkesbury, Ont., the E. B. Eddy Co., Hull, Que., and also to other extensive mills in Canada.

**Send for Catalogue**

## NORTHEY MFG. CO., Limited, Toronto

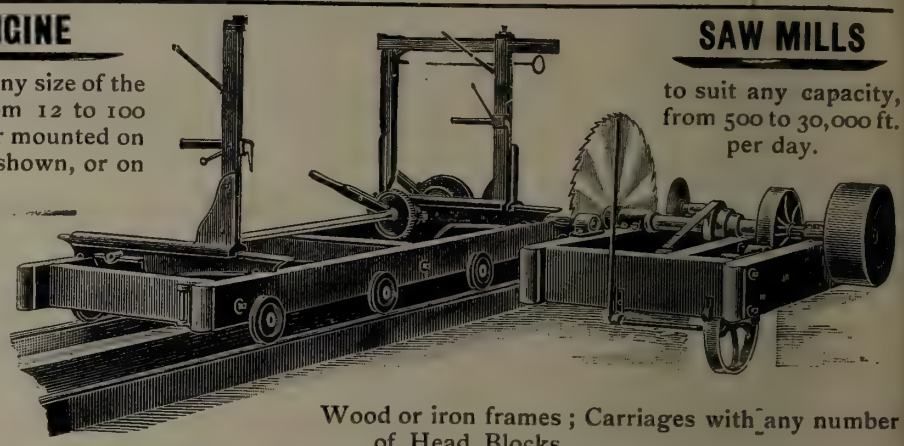


**PORTABLE ENGINE**

We can furnish you any size of the above style Engine from 12 to 100 H.P., either on Skids or mounted on wheels with Engine as shown, or on separate Frame.

• • •

Also Engines, Boilers, Double Edgers, Trimmers, Top Saw Rigs, Log Jacks, Niggers, Shafting, Pulleys, Gears, Saws, etc. We can save you money. Let us quote you prices. Catalogues free.



**SAW MILLS**

to suit any capacity, from 500 to 30,000 ft. per day.

Wood or iron frames; Carriages with any number of Head Blocks.

**ROBT. BELL, JR., Box 35, HENSALL, ONT.**

## DICK'S ORIGINAL BELTINGS

Enormous Transmission • No Seams or Joints

TRADE DICK'S ORIGINAL BALATA GUTTA PERCHA & CANVAS BELTING MARK

Not Affected by Dampness and No Stretching

SOLE AGENT: J. S. YOUNG

This is the Only Genuine and Original Balata Belt offered on the market.

15 Hospital Street MONTREAL

Try the "Wanted and For Sale" Department of the Weekly Edition.

# OAK TANNED BELTING

TORONTO
20 FRONT ST EAST
TELEPHONE 475

THE J.C.McLAREN BELTING Co MONTREAL

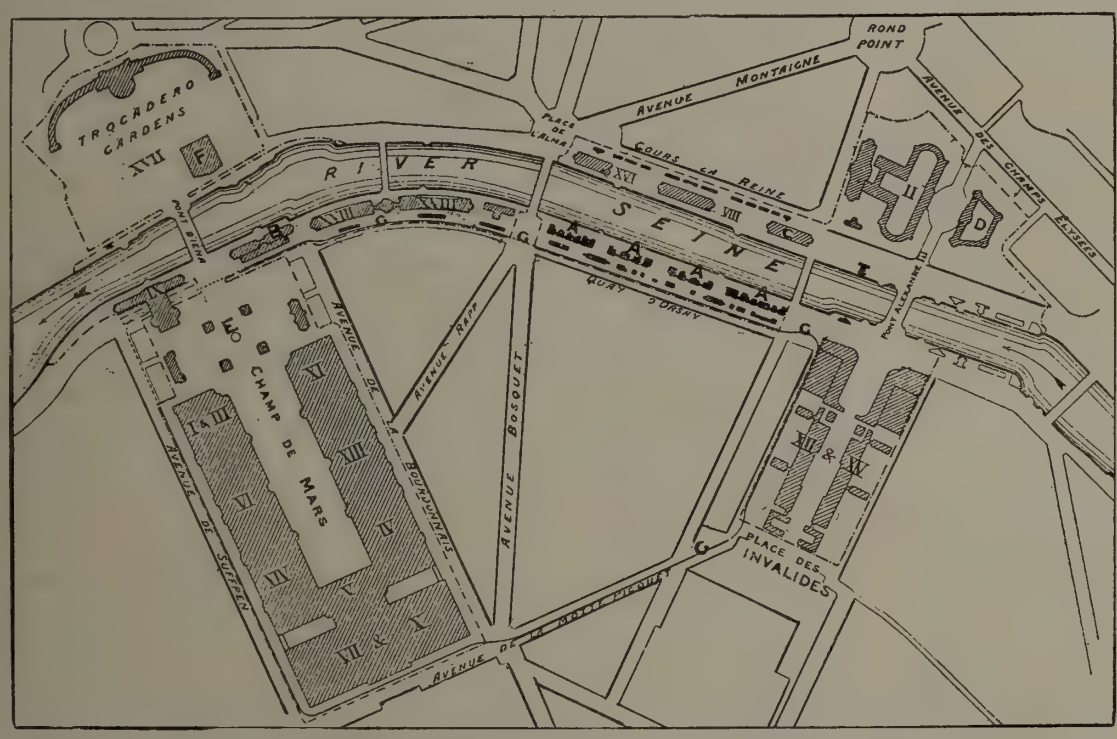
# THE CANADA LUMBERMAN

VOLUME XX. NUMBER 4. | TORONTO, CANADA, APRIL, 1899 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

## REGULATIONS OF THE PARIS EXPOSITION.

The Canadian Commission for the Paris Exposition of 1900 have issued a booklet giving regulations, classification of exhibits, and general information for intending exhibitors. The accompanying plan, which is herewith reproduced, shows the arrangement of the Exhibition grounds and buildings, and will no doubt be found of interest. The Exhibition will open on the 15th of April and close on the 5th of November. The Colonial building will be situated on the Trocadero grounds overlooking the Champs de Mars, not far from the Great Eiffel tower, and will cover 36,000 square feet, of which 27,100 feet has been allotted to Canada.

Forms of application for space must be returned to the Canadian Commission, Department of Agriculture, Ottawa, not later than June 1st, 1899. It is the desire of the Commission to secure the best possible exhibit of Canadian goods, and there will be no charge to exhibitors for space. Accepted exhibits from Quebec, Ontario and the west must be delivered at the exhibitor's expense at Montreal or Quebec not later than November 1st, 1899, and exhibits from the Maritime provinces at Halifax, N. S., not later than November 15th. These will be shipped to Paris by the Commission free of charge. Exhibitors are expected to dispose, in Paris, of their exhibits when these have a commercial value, as only valuable collections of objects of special character will be granted free return transportation. The exhibits are divided into eighteen groups, which are again subdivided into numerous classes. The Forestry exhibit is placed in Group nine, which includes forest, sport, fishing and gathering wild crops. There are two sub-divisions relating to forestry, and numbered classes 49 and 50. Class 49 includes appliances and processes used in forestry, as follows: Collection of seeds; specimens of indigenous or exotic forest products; special implements for gathering, preparing, testing and preserving seeds; drying-houses; implements for nurseries; appliances for tree cultivation and forestry; processes of nursery culture; processes of the cultivation and management of forests; forest topography; forest works, keepers' houses, saw mills, means of removing cut timber, drainage, re-planting; terracing; planting with trees, turfing, etc.; planting for arresting the shifting of dunes.




PLAN OF EXHIBITION GROUNDS AND BUILDINGS—PARIS EXPOSITION.

Class 50 includes products of the cultivation of forests and of forest industries, namely: Specimen of all kinds of forest products; wood for cabinet work and for construction purposes; wrought wood; staves and cask wood; lath wood, wood for dyeing purposes; cork trees; bark for textile purposes; tanning, fragrant, resinous substances, etc.; products of forest industries; turnery, basket work, esparto manufacture; wooden shoes, wood wool, corks, dried woods, charcoal, raw potash, etc.

Group 14 and class 88 includes materials, plant and processes for the manufacture of paper. In this class are placed apparatus and processes for making pulp; mechanical wood pulp, grinding, purifying and drying; chemical wood pulp, semi-chemical pulp, etc.

Group 4 and class 22 includes wood-working plant, such as saws for cutting trees, for cutting up timber with the bark on, for shaping, etc; machines for squaring timber, planing machines, lathes, drilling and slotting machines; machines for making tongues and grooves, tenons and mortices; shaping and copying machines, machine fittings; machine and hand tools specially used in wood-working; machine tools which do not come under any special classification.

---

A curious instance of dwarfism in pines is recorded by C. E. Bessey, of the University of Nebraska, who states that on Green Mountain, near Boulder, Col., he found in a crevice of the rock at the summit a pine tree less than 3 inches high and 1/5 inch in diameter. It had no branches, and bore a single tuft of needles at the top. Nevertheless, it showed 25 distinct annual rings, making it presumably 25 years of age.

## THE NOVA SCOTIA LUMBER COMPANY.

The Nova Scotia Lumber Company, whose office and mills are at Sherbrooke, N.S., is about the largest operator east of Halifax. Over one year ago their saw mill was burned, and during last winter they rebuilt, and have now a very finely equipped plant for the manufacture of lumber, everything except the boilers (which were good and not injured by the fire) being new and up-to-date, thus enabling them to manufacture a greater quantity of lumber at less cost than under the conditions previously existing. The engine is a 350 h.p. Brown automatic cut-off, supplied from four large boilers about 50 feet long. The mill contains one live gang, i.e., for sawing the log in the round without first slabbing, a circular saw rig, patent edger, and the necessary trimmers, picket and lath machines and planer and matcher. The sawdust, bark and mill refuse are taken by a chain about 400 feet away from mill, where it is burned. This chain is arranged and carried through the mill so that the refuse from any part of the mill can be delivered to it directly from the different machines, in this way saving labor and keeping all parts of the mill clean. The capacity of the gang is above the average mill. On August 4th it cut 105,640 superficial feet in nine hours, and on September 13th 58,025 feet was sawn in the afternoon. The circular has a capacity of 30,000 superficial feet per day, and lath machine from 50,000 to 60,000 pieces.

The company had some 5,000,000 feet of logs held over from last year, and their output in the winter of 1897 was about 10,000,000 feet, which gave them a fine stock, but owing to the depressed markets for spruce lumber they only sawed last season about 12,000,000 feet, preferring to hold some stock for early spring sawing. They employ in the neighborhood of 100 men in their mill and yards. Equipped as they are with gang and circular, they can saw deals, timber, planks and boards to any specification. This year they have sawn principally English deals.

The company own extensive limits of the very best spruce on the St. Mary's river and its tributaries. They also own some fine hardwood timber, which eventually, if not in the near future, will be very valuable. In addition to the limits referred to, the company own a large limit at Economy and have large interests in Cumberland county, near Shulee, which they are not operating at present.

The company is composed of financially strong men, and some of them are the most practical and successful lumbermen in the eastern provinces. John W. Seaman is the manager and G. K. Prescott assistant. Hon. W. T. Pipes and Dr. Hewson, of Amherst, John Gillespie, manager of Prescott, Gillespie & Co, Shulee, and Job Seaman, Barronsfield, are members of the company.

Sherbrooke is about 140 miles east of Halifax, and very prettily situated, 6 miles up the St. Mary's river. The nearest railway station is Antigonish, 40 miles distant.

---

## IT IS GOOD VALUE.

Mr. John Stanford, of Chester, Nova Scotia, writes regarding the CANADA LUMBERMAN: "The weekly number is worth the amount to any one in the business."

## UNIFORM INSPECTION RULES FOR LUMBER.

OPINIONS ON THE SUBJECT FROM SEVERAL MEMBERS OF THE TRADE.—THE ADVANTAGES OF STANDARD RULES GENERALLY ADMITTED. — DIFFICULTIES OF THEIR ADOPTION ENUMERATED.

WITH the object of learning the views of the lumbermen of Ontario on the subject of adopting uniform rules for the inspection and grading of pine and hardwood lumber, letters of enquiry were forwarded by the publishers of this journal to several members of the trade. The questions asked therein were as follows :

1. Do you consider that the adoption of standard inspection rules would be in the interest of the lumber trade of Ontario ?

2. In what way, if any, has the absence of such rules been a disadvantage to the lumber trade in the past ?

3. Could rules be compiled which would serve all sections of the province, and apply to export as well as domestic trade ? If not, why ?

4. How, in your opinion, could the adoption of uniform rules best be acccomplished ?

5. Would you be willing to co-operate in a movement to secure standard rules?

Below will be found the answers received up to the time of going to press :

MICKLE, DYMENT & SON, Barrie : " 1. Yes. 2. Disputing qualities has given lumbermen considerable trouble. 3. We think it could be done, because then lumber would be sold according to the inspection. 4. By the Lumbermen's Association taking it up and agreeing upon the qualities. 5. Yes. "

H. CARGILL & SON, Cargill : " We would not join in a movement to secure standard rules and inspection of lumber for the Province of Ontario. Every lumberman has his own method of manufacturing and selecting his own lumber, and fixes his prices according to the quality of lumber thus selected. "

R. LAIDLAW & CO., Toronto : " It is certainly very desirable to have uniform rules for the inspection of all kinds of lumber. We are given to understand that at a meeting of the Lumbermen's Association held a short time ago, a committee was appointed to prepare rules of inspection and present them to the Board. "

THE RATHBUN COMPANY, Deseronto : " We heartily approve of bringing the rules governing the inspection of hardwood to the same standard as those existing in the United States ; in fact, we think the national rules in the United States for governing the inspection of hardwood lumber should be adopted by Canadian lumbermen. "

WHALEY LUMBER CO., Huntsville : " 1. We think standard inspection rules would be a benefit. 2. In so much difference of opinion as to goods. 3. If we had established inspection rules, foreign countries would buy according to the Canadian inspection. 4. Compare the market with the kind of lumber we produce and make the rules statutory. 5. Yes.

J. & T. CONLON, Thorold : " We are not much interested in the question, as we do not sell our lumber in cargo lots at the mill, and generally log run, the buyer doing the grading himself. Would say, however, that we would like to see a system in this country of definite uniform grades of lumber, as it would avoid many misunderstandidgs, and we hope that action will be taken in the matter."

KEENAN BROS., Owen Sound : " 1. Yes. 2. Because the quality should govern the price, and in the past each dealer and mill man, when shipping, has had to agree on the grade between themselves, instead of referring to a standard authority that both should be bound to abide by. 3. Yes ; there should be no trouble in the Province, and we could make sales as per provincial inspection, instead of having to agree on rules enforced at destination. 4. Only by the co-operation of mill men and dealers, who would both have to abide by the rules. 5. Yes. "

W. J. SHEPPARD, manager Georgian Bay Lumber Co. : " We do not consider that it is possible to adopt a standard of inspection that could be carried out by all the various lumbermen in Ontario, for the reason that we do not believe there are any two lumbermen at the present time who inspect their lumber the same. In many cases they have separate and distinct markets to supply. The grading called by the same name in one section would not at all suit the demands of another section. In buying lumber in this country, the grades shown, and the prices asked, are taken into consideration before the purchase is made. Under the circumstances, we therefore think that uniform rules could not be adopted at the present time. "

C. BECK MFG. CO., Penetanguishene : " A national rule for inspection is much needed, as up to the present time nearly everyone has had an inspection of his own, and the buyer does not know what he is buying unless he sees the lumber himself. I brought this matter up at the Lumbermen's meeting some time ago, to have a uniform inspection and grades of lumber. Mr. Toner, of Collingwood, was instructed to work out a scheme for different grades of lumber. In the North-west they have uniform inspection rules, and I sent Mr. Toner a copy of their rules to help him in his work. If national inspection rules could be made for both Canada and the United States, it would be much better, and I would be greatly in favor of it. "

LONDON LUMBER CO., London : " We are most anxious that some definite steps should be taken to put the lumber business on a proper footing. Our trade is in hardwood lumber altogether, and we are of the opinion that if the United States adopt a national rule of inspection, as proposed, that Canada should adopt a standard Canadian rule of inspection. Of course, if such a rule were adopted the quality of the products of the Canadian forests would have to be taken into consideration, and, we believe, this would apply to pine as well as hardwoods. A rule of this kind could only be adopted by co-operation. By co-operating, an act of legislature could likely be put upon the statute book. We are in favor of provincial rules of inspection, and would like to see the rules the same for the domestic trade as well as the export trade. The forests of the United States are thinning out proportionately as fast as they are in this country, and it would be an advantage to both countries to have an international inspection rule. We would be willing to co-operate to a certain extent to bring about this result. The most important question that you ask is No. 3, and we are of the opinion that if inspection rules were properly laid down, the export trade would have to take the lumber at our inspection. At the present time the business is frightfully hampered for the want of a uniform rule of inspection on the other side. Our experience is that no two houses inspect alike."

PICKARD & ROWAN, Owen Sound : " As we handle hardwoods almost exclusively, our remarks must be confined to such timber as goes under the head of hardwood lumber. We believe that so long as mill-men have their lumber go to the consumer through dealers, there is an absolute necessity for rules to go by in the buying and selling of such stock, and we do not see any reason why a uniform standard of rules would not be an advantage to all concerned. The absence of standard inspection rules have, we believe, been felt most by dealers, rather than by manufacturers, as they have frequently to sell lumber named as a certain standard, in an American market, and buy it on a Canadian market, where the standard of the same name means quite a different grade of lumber; hence, when the stock that is bought on a Canadian rules of inspection arrives at its destination, there is frequently trouble. Then there is delay in getting a settlement, sometimes expense in going to arrange same, generally a compromise, and very often a straining of business good feeling. Of course, the manufacturer has to bear a part, at least, of this expense, indirectly anyway, as the dealer has always to count on having more or less of these experiences, so long as the present conditions exist. We do not see any reason why a standard of rules could not be compiled that would be satisfactory to all sections of the province, but our experience is quite circumscribed in this respect. In reference to question 4, it is our opinion that so long as lumber is sold, bought and inspected by men, and not by machines, there will not be rules that will be strictly observed by buyer and seller. Mill-men might as well try to establish uniform rules in buying logs, and if there is any one thing on this green earth that cannot be done, it is this. If there is any project brought to our notice that we think has a chance of securing a uniform standard of rules, we would be willing to co-operate with its promoters in the securing of same. "

THE ORILLIA EXPORT LUMBER COMPANY, Orillia : " 1. Yes, most assuredly it is in the interests of the trade that such rules should be adopted. 2. The particular and most important disadvantage has been in quoting prices by letter. The holder of stock who is satisfied to call a grade by its right name, and make his price accordingly, very often suffers to the gain of he who is willing to sell one thing and supply another. 3. Rules could certainly be made which would serve to govern the trade in this Province as well as all the Provinces, and we see no reason why they could not be made to govern our export trade as well. All that would be required would be that the buyer and seller understand thoroughly that the transaction is based on some certain rules of inspection. 4. By the formation of an Association for the express purpose of making rules governing the inspection, and securing a sufficient number of manufacturers and dealers as members to insure said association sufficient strength to protect its members. It would be also well to have some licensed inspectors, said license to be given after the inspector had qualified a board of examiners. Then, in case of dispute between buyer and seller, one of these inspectors could be called on to make an inspection and make affidavit as to its correctness, when the matter, as far as the quality of the lumber was concerned, could be considered as settled. If the American lumbermen succeed in establishing national rules, it would be well, since we trade so largely with them, that the rules were as nearly like theirs as our surroundings and conditions permit. 5. Yes ; we will be most pleased to do all we can towards establishing such rules, and feel that we cannot get them too soon."

MACPHERSON & SCHELL, Alexandria : " 1. We would decidedly agree to endorse standard inspection rules applying to this country, and if the rules applied to, or corresponded with, the national inspection rules of the United States, so much the better. 2. The absence of inspection rules in Canada has not operated against the Canadian trade generally, nor in any case where the American inspection or New York inspection is understood. In many cases where an order may be placed, (such for instance, as the following : 100,000 ft. of 1sts and 2nds basswood, 7½" wide x 12/16 feet long) if the party selling does not understand the rules, he will find the buyer is entitled to call for every inch of the order absolutely clear, as there are no firsts in the lot, nor can there be, and seconds in this width must be clear. In such cases, unless the mill-man fully knows the inspection rules of New York, he is misled by the term firsts and seconds, and the deal may cause disputes to arise. Well understood inspection rules would prevent this state of affairs. In this connection, however, we would suggest that there should be established some authority of a legislative nature, by which any set of rules would be established upon a higher plane than at present obtains in the trade. 3. We think rules could be compiled to meet the requirements of this question, if our dealers and mill-men would sell only according to such established rules both locally and for export, and in case of export bills make the contract unimpeachable by the buyer, if legislative authority conferred a license upon authorized cullers, who could be asked to inspect shipments and issue certificates. This may be objected to as expensive, and in such cases may result in shippers taking the risks they now must do with no authorized cullers. 5. Yes. "

J. E. MURPHY, Hepworth Station : " While I believe that such legally recognized rules as could be so defined as to be readily and intelligently understood by others, as well as the practically trained lumbermen, would be desirable, particularly to the pine trade, I do not believe that such rules could be readily applied to the hardwood trade. The market requirements in hardwoods are so numerous and so varied that while rules of inspection could be applied in one case, there would be several others in which like rules would not apply. Inspection rules as now adhered to allow so many knots to a board or plank of a certain width in hardwood, and if the number of knots should exceed what the rules call for, the board may be rejected. Now, while knots are as a rule undesirable defects, there are very many uses to which hardwood is put where sound knots do not interfere with the utility of the lumber. I would far quicker reject a piece of clear hardwood with cross-grain than I

would for an extra sound knot or split, if otherwise all right. First and second hardwood rules call for 6" and up wide. Now, what intelligent consumer of hardwood would reject a sound strip of maple three inches wide, when the lumber under inspection is going into a planing mill to be manufactured into flooring. The same thing would apply to soft elm going into a chair factory to be resawed into chair stock. A hardwood saw mill making lumber for the market to be graded first and second, and buying logs in competition with a chair factory in a hardwood locality, or in fact any wood-working industry, could not long continue to be a paying investment for its owner. The tendency now on the part of the hardwood lumber manufacturer is to sell his output mill run. You can scarcely induce a hardwood man to sell his lumber this season common and better, and it is almost impossible to buy firsts and seconds. This is due to the great difficulty in obtaining a market for the lower grades. Of course, I do not wish to be understood as opposed to intelligent rules of grading and inspecting hardwoods for market; in fact, I would be in favor of it. Then let the hardwood men thoroughly understand the rules of grading and put a proper price on their higher grades, which I contend should be high enough to leave the lower grades on the manufacturer's hands at no greater cost than the labor of repiling and caring for the rejects until a market could be obtained. The existence of rules of inspection would be all right for export lumber in hardwoods, and would not prevent our local consumers buying mill run or common or better if it suited their purpose. For years past there has been a lack of sympathy between the price of hardwood lumber and the inspection thereof. I am speaking from personal knowledge of facts. The ruling price for maple, beech, birch and elm for several years past, for New York, Boston, Baltimore and other eastern markets, has been from $12 to $14 per M on cars at point of shipment, according to thickness, New York inspection. Now, I can vouch for the inspection being close and meaning good lumber, but I would not object to that if the price was equally good. No man can afford to put a force of men and teams into a hardwood limit and take out hardwood and sell at such prices without becoming financially involved. When prices of high grade hardwood advance 50 per cent. I will hold up both hands for rules of inspection."

## CONVENTION OF WHOLESALE LUMBER DEALERS.

The seventh annual convention of the National Wholesale Lumber Dealers' Association, which embraces the leading wholesale dealers in the Eastern States, opened in Boston on March 1st. The roll call showed that there were 105 members present, and in addition there was a representation of about 35 from retail dealers' associations. These retail dealers had been invited by the wholesalers to represent their separate associations for the purpose of conferring over subjects of mutual concern to both branches of the business, and, if possible, of creating closer relations between the wholesalers and retailers.

The president of the association, Mr. John N. Scatcherd, of Buffalo, in his opening address, congratulated the members upon the return of prosperity, and upon the fact that a better feeling was manifested between the different branches of the trade. Mr. Eugene F. Perry, Secretary, outlined the work of the past year. He showed the membership on March 1st to be 215, representing a gain of fourteen during the year.

The business transacted at the convention may be divided into three sections—first, the establishing of better relations between the wholesale and retail trade; second, the formulating of a system of discount and time to best serve the lumber trade; third, the adoption of hardwood inspection rules.

In connection with the first question, the Committee on Trade Relations presented a lengthy report which, stated that the creation of the committee had been decided upon on account of representations made by certain wholesale dealers in North Tonawanda, who contended that they had suffered in both volume of trade and percentage of profits by competition from scalpers. The report stated that one great cause of friction between the wholesale and retail associations was the classification of the trade, but this was being gradually overcome by the adoption of a plan of a joint final classification.

The report of the Board of Managers of the Bureau of Information was read by the secretary. It stated that a feature of the year's administration was the inauguration of a special system of reports upon dealers who had contracted the habit of making settlements to suit themselves, ignoring either regular or agreed terms of sale.

The retail dealers, after a conference, submitted a report to the association, which provided that the latter take up and formulate rules to classify the trade into three sections, as follows: 1st, manufacturers; 2nd, wholesale dealers or agents; 3rd, retail dealers or legitimate trade for wholesale dealers to sell to. The report also recommended that the National Wholesale Dealers' Association take up and consider the recognized evils from which both branches of trade are suffering, viz., sales by manufacturers and wholesalers to consumers; sales by brokers, agents and commission men to consumers; sales and quotations by so-called retail dealers to consumers, through agents, and by methods used by the wholesalers in soliciting trade from retailers. The retail dealers pledged themselves to buy their stock, as far as possible, from members of the National Lumber Dealers' Association, and the latter agreed not to sell direct to the consumer. The report submitted by the retail dealers was unanimously adopted.

Mr. Charles Hill, of North Tonawanda, introduced the subject of establishing regular terms of sale, the discussion on which indicated some difference of opinion between the pine and hardwood trade as to the date from which settlements should be dated. It was finally resolved that in the absence of other arrangements between buyer and seller, the terms of sale in the wholesale trade should be as follows: Freight, net cash when lumber is delivered; balance, either 1½ per cent. off for cash within fifteen days from date of invoice, or bankable paper, sixty days from date of invoice.

The Committee on Hardwood Inspection, of which Mr. M. M. Wall, of Buffalo, is chairman, submitted a report recommending the adoption of the inspection rules of the National Hardwood Lumber Association, and the appointment of a committee to confer with that association to secure such modifications as may be necessary to the end that a uniform national inspection be established. These recommendations were unanimously adopted.

The Nominating Committee, consisting of Messrs. E. C. Grant, R. B. Wheeler and Alfred Haines, submitted the names of the following gentlemen to serve as trustees during the ensuing three years: John N. Scatcherd, Buffalo, N.Y.; Robert C. Lippincott, Philadelphia, Pa.; C. M. Smith, North Tonawanda, N.Y.; W. C. McClure, Duluth, Minn.; L. H. Shepherd, Boston, Mass. These gentlemen were elected without opposition.

On Wednesday evening the visiting lumbermen were tendered a banquet at Young's Hotel by the New England Association of Lumbermen, at which there was a large attendance and much brilliant speech-making.

Following the adjournment, the trustees re-elected the board of officers, which is as follows: President, John N. Scatcherd, Buffalo; 1st vice-President, Robert C. Lippincott, Philadelphia; 2nd vice-President, C. H. Bond, Oswego; Treasurer, Frederick W. Cole, New York; Secretary, Eugene F. Perry, New York; General Counsel, John Jay McKelvey, New York.

### WHOLESALE DEALERS REPRESENTED.

The following wholesale firms, who are members of the association, were represented at the convention:

Atlantic Lumber Company, Boston, Mass.
Badger & Winslow, Boston, Mass.
Owen Bearse & Son, Boston, Mass.
C. M. Betts & Co., Philadelphia, Pa.
Boston Lumber Company, Boston, Mass.
Buffalo Hardwood Lumber Company, Buffalo, N.Y.
Buffalo Maple Flooring Company, Buffalo, N.Y.
Briggs & Cooper, Saginaw, Mich.
E. P. Burton & Co., Philadelphia, Pa.
W. R. Butler & Co., Boston, Mass.
E. P. Chapel, New York.
Chequasset Lumber Company, Boston, Mass.
Cleveland Saw Mill & Lumber Co., Cleveland, O.
F. W. Cole, New York.
Crosby & Beckley Company, New Haven, Conn.
R. B. Currier, Springfield, Mass.
Cypress Lumber Company, Boston, Mass.
John E. DuBois, Philadelphia, Pa.
Dwight Lumber Company, Detroit, Mich.
Eddy-Sheldon Company, Bay City, Mich.
C. K. Eddy & Sons, Saginaw, Mich.
Empire Lumber Company, Buffalo, N.Y.
Emporium Lumber Company, Buffalo, N.Y.
L. H. Gage Lumber Company, Providence, R.I.
Haines & Co., Buffalo, N.Y.
E. B. Hallowell & Co., Philadelphia, Pa.
Hall & Munson Company, Bay Mills, Mich.
W. S. Harvey, Philadelphia, Pa.
Jones & Witherbee, Boston, Mass.
B. F. Lamb & Co., Boston, Mass.
Lawrence & Wiggin, Boston, Mass.
Litchfield Bros., Boston, Mass.
R. C. Lippincott, Philadelphia, Pa.
H. M. Loud & Sons, Buffalo, N.Y.
Hugh McLean & Co., Buffalo, N.Y.
Millard Lumber Company, New York.
Montgomery Bros. & Co., Buffalo, N.Y.
Northwestern Lumber Company, Eau Claire, Wis.
Noyes & Sawyer, Buffalo, N.Y.
Ottawa Lumber Company, Ottawa, Ont.
Peart, Nields & McCormick Co., Philadelphia, Pa.
Pease Lumber Company, Springfield, Mass.
Rib River Lumber Company, Toledo, O.
Rice & Lockwood Lumber Company, Springfield, Mass.
Chas. S. Riley & Co., Philadelphia, Pa.
W. H. Sawyer Lumber Company, Tonawanda, N.Y.
Scatcherd & Son, Buffalo, N.Y.
Shepard, Farmer & Co., Boston, Mass.
Shepard & Morse Lumber Company, Boston, Mass.
C. R. Shuttleworth, Buffalo, N.Y.
Smith, Fassett & Co., Tonawanda, N.Y.
E. A. Smith & Co., Providence, R.I.
E. A. Souder & Co., Philadelphia, Pa.
Stetson, Cutler & Co., Boston, Mass.
Swan-Donogh Lumber Co., North Tonawanda, N.Y.
Taylor & Crate, Buffalo, N.Y.
H. M. Tyler Lumber Company, Tonawanda, N.Y.
Underhill & Poole, Buffalo, N.Y.
United Lumber Company, Springfield, Mass.
H. D. Wiggin, Boston, Mass.
White, Rider & Frost, Tonawanda, N.Y.
Wiley, Harker & Co., New York.
R. B. Wheeler & Co., Philadelphia, Pa.
Weston & Bigelow, Boston, Mass.
Euegene F. Perry, New York.
John Jay McKelvey, New York.
E. True Bennett, Hardwood Lumber Company, Memphis, Tenn.

## AN ATTRACTIVE CATALOGUE.

In the illustrated catalogue No. 45, issued by the Standard Dry Kiln Co., of Indianapolis, Indiana, and just to hand, we find much of interest regarding the principle of drying by moist heat, the method which it is claimed is scientifically applied only in the Standard dry kiln. In addition to several illustrations and photographic views, there appear numerous commendatory letters from customers who have given the Standard dry kiln and the steel roller bearing trucks a trial. These include some of the largest woodworking firms in the United States and Canada, including J. A. Sayward, of Victoria, and the Pacific Coast Lumber Co., of New Westminster, B. C.

## PERSONAL.

Mr. John A. Bertram, son of Mr. John Bertram, president of the Collins Inlet Lumber Company, has opened an office as lumber inspector and shipper in the Land Security Chambers, Toronto.

The lumber trade will sympathize with Mr. Wm. Thompson, president of the Longford Lumber Co., in the death of his wife, which took place on March 4th. Mrs. Thompson was but thirty-two years of age.

Mr. S. P. Benjamin, lumber manufacturer, of Wolfville, N. S., returned last month from a three months' business trip to Cuba and other West India islands. Mr. Benjamin looks for increased trade between Canada and these islands.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

PUBLISHED BY

The C. H. Mortimer Publishing Company of Toronto, Limited

CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

## FACTS WORTH CONSIDERING.

A FEW years ago mention was rarely made of the fact that lumber was imported into Canada from the United States; the quantity was then of little account. Simultaneously with the settlement of our western country, changed conditions have arisen, and to meet these a re-adjustment of our business relations with the United States is necessary. A duty having been placed upon Canadian lumber imported into the United States, it is proposed to place a similar duty upon lumber and other timber products imported into the Dominion from that country. This fact lends additional interest to the statistics just to hand of the timber exports from the United States for the last fiscal year. It can safely be assumed that the lumber trade of Canada, as well as the general public, underestimate the quantity of wood products of American manufacture that find a market within our borders. The figures given below of the imports for the last fiscal year, as compiled from the Treasury Department statistics, will assist a better understanding:

TIMBER AND UNMANUFACTURED WOOD, SAWED.

| | Feet. | Value. |
|---|---|---|
| Nova Scotia and New Brunswick... | 2,443,000 | $ 28,624 |
| Quebec, Ontario, etc..... | 10,003,000 | 139,523 |
| Total..... | 12,446,000 | $168,147 |

TIMBER AND UNMANUFACTURED WOOD, HEWN.

| | Feet. | Value. |
|---|---|---|
| Nova Scotia and New Brunswick.. | 17,285 | $ 2,530 |
| Quebec, Ontario, etc..... | 2,406,344 | 737,149 |
| Total..... | 2,423,629 | $739,679 |

BOARDS, DEALS AND PLANKS.

| | Feet. | Value. |
|---|---|---|
| Nova Scotia and New Brunswick . | 2,245,000 | $ 40,880 |
| Quebec, Ontario, etc..... | 67,900,000 | 963,263 |
| British Columbia..... | 2,252,000 | 16,714 |
| Total..... | 72,397,000 | $1,020,857 |

JOISTS AND SCANTLING.

| | Feet. | Value |
|---|---|---|
| Nova Scotia and New Brunswick .... | 290,000 | $ 3,115 |
| Quebec, Ontario, etc..... | 7,030,000 | 70,761 |
| Total..... | 7,320,000 | $73,876 |

SHINGLES.

| | | |
|---|---|---|
| Ontario and Quebec ..... | 7,312,000 | $10,250 |
| British Columbia..... | 5,590,000 | 7,365 |
| Total..... | 12,902,000 | $17,615 |

It will be observed that the exports of lumber to Manitoba and the Territories, which last year represented thirty-eight million feet, are not mentioned in the above statistics, although it is possible that they may have been taken into account in conjunction with the products of some of the other provinces. Granting this, we find the total exports to Canada of timber and lumber as shown to be, approximately, ninety-five million feet, having a value of over two million dollars. But it is improbable that these statistics are complete, as government figures of this character do not usually represent accurately that for which they are intended, frequently falling short of the actual total.

That timber products to the value of over two million dollars were freely admitted into Canada in one year, while a duty was exacted on every board going into the United States from Canada, is a fact which cannot become too widely known in this country. We are too apt to regard our importations as an insignificant quantity, and thus in our ignorance to allow the United States to exploit our home market, while at the same time excluding us from theirs. It is of interest to compare the lumber imports of the two countries. As stated above, Canada imported from the United States last year timber and lumber to the value of two million dollars, while in 1896, the last year of free lumber, the United States imported from Canada lumber to the value of between eight and nine million dollars. Since the imposition of the duty, the quantity imported by the United States has been reduced, and were the complete returns for 1898 available, we believe they would show a substantial decrease in comparison with the year 1896. The relation which our lumber imports from the United States bear to our exports to that country is a question which might well receive greater attention, and which has been overlooked very largely in the past.

Reverting to the Treasury Department statistics, we observe that Great Britain was the best customer for boards, planks and deals, taking 123,425,000 feet, but that Canada ranks second, taking over half that amount, or 70,145,000 feet. For timber and unmanufactured wood, hewn, Canada stands first among the customers of the United States, Great Britain coming second. Canada ranks sixth as a purchaser of timber and unmanufactured wood, sawed, second as a purchaser of joists and scantling, and third as a purchaser of shingles. These classifications show the importance of the Canadian market to the United States lumbermen so far as their export trade is concerned.

The Dominion parliament, now in session, is not likely to adjourn without passing important legislation looking to the protection of the lumbering industry, and, consequently, to the country at large. This will be done by placing an import duty on United States lumber and an export duty on pulp wood.

## NEED OF UNIFORM INSPECTION RULES.

THE movement in the United States towards securing uniform rules for the inspection of lumber has been advanced another step by the adoption by the National Wholesale Dealers' Association of the rules compiled by the National Hardwood Dealers' Association. That an association such as the above, composed of the leading wholesale dealers of the Eastern States, should have accepted these rules, must influence smaller organizations in the same direction, and be regarded as a strong factor in the ultimate success of what is intended to be accomplished, namely, their universal adoption.

It must be admitted that the position of the lumber trade in the United States, so far as uniform rules are concerned, is vastly superior to that of the trade in Canada, and particularly in Ontario, where standard rules are almost unknown. In Quebec and New Brunswick the inspection of spruce lumber is fixed by statute, but the rules are so general in character and indefinite as to be of little value, and are used only for export trade. To a large extent every mill man makes his own inspection, and sells his production either upon its reputation or after having it inspected by the buyer. In Ontario there are no inspection rules in existence, those adopted by the Toronto Board of Trade having long since become obsolete.

Elsewhere in this number are given the views of some members of the lumber trade in Ontario regarding the adoption of uniform rules. The advantages of such seem to be quite generally admitted, although in one or two instances one can almost read between the lines that the consequent readjustment of trade is not regarded favorably, while others doubt the feasability of adopting standard rules. There is more enthusiasm evinced by the hardwood dealers and manufacturers than by the pine men, perhaps due to the fact that they have suffered greater loss and annoyance in the past through the absence of proper rules of inspection. The buyer of lumber, in order to feel reasonably safe in making a quotation, must first inspect the stock, as one mill man may, in his judgment, class as firsts or seconds that which another mauufacturer would regard as common. With uniform rules this would not be necessary in all instances, and the sale and purchase of lumber would be greatly facilitated and the cost to the buyer reduced, thus enabling him to pay a higher price to the manufacturer.

The Ontario Lumbermen's Association recognize the necessity of a more systematic grading of lumber, and have appointed a committee to prepare a set of rules. These will no doubt apply more particularly to the production of the Georgian Bay district, and may not be sufficiently comprehensive to be accepted as provincial rules. In any case, we welcome them as indicative of a progressive movement, and in the hope that they may ultimately lead to the adoption of standard inspection for the province by statutory law or by the universal approval of the trade.

## INTERIOR FINISH.

It is not necessary to go out of Canada to procure handsome woods for interior finishings. For dark woods we have walnut, cherry and black birch, and for medium woods we have several of the oaks—white, red and black—which, when quarter sawn, equal, when properly finished, any oaks in the world for fineness and variety of grain and color. Then we have the despised butternut, three or four kinds of ash, the elms, whitewood, basswood and white pine. Cherry, grown on low loamy land, is the peer of mahogany, and is passed off for that wood as often as it passes for cherry. It has a fine silky grain, and, if properly sawn, is veined as richly as mahogany, and will take a finish equally as well. Unlike mahogany, however, it is apt to warp and twist out of shape if not held in position It is an excellent wood as a veneer on good pine cores. It may be easily darkened by staining the filler with some spirit stain before applying.

Black birch is almost as fine a wood as cherry, and takes a finish nearly as well. As a rule it is easier worked than cherry, does not cost as much, will last as long, and makes a very handsome finish. Birch may be stained almost as dark as rosewood by using a spirit stain before filling and then staining the filling. It can be polished until it is as glossy as a polished mirror. White oak, quarter-sawn and well-seasoned, makes on the whole the most durable and the most effective finish for rooms that are often used, or for halls or public rooms; and it has the quality of improving with age, something which cannot truthfully be said of many other woods. It is always better left in its natural color, which at first may be a little harsh, but it soon tones down to a soft, pleasing tone that is soothing to the artistic eye. Any of our oaks may be employed for trimmings, panel work, stairs, turned work, veneers, flooring or fitments of any kind. They are strong, durable and safe and not very difficult to work. Ash makes excellent chamber finish; it is bright, cheery, fantastic in grain, strong, and is not apt to get distorted or out of shape. It also makes excellent fittings for kitchens, pantries and similar work. Black ash has a grain similar to chestnut and takes stain readily. Furniture made of this wood and stained to imitate antique oak is often passed off as the latter to unsuspecting purchasers. It is a good wood to stand wear, and is especially suited to farm dwellings.

Another Canadian wood that is seldom used in interior finishing is our beech. This wood, when properly filled and polished, has a very pleasing appearance, as it possesses a satiny glow and warmth that is quite charming. As a material for floors, beech ranks in the same class as maple. It is nearly as hard, is some darker and wears just as well. In the lighter woods nothing excels our white maple. This equals the much-extolled satin-wood, both as regards the fine grain and susceptibility of finish; and our bird's-eye or mottled maple equals any light wood in the world in beauty, and it can be polished as smoothly as ebony. Butternut, basswood, elm and white cedar make good material for ordinary work. Butternut, when properly fitted and finished, makes a good showing and serves well in library or parlor, though not as well suited for such work as oak. White pine is the king of soft woods; it is at home anywhere, and, if finished in its natural state, shellacked or varnished properly, shows up a soft golden glow that is unsurpassed by any other wood. Some of the woods of British Columbia are well adapted for interior finishings, while the coarser kinds make excellent framing timber, scantlings, joists, rafters, etc., etc. There is plenty of timber to satisfy all Canadian requirements within our own boundaries, and it is foolish and wasteful to import foreign woods for interior finishings.

## EDITORIAL NOTES.

The Michigan lumber manufacturers pretend to believe that the manufacturing clause relating to timber will not be allowed to take effect, but that it will be vetoed by the Dominion government. In the face of this pretense, we read that a Mr. Graves, who has for years operated a shingle mill in Michigan, is preparing to build a mill on the Spanish river, Algoma district. This is a forecast of what may be expected when our Michigan friends realize to their own satisfaction that the law is on the statute books of Ontario to stay.

It has not been learned that any steps have as yet been taken by Canadian lumbermen to make a forestry display at the forthcoming Paris Exposition, although goods intended for that purpose must reach Montreal by November 1st of this year. It is improbable, however, that the opportunity thus afforded will be disregarded. Whatever is done by the government should be supplemented by exhibits by individual lumbermen, or by the united efforts of the trade, so that the immense timber resources of the Dominion shall be fairly represented. The distribution, at the Exhibition, of literature descriptive of ou forest wealth might also prove of advantage to this country.

There is, beyond a doubt, a great future for the pulp industry of Canada. If we are to judge by the number of pulp mill projects now being exploited, a wonderful growth of the industry will be witnessed within the next few years. In New Brunswick, two mills are under construction at St. John, and at St. Stephen, Bathurst and Fredericton new mills are projected. In Nova Scotia an American syndicate is about to build large mills, the town of Parrsboro is moving in the direction of securing a mill, and on the Sissiboo river another mill is likely to be built. At Ottawa, Petawawa, Port Arthur and Rat Portage, in Ontario, capitalists have in view the erection of pulp mills, and even in Manitoba there is a good prospect of a mill being established, Mr. J. A. Christie, of Brandon, being the promoter. These do not include all the proposed pulp manufacturing plants in Canada. It is improbable that all the projects being exploited will be carried to completion—that could scarcely be expected—but the interest shown in the industry will surely result in a healthy development.

The question of insurance is now engaging the attention of several lumber associations in the United States. The trustees of the National Wholesale Dealers' Association have obtained statistics showing that whereas $2,500,000 had been paid in premiums by the members, but $1,000,000 had been recovered as compensation for losses sustained. It has been decided to make an effort to secure an arrangement whereby the members of the association by combining can obtain a reduction of 50 per cent. in their rates. The Northwestern Lumberman's Association is reported to have met with good success in the working of a mutual lumber insurance association. In the five years of its existence the rates have been greatly lowered, and last year the cost to policy holders was but 36 per cent. of the rate at which their policies were written. That this question has been taken up by the Western Retail Lumbermen's Association of Manitoba speaks well for the foresight of the members of that organization. It was feared, however, that the membership was not sufficiently large to permit of the successful carrying out of the scheme.

The results being accomplished by the National Wholesale Lumber Dealers' Association of the United States, a report of whose convention appears elsewhere, emphasize in a practical way what we have previously said as to the benefits of lumber associations. This organization is proving of great advantage to its members. The feature of the last meeting was the agreement entered into by which the retail dealers are to have their legitimate trade protected from the onslaught of certain wholesale dealers, while the retailers in turn agree to buy, as largely as possible, from members of the Wholesale Dealers' Association. In connection with the association, there is a Bureau of Information, from which a reliable report can be obtained on almost any lumber dealer in the United States or Canada. These reports are compiled from many different reports sent in by members of the association who have had personal dealings with the person enquired about, and are usually very complete. A system of insurance has also been inaugurated by the association, by which a member can secure a lower rate than he can through any legitimate company, and, in addition, share in the profits which may accrue from the saving in the premiums. These, and other advantages, such as the railway freight claim, legal, arbitration, and lumber inspection departments, serve to show the usefulness of the association to its members. It is possible that, through the efforts of Mr. E. C. Grant, the next convention will be held in Ottawa, when it is hoped to increase the membership of Canadian lumbermen in the association.

## QUESTIONS AND ANSWERS.

"R.K." writes: Would you inform me as to the number of railroad ties and value of same imported into Canada from the United States during the years 1897 and 1898?

Answer.—The statistics kept by the Department of Trade and Commerce of the import of railroad ties has included fence posts also, so that the item reads "Fence Posts and Railroad Ties." These were imported in the year 1897 to the value of $91,009, and in 1898 to the value of $68,236. The quantities are not given.

In Maine there are seventeen spool factories, and the white birch forests of that state annually supply the material for 300,000,000 spools on which there is subsequently wound about 50,000,000,000 yards of thread.

## THE LAKE ST. JOHN REGION WITH REFERENCE TO THE PULP AND PAPER INDUSTRY.*

By J. C. Langelier, Superintendent of Forest Rangers.

The hydrographic basin of which Lake St. John constitutes the centre embraces within its extreme limits nearly 175 miles from south to north, and about 225 from east to west. The area comprised within these limits or the superficies of the territory drained by the rivers whose waters flow into the great lake, is about 30,000 miles, or 19,200,000 acres. The area of Maine is equal to that of all the other New England States. Nevertheless, it does not exceed by 2,000,000 acres that of the territory of Lake St. John, which exceeds by 1,808,640 acres that of New Brunswick, by 5,819,520 that of Nova Scotia, is double that of Denmark and of Holland, and nearly three times that of Belgium. Lake St. John forms the hydrographic centre of this vast region. Its elevation is about three hundred feet above the level of the sea. In its greatest length between the mouth of Belle Riviere and the estuary of the Mistassini, it measures 27¾ miles and 20 in its greatest width from the estuary of the Peribonca to that of the River Ouiatchouan. The perimeter of this lake forms a line 85 miles long and its superficies is 365.4 miles or 263,856 acres.

The principal rivers that fall into Lake St. John are: On the South-east the Belle Riviere, about a hundred feet wide, 45 miles long, and whose chief tributary brings the waters of Lake Kinogamichiche and forms a water-fall sixty feet high at a short distance from the village of Hebertville; on the south the Metabetchouan or riviere du Poste, about 50 yards wide and 80 miles long; on the south-west the Ouiatchouan, about 60 yards wide and 68 miles long; on the west the Chamouchouan, which divides into branches 92 miles from Lake St. John, continuing under the same name to the south-west to 170 miles from its mouth, while the branch called la riviere du Chef, which is larger than the other, runs towards the north-west; on the north-west the Mistassini, whose main course is over 200 miles long without counting its three great tributaries, the Assiemska, the river aux Rats, and the Mistassibi; on the north the Little Peribonca, about sixty yards wide and 80 miles long; on the north-east the great Peribonca, which is over 350 miles in length, and the largest of all the rivers that flow into Lake St. John.

### WATER POWERS.

It would be difficult to imagine a region wherein the superficial conformation and the surface elevations of the soil are better adapted for producing water power than that of Lake St. John. Starting from the shores of the lake on the north and north-west, the land rises by steps from one plateau to another. These steps are marked at several places by ridges forming so many obstacles to the course of the rivers which overcome these obstacles and, descending from one plateau to another, they form cataracts frequently of considerable height.

A line drawn around Lake St. John, a dozen miles to the north of the lake, thirty to the north-west, fifty to the west, two to the north and ten to the east, would circumscribe the water-powers set forth in the following table:

| Rivers. | Motive Power. |
|---|---|
| Great Peribonca | 301,025 horse power. |
| Little Peribonca | 1,500 " " |
| Mistassibi | 75,000 " " |
| Mistassini | 60,000 " " |
| Au Rat | 22,723 " " |
| Assiemska | 15,000 " " |
| Chamouchouan | 100,000 " " |
| Au Sammon, aux Iroquois and Auiatchouaniche | 2,000 " " |
| Ouiatchouan | 33,000 " " |
| Metabetchouan | 2,500 " " |
| Belle Riviere and Aulnaies | 500 " " |
| Little Discharge | 25,000 " " |
| Grand Discharge | 15,000 " " |
| Total | 653,248 " " |

### FORESTS AND TIMBER.

We have seen above that the territory of Lake St. John covers an area of 19,200,000 acres. Of this less than 500,000 acres is under cultivation or cleared, and the remainder is covered by forests. The principal kinds of timber are spruce, balsam fir, white birch, cypress and pine. White, black and red spruce constitute more than 75 per cent. of the timber. Fire has ravaged this territory in many places. The disastrous effects of the great fire of 1875 in the Mistassini region are no longer visible; the second growth is as fine as the first, as regards the size of the trees, while the wood is sounder and less knotty. In the Peribonca region the timber is rather small for saw logs, but is of the best kind for pulp.

The quantity of pulp wood in the Lake St. John region is practically unlimited. Taking only 5 cords to the acre as the average, we obtain fabulous results, which clearly show that this immense territory can provide an almost inexhaustible supply of raw material.

The basin of the Great Peribonca covers an area of 8,320,000 acres. There is certainly no exaggeration in estimating at five cords per acre the quantity of black and white spruce suitable for pulp making in this region, which would make 41,600,000 cords.

The basin of the Mistassini covers about 4,800,000 acres of wood-land, which, at five cords per acre, would give 24,000,000 cords of pulpwood.

The region drained by the Chamouchouan contains at least 3,200,000 acres of forest, which would also give 16,000,000 cords of pulp wood at the same rate of five cords per acre.

In the remainder of the Lake St. John territory, that is the southern part drained by the Ouiatchouan, Metabetchouan and other rivers, there are also 3,200,000 acres of forests of coniferous trees, which could also give 16,000,000 cords of pulpwood and even more.

All these data may be resumed as follows:

| Region | Area. | Quantity of Pulpwood. |
|---|---|---|
| Peribonca | 8,320,000 acres | 41,600,000 cords. |
| Mistassini | 4,800,000 " | 24,000,000 " |
| Chamouchouan | 3,200,000 " | 16,000,000 " |
| Ouiatchouan | 3,200,000 " | 16,000,000 " |
| Total | 19,520,000 acres | 97,600,000 cords. |

These ffgures represent only the product of the first cut. It is well known, however, that if carefully attended to, spruce forests grow up again in twenty years.

### PULP INDUSTRY.

Wood and motive power are the principal elements needed for making pulp. Now, in examining the foregoing data, we must conclude that there is no country or region better adapted to this industry than the immense territory of Lake St. John, especially the northern and north-western portions. Estimating the quantity of wood required to make a ton of pulp at 1½ cord, the maximum figure, the 97,600,000 cords of wood in this territory would permit of the manufacture of 65,666,666 tons of pulp, or 1,000,000 tons per annum for 65 years. The Canada Lumberman on the faith of reliable statistics said in December last that the paper mills of the United States consume 1,000,000 cords of wood annually. The Lake St. John territory could supply this quantity for 65 years merely with the first cut of its forests of coniferous trees; this will give an idea of the importance of this territory with reference to the pulp and paper-making industry.

In Europe, Sweden, Norway and Germany are the foremost in the making of wood pulp. They supply the greatest quantities of this material to England and to France, besides what is sent to other large centres such as those of Belgium, Spain and Italy. According to the statistics published in the Forestry Magazine in October, 1884, the total area of the forests of each of those northern countries at that date was as follows:

| | | | |
|---|---|---|---|
| Sweden | 40,636,883 acres, | or 40.43% | of whole territory. |
| Norway | 17,279,000 " | 22.30% | " " |
| Prussia | 20,097,014 " | 23.35% | " " |

During the fourteen years that have elapsed since then, the wood pulp and other similar industries must have disposed of a considerable portion of those forests. This does not prevent the Scandinavian countries from continuing to export yearly about 500,000 tons of pulp in the shape of raw material or of paper, after supplying all the needs of domestic consumption.

The coniferous forests of the region of Lake St. John exceed in extent those of Norway, are nearly equal to those of Prussia and to halt those of Sweden. It is acknowledged that our timber—black and white spruce—is of superior quality to that of Scandinavia and Prussia.

All the above gives an idea of the possibilities of the pulp and paper industry in the Lake St. John region. If the requisite capital be devoted to it there is enough wood there and enough motive power to supply wood pulp to half Europe.

### FACILITIES FOR ESTABLISHING FACTORIES.

The great water powers of the Peribonca and Mistassini are connected with the railway by means of the steamboats running regularly on Lake St. John. The transportation of building materials, and especially of heavy pieces of machinery, could therefore be easily effected without heavy expense.

Most of the products of the factories, pulp and paper, would be exported chiefly to Europe. In summer the shipments could be made with advantage from the port of St. Alphonse at the head of Ha! Ha! Bay. This bay, which measures 8 miles in depth by 2 in width, is beyond a doubt one of the finest seaports in Canada. Protected against the south, west and north winds by the mountains that surround it on those sides, it is exposed only to the easterly winds, which seldom blow, and which are in great part kept off by the high capes at the entrance of the bay. The depth of the latter is considered everywhere, varying from 5 to 80 fathoms at low water, and its clay bottom affords good holding ground for anchors. At the St. Alphonse wharf the water is 29 feet deep at low tide in spring tide and 47 at high water. The entrance of the bay is only 53.59 miles from Tadoussac.

From the mills on the Great Peribonca and Mistassini, pulp and paper could be carried in steamboats to Roberval and thence shipped to Chicoutimi or Quebec. These means of transport already exist. But if the undertaking were in the hands of a powerful company with the requisite capital, it would be much more advantageous to connect the mills themselves and the port of St. Alphonse by means of an electric railway which would be about 30 miles long.

With the water powers and the wood in the Lake St. John territory, it would be possible to produce over 500,000 tons of paper a year, and this ad infinitum. The annual value of this product would exceed $20,000,000, which gives an idea of the resources and wealth we possess in that corner of the province, if its forests are wisely preserved and intelligently utilized. It is doubtful whether the Yukon, with its gold, can produce as much for as long a time.

* Abstract of a report submitted to the Department of Woods and Forests of the Province of Quebec.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN GREAT BRITAIN, THE UNITED STATES AND OTHER FOREIGN MARKETS.*

VOL. V. TORONTO, ONT., MARCH 29, 1899 No. 10.



## CANADA LUMBERMAN

PUBLISHED BY

**The C. H. Mortimer Publishing Co'y of Toronto, Limited**

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type; 12 lines make one inch. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

WANTED.—One first-class Band Saw Fitter and one first-class Band Saw Runner for new mill. Apply to J. H. DANSEREAU, Vercheres, Quebec.

PORTABLE STEAM SAW MILL (JOHN ABELL make) for sale; 25 h.p. Boiler and Engine, boiler in good condition, engine slightly broken; also House and Orchard in connection. Will be sold cheap. Apply to GEORGE A. FLEMING, Hockley, Ont.

FOR SALE.

LIGHTNING MATCHER REVOLVING BED Surfacer, Re-saw, Band Saw and other Wood Tools—all in good working order. Address, "MACHINERY," P.O. Box 43, Kingston, Ont.

TO MILL MEN.

HAVE YOU ANY STOCK WHICH YOU WISH to sell? If so, make the fact known to probable buyers by placing an advertisement in this department. Address, CANADA LUMBERMAN, Toronto.

## PULP AGENCY WANTED

ENGLISH FIRM, WELL CONNECTED WITH the paper makers in Great Britain, wants Agency for

**Mechanical and Chemical Pulps.**

Established 30 years. Address, "PAPER," care Deacon's Advertising Offices, Leadenhall St., London, England.

## FOR SALE

### Saw and Shingle Mill, Sash and Door Factory

With Dry Kiln complete, Machinery, Buildings, Out-Buildings, Dwelling Houses, etc., etc., located in the Kootenay District, British Columbia, with three thousand acres best timber limits within five miles of mill. Timber can be drawn to mill for ten cents a thousand. Satisfactory reasons for selling. Apply for particulars to, and correspondence solicited,

ROBERT F. SEGSWORTH, Barrister,
103 Bay Street, Toronto.

IMPORTANT TO LUMBERMEN

## FOR SALE BY TENDER.

### Valuable Saw Mill and Timber Limits in British Columbia

56,542 ACRES, MORE OR LESS, VIRGIN forests of Oregon Pine, Cedar and Spruce Limits in British Columbia as follows:—

BLOCK 1.

Lot 51, 23,600 acres, more or less, Sayward District, Vancouver Island.

BLOCK 2.

Lot 439 G2., 9,280 acres, more or less, New Westminster District.

Lot 50 G., 6 720 acres, more or less, New Westminster, Chilliwack.

Lot 55, 15,900 acres, more or less, New Westminster, Chilliwack.

Lot 83, 1 042 acres, more or less, New Westminster, Chilliwack.

The above limits were selected years ago by competent cruisers at a time when every opportunity offered and was taken advantage of to secure the "pick" of timber lands, which have since become greatly enhanced in value.

BLOCK 3.

About 400 acres, more or less, of mill site and first-class farm lands, en bloc, situated on the north branch of the Fraser River about three miles east of New Westminster City. 200 acres, more or less, of this land is cleared, graded, drained and fenced in first-class manner, and been under cultivation a number of years.

The mill located upon this site is a frame mill, about 455 x 72 feet, with T across tail end of main building about 176 x 60 feet. The whole structure from foundation up is built in the most substantial manner—well timbered and braced with knees, metal roof, three (3) engines of 300 h.p each, and fitted throughout with special machinery for working up British Columbia timber of all dimensions, as well as for working up the refuse into lath, pickets, box shooks, etc.; also planers, matchers, etc.

One large refuse burner; one large stone boiler house, metal roof, containing ten large tubular boilers, pumps, etc. Good frame office, boarding house, cottages, horse stables, machine shops and blacksmith shop.

Ample booming ground, constructed in the most substantial and convenient manner.

The New Westminster branch of the C. P. Railway crosses this mill site, also has a switch graded to the mill and through the yard, giving this property first-class railway outlet, in addition to best facilities and ample water for loading large ocean-going vessels, giving the property unrestricted access to the markets of the world.

Sealed tenders for the above property, either en bloc or each parcel or block separately, will be received by the Secretary of the undersigned at their office, 110 Wellington Street, Ottawa, Ont., up to MAY 20TH, 1899, at twelve o'clock noon.

All tenders to be marked "Tenders for Maclaren-Ross B C. Property."

Tenders to be opened by the President and Secretary at the above address.

Terms, 10% cash, 20% in thirty days, and balance in six, nine and twelve months, by secured notes at 5% per annum. The property to remain vested in the Company until notes are fully paid.

The highest or any tender not necessarily accepted.

All letters requesting further information to be addressed to—

"THE SECRETARY,
"Maclaren Ross Lumber Co., Limited,
"110 Wellington St., Ottawa, Ont."

Ottawa, Ont., 15th February, 1899.

## CURRENT TRADE CONDITIONS.

ONTARIO.

The recent snowfalls have lengthened the logging season, and all timber cut will likely be gotten out of the woods. It is not yet known just how the past winter's production of pine logs will compare with that of last year, although the opinion has been expressed that in the Georgian Bay district it will be slightly heavier, and that in the Ottawa valley there will be a reduced output.

The backwardness of spring has affected the volume of lumber moving, although favorable reports continue to be received of the present and prospective demand. Several manufacturers in the Ottawa valley have disposed of their 1899 production, and the fact that probable buyers have of late been numerous leads to the opinion that other transactions will soon follow. Low grade and common stock seems to be in most demand, some of the mills having closed contracts for 75 per cent. of their cut at an advance of from 15 to 20 per cent. on last year's quotations. While the cheif interest pertains to the lower grades, there is also a fair demand for good lumber. Dry stock does not cut any figure in the market, the quantity in first hands being very small.

Manufacturers of hardwood lumber are adhering to their decision to sell their lumber as mill run. This is limiting the volume of business, as there is frequently a disparity between the value of log run stock as fixed by the dealer and that in the mind of the manufacturer. As an offset to the increased price of raw material the furniture and chair manufacturers have advanced prices of finished goods.

QUEBEC AND NEW BRUNSWICK.

Local trade in Quebec and New Brunswick has been rather backward, but an increased number of enquiries for lumber and shingles have been received from the Eastern States, and these are likely to be followed by orders. Buying for the British market is showing more life, and as the season advances and the actual extent of stocks becomes better known, a change of attitude will no doubt be shown. Some purchases of deals have been made at $9.50 per thousand f.o.b. Grindstone Island and St. John, N. B. This is an advance upon last year's quotations, but still too low to leave a fair margin of profit to the manufacturer. The general opinion is that prices will advance, especially if caution is exercised by both manufacturers and shippers.

MANITOBA AND BRITISH COLUMBIA.

Dealers in Manitoba and the Territories look forward to a good season's trade, as tenders are being taken in Winnipeg and the larger towns on many new buildings. While the demand for lumber for immediate delivery is not large, the enquiries received indicate that dealers realize the necessity of increasing their stocks at an early date. Country trade has continued later than usual, but this will soon be terminated by the approach of the seeding season. It is learned that three United States houses this year have representatives in Winnipeg, these being the Pine Tree Lumber Co., the Crookston & St. Hillaire Lumber Co., and the Brainerd Lumber Co. In British Columbia the lumber trade is experiencing an active local demand on account of increased building operations, and prices are a trifle firmer.

UNITED STATES.

The recent cold weather and accompanying snow falls greatly improved logging conditions in the Northern States, and it is probable that the input of both pine and hardwood logs will be nearly as heavy as was anticipated early in the season. In view of this, the movement of lumber from first hands has shown a falling off of late, as dealers believe that procucers' prices are too high, and are deferring purchases until after the opening of the sawing season. From present indications, it does not appear that prices are likely to weaken, as magnitude of demand and scarcity of supply are strong features of the market. All-round advances continue to be made on pine and hemlock at mill points, and it is learned that two-inch hemlock is held at $7.25 and $8.25 f.o.b. Manistee, Mich. Box lumber is practically out of the market, and other grades are being purchased to meet the requirements of the manufacturers. Lath is very firm, white pine having advanced to $2 in the Chicago market.

FOREIGN.

The transactions in Canadian wood goods in the British market have been more numerous of late. Building is active, and consumers are purchasing more liberally to meet their season's requirements. At London a considerable quantity of pine and spruce lumber has been disposed of at auction sales, which has had a tendency to depreciate values. Generally, however, prices are firmer. Third quality spruce is held at £7 10s, and in all probability another advance will be made before the arrival of spring shipments. The holders of spruce at Liverpool are asking higher prices, especially for favorite dimensions. A fair amount of business is being done on contracting for goods to arrive, and brokers are adopting a stronger attitude.

The receipts on the Barbadoes market have shown a falling off, and consequently prices have a tendency to strengthen. Elsewhere will be found current quotations.

### NEW BRUNSWICK CEDAR SHINGLES.

In the New England states the weather of the past week has been exceptionally disagreeable, and building operations are at a standstill as a result. In spite of the lack of demand, cedar shingle values are said to be firmly maintained as a rule, and quotations are as follows, delivered on Boston freight rates: Extras, $2.85 to $2.90; clears, $2.45 to $2.50; saps and 2nd clears, $1.90 to $2.00. The season for building operations to commence with a rush is now near at hand, and it would seem that within a short time the usual spring demand for shingles will begin. It can safely be stated that when it does begin, prices on all grades will rapidly climb to such figures as are satisfactory to the manufacturers, and at which they are perfectly willing to dispose of their product, for the retailers are only lightly stocked and must have the goods. It is not believed that there is any variety of shingles made that can supplant the New Brunswick cedar in the New England market in any degree whatever until the latter has passed the basis of $3.25 for extras.

There is, then, a strong hope that the manufacturers will realize their full opportunity and avail themselves of it. For the last few years in shingles, as well as in all kinds of lumber, the buyer has uniformly been able to dictate the price. To-day the reverse is true, and the manufacturers have almost full control. The indications are that they realize the strength of their position, and intend to have for one year at least a fair margin on their product. In this, shingles only sympathize with all other varieties of lumber in the United States markets, and retail dealers now so thoroughly understand that all lines are advancing steadily that they much more willingly accept advances and place orders immediately for their needs, when in want, for fear of continued advances. The shingle manufacturers, therefore, to avail themselves fully of their opportunity, should read the trade papers thoroughly, and keep posted from week to week as to the exact state of the market.

When giving quotations, manufacturers should make them for immediate acceptance only, and should not allow commission wholesale houses to foist orders upon them at less than the figures they have quoted. When receiving orders more rapidly than they are producing the goods, they should advance prices and hold firmly to the advance. This year it is a manufacturers' market, and any reasonable advances all along the line are likely to be maintained.

One unfortunate feature of this particular line of business in years gone by, has been the fact that the average manufacturer of shingles has depended very largely for his knowledge of market prices upon wholesale commission houses, who were supposed to represent the manufacturer, truthfully tell him the position of the market, and give him current quotations, as well as sell his shingles. For these services such wholesale houses were supposed to derive as their remuneration a commission of 5 per cent. As a matter of fact these commission houses, being in the business from pecuniary motives, frequently report a lower price than actual current figures, with the object of thereby being themselves in a position to quote a little under their commission competitors, and secure more than their share of orders. In cases where they could easily secure full values and more than they had quoted as current figures, it was, and still is, an easy matter for the commission house to pocket the difference (between price obtained and price allowed the manufacturer as market value) to add to their commission. The only feasible way, therefore, for a manufacturer to protect his own interest (and nobody will protect it for him, certainly not his wholesale commission representatives), is to know for himself what his goods are worth, and then see that his wholesale friends pay for shingles accordingly, and that they are not left to sell goods for any price that suits themselves and is anywhere near market value, obliging the manufacturer to pocket the loss between what he actually received and what he should have received, and also at the same time breaking the market, and establishing a precedent for himself as well as others to follow in the future.

Another abuse of confidence on the part of the wholesale commission house toward the manufacturer, has been the sending of orders that call for a greater or less arbitrary freight rate over Boston rates, to a manufacturer at Boston prices, or only a very slight advance on Boston prices and not enough to cover the extra freight. All manufacturers should say to their representatives: "You are more familiar with arbitrary freight points and extra freight thereto than we can possibly be; we therefore quote you prices on Boston freight rates only, and any arbitrary points will be covered by our invoicing to you at our quotations at Boston points, and we will allow you to deduct only Boston rates." In this way the commission houses will be obliged to look out for themselves, and they are perfectly capable of doing it.

The outlook for the manufacturers this year is very bright, and if they will only take the full control of their sales into their own hands, we are sure they will be amply repaid therefore.

### STOCKS AND PRICES.

At Saginaw, Mich., box lumber is selling at $11.50 to $12.50, mill culls at $8.50 to $9.50, and Norway bill stuff at $9.50 to $11.

J. & R. McLeod, of Black River, N.B., manufactured with a portable mill over one million feet of deals during the past winter.

A timber berth on the Restigouche river, in New Brunswick, was sold by the Crown Lands Department last week to F. B. Coleman, at $75 per mile.

It is probable that the saw mill of Wm. Peters at Parry Sound, Ont., will be operated the coming season, and that the mill in Bay City which was run last year will not resume operations.

It is estimated that about 10,000,000 feet of white birch spoolwood will be shipped from Bangor, Maine, this year to Great Britain. The greatest amount shipped in any previous year was 7,000,000 feet.

It is reported that the St. Anthony Lumber Co., of Whitney, Ont., have sold several million feet of lumber at an advance of $2 per thousand over the price obtained for the same grade of stock two months ago.

The mill of the Conger Lumber Co. at Parry Sound, Ont., will probably resume operations this season. It is said that the company are negotiating for a contract to cut 10,000,000 feet of lumber, and that they will also cut 3,000,000 feet of their own logs.

Very little lumber is in the hands of manufacturers at Manistee, Mich. As high as $12 has been paid for common inch, and lots of pine piece stuff have been sold at $11.25 to $11.50 for 18-foot and under. There are no lath to be had, and probably $1.75 would be paid for good white pine on dock.

American owners of Ontario limits are said to be making active preparations for cutting their logs in the province. According to report, Turner & Fisher, of Saginaw, Mich., have given a contract to Chew Bros., of Midland, Ont., to manufacture 15,000,000 feet of their cut of 24,000,000 feet, while James Playfair & Co., of same place, will manufacture the remainder.

Hardwood lumber is selling on the Chicago market at the following prices: Dry basswood, firsts and seconds, $22; common and better, $18; log run, $14; soft elm, common and better, $16; red birch, $40 to $50; white birch, firsts and seconds, $26 to $28 for inch and $28 to $35 for thick; common and better, $20; thick ash, $45. As to pine prices, it is thought that the opening price for piece stuff will be about $11. Low grade boards are very scarce, No. 3 being held at $10.50.

Messrs. Bennetts, Limited, held an auction sale of lumber at Manchester, Eng., on March 16th, the prices realized being about as follows: Spruce scantlings, £5 15s. per std.; spruce boards, 1 × 5 and 6, £6 10s.; birch planks, £6 12s. 6d. to £6 15s.; 2nd quality Petersburg red boards, £9 15s. to £10; 1st quality Petersburg red battens, 2½ × 7, £10; 1st quality log pine boards, ¾ in. to 2 in. thick, 1½d. per foot; 2nd quality log pine boards, various sizes, 1½d. to 2d. per foot; pitch pine boards, various sizes, 1½d. to 1¼d. per foot.

At an auction sale held by M'Dowall & Neilson, Greenock, Scotland, on March 9th, the business done was as follows: 40 logs 1st class waney boardwood, 860 feet per page, 2s. 2d. per cubic foot; 40 logs 1st class waney boardwood, 700 feet per page, 2s. ½d.; 20 logs 1st class waney boardwood, 1,320 feet, 2s. 5½d.; 20 logs 2nd class waney boardwood, 1,040 feet, 1s. 6½d.; 27 logs prime rock elm, 2s. to 2s. 3d.; 40 logs Mobile oak, 1s. 6½d.; 20 logs hickory, 1s. 3d.; 606 logs sawn pitch pine, 500 to 700 feet, 11d. to 11¼d.; 571 3rd pine narrow deals, 10½d.; 573 3rd pine ends, 11d.; 1,247 1st pine deals, 11 in., 2s. 4½d. to 2s. 5½d., and about 5,000 pine and spruce ends, etc., from 6¾d. to 8½d. per foot.

### THE BARBADOS MARKET.

From the market report of Messrs. S. P. Musson, Son & Co. the following particulars of the Barbados market are obtained: Receipts of lumber have not been heavy of late, which has had a tendency to strengthen prices. The schooner Florence A arrived from Calais, Maine, early in March, with 25 M ft. spruce boards and 22 M ft. 3x4 spruce scantling, the former being sold at $11.31 and the latter at $12.03; indications point to an improvement in spruce. The sale recorded is of 53 M ft. white pine boards at $19.34 shipping and $12.56 second quality. One or two medium sized car loads of first and second quality white pine would be saleable at about these prices. A quantity of cedar laying shingles have been sold at $2.85. The schooner Eureka recently arrived from Halifax, with 78,000 cedar shingles, which were sold at $3.16. The schooner Stella E from Lunenburg, N. S., carried 30 M shipping and 50 M second quality white pine, sold at $19.11 and $13.25 respectively.

Send four 3-cent Canadian postage stamps for a copy of the LUMBERMAN'S VEST-POCKET INSPECTION BOOK, containing rules for the inspection of Pine and Hardwood Lumber in the leading markets of Canada and the United States.

In our weekly issue of March 1st reference was made to the failure of Joseph Jacobs, a contractor of Montreal, and it was stated that the Montreal Lumber Company was a creditor to the extent of $1,500. This company have drawn our attention to the fact that by giving prominence to their name when many other creditors were also interested an injustice was done them, which was far from the intention of the publishers of this journal.

### LUMBER FREIGHT RATES.

#### CANADA ATLANTIC RAILWAY.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa, Rockland, Hawkesbury and intermediate points to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse, $2.20 per M ft, (3,000 lbs. and under per M ft.); Ottawa to Montreal, 5; Quebec, 10; Arnprior to Montreal, 7; Quebec, 12 cts.; Pembroke to Montreal, 8c.; Quebec, 13c. per 100 lbs.; Ottawa to Buffalo, 12 cents per 100 lbs. Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15 cents per 100 lbs., lightered 17 cents per 100 lbs. Arnprior to New York, track delivery 17 cts.; lightered 19 cts. per 100 lbs. Pembroke to New York, track delivered 18c., lightered 20c. per 100 lbs. Parry Sound, track, 20 cents, lightered, 22 cents per 100 lbs.; Ottawa, Rockland and Hawkesbury to Boston and common points, local 15c.; exports 13c. per 100 lbs.; Arnprior to Boston and common points, local 17 cents; export 15 cts. per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cts. per 100 lbs.; Ottawa, Rockland and Hawkesbury to Portland, &c., 15 cts.; Arnprior to Portland, 17 cts.; Ottawa to Burlington, 6c. per 100 lbs.; Ottawa to Albany, 10 cts. per 100 lbs.; Arnprior to Albany, 12 cts. per 100 lbs.; Parry Sound to Albany, 17 cts. per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N.Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 21 cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft.; the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

#### GRAND TRUNK RAILWAY.

Lumber freight rates for pine on the Grand Trunk Railway, according to the tariff issued 15th February, 1897, will be found below. General instructions in shipping by Grand Trunk are embodied in these words in the schedule: Minimum weight 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination. For instance, the rates from Orillia to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Gravenhurst to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, and the rates from Hanover or Hepworth would not be higher than from Wiarton to the same destination, but in no case are higher rates to be charged than as per mileage table published on page 15 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Har-


WANTED

Black Ash, all thicknesses.
1-inch Red Oak.
Inch Butternut, Mill Run.
Inch Basswood.

State quantity and price.

JAS. G. CANE & CO.,
35 Adelaide St. E., Toronto, Ont.

Sieveking, Podmore & Co.
WOOD AGENTS
7 CROSBY SQUARE, LONDON, ENG.
Cable Address: "Sieveking," London
Branch at LIVERPOOL.

HESSLER & CO.
Wood Agents
West Hartlepool and Hull, ENGLAND
Branch Offices in Hull and Newport, Mon.
Cable Address: "Lessler," West Hartlepool.

H. D. WIGGIN BOSTON, MASS. 89 STATE ST.,
will inspect at mill and PAY CASH for
LOG RUN
Elm, Ash, Bass and other Hardwoods
CORRESPONDENCE SOLICITED.

ORILLIA EXPORT LUMBER CO.
ORILLIA, ONT.
Wholesale Pine and Hardwood
Lumber Dealers
Cabinet Woods, Including Mahogany, A Specialty.
CORRESPONDENCE INVITED QUOTATIONS GIVEN

BUYERS AND EXPORTERS OF
WHITE PINE AND HARDWOO
SWAN-DONOGH LUMBER CO.
WHOLESALE LUMBER DEALERS.
North Tonawanda
Cable Address, "SWANDONOGH—TONAWANDA."
Lumberman's Code.

MILL MEN
Who have desirable lots of 1 to 3" firsts and seconds Soft Elm and 1 to 3" firsts and seconds Brown Ash ready for immediate shipment, will please send full description of stock, stating dryness, lengths and widths, with best cash price f.o.b. cars and freight rate to Boston, to
LAWRENCE & WIGGIN
Wholesale Lumber Dealers - 55 Kilby Street, BOSTON, MASS.

bor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berdiedale Sundridge and South River, to Toronto, 8c.: Trout Creek, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 10c. The rates on hardwoods average about from 1c. per 100 lbs. higher than on pine and softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the distr t freight agent.

On spruce and balsam (partly seasoned) for pulp manufacture, the rate from Longford, Wiarton, Penetang, Coldwater, Waubaushene, Victoria Harbor, Haliburton, Kinmount, etc., to Toronto, is $2.20 per cord; and to Merriton and Thorold, $2.60; Katrine, Callendar, North Bay, etc., to same points, $2.45 and $2.60 respectively; Beeton, Allandale, Orillia, etc., $2.20 and $2.60. On green spruce and balsam the rate is 25 per cent. higher.

CANADIAN PACIFIC RAILWAY.

The rates at present in effect on the Canadian Pacific Railway to Toronto and Hamilton are as follows: Pine and soft woods from Klock, Mattawa, Bonfield, North Bay, Sturgeon Falls, Cache Bay and Warren, 9 cents; from Sudbury Jct., Rayside and Chelmsford, 10 cents; from Cartier and Geneva Lake, 10½ cents; from Biscotasing, White Fish, Massey, Cutler, Spragge and Algoma, 12 cents per 100 lbs. The rates on hardwood are one cent per 100 lbs. higher than those on pine. From Ottawa, Hull, Aylmer and Dechenes Mills, also Arnprior. Braeside and Pembroke, to Toronto the rate is 10 cents both on pine and hardwood. The rates are based on a minimum of 30,000 lbs. per car."

Summer rates to New York, via Albany and barge line expired on November 28th, owing to closing of navigation on the Hudson river, and the usual all rail rates became effective, as follows: To New York, for track delivery, and all points on the Hudson river, or the New York Central and West Shore railways, from Ottawa, Hull, Aylmer, Deschenes Mills, 15c. per 100 lbs.; from Carleton Junction, 16c.; from Arnprior, Braeside and Renfrew, 17c.; from Eganville and Pembroke, 18c. The rates to New York, including litherage within the free litherage limits of New York harbor, are 2 cents per 100 lbs. additional.

Summer rates to Montreal expired on November 15th, and the usual winter rates became effective as follows: From Ottawa, Hull, Aylmer and Deshcenes Mills, 5c.; Carleton Junction, 6c.; Arnprior and Braeside, 7c.; Renfrew, Eganville and Pembroke, 8c. The rate to Three Rivers is 4c. and to Quebec 5c. over the rate to Montreal. The minimum car load in all cases where rates are computed on a weight basis is 30,000 lbs.; when on a measurement basis 10,000 feet B. M.

The C.P.R. also make the following rates on seasoned pine lumber to West St. John, N B., for export: From Ottawa, Hull, Aylmer, Deschenes Mills, East Templeton and Buckingham, $3.75 per M feet; Carleton Junction, Braeside and Arnprior, $4.00 per M feet; Renfrew, Douglas, Eganville and Pembroke, $4.50 per M feet. On lumber for local consumption at St. John, N B., and common points the rate is 20 cents from Ottawa, Hull and Aylmer, and to Halifax 21 cents from same points. On seasoned pine lumber the rate from Ottawa to Oswego, N.Y., is $1.90 per M feet, and to Syracuse, N.Y., $2.20 per M feet; from Ottawa to Buffalo, 12 cents and to Detroit 14 cents per 100 lbs.; to Boston, Mass., and common points, 15 cents from Ottawa, Hull, Deschenes Mills and all points east thereof; 16 cents from Carleton Junction; 17 cents from Arnprior, Braeside and Renfrew, and 13 cents from Eganville and Pembroke, and proportionate rates from points further west on lumber for consumption in the United States. The export lumber rate is 13 cents from Ottawa and Hull, 14 cents from Deschenes Mills, Aylmer and Carleton Junction, and 15 cents from Arnprior and Braeside to Boston.


## CANADA ATLANTIC RAILWAY

**Ottawa, Arnprior & Parry Sound Ry.**

- - operating - -

OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE

H. B. MUSSEN, Contracting Agent.
M. A. OVEREND, Foreign Freight Agent, 115 Board Trade, Montreal

. . . . Shortest and Quickest Route from . . . .
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PEMBROKE, PARRY SOUND and other Lumber Centres, TO BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
W. P. HINTON, Ass't General Freight Agent, Ottawa.
C. J. SMITH, General Traffic Manager, Ottawa, Ont.

## Short Line to Great Britain

**The CANADIAN S.S. CO.'S**

**Winter Sailings**

Between MILFORD HAVEN,
PASPEBIAC and ST. JOHN'S, Nfld.

**S.S. DORSET**

**Will Sail from Milford Haven for Paspebiac on or about March 2nd.**
**Paspebiac for Milford Haven, on or about April 7th.**

Through Bills of Lading issued to and from all parts in Canada and Western States by G. H. Pugh, Foreign Freight Agent A. & L.S.R.R. Co., Room 16 Board of Trade Bldg; William Keating, Freight Agent, 72 Yonge Street, Toronto.

For Further particulars and information as to Passengers and Freight apply to any Intercolonial Sailing Agent, or to Barlow Cumberland, Passenger Agent, 72 Yonge Street, Toronto.

**Montague Yates**

13 St. John St., MONTREAL

Please mention the CANADA LUMBERMAN when corresponding with Advertisers.

## CANADIAN EXPORTERS AND WHOLESALERS

**Keenan Brothers**
*OWEN SOUND, ONT.*

*DRY STOCK WANTED*

Of any grade or thickness, for immediate shipment, also highest price paid for **Rock and Soft Elm**, green from the saw. State sizes and lowest cash price, and state station from which shipment will be made.

We have a large quantity of Cedar Posts, all sizes. Call for prices.

**JOHN HARRISON - OWEN SOUND**

**THE PEMBROKE LUMBER CO. LIMITED**

MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT.

**McLAURIN & MacLAREN**
Lumber Manufacturers
Dimension Timber in White or Red Pine, Spruce, Hemlock, or Cedar.
PINE DEALS
Cedar Shingles, Cedar Ties, Posts and Poles, Pine Lath, Etc., Etc.
SHIPMENTS BY RAIL OR WATER. - EAST TEMPLETON, QUE.

**Is it your wish . .**
To Purchase or Sell as quickly as possible
A PARTICULAR LOT OF LUMBER
A MILL PROPERTY
SECOND-HAND MACHINERY

An Advertisement in the "Wanted" and "For Sale" Department of the . . .
CANADA LUMBERMAN WEEKLY EDITION
Will secure for you a Buyer or Seller, as the case may be. Address,
The Canada Lumberman
Toronto, Canada.

**JAS. PLAYFAIR & CO.**
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . . MIDLAND, ONT.

**A. & P. WHITE** Manufacturers of and Dealers in.....
*Sawn and Planed Lumber, Dimension Timber, Joisting Car Sills, Car Flooring, Shingles and Lath.*
*A Large Quantity of Dry Lumber in Stock* - PEMBROKE, ONT.

**ROBERT WATT • WIARTON**
MANUFACTURER AND
WHOLESALE LUMBER
Pine Lath, Cedar, and Pine Shingles.
CORRESPONDENCE SOLICITED. HEMLOCK BILLS A SPECIALTY. Mills at Wiarton.

**MAITLAND, RIXON & CO.** OWEN SOUND, ONTARIO.
Manufacturers and Dealers
LUMBER, LATH, TIES, POLES, SHINGLES, ETC.
Make a Specialty of Long Pine, Cedar and Hemlock Bill Stuff.
WE SHIP BY C.P.R., G.T.R. AND BY WATER

**T. L. BAILIE**
WHOLESALE HARDWOODS
Penetang, Ontario
Has Basswood, Oak, Birch, Maple, Ash, Soft Elm—cut to order, in car-load lots.
Wants to hear from mills having above woods to offer for sale.
Pays Cash for all shipments.
Correspondence Solicited and answered promptly.

**KILN-DRIED BIRCH FLOORING** SHEETING and CEILING
Flooring from $12.00
Ceiling " 10.00
SAMPLES BY MAIL
KNIGHT BROTHERS CO.
Burk's Falls, Ont.

## FOREIGN IMPORTERS

**WRIGHT, GRAHAM & CO.**
7 Royal Bank Place,
GLASGOW, SCOTLAND
**WOOD BROKERS**
Cable Address: "Brakridge," Glasgow.
Codes Used: Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of CANADIAN WHITE PINE AND SPRUCE, cut to all sizes—and all kinds of Hardwood in Log, Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

**SMITH & TYRER** - 14 Canada Dock, LIVERPOOL
**. . Wood Agents . .**
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax, N.S.

# DIRECTORY OF ADVERTISERS

In the Monthly Edition of "The Canada Lumberman."

**BELTING**
Canadian Oak Belting Co., Montreal, Que.
Fleming, W. A., Montreal, Que.
Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
McLaren, D. K., Montreal, Ottawa and Galt.
The Waterous Co., Brantford.
Young, J. S., Montreal.

**BRASS CASTINGS**
City Brass Foundry, Hamilton, Ont.
Magnolia Metal Co., New York.

**DRY KILNS**
McEachren Heating & Ventilating Co., Galt, Ont.
Standard Dry Kiln Co., Indianapolis, Ind.

**ELECTRICAL APPARATUS**
Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

**LUMBERMEN'S SUPPLIES**
Eckardt, H. P. & Co., Toronto.
Gartshore, John, Toronto.
Park, Blackwell & Co., Toronto.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

**MACHINERY**
Bell, Robt., Jr., Hensall, Ont.
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston Ont.
Carrier, Laine & Co., Levis, Que.
Darling Bros., Montreal.
Kennedy & Sons, Wm., Limited, Owen Sound, Ont.
Lancaster Machine Works, Lancaster, Ont.
Leonard & Sons, E., London, Ont.
Lloyd Manufacturing Co., Kentville, N. S.
Mershon, W. B. & Co., Saginaw, Mich.
Payette, P. & Co., Penetanguishene, Ont.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Waterous Co., Brantford.
The Oxford Foundry & Machine Co., Oxford, N. S.
The Defiance Machine Works, Defiance, Ohio, U.S.A.

**MAGNOLIA ANTI-FRICTION METAL**
Magnolia Metal Co., New York.

**PAPER AND PULP MILL ENGINEERS**
Tower & Wallace, New York.

**PULP AND PAPER MILL MACHINERY**
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.

**PULLEYS**
Dodge Wood Split Pulley Co., Toronto.
The Dominion Leather Board Co., Montreal, Que.

**RAILROAD BRASSES**
Magnolia Metal Co., New York.

**SAW MANUFACTURERS**
Burns, E. R., Saw Co., Toronto, Ont.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.
The James Robertson Co., Montreal, Que.

**TURBINES**
Barber, C., Meaford, Ont.
Kennedy & Sons, Wm., Limited, Owen Sound, Ont.
Madison Williams, Port Ferry, Ont.

**WHOLESALE LUMBER DEALERS**
Houston, G. T. & Co., Chicago, Ill, U.S.A.
Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

**MISCELLANEOUS**
Accountant and Auditor, Wm. M. Dunlop, Montreal, Que.
Axes, Campbell Bros., St. John, N. B.
Axes, Jas. Warnock & Co., Galt, Ont.
Canadian Photo Engraving Bureau, Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Illinois Central R.R.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Machine Knives, Peter Hay, Galt, Ont.
Pulp and Paper Felts, Hamelin & Ayres, Lachute Mills, Que.
Pumps, Northey Manufacturing Co., Toronto.
The Bradstreet Mercantile Agency, New York and Toronto.
Treatise on Care of Saws, Baldwin, Tuthill & Bolton, Grand Rapids, Mich.

# WHOLESALE PRICES CURRENT.

(The quotations given below are unless otherwise specified, the average selling prices quoted by wholesale dealers at the different markets named.)

## TORONTO, ONT.

TORONTO, March 29, 1899.

CAR OR CARGO LOTS.

| | | | | |
|---|---|---|---|---|
| 1¼ 1½ and 2 inch cut up and better | $32 00 | $34 00 | 1 inch dressing and better | $20 00 $22 00 |
| 2 inch picks and uppers | 34 00 | 36 00 | 1 inch siding mill run | 14 00 15 00 |
| 1x 2 dressing and better, 60% 16 ft | 22 00 | 24 00 | 1 inch siding common | 11 00 12 00 |
| 1x10 fine dressing and better | 22 00 | 24 00 | 1 inch siding ship culls | 10 50 11 50 |
| 1x10 and 12 Canadian dressing and better | 18 00 | 20 00 | 1 inch siding mill culls | 8 50 9 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 | Cull scantling | 8 00 9 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 | 1 inch strips 4 in. to 8 in. mill run | 13 00 14 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 | 1 inch strips, common | 11 00 12 00 |
| 1x10 and 12 common | 12 00 | 14 00 | 1 1-4 inch flooring | 16 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 | 1 1-2 inch flooring | 16 00 |
| inch clear and picks | 28 00 | 30 00 | XXX pine shingles, 16 inch | 2 25 |
| | | | XX pine shingles 16inch | 1 40 |
| | | | Lath, No. 1 | 1 50 |
| | | | Lath No. 2 | 1 15 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Ash, white, 1 to 2 in | | $26 00 | $28 00 | Cherry | 1 | to 1½ | $50 00 $60 00 |
| " " 2½ to 4 | | 30 00 | 32 00 | " | 2 | " 4 | 60 00 65 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in | | 18 00 | 20 00 | Elm, soft | 1 | " 1½ | 16 00 18 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in | | 20 00 | 22 00 | " " | 2 | " 3 | 17 00 19 00 |
| Ash, M. R., 1 | " 2 | 16 00 | 18 00 | " rock | 1 | " 1¼ | 18 00 20 00 |
| Birch, 1 | .. | 18 00 | 20 00 | " " | 1½ | " 3 | 21 00 23 00 |
| " 1½ | " 2 | 20 00 | 23 00 | Hickory | 1½ | " 2 | 28 00 30 00 |
| " sqrs. 4x4 | " 8 x8 | 24 00 | 26 00 | Maple | 1 | " 1½ | 16 00 18 00 |
| Basswood, 1sts and 2nds, 1 to 1¼ in | | 17 00 | 19 00 | " | 2 | " 4 | 17 00 18 00 |
| 1½ | " 2 | 20 00 | 21 00 | Oak, red, p'n | 1 | " 1½ | 26 00 30 00 |
| " m. r. 1 | " 1¼ | 15 00 | 17 00 | " " | | " 4 | 29 00 32 00 |
| Butternut 1 | " 1½ | 23 00 | 25 00 | " white | | " 1½ | 28 00 30 00 |
| " 2 | " 3 | 25 00 | 28 00 | " " | | " 4 | 30 00 35 00 |
| Chestnut 1 | " 2 | 24 00 | 2 00 | " quart'd | | " 2 | 46 00 50 00 |
| | | | | Walnut 1 | | " 3 | 85 00 100 00 |
| | | | | Whitewood 1 | | " 2 | 32 00 36 00 |

## OTTAWA, ONT.

OTTAWA, March 29, 1899.

| | | | | | |
|---|---|---|---|---|---|
| Pine, good sidings, per M feet, b.m | $31 00 | 36 00 | Pine, 8 s.c. and better stock | 11 00 | 12 50 |
| Pine, good strips, | 25 00 | 27 00 | Pine, 8 & up s.c. sidings | 11 00 | 13 00 |
| Pine, good shorts, | 17 00 | 28 00 | Pine, s.c. strips | 8 00 | 10 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m | 15 00 | 21 00 | Pine, s c. shorts | 7 00 | 8 50 |
| Pine, No. 1 dressing strips, | 14 00 | 16 00 | Pine, box culls | 9 00 | 10 50 |
| Pine, No. 1 dressing shorts, | 12 00 | 14 00 | Pine mill culls | 7 50 | 9 00 |
| Pine, 10 s.c. and better stock, | 13 50 | 15 00 | Lath per M No. 1 | 1 00 | 1 20 |
| | | | Lath per M No. 2 | 85 | 95 |
| | | | 1x10 No. 1 barn | | 18 00 |
| | | | 1x10 No. 2 " | | 16 00 |
| | | | 1x8 & 9 No. 1 " | | 17 00 |
| | | | 1x8 & 9 No. 2 " | | 15 00 |

## QUEBEC, QUE.

QUEBEC, March 29, 1899.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Square white pine, measured off, 40 to 45 feet average | 30 | 32 |
| " good fair " " " | 32 | 34 |
| " first class " " " | 38 | 42 |
| First class Ottawa waney, 18 inch average according to lineal | 36 | 42 |
| " " " 19 to 21 inch average " " | 38 | 44 |
| " Michigan " 19 to 21 in. average " " & size | 43 | 48 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 26 |
| In shipping order, " " | 23 | 27 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 32 | 35 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average and quality | 21 | 24 |
| To average 16 inch | 25 | 26 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 15 | 18 |
| 16 " " | 21 | 25 |
| 18 " " | 24 | 28 |

DEALS.

Bright spruce, according to mill specification, $39 to $42 for 1st, $25 to $27 for 2nd, $22 to $25 for 3rd, and $18 to $21 for 4th quality. F.O.B. batteau.

## NEW YORK CITY.

NEW YORK, N. Y., March 29 1899

WHITE PINE TIMBER.

| | | | | |
|---|---|---|---|---|
| Bridge timber | $28 00 @ | 40 00 | Building orders | $27 00 @ 37 00 |
| Decking | 44 00 | 50 00 | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in | 14 00 | 14 50 | 10 to 12 in | 16 25 | 17 00 |
| 6 to 12 in | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 0 12 in | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | |
|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, 10 to 16 | | 30 00 |
| 1¼ to 2 in. | " " " " | | 31 00 |
| 1 inch, | " Soft Elm, " | | 22 00 |
| 1¼ in and thicker, | " " " | | 23 00 |
| 4/4 " " | Hard Maple, " | | 22 00 |
| " " " | Basswood, " | | 20 00 |
| " " " | Birch, " | | 23 00 |
| " " | Black Ash, Com. and Shipping Cull, M.C.O. | | 14 00 |
| " " | Soft Elm, " " " | | 12 00 |
| " " | Hard Maple, " " " | | 14 00 |
| " " | Basswood, " " " | | 12 00 |
| " " | Birch, " " | | 14 00 |

## ALBANY, N.Y.

ALBANY, N.Y March 29, 1899.

PINE.

| | | | | |
|---|---|---|---|---|
| Uppers, 3 in. up | $51 | $53 | 1x12 inch shippers | $16 |
| 2½ in. | 50 | 52 | 4/4 inch " | 17 |
| 1 to 2 in. | 45 | 48 | 4/4 Box boards, 6" and up | 12 13 |
| 4 inch uppers | | 54 | 10-in. dressing and better | 26 32 |
| Selects, 2½ in. up | | 44 | 10-in. common | 13 15 |
| " to 2 in | | 40 | 12-in. dressing and better | 25 34 |
| Fine common, 2½ in. and up | 39 | 42 | Common, 1x12 | 14 15 |
| 1 to 2 in | 36 | 38 | No. 1 barn, 1x12 | 21 23 |
| No. 1 cuts, 1 to 2 inch | 28 | 30 | 1x10 | 19 21 |
| No. 2 | 20 | 25 | 1x8 | 17 19 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 17 18 |
| No. 1 molding, 1 to 2 in | 30 | 36 | 1x10 | 16 17 |
| No. 2 molding, 1 to 2 in | 24 | 27 | 1x8 | 14 15 |
| Stained saps | | 20 | Shaky clear, 1 to 6/4 in | 20 23 |
| Bracket plank | 30 | 35 | " " 2 inch | 25 |
| Shelving boards, 12-in. up | 29 | 31 | Dressing | 16 18 |
| Dressing boards, narrow | 19 | 21 | Common | 11 15 |
| 1x10 inch shippers | | 15 | | |

LATH.

| | | | |
|---|---|---|---|
| Pine | $1 75 | Spruce | $1 75 |

SHINGLES.

| | | | |
|---|---|---|---|
| Sawed Pine, ex. XXXX | $4 00 | $4 25 | Bound butts, 6 x 18 $5 50 25 |
| Clear butts | 3 00 | 3 25 | Hemlock 15 |
| Smooth, 6 x 18 | 5 00 | 5 50 | Spruce 2 20 |

## BOSTON, MASS.

BOSTON, March 29, 1899.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $10 50 | 12 00 | ¾ inch | $ 9 25 | $ 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 11-16 inch | 9 00 | 9 50 |
| Refuse | 12 00 | 13 00 | ⅝ inch | 8 00 | 8 75 |
| Outs | | 9 00 | Clapboards, sap ext. | 40 00 | 44 00 |
| Boxboards, 1 inch | 10 00 | 11 00 | Sap clear | 33 00 | 35 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, 2nd clear | 30 00 | 31 00 |
| | | | No. 1 | 19 00 | 23 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in | $50 00 | @52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in | 58 00 | 62 00 | 1¼, 1½ and 2 in | 30 00 | 32 00 |
| Selects, 1 in | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in | 53 00 | 56 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in | 24 00 | 38 00 |
| Fine common, 1 in | 40 00 | 41 00 | Coffin boards | 18 00 | 20 00 |
| 1¼, 1½ and 2 in | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 50 | 1 75 |
| Cedar, extra | 2 50 | 2 65 | Extra No. 1 | 1 25 | 1 50 |
| Clear | 2 25 | 2 40 | | | |

LATH.

| | | | |
|---|---|---|---|
| Spruce | | By cargo | 1 80@ 1 90 |
| By car | 1 80@ 2 00 | | |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., March 29, 1899

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in | $47 00 | 48 00 | No. 3, 2 in | 18 00 | 20 00 |
| 2½ and 3 in | 55 00 | 56 00 | Shelving, No. 1, 13 in. and up, 1 in | 32 00 | @34 00 |
| 4 in | 58 00 | 60 00 | Dressing 1¼ in | 27 00 | 30 00 |
| Selects, 1 in. | 41 00 | 42 00 | 1¼ x10 and 12 | 28 00 | 30 00 |
| 1¼ to 2 in | 42 00 | 43 00 | 1½ in | 28 00 | 30 00 |
| 2½ and 3 in | | 50 00 | 2 in | 29 00 | 34 00 |
| 4 in | | 52 00 | Mold st'ps, 1 to 2 in | 31 00 | 33 00 |
| Fine common, 1 in | 36 00 | 37 00 | Barn, No. 1, 12 in | 23 00 | 24 00 |
| 1¼ and 1½ in | 36 00 | 37 00 | 6, 8 and 10 in | 19 00 | 21 00 |
| 2 in | 36 00 | 38 00 | No. 2, 10 in | 16 00 | 16 00 |
| 3 in | | 45 00 | No. 2, 12 in | 17 00 | 18 00 |
| 4 in | | 47 00 | No. 3, 10 in | 13 00 | 13 00 |
| Cut'g up, No. 1, 1 in | 28 00 | 29 00 | No. 3, 12 in | 13 50 | 14 00 |
| 1¼ to 2 in | 33 00 | 34 00 | 6 and 8 in | 11 00 | 12 00 |
| No. 2, 1 in | 15 00 | 16 00 | Common, 1 in | 15 00 | 16 00 |
| No. 2, 1¼, & 1½ in | 23 00 | 25 00 | 1¼ and 1½ in | 17 00 | 18 00 |
| No. 3, 1¼ & 1½ in | 17 00 | 18 00 | 2 in | 18 00 | 20 00 |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 28 00 | 30 00 | 2½ to 4 in | 34 00 | 38 00 |
| 1¼ to 2 in | 31 00 | 33 00 | Strips | 20 00 | 22 00 |
| | | | Com. and culls | 12 00 | 14 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 25 00 | 26 00 | Com. & good culls | 12 00 | 14 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 28 00 | 30 00 | 1st & 2nd, white, 6" & up, | 18 00 | 20 00 |
| | | | Com & good culls | 10 00 | 11 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 20 00 | 22 00 | 1st & 2d, soft, 8 in. & up, | 18 00 | 20 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 18 00 | 20 00 | 1st & 2d, soft, 6in. & up, | 18 00 | 20 00 |

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., March 29, 1899.

UPPERS AND SELECTS.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $48 00 | | Selects, 1 in., 8 in. and up wide | $43 00 | |
| 1¼, 1½ and 2 in | 48 00 | | 1¼, 1½ and 2 in | 43 00 | |
| 2½ and 3 in | 56 00 | | 2½ and 3 in | 51 00 | |
| 4 in | 59 00 | | 4 in | 54 00 | |

FINE COMMON.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 8 in. and up wide | 35 00 | | 2½ and 3 in., 8 in. and up wide | 46 00 | |
| 1¼ and 1½ in | 35 00 | | 4 in | 49 00 | |
| 2 in | 36 00 | | | | |

B FINE COMMON OR NO. 1 CUTTING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 7 in. and up wide | 26 00 | | 2½ and 3 in., 7 in. and up wide | 39 00 | |
| 1¼ and 1½ in | 31 00 | | 4 in | 40 00 | |
| 2 in | 32 00 | | | | |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 36 00 | | 1 in., 4, 5 and 7 in. wide | 35 00 | |
| 6 in. wide | 40 00 | | 6 in. wide | 40 00 | |

FINE COMMON OR C.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 in. wide | 30 00 | | 1¼ in., 4, 5 in. wide | 32 00 | |
| 1¼ in., 6 in. wide | 35 00 | | in., 6 in. wide | 34 00 | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 26 00 | | 1 in., 4, 5, 6 in. wide | 22 00 | |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 in | 18 00 | | 1¼ in., 4, 5 and 7 in. | 20 00 | |
| 1 in., 6 in | 19 00 | | 1¼ in., 6 in. | 21 00 | |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 14 00 | | 1¼ in., 4 to 7 inch | 15 00 | |
| 1 in., 6 inch | 15 00 | | No. 3 Fencing, 1 in., 6 inch | 13 00 | |

SHELVING.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 29 00 | | No. 2, 1 in., 7 and 8 in. stocks | 23 00 | |
| 1 in., 10 in. and up wide | 30 00 | | 1 in., 10 in. stocks | 23 00 | |
| 1 in., 12 in. stocks | 33 00 | | 1 in., 12 in. stocks | 27 00 | |
| 1 in., 12 in. and up wide | 34 00 | | 1 in., 10 in. and up wide | 24 00 | |
| 1¼ in. 1½ and 2 in., 8 in. and up wide | 31 00 | | 1 in., 13 in. and up wide | 29 00 | |

BARN BOARDS OR STOCKS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 12 in | 22 00 | | No. 2, 9 in | 13 50 | |
| 10 in | 19 00 | | 8 and 7 in | 15 00 | |
| 9 in | 18 00 | | No. 3, 12 in | 13 00 | |
| 8 and 7 in | 18 00 | | 10 in | 12 00 | |
| No. 2, 12 in | 16 00 | | 9 in | 12 00 | |
| 10 in | 15 00 | | 8 in | 12 00 | |

SHIPPING CULLS OR BOX.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4 and 5 in. wide | $10 00 | | 1 in., 13 in. and up wide | $10 50 | |
| 1 in., 6 in. wide | 10 00 | | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 | |
| 1 in., 7 in. wide and up | 10 00 | | | | |

SHAKY CLEAR.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9in. wide | 20 00 | | 1 in., 10 in. and up wide | 19 00 | |
| 1 in., 6 in. wide | 20 00 | | 1¼, 1½ and 2 in., 8 in. and up wide | 20 00 | |

COFFIN BOARDS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 13in. and up | 22 00 | | No. 1, mill culls | 9 00 | |
| No. 2 | 17 00 | | No. 2, or red horse | 6 50 | |

TIMBER, JOIST AND SCANTLING.

| | | | | | |
|---|---|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $ 9 50 | | Hemlock, 2x4 to 10, 12 to 16 feet | 7 50 | |
| 18 ft | 10 50 | | 2x12 | 8 50 | |
| 20 ft | 11 50 | | Add $1 to each additional 2ft. in length. | | |
| 22 and 24 ft | 12 50 | | | | |

SHINGLES, 18-IN.

| | | | | | |
|---|---|---|---|---|---|
| Country brands, XXXX | 3 00 | | Standard brands, river made, XXXX | 3 25 | |
| Clear Butts | 2 00 | | Clear Butts | 2 25 | |

WHITE PINE LATH.

| | | | | | |
|---|---|---|---|---|---|
| No. 1 | 1 75 | | No. 2 | 1 20 | |
| | | | Hemlock | 1 00 | |

## PRICES OF COOPERAGE STOCK.

| | F.o.b. cars at Sutherland Innes Mills | F.o b. Wallaceburg |
|---|---|---|
| No. 1 28½ inch jointed elm staves, per net 1,000 | $5 00 | $5 00 |
| No. 1 30 " " " " " | 5 00 | 5 00 |
| No. 1 32 " " " " " | 5 25 | 5 50 |
| No. 1 24 " " " " " | 4 00 | 4 00 |
| No. 2 28½ " " " " " | 3 25 | 3 25 |
| No. 2 30 " " " " " | 3 25 | 3 25 |
| No. 2 32 " " " " " | 3 75 | 3 75 |
| No. 2 24 " " " " " | 2 00 | 2 00 |
| No. 1 14 in. to 14¾ in. kiln dried basswood heading, per set | 3 | 3 |
| No. 1 15 " 16 " " " " | 3¼ | 3¼ |
| No. 1 17⅛ " " " " " | 3¾ | 3¾ |
| No. 1 18 " 18¼ " " " " | 4¼ | 4½ |
| No. 1 19⅛ " " " " " | 4½ | 4¾ |
| No. 1 19½ " " " " " | 5 | 5 |
| Mill run heading ½ ct. per set less, No. 2 heading 1ct. per set less. | | |
| No. 1 5½ ft. patent coiled elm hoops, per net 1,000 | 5 25 | 5 40 |
| No. 1 6 " " " " " | 5 50 | 5 65 |
| No. 1 6½ " " " " " | 6 00 | 5 90 |
| No. 2 hoops about 50 cts. per thousand less. | | |
| No. 1 28½ in. jointed white ash staves, per net 1,000 | 6 50 | 00 |
| No. 2 28½ " " " " " | 3 25 | 0 |
| 34 in. to 35 in. elm syrup bbl. staves | 18 00 | 17 00 |
| No. 1 30 inch half syrup barrel staves | 16 00 | 16 00 |

(Add 50 cts. per thousand more for staves bent to shape, $2.00 per thousand more.)

# THE RETAILER AND Wood-Worker

## PIPING AND HOODING EXHAUST FANS FOR MILL USE.

Almost every planing mill or wood-working factory of the present time uses the exhaust fan for the purpose of taking the shavings and dust from the machines and depositing same in a suitable shavings vault near the boiler room, where they are used wholly or in part for fuel. In many factories, writes "G. T. L." in the Wood Worker, this system does not give full satisfaction, and is a constant source of trouble and expense. While some mills get fairly good results, it is usually at great expense of power and consequent cost of fuel, as well as the continual patching up of pipes, hoods and minor troubles. In every case where the fan does not work properly you can trace the trouble either to the imperfect way in which the pipes from the machines to the fan are rigged, the wrong method of hooding around the cutter heads, or in the way that pipes from the machine enter the main pipe.

There is no good reason why an exhaust fan should not work satisfactorily as any machine in the shop. If the fan is of suitable size and properly piped to the machines it will not cause any more expense, over the usual wear and tear for the work it does, than other machines. A man would be considered a fool who tried to make a pony do the work of a horse, or to carry a ton of coal in a light buggy, or if he used a cart horse for a trotter and a coal cart for a road wagon, although he could do the latter with better results than the former. So it is with the fan. You can't expect a small fan to do good work beyond its capacity. A too large fan is equally as bad, as it uses power that could be better employed, for the average mill, especially where heavy planing is done, is usually short on power.

Having occasion during many years to visit the different wood-working factories of the country, I found the shavings (or, rather, how to get rid of the shavings) problem a hard one for the mill man to solve, and it became a sort of study to me. It was a benefit to me in my business and I was often able to point out where trouble could be remedied and power saved. I became interested in the subject and made it a point to inspect thoroughly every pipe system I came across. From what I have seen, and from experience, I will give my ideas as to fans, piping and the proper way to hood machine cutter heads.

In the first place, the size of fan to be used depends entirely on the number of machines used and the class of stock they have to work on. The figuring out of pipe area is all right from the blower man's idea of the fan you ought to have, but you want a fan to pull shavings, not air, and his figures are often on the too-big fan, because the sale is better for him. The result is unnecessary expense for piping and waste of power. If a 24-inch planer is used for heavy dressing on yellow pine, cypress, whitewood, etc., it takes a larger pipe from the cutter heads to carry the shavings to the fan than it would if the machine was working on hardwoods or kiln-dried stock. A 36-inch fan might work perfectly in a plant of several planers working on the latter stock, while a 50-inch fan might stall on the same lot of machines working on the former stock. So in selecting a fan, the work the machines have to do is first to be considered, and second, the number of machines in use.

I have noticed that a six-inch pipe for the top head on a 14-inch planer and matcher, four-inch pipe for the lower and adjustable side head, and three-inch pipe for the guide-head, give the best service where the machine is used for jobbing or custom work ; and one inch larger diameter of pipes for machines where the cuts are heavy or the machine is used for dressing wide stock at rapid feed. For a 24-inch machine eight-inch pipe for top head, six-inch for lower head and five-inch for side heads are best, and for molding machines six-inch pipe for the top head and four-inch for the others. For smaller machines a four-inch pipe works the best. The size of pipes given are large enough to remove all shavings as made (provided the hoods to cutter heads are right) and will not clog if the fan is working up strong to speed as called for.

Many mill men think a hood should set as close as possible to the cutter head and enclose it entirely. This is a mistake, and many a mill that is now short of power and getting poor results from the fan, could make a wonderful change by simply altering the hoods on the machines. A cutter head running at any speed is a fan in itself. The faster it runs the more blast it gives, and this force will throw shavings for many feet from the knives guided by the usual shaving bonnet as furnished with the machine. Now enclose the cutter head as closely as possible, and, dressing stock the full width of the knives, the head is practically encased and the shavings will be carried around with the head until clogged up and the head stalls. If the fan is strong enough to overcome the force of the cutter head, then you get rid of the shavings, but the fan has to do just that much unnecessary work and at double the power required.

The hood or funnel, as it is sometimes called, should be made so it will catch the shavings as they are thrown into it from the cutter head force. Fig. 1 will give the idea. The opening to the hood should be clear of the knives so the

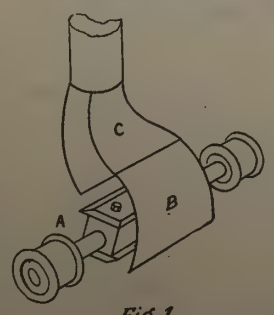


Fig 1

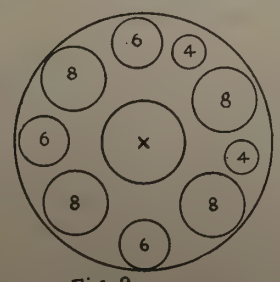


Fig. 2

shavings can be thrown into it, then the fan can do its work properly. Try this by taking a handful of shavings and throwing them into an open pipe, and see how quickly the fan will take them up. Shavings are taken up by the fan by the suction of air through the pipes, and you have to allow air to enter or you get no suction. So, if you hood your cutter heads tightly, where does the suction come in? From the machine to the fan the shavings are drawn by this suction or exhaust force, but leaving the fan are forced out by the same air as it is discharged, the same as a blast fan. Many fans do not work right because the discharge pipe is cramped at some point or has too many bends or turns in it. This prevents the free discharge of air and shavings, causing a back pressure that the fan is overworked to contend with, and of course at so much greater expense of power and the wearing out of belts, and piping at the bends or turns.

To select the suitable size fan, take the diameter of pipes in inches necessary to take care of each machine, add them up and divide by three. This will give you the diameter of inlet for fan. For instance, four machines taking eight-inch pipe make 32 inches, three with six-inch pipes make 18 inches, and two with four-inch pipes make eight inches, or a total of 58 inches. Divide this by three and you have 19⅓ inches, which is the diameter for the inlet to proper size fan for these machines. If you make it a trifle larger you will have plenty of spare fan to take care of two or three smaller machines if wanted. Fig. 2 will show this clearer.

If you have more machines to take care of than a single fan of 24-inch inlet will handle, a double fan is preferable to a single one of larger size. The best is to provide two single fans, or better yet, one fan for each floor or section of floor. If only one fan is used and it is disabled, the whole factory has to stop, while by using two or more fans only a part of the mill is hampered in case of trouble. The discharge pipe from the fans may enter a common discharge pipe at a point near the shavings vault, or the dust arrester, if one is used. The placing of a fan is very important, so the discharge will be as straight or direct as possible, avoiding short bends or perpendicular pipes. If turns are necessary, make them as wide as possible, and for elevations give as much incline as you can. Remember you can draw or pull around most any bend or corner, but to discharge or throw around a corner is not so easy. In the first case you coax around, and in the second you bang around, and extra force is required at every bend or turn.

After placing the fan, carry the inlet pipe full size to the first machine (not necessarily the one that does the heaviest work), and if you want the best system, one that will be the cheapest in the

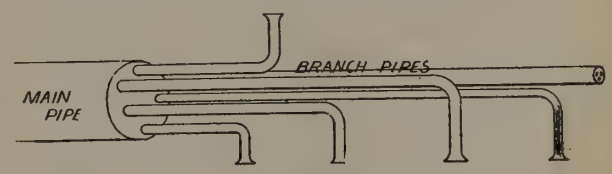


Fig. 3

long run, head the pipe up right there. From this heading run separate pipes (see Fig. 3) to each machine. For illustration, take a flute and blow through it and the first hole gives its note, and so on ; but open up again and the first hole responds. If you have wind enough to fill the flute to more than three or four of the holes can discharge, you can get the notes, but the first one will be the loudest, and so on down until the wind dies away. Now, if you take as many straws as there are holes in the flute, make them of different lengths and place the even ends in your mouth and blow, you will discharge as much air through the longest straw as the shortest, all getting their full capacity. Immerse the straws in water and draw or suck on the even ends and you will get just as much water through the longest straw as the shortest. Barring a little more friction the longest pipe from a machine entering in the heading of the main pipe (or, similarly used, the mouth) will suck or exhaust equally as well as the shorter one.

This method of piping is not very much more expensive than the flute system, and certainly gives better results : first, as to its working ; second, expense of keeping in repair and freedom from delays by clogging. If the flute system of piping is used don't make the mistake of running the main pipe tapering ; it's wrong—dead wrong.

If you are to pull shavings from the rush or current of air as it is exhausted, you certainly must lose force by gradually enlarging the suction pipe from a small diameter up to the full size of fan inlet. Take an ordinary funnel. Place the large end in your mouth and draw air through it. If you can fill the funnel end you get only the amount of air that you are able to draw through the small end, and to all intents and purposes a straight pipe of diameter of the small end would give same results. The same applies if you blow or discharge air. Keep your main line pipe to the fan, of regular diameter, and the discharge pipe full diameter of the outlet.

The branch pipes from the machines should enter the main pipe at the sides, at, or above, the center line, or at the top (never on the bottom), and with a turn pointing to direction of fan. The smaller pipes from side heads should enter the branch at nearest convenient point. The speed of the fan should be as catalogued by the maker, and if properly piped, will do its work easily and well to its full capacity. If the fan is too small for the work required, from adding new machines on from time to time, don't speed it up or run chances of a smash-up, or load the belt with a heavy tightener pulley and have trouble with the boxes or journals, or make the mistake of putting in a larger fan and expect it to work with the same piping as old one, but get an additional fan to do the extra work, required and thus remedy the trouble.

In equipping a new factory with the exhaust fan system, use the same care and judgment as you do with the rest of your plant. Lay out what you want or need and then get a good company to make the pipes and put them in; or your mill foreman will know from experience about what is the best way to get good results, so don't leave this work all to the pipe man. You will be paid for your trouble in the end if you study it up and plan yourself, or give the pipe man pointers. Where the pipe system is up and not working right, perhaps you may get some hint from this article that will enable you to locate the trouble and remedy it.

## TRADE NOTES.

The Chicago office of the Magnolia Metal Co. has been removed from the Traders' Building to the Fisher Building, 281 Dearborn street.

McKay Bros., East Hatley, are putting in one of the Jenckes Machine Co.'s steam plants, consisting of a slide valve engine and horizontal tubular boiler.

W. D. Pettigrew, of Winnipeg, who is developing mines at Wabigoon, Ont., has placed an order with the Jenckes Machine Co. for hoisting, crushing and pumping plants.

Thomas Lord, of L'Epiphanie Station, Que., is increasing his plant by the addition of a 35 h.p. engine, from the well known builders, the Jenckes Machine Co., Sherbrooke, Que.

The Lake Manitou Gold Mining Co., of St. Paul, have placed an order with the Jenckes Machine Co., Sherbrooke, Que., for a ten stamp mill to be erected on their property near Wabigoon, Ont.

The Defiance Machine Works, of Defiance, Ohio, are distributing to the trade a large hanger, on which is shown illustrations of some seventy special patent woodworking machines which they manufacture for making hubs, spokes, wheels, wagons, carriages, handles and hoops.

Geo. Long, of Sherbrooke, whose increasing business requires more motive power, is about to install a 25" Crocker turbine, in order that production may cope with the demand. This order was placed with the Jenckes Machine Co.

## "WANTED AND FOR SALE."

Persons having for sale or wishing to purchase a particular lot of lumber, a mill property, timber limits, second hand machinery, etc., in fact, anything pertaining to lumbering operations, will find a buyer or seller, as the case may be, by placing an advertisement in the "Wanted and For Sale Department" of the CANADA LUMBERMAN Weekly Edition. Testimonials to the value of this department by those who have given it a trial state that the results of advertisements were frequently better than anticipated. The cost is comparatively small. Mill owners might, with profit to themselves, make use of this method of advertising their stock to a still greater extent.

# THE NEWS.

—McIntosh Bros. have erected a new saw-mill near Cariboo, B. C.

—T. W. Gray, saw miller, Nelson, B. C., has sold out to Chas. Hillyer.

—W. Bladow is making preparations to rebuild his sawmill at Killaloe, Ont.

—The Cranbrook Lumber Co., of Cranbrook, B. C., purpose building a new saw mill.

—Chew Bros., of Midland, Ont., are erecting a box factory, 120x42 ft., at Dollartown.

—W. B. Fairbairn has disposed of his lumber business at Emerson, Man., to J. A. Badgley.

—H. V. Boote has purchased the lumber yard of Thos. Rutherford at La Riviere, Man.

—Magee & Thompson have purchased the lumber yard of R. W. Gibson at Sintaluta, Man.

—T. Burrows, M. P. P., of Winnipeg, will rebuild his saw mill at Pine River recently destroyed by fire.

—Rhodes, Curry & Co., of Amherst, N. S., have established a branch of their works at Halifax, N. S.

—G. B. Housser & Co., lumber dealers, Portage la Prairie, Man., are opening a branch at Macdonald.

—T. G. McMullen, M. P. P., has made extensive repairs and additions to his saw mill at Hartville, N. S.

—An exchange states that the Victoria Harbour Lumber Co. are considering the removal of their mill to Midland, Ont.

—The Southampton Manufacturing Co., of Southampton, Ont., are building an addition to their factory, and will put in a new dry kiln.

—The fourteenth annual meeting of the St. John River Log Driving Company will be held at Fredericton, N. B., on Wednesday, April 5th.

—The Bryan Manufacturing Co., of Collingwood, Ont., are just completing an addition to their planing mill, in which new machinery will be installed.

—R. C. Ervin, of Shubenacadie, N. S., has disposed of his electric light plant and intends engaging in the lumber business at Falmouth and near Windsor.

—James Playfair & Co. have removed their shingle mill from Sturgeon Bay to Midland, Ont. It is likely that Craighead Bros. will again operate the mill this season.

—The late John Larkin Cook, lumber merchant, of Toronto, who died in January last, left an estate valued at $396,000, consisting of stock in the Cook & Bros., Lumber Company.

—Estey & Thompson, of Fredericton, N. B., are said to have decided to rebuild their saw-mill at Shogamoc, although it is improbable that work will not be commenced before next summer.

—The Ontario Legislature has passed a bill empowering the town of Lindsay, Ont., to grant a bonus of $2,000, to Rider & Kitchener to establish a veneer and excelsior factory at that place.

—The C. Beck Manufacturing Co., of Penatenguishene, Ont., are putting in new box-making machinery. The company expect to keep both of their saw mills in operation throughout this season.

—Gilmour & Co., of Trenton Ont., are remodelling their large saw mill at that place, and purpose engaging extensively in the manufacture of boxes, for which purpose modern machinery will be installed.

—W. Craddock, of Huntsville, Ont., who a short time ago secured a contract for broom handles from a Liverpool firm, has completed his first car load. Mr. Craddock is purchasing large quantities of basswood logs.

—The Bronsons & Weston Lumber Co., of Ottawa, has made application to parliament to change its name to the Bronson Company, and for permission to carry on business as manufacturers of commercial products.

—Robert Watt, of Wiarton, Ont., has just rebuilt his sawmill, putting in additional power and new machinery. The improvements will double the capacity of the mill, which will commence operations upon the opening of navigation.

—The announcement is made that after May 1st the wholesale lumber business carried under the style of John S. Mason & Co. will be continued by Ichabod T. Williams & Sons, at 11th ave. and 25th street, New York city.

—The Canadian Pacific Lumber Co. have refittted and increased in capacity the sawmill at Port Moody, B. C. Arrangements have also been made to put in an improved dry kiln. The daily capacity of the mill will be between 50,000 and 75,000 feet per day.

—The Laurentide Pulp & Paper Co. are building a large sawmill at Grand Mere, Que., I. N. Kendall, of Ottawa, having the contract. The mill will cost $30,000, and the machinery will be supplied by the Wm. Hamilton Manufacturing Co., of Peterboro, Ont.

—It is said that T. Ludgate, of Peterboro, Ont., has secured from the Dominion Government a lease of Dead Man's island at Vancouver, B. C., and that he has agreed to build thereon a large saw-mill, expending $250,000, and employing several huhdred workmen,

—J. W. McCrae, of Tilsonburg, Ont., has purchased the foundry of John Makins at Lindsay, Ont. Extensive improvements will be made to the foundry and considerable machinery added. Mr. McCrae intends to manufacture circular sawing machines, shingle machines, mill fittings, engines, etc.

—Kitteridge, Smith & Co., of Shebrooke, Que., have invented a machine for making railway ties which it is expected will have a capacity of about 5,000 per day. The ties are planed on two sides and can be produced at less cost than by the ordinary method. The machine is being built by the Jenckes Machine Co.

—D. C. Cameron, manager of the Rat Portage Lumber Co., states that the building of the proposed saw mill in Winnipeg will not be commenced until next fall, but that operations will be carried on throughout the winter. The Rat Portage Co. are this spring expending about $20,000 in improving their manufacturing plant at Rat Portage.

—Oliver Haywood is erecting an extensive saw and planing mill at Whycocomagh, C. B. It will be operated by steam, and when completed will be the largeat mill in Cape Breton. The boilers and engines are from the works of I. Matheson & Co., New Glasgow, and the other machinery was supplied by the Robb Engineering Co., of Amherst, N. S.

—C. H. Witthun, of Hepworth Station, Ont., is removing his saw mill from Shallow Lake to Wiarton. The other saw mill at Hepworth, formerly owned by C. H. Witthun & Co., has been converted into a factory for manufacturing crokinole boards and other small woodenware. The merchantable timber in the vicinity of Hepworth is almost exhausted, and consequently the owners of mills are looking for new locations. J. E. Murphy will remove one of his mills this summer, and the other one about a year later.

—As indicating the fluctuation in the minds of those owning timber lands in Nova Scotia regarding their value, the following is given: N. N. Bentley, of Five Islands, purchased what is known as lot 6, of Garish Grant, from Mark Fulmore, for $1,000. This same block was part of a block of land that some years ago was sold for $125. Mr. Bentley bought it a few years ago for $140, lumbered it and sold it for $250. The other day he bought it back for $1000. Mr. Bentley also purchased the timber on the lot adjoining. About fifteen years ago the lot was sold to John W. Graham for $400. Mr. Bentley gave $3,000 for the timber of the property. He expects to cut thereon four million feet.

—Speaking of the export lumber trade, John Hendry, manager of the Hastings Sawmill Co., Vancouver B. C., said the prospects were never brighter. In his opinion all the concessions now being granted to European powers by China mean the construction of railways, and where railways are constructed there will be found Pacific Coast lumber. At first it was thought that the lumber for the Chinese railways would be sent from Russia, but the Russian lumber was found to be too brittle for railway construction, and instead of shipping lumber Russia is now importing it from British Columbia and Puget Sound for the Trans-Siberian line. Then the Austrailian trade is better than it was, and Mr. Hendry predicts that it will be still better when the federation of the Australian colonies has been completed, as it will be easier for Canada to make reciprocal arrangements with a united colony than with several small ones.

—Mr. Edmund M. Walker recently read an interesting paper on "Forest Trees of Canada" before the Canadian Institute, Toronto. In opening Mr. Walker gave a brief account of the extent of the burnt areas of forest land in Canada, the resulting evils being more than the mere loss of timber. As an instance of this, a comparison was made between the present climatic conditions and the lessened population of southern Europe and eastern Asia with those of twenty centuries ago. This great change is largely due to the clearing away of the forests, and it was shown that Ontario has already suffered to some extent in the same way. In the Maritime Provinces, however, the effect of the removal of the woods is quite different, the soil of the clearings being made wetter than it originally was by the coming in of the sea air. The distribution of the various forest belts in Canada was then given, with brief descriptions of the appearance, habits and geographical range of the various trees. Most of the forests of Canada are included in an immense belt called the sub-artic forest belt. The remainder were grouped into those of the Maritime Provinces, Quebec, Ontario, the Rocky and Selkirk mountains, and the Pacific coast. The paper was illustrated by lantern slides, showing twenty-five or thirty species of Canadian trees.

Mr. Erastus Wiman, on behalf of some friends in Canada, has presented to Governor Roosevelt a bicycle made entirely of Canada ash, and called the "Wooden Beauty."

A copy of the second annual report of the Forestry Reserve Board of the State of New York is to hand, and found therein are details of what has been done towards establishing a forest reserve. The board was organized in April, 1897, and an appropriation of $1,000,000 made for the purposes specified in the Act. This was supplemented at the legislative session of 1898 by a further appropriation of $500,000, making a total of $1,500,000 thus far placed at the disposal of the board for the purchase of forest lands, and for the expenses incidental thereto. Up to December 31, 1898, the state had acquired title by purchase to $259,634\frac{93}{100}$ acres of forest land in the Adirondack Park, for which there was paid, in the aggregate, $1,108,143.15, or $4.26 per acre on the average.

# WOOD PULP DEPARTMENT

## THE PROCESS OF MANUFACTURING MECHANICAL WOOD PULP.*

By W. A. Hare.

(Continued from March issue.)

Pumps.—The hydraulic pulp grinder is supplied with water under two different pressures. The high pressure is used for pressing the wood against the stone, and varies about 100 pounds per square inch, according to the size of the grinder cylinder and the general practice of the operator. The low pressure is used for backing the piston and follower off the wood, and is only a few pounds per square inch. The high pressure system is supplied by a back-geared triplex pump, such as is shown in Fig. 8. This style of pump is manufactured by the Northey Manufacturing Company, Limited, of Toronto. It is designed for high pressures and heavy service, is well made, and reliable. A centrifugal pump supplies the low pressure service, to which are connected fire-hoses, cleaning-hoses, wet machine sprays, and the low pressure piping in the grinders. In large mills, it is better to install a special fire pump; but for small ones it is more economical to pipe direct to the low pressure system, and use a slightly larger pump than is required for ordinary purposes. Fig. 9 is a very good type of a centrifugal pump. It is made especially for this service by the Northey Manufacturing Company. A good feature about this particular style is its reversability, which greatly simplifies its installation. Stuff pumps are used to handle the mixed pulp and water, and for mechanical pulp the centrifugal pump is very satisfactory. A pump as is shown in Fig. 9 is suitable for this purpose. Stuff pumps handle the pulp in a large amount of water; generally the water contains 1 per cent. of dry pulp by weight. The speed and hose power required for these pumps depends on the elevation of the discharge orifice above that of the suction. Many mill designers prefer to drive the pressure and stuff pumps by belt from the grinder shaft. In small mills this may be as good a method as any, but it is open to serious objections. Owing to the varying conditions under which the grinders are working, the speed cannot be kept constant, resulting in a varying discharge from the pumps. In the case of the stuff pump this is objectionable, as it causes trouble for the wet machine man in regulating the supply of stock from the vat. The best method of supplying the high pressure system is to do so from a separate triplex pump belted to each grinder shaft. If there are two grinders coupled together, a 3" x 4" triplex, at 45 revolutions per minute, would supply them. This may cost more than one large pump intended to supply all; but if that pump is shut down by accident or otherwise, the load is immediately thrown off all the grinders at once, which allows them to speed up.

It is exceedingly dangerous to allow any grinder to run

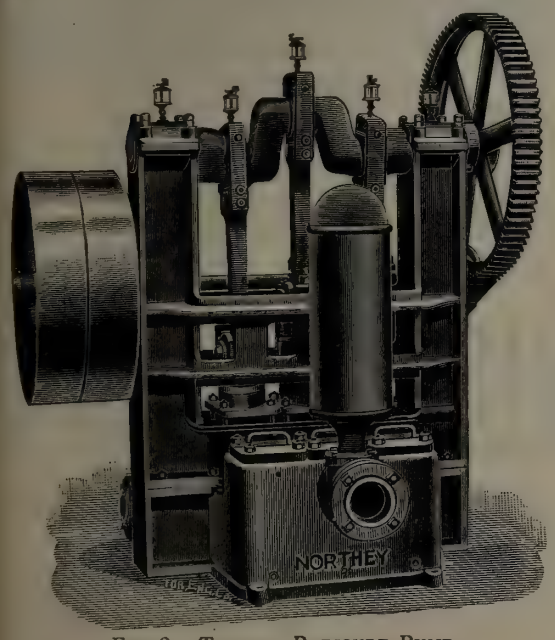



Fig. 8.—Triplex Pressure Pump.

very much above its normal speed. Owing to cracks in the stone which are not always apparent on the surface, a stone may fly in pieces even at moderate speeds, and is very liable to do so if the grinder is allowed to run away. By supplying all the grinders from a common pipe system, and driving a separate pressure pump from each grinder shaft to supply the system, we have each grinder perfectly independent of the others, and we are, therefore, at liberty to shut down any one we please without regard to the others. When a grinder is started up, its pump is started also, and takes its share of the pumping, and we always have the supply directly proportional to the demand. If a pump in the line should become disabled, its check valve, placed on its discharge pipe, instantly closes, cutting it out of the system. The remaining pumps can, for a short time at least, carry the increased load, giving the grinder man sufficient time to shut down the grinder, or to cut out a pocket or two. The grinder which was driving the disabled pump has had no opportunity to race, as the other pumps in the line continue to supply its cylinders with water at almost the usual pressure. This system has, perhaps, the disadvantage of first cost, but even in this particular, when everything is considered, it would be the cheaper method for some installations.

Method of Driving and Coupling Grinders.—

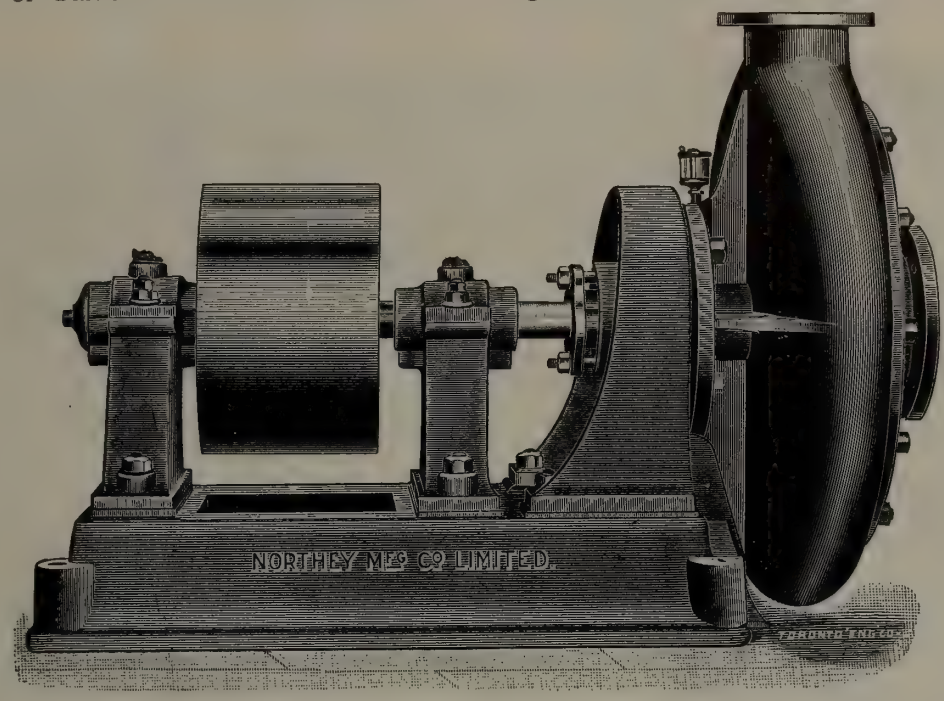



Fig. 9.—Horizontal Centrifugal Pump.

Wood pulp grinders are generally run in pairs, coupled direct to the water wheel shaft. Direct driving is the usual practice, which is seldom if ever departed from. In some small plants it might be advantageous to drive a grinder by means of a large belt, but these cases are extremely rare. There is no other method that is practicable. Gearing would be out of the question, as the sudden and excessive variations in the load would render it extremely difficult to keep them in proper repair. In most cases, the only method that commends itself is to couple two grinders on the same shaft, and direct to that of the water wheels. With a certain head, for instance, the wheel that will run with a speed of about 200 R.P.M. would deliver more power to the shaft than is required by one grinder. If another grinder, of suitable capacity, is coupled to this shaft, it gives the correct speed and power for each grinder.

There is another consideration in favor of the above method of driving. If two 3-pocket machines are run by themselves from separate wheels, only two of these pockets can be used at a time on each grinder, the third being retained as a change pocket. If, on the other hand, we have two 3-pocket grinders connected on the same shaft, we can operate 5 pockets altogether, leaving the other one for the change pocket. In this way we have gained the use of an extra pocket on two machines by driving them coupled.

When a stone breaks on the inside machine, both will be idle until repairs are completed. If the outside grinder be damaged, the coupling can be removed, and the inside one run as usual.

Operation.—The first thing in starting up a grinder is to thoroughly clean it with a hose. This is to prevent specks from getting into the pulp from dirt collected in the grinder. This should be done once a week, or oftener, according to the make of the machine. The side plates of the pocket should be set down close to the stone, and, as the stone is turned down by sharpening, they should be advanced. A great deal of waste from chips and slivers will arise if this is not attended to. It is important that the supply of water should be sufficient, for two reasons: first, to keep the stone cool, and, second, to supply the ground wood with enough water so that it can be handled easily by the stuff pump. In some grinders the stone runs clear of the water underneath it, and must, therefore, be supplied by sprays near the top, or elsewhere, to keep the stone from heating. In others, the stone runs in a vat of ground pulp and water, which, as the water is changing all the time, prevents heating very effectually. There should be, even in this case, a small spray near the top of the stone, for the purpose of washing the pulp down to the vat as soon as it is ground. The vat underneath the grinder is made by placing a wier on one side, of a suitable height, so that when the pulp and water flow over it, the stone is submerged to a sufficient depth to prevent heating.

When the wood has been badly packed in the pocket it will jam, and, by bracing against the sides of the pocket, relieve the stone of the pressure. This is easily fixed by letting off the pressure while the wood is loosened up with a short bar, and then turning the water on again. This jamming is not so liable to occur with round sticks as it is when the wood has been split. Sometimes, with round wood, the blocks will roll in the pocket. This can be prevented by having strips cast on the follows. When this is not done, it can be remedied for the time by loosening up the pocket, or by repacking. In a good grinder there should be very few chips formed. In many cases, in fact nearly all, this is caused by carelessness in setting the side plates of the pockets. As the wood grinds down to a thin shim, it is carried under the plate, and is not ground. If the plates are just clearing the stone, the wood will be almost completely ground before the shim can get through. Grinders should be provided with sufficient space between the stone and the sides to allow for the free escape of pulp and water, or else it will flow over the floor when the door is opened. This space should be so constructed as to prevent shims, etc., getting in, which might cause trouble. In some mills machines are used for grinding chips and shims, but, as far as the chips from the grinders are concerned, it is unnecessary unless the grinders are faulty. In any new mill, if good grinders are bought, this will not be required.

The principal agencies that influence the quality of the pulp ground from any given wood are, speed of the stone, pressure used to press the wood against the stone, and the sharpening. The first two have considerable influence, and should be carefully looked after; but it is in the sharpening that the secret lies for the manufacture of a good uniform product. The influence of the speed is important, and the best practice is not to exceed a circumferential speed of 2,800 ft. per minute, which corresponds to about 200 revolutions per minute on an ordinary sized stone. It may go higher than this at intervals, but it is not good practice to grind at a much increased speed. When the stone is running too fast, apart from any danger from bursting, there is a tendency to heat the surface, which cracks when it is chilled by the water, and so destroys the cutting surface of the stone. This is only true when the speed is excessive, but even if running normally at a speed much exceeding 200 revolutions per minute, there is a tendency to gloss the stones, which is detrimental to its cutting capacity. With a slow speed, the wood is pressed completely into the stone, and thereby a longer fibre is produced.

With regard to the pressure used, there seems to be a great difference of opinion among pulp manufacturers, but heavier pressures are of more common use now than formerly. To increase the pressure is, in nearly all cases, to increase the output of the grinder, provided that the power is sufficient. In some of the Nova Scotian mills a pressure of about 15 pounds per square inch is used on the grinding surface. This seems to be an average, though for special products it may be as high as 17 pounds per square inch of the cutting area. It is seldom allowed to drop below 13 pounds in any case.

The question of sharpening is also one upon which many different opinions may be expressed; but no attempt will be made to specify which is correct, the writer simply giving his own experience. In sharpening for different products no rule can be laid down; each man has a way of his own which he thinks is the correct one. One fault that is often made is to use one jig too often. This, after one or two cuts are made, does not improve the surface, as the points on the jig run in the same holes. For "news" pulp the writer has found an 8 to the inch jig to work first-class, also a 6 to the inch is another good size. A good surface is made by making a light cut with a 4 to the inch jig over the other size, which breaks the holes and makes a more uniform surface. If the same jig is used too often it will make a pitted surface, which is not a good cutting one. Over-sharpening is a thing to be guarded against, as in that case the pulp is inclined to be short in the grain, or mealy, is hard to screen on account

* Paper read before the Engineering Society of the School of Practical Science, Toronto, and published by permission.

of the thickness of the fibres, and is difficult to remove from the wet machine, as the sheet will not hold together. When a stone has been over-sharpened by carelessness or otherwise, it may be restored by simply rubbing the surface with a brick. Some pulp makers prefer to sharpen this way, i.e., by over-sharpening at first and then reducing the cuts on the stone, by means of a brick, until the right degree is reached.

A very good point in the construction of a grinder is to have the stone accessible while in operation. Some machines have to be stopped and certain alterations made before the stone can be sharpened. While this is being attended to, the opportunity is generally taken to clean them out, and in this way the disadvantage of not being able to sharpen while running is in some manner counteracted. The sharpening jig is a cylinder of steel, about 3½ of steel, one on each side of it. These flanges are turned true on their face and are threaded right and left hand on the shaft. By this method the torsional strain on the stone due to the grinding tends to make the flanges grip tighter. There are two principal methods of securing the stone to the shaft, one being an improvement on the other. The first method is to screw the flanges up as tight as possible, taking care that the stone is centered, and then to pour in cement around the shaft and flanges, through a small channel which had been previously cut in the stone. This method is in use in the majority of cases and seems to answer the purpose very well. The second method is very much like the first, but in addition to the cement and threaded flanges, the flanges are bolted together by 1-inch bolts, running through the stone from side to side, which are tightened up before the cement has become hard. When the cement has set perfectly hard the stone can be turned off and trued up. The addition of the bolts in the second method adds considerably to the strength and solidity of the whole machine as well as providing a safe-guard against bursting. For this purpose alone, it would almost be advisable to introduce them.

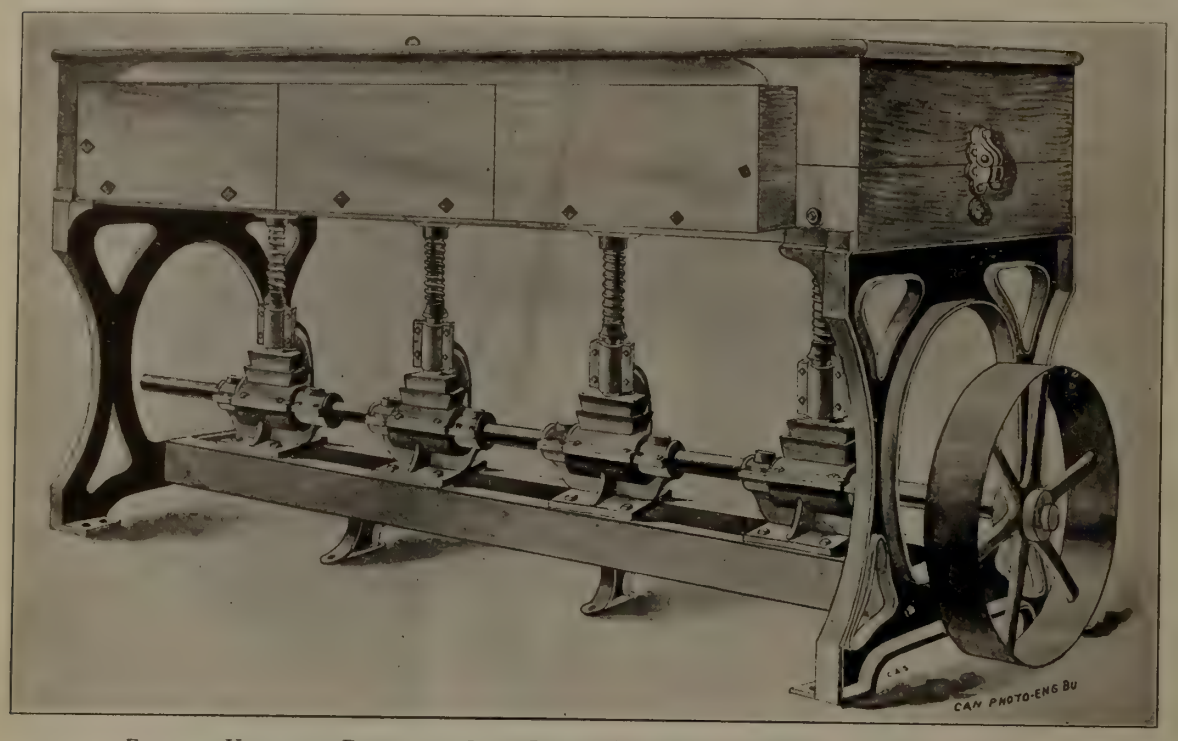



FIG. 10.—VIBRATING DIAPHRAGM PULP SCREEN (MANUFACTURED BY JENCKES MACHINE CO.)

inches long by 3 inches in diameter. It is cut on its surface by a heavy V thread, and also milled parallel to its axis by an equally heavy V cut. The resulting surface consists of a number of square, sharp-pointed pyramids. The jig is drilled throughout its length with a 1-inch drill, and mounted in a frame by a bolt passing loosely through this hole, so allowing it to revolve freely thereon. The frame also has on it a forged ring, which is made to engage a bolt on the grinder frame. This bolt passes across the face of the stone, and a few inches from it. The frame has also a suitable handle, by means of which it is guided by the workman. In operation, the bolt is passed through the ring and secured in the grinder frame. The workman can now girdle the jig across the face of the stone, against which it revolves. By bearing on the handle the pressure is applied, which causes the points of the jig to cut the face of the stone, making on it a rough pitted surface.

METHOD OF CHANGING AND MOUNTING STONES.—The stone is secured to the shaft by means of large flanges

SETTING STONES.—When the stone is set in, it is very irregular on its surface, and must be turned off true before using. For this purpose an attachment is used which in its motions resembles the slide rest of a screw cutting lathe. It consists of a frame, which is placed on the grinder base, where it is bolted down firmly. On this frame there runs a carriage which is moved laterally across the face of the stone by means of a screw and hand wheel. Mounted on this carriage is a similar one, which moves at right angles to the surface of the stone, and is actuated also by a similar screw and hand wheel. On this top carriage is fitted a jig, similar to that used in sharpening, though generally a dull one is selected for turning off a stone. With this machine a stone can be turned down to the required size, and made true on its face. It is best in turning off a stone to make the face slightly crowned or else to turn down near the edges more than at the centre. This prevents to some extent the spauling of the stone from the pressure of the wood. Great care must be taken that in turning down the stones no cracks are made in it, for, if any exist, the piece will very likely fly out when the pressure is applied. This, of course, will ruin the stone eventually, even if it is a small piece, as when one piece is broken out, others quickly follow. It is bad practice to run a stone after it has been spauled. In handling the stone when bringing it into the mill, it should, if possible, be slung from a carrier by ropes passing through its centre hole. As this is not provided for in many mills, the next best thing is to roll it on strong palnking, taking care that it is only bearing in the middle of the face and not near the sides. It should, in all cases, be eased by ropes and blocks, so as to have it at all times under control. If care is taken, a stone can be mounted without the edges becoming spauled more than will be completely removed by turning down and trueing.

DESCRIPTION OF SCREENS.—When the pulp and water leave the grinder, it flows along the troughs placed underneath the floor of the grinder room to the large trough, into which every grinder discharges. In this large trough are sprays, which supply sufficient water for the pulp to flow along it. At the end of this trough is placed a large tank covered over with iron plates, which are perforated

The Camel Brand BELTING
REGISTERED TRADE MARKS
THE REDIAWAY BELTING
NOT A MIRAGE BUT A REALITY
REG°
THE STRONGEST BELT IN THE WORLD
None Other Genuine
W. A. Fleming & Co. 57 St. Francois-Xavier Str MONTREAL
.. SOLE AGENTS ..

J. D. SHIER
MANUFACTURER OF
Lumber, Lath & Shingles
BRACEBRIDGE, ONT.

TELEPHONES
Send for our Illustrated Catalogue and Price List of
"UNIQUE" TELEPHONES
For Main Line and Warehouse Use.
Only Telephone made that does not get out of adjustment. Satisfaction guaranteed. Sold outright at low prices. No exorbitant royalties.
SOLE MANUFACTURERS
JOHN STARR, SON & CO., LIMITED
P. O. Box 448, HALIFAX, N. S.

GEO. T. HOUSTON & CO. CHICAGO, ILLS.
HOUSTON BROS. CAIRO, ILLS.
HOUSTON BROS. BIGBEE, MISS.
HOUSTON BROS. COLUMBUS, MISS.
EXTRAORDINARY
We are cleaning up numerous yards in connection with our Mills in the South, to make room for next year's new cut.
Stock consists of all grades and thicknesses Hardwood Lumber, Yellow Pine and Cypress, including a big surplus of No. 1 and No. 2 Common Yellow Pine, Select and Common Cypress. All of the above a year and over dry.
If you are in the market for any kind of Hardwood Lumber, Yellow Pine or Cypress, or expect to be in the future, send us your enquiries. The stock has to be moved, and if we can pick your orders out of any of the lots referred to, we will quote you prices to save additional handling expenses.
Address all Correspondence to our Main Office:
Cable Address, "HOUSTON."
Lumberman's and A.B.C. Codes.
GEO. T. HOUSTON & CO.
CHICAGO, ILLS., U.S.A.

with holes about ¼-inch in diameter. The pulp and water falls on this screen, and flows through to the tank underneath, while all large splinters, chips, etc., are collected on the perforated plates. The stuff pump draws the pulp from this tank and discharges it in the large trough in the wet press room. The screen of plates prevents any large pieces from entering the stuff pump, which would cause trouble if allowed. The trough into which the stuff pump discharges is made of 2½ inch pine planks, its size depending on the capacity of the mill. A 15 ton mill would require one about 20 in. wide by 24 in. deep. This trough runs the whole length of the wet machine room and is tapped, at intervals, for each screen. Each outlet is provided with a trap gate, or if the outlets are wrought iron pipes, a valve is used. It is also necessary to provide the trough with an overflow connected to a pipe running back to the tank in the grinder room. This will be found extremely useful in case of a stoppage in the wet press room, if the stuff pump is not driven from the same water wheel as the wet machines. From the large trough the pulp is led to the vibrating diaphragm screens, a cut of which is shown in Fig. 10. This type of screen is in general use in America, and has been found very satisfactory. The machine is manufactured by the Jenckes Machine Co., of Sherbrooke, Que. These screens are built to contain ten or twelve plates as desired, the usual size of the plates being 12x36 inches or 12x40 inches. The cradle, or frame containing the screen plates, is hinged to the water box, and when raised, permits the cleaning or examination of the plates. The water box is built with a partition in the centre, forming two compartments, each of which is provided with a diaphragm, supported on two vertical spindles passing through the guides, shown in the cut, and carrying the knockers, or cam shoes, at their lower ends. The usual flexible connection between the diaphragm and the sides is affected by india rubber. The stock box is bolted in front of the water box and is provided with a brass valve for regulating the supply of stock. The side frames are of cast iron, connected by an angle iron distance piece, which carries the bearings for the cam shaft and which is also provided with stands underneath, thereby considerably reducing vibration. The bearings for the cam shaft are babbitted and are placed on either side of each cam. These cams are made to give from one to four throws per revolution according to the speed of the cam shaft. The arrangement of the cams with relation to the diaphragms is such as to insure a constant strain on the driving belt. Springs are placed on the vertical rods, which keep the knocker always in contact with the cam, thereby avoiding vibration and noise. The usual speed of the screen is about 350 to 400 vibrations of the diaphragms per minute.

The screen plates are cut in fine slits. The size of these slits will vary according to the stock to be screened. For fine stock the cuts will be from .012 inch to .014 inch, though larger sizes are more usual. The capacity of these screens varies with the speed. At a speed of 600 R. P. M. they should screen 5 tons of well ground stock per 24 hours. In operation the upward movement of the diaphragm forces air and water up through the cuts in the plates, thereby cleaning them. On drawing down again, the pulp and water are sucked through the slits, and that which will not pass through remains on the screen plates. Sufficient water is necessary to keep the pulp in suspension.

## PULP NOTES.

Several English capitalists were at St. Stephen, N.B., last month looking over the available sites for a pulp mill. Options on the water powers of Sprague's Falls and Grand Falls have been secured for the syndicate by Mr. David Maxwell, C.E.

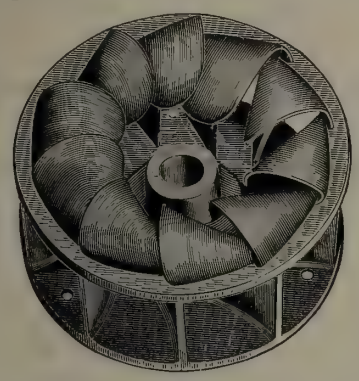
Mr. Chas. Burrill, of Weymouth, N.S., recently returned from Great Britain, where he endeavored to interest British capital in the pulp industry in Nova Scotia. He expects that arrangements will be completed at an early date for the building of another pulp mill on the Sissiboo river.

Mr. W. W. Fisher, a pulp mill expert of New York, with Mr. Nailer, have gone to England for the purpose of promoting a company to engage in the manufacture of pulp at Parrsboro, N.S. Mr. Fisher has recommended the construction of three 35-ton pulp mills, with a paper mill in connection.

At a meeting of the shareholders of the Cushing Sulphite Fibre Co., held in St. John, N.B., recently, Capt. Edward Partington, of Manchester, Eng., was elected president; Joseph Allison, vice-president; J. S. Gregory, secretary-treasurer, and Geo. S. Cushing, managing director. It was stated that Capt. Partington had agreed to take two-thirds of the stock of the company, and that plans for the pulp mill were being prepared under his supervision. The work will be proceeded with during the coming summer.

**BARBER'S CANADIAN TURBINE**

**As a Saw-Mill Wheel,** is by far the Steadiest Driver, varies less from light to full load and pulls steadily through the heaviest cut.



"Is by far the Best Wheel; pulls through the Heaviest Cut where the Leffell could not live."—Wylie Bros.

**Lowest Price and Highest Satisfaction.**

C. BARBER - MEAFORD, ONT.

**TOWER & WALLACE**

ASHLEY B. TOWER, M. Am. Soc. C.E.
CONSULTING ENGINEER.

Broadway and 25th St. - NEW YORK

ARCHITECTS AND ENGINEERS
PAPER AND PULP MILLS
MANUFACTURING AND
POWER DEVELOPMENTS

E. BRADLEY, C.E. - 3 Place d'Armes Hill, Montreal - Canadian Representative.

Felts for Pulp Mills.
Felts and Jackets for Paper Mills.
Felts for Fast Running on News.
Felts of any width up to 120 in.
Felts for Tissue Papers.
Felts for Boards and Roofing.

Try our Special **HARPER FELTS**

Every Felt Guaranteed.

**HAMELIN & AYERS**
LACHUTE MILLS, P.Q.

**Currants**
**and**
**Valencia Raisins**

AT SPECIALLY LOW PRICES.

H. P. ECKARDT & CO.
TORONTO

**PULP MILLS - ATTENTION!**

**Phosphor-Bronze Castings**

of any weight, for Pulp Mills (special mixture.)

All Bronze manufactured by us.
Quotations and References cheerfully given.

**CITY BRASS FOUNDRY - HAMILTON, ONT.**

**PULP AND PAPER MILL MACHINERY.**

CONTRACTORS FOR COMPLETE EQUIPMENT OF

**GROUND WOOD, SODA or SULPHITE PULP MILLS.**

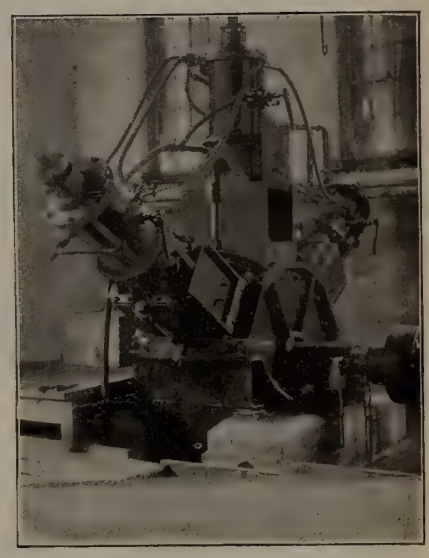
We invite correspondence from those requiring anything of this nature. We build a full line of

Barkers, Chippers, Tanks, Digesters, Pumps, Jewell Filters, Conveying Machinery, Wet Presses, Screens, Screen Plates, Etc., Etc.

**OUR CROCKER TURBINE PLANTS** are driving some of the best mills in the Dominion.

Write for Circulars and Prices.

The Jenckes Machine Company.



**THE PORT HENRY PULP GRINDER.**

With latest improvements; patented 1898.

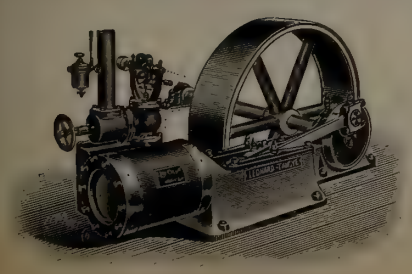
Operation continuous and production large.

Most convenient in handling and thoroughly well built.

Ask for special bulletin No. 505.

*Branch Offices:*
*MONTREAL, TORONTO, RAT PORTAGE, ONT., ROSSLAND, B.C.*

**Head Office and Works:**
36 to 40 Lansdowne St.
SHERBROOKE, QUE.



Leonard-Tangye Engine.

**E. LEONARD & SONS, LONDON, ONT.**

. . . Makers of . . .

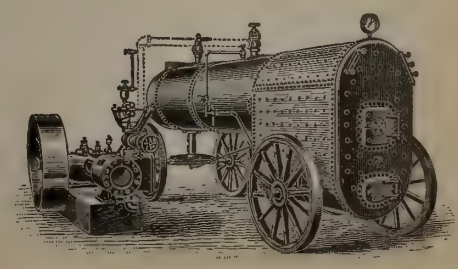
*ENGINES and BOILERS*

For Lumbermen and Others. For any Purpose, and of any Power.

We make Several Styles, but only One Grade—THE BEST.

*If you need Steam Power, write to us, stating your requirements, and we will quote you prices.*

*Write for Catalogue No. 35a.*



Leonard Clipper Engine and Locomotive Boiler.

# FRICTION PULLEY BOARD

The BEST Article Known for the Purpose

MANUFACTURED BY..... THE DOMINION LEATHER BOARD CO'Y. - MONTREAL, QUE.

OUR EXTRA HAND-MADE

## AXE

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N. B.

THE CANADIAN Photo Engraving Bureau
TELEPHONE 2150
16 ADELAIDE ST WEST
TORONTO
COPPER-WOOD ZINC ENGRAVINGS FOR ALL KINDS OF ILLUSTRATING HALF-TONE OUR SPECIALTY

# WEST AND SOUTH

run the lines of the Illinois Central Railroad and the Yazoo & Mississippi Valley Railroad reaching into the eleven States of

South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Kentucky, Tennessee, Arkansas, Mississippi, Indiana, Louisiana

Presenting an unequaled territory for diversified industries, and pos essing

**Fine Sites for New Mills**
**Best of Freight Facilities—Coal Fields**
**Close Proximity to Distributing Centers**
**Intelligent Help of all Kinds**
**Many Kinds of Raw Material**

To sound industries, substantial inducements will be given by many of the places concisely described in the pamphlet "100 Cities and Towns Wanting Industries." Write for a copy. Nearly all kinds of Industries are wanted. Very liberal inducements are offered **TEXTILE INDUSTRIES** in the South by a number of good places. GEORGE C. POWER, Industrial Commissioner I. C. R. R. Co., Chicago.

REGISTERED GANDY'S PATENT TRADE MARK
BEST MAIN DRIVE. GUARANTEED.
GANDY'S AMERICAN COTTON BELTING

Sole Canadian Agents :-: Prices Reduced.
WATEROUS, BRANTFORD, CANADA.

CHARLES F. CLARK, President. JARED CHITTENDEN, Treasurer.
ESTABLISHED 1849.

## THE BRADSTREET MERCANTILE AGENCY

*THE BRADSTREET COMPANY, Proprietors*

**346 & 348 Broadway, NEW YORK.**

Offices in the principal cities of the United States, Canada, the European Continent, Australia, and in London, England.

The Bradstreet Company is the oldest, and, financially, the strongest organization of its kind—working in one interest and under one management—with wider ramifications, with more capital invested in the business, and it expends more money every year for the collection and dissemination of information than any similar institution in the world.

TORONTO OFFICES:
*McKinnon Bldg., Cor. Jordan & Melinda Sts.*
THOS. C. IRVING, Superintendent.

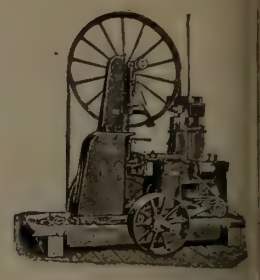
## THE PARK, BLACKWELL CO.
LIMITED

## Pork and Beef Packers
## Wholesale Provisions

—TORONTO

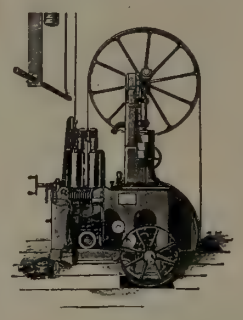
Orders solicited for Pork and Beef Products, Butter, Cheese, Lard, Dried and Evaporated Apples, White Beans, etc., at close quotations.

# Band Re-Saws



## 50 SAGINAWS
In SAW MILLS

If you want a Band Re-Saw for **Any Purpose,** write to Headquarters:



W. B. MERSHON & CO.

SAGINAW - MICH.

WRITE FOR A COPY TO-DAY

Our 1899 Edition—8 Tons of Books

## "Saw-Fitting Machinery and Tools"
A Treatise on the Care of Saws

For Mill and Factory Managers, Superintendents, Foremen and Saw Filers.

Contents—290 Pages. Weight—1 1-4 Pounds.

Illustrations—Between 100 and 200 Saw-Fitting Appliances for Bands, Gangs, Circulars and Re-Saws.

Postage—For the Edition, $1,200.

If you see this Ad. tell us where you saw it when you write us, and write us when you see it. Always—

## BALDWIN, TUTHILL & BOLTON
GRAND RAPIDS, MICH., U.S.A.

For Saw-Fitting Equipment

Please mention the CANADA LUMBERMAN when answering Advertisements.

TO BELT USERS:

Try Our . .

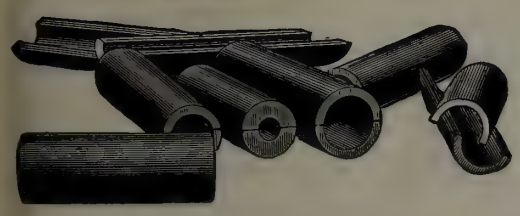
BRANCHES:
TORONTO, 69 Bay St 'Phone 374.
OTTAWA, Spark St.
GALT, Imperial Blk. 'Phone 134.

GENUINE **ENGLISH OAK-TANNED BELTING**

**Lancashire Hair Belting**

D. K. McLAREN, Victoria Square, MONTREAL

odge Patent Independence Wood Split Pulley with Patent Standardized Bushing System.



# Dodge Pulleys

are now the recognized 'STANDARD' the world over.

We make them for Saw Mill Work

Much handier, can be got quicker, and Cost Less than any other Pulley made.

Every Pulley Guaranteed.

SEND FOR CATALOGUE.

. . . SOLE MANUFACTURERS. . . .

**DODGE MANUFACTURING CO. of Toronto, Limited**

WORKS: Toronto Junction. OFFICES: 74 York Street, Toronto, Ont.

# MAKING AXES

## For 55 Years

has given us a knowledge of the trade unequaled by any other makers. We also manufacture

**Cant-Hooks,**
**Peavies,**
**Skidding Tongs,**

and all other tools required in the LUMBERING TRADE.

Write for Catalogues and Quotations.

**James Warnock & Co.,**
**GALT, ONTARIO.**

To Readers of the "Canada Lumberman" for April, 1899:

*I have much pleasure in announcing the near readiness of a complete new Illuminated Catalogue of*

*"LEFFEL"*
*"VULCAN"* } *TURBINES*
*"PERFECTION"*

*"LANE IMPROVED"*
*LEVER-SET CIRCULAR*
*SAW MILLS, &c., &c.*

*to secure a copy of which exacts only a moment of your time and the price of a post card.*

*Pending the arrival of the Catalogue it may interest you to know that those goods* **maintain an envied reputation** *with users of water power and lumber manufacturers; that there are* **more of them in use than of any other kind**; *that notwithstanding the increasing demand and the tendency to increased cost in all manufactured goods,* **the prices** *of these products* **have not been advanced**; *and that there is enough material in Canada and other countries to fill all orders taken during the present month at* **present prices.**

*Yours truly,*

**MINOR SPECIALTIES:**

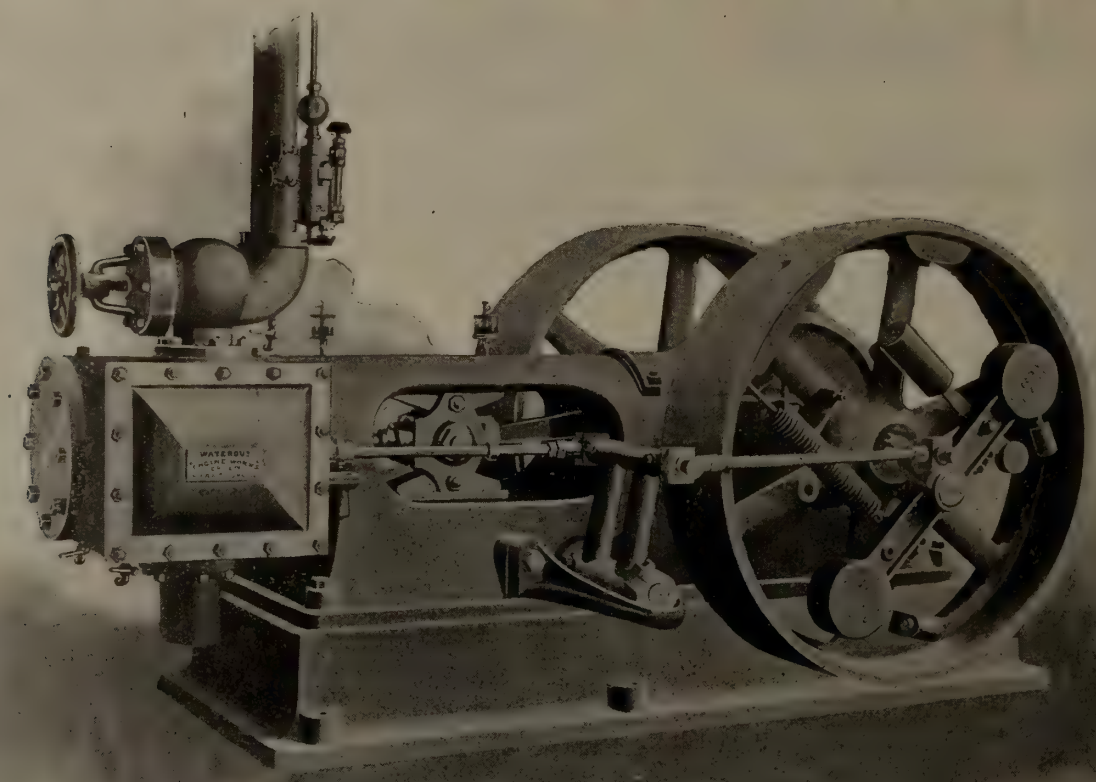
Hand-Fed and Automatic Shingle and Heading Machines, Gears, Pulleys, Shafting, &c.

# Madison Williams

Successor to PAXTON, TATE & CO. - PORT PERRY, ONT.

LAURIE ENGINE CO., Agents, 321 St. James St., Montreal.

# THE McEwan High Speed Automatic Engine



which we are just placing on the market, has been a most pronounced success in the States. We are in close touch with the patentees and produce a fac-simile of the American Engine.

Engines can be shown in operation at our factory, and Canadian references furnished.

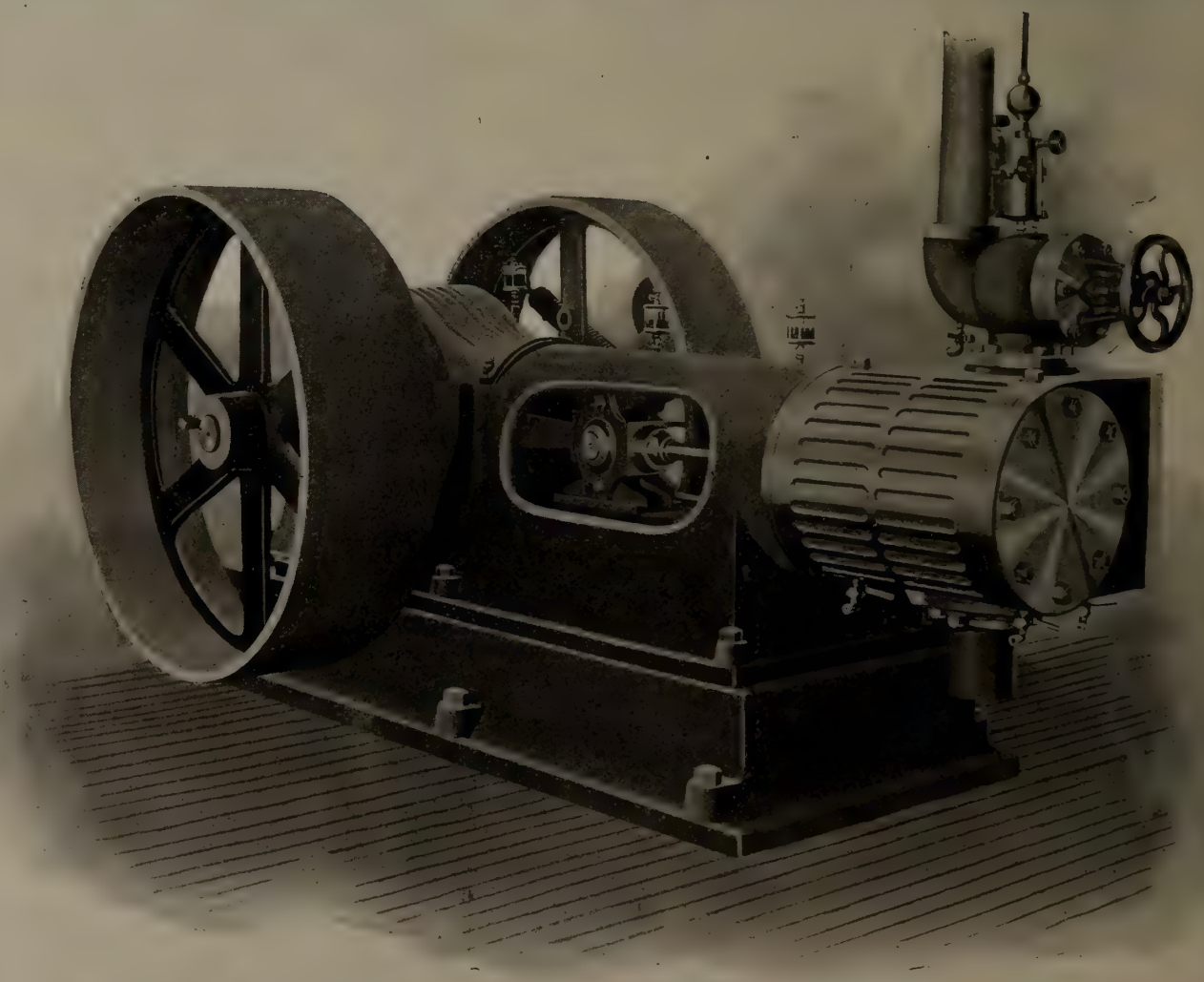
## The Heaviest and Most Substantial High Speed Automatic Built

### Our Guarantee

"The Engine shall not run one revolution slower when fully loaded than when running empty, and a reduction of boiler pressure from the greatest to that necessary to do the work will not reduce the speed of Engine one revolution."

Any Engine failing to meet this guarantee becomes the property of the purchaser upon payment of one dollar.

The Governor is most sensitive—the arm is hung on tempered steel roller bearing.



**Waterous Engine Works Co., BRANTFORD, CANADA**

McEachren's

# PROGRESSIVE LUMBER DRY KILN

Our Heaters and Fans are Economical with Steam and Power, are **Safe as a Fire Risk.** Plans and specifications furnished with each apparatus. . . . . .

Write for Prices and Particulars to

## McEACHREN HEATING & VENTILATING CO. - GALT, ONT.

## THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office : TORONTO, ONT.

Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

# Electrical Machinery and Apparatus

. . . FOR . . .

**LIGHT and POWER**

SPECIAL ATTENTION GIVEN TO

**LONG DISTANCE TRANSMISSION OF ELECTRICITY**

FOR LIGHT AND POWER

ALSO FOR

## ELECTRIC PLANTS FOR MILLS

**Distant water powers utilized and Mills lighted and operated safely.**

CORRESPONDENCE SOLICITED.

## *Warning . . . . .*

The "Standard" is the Dry Kiln that will best meet your requirements. No use investigating this statement after you buy another Kiln. It will be too late then. Now's the time. Our new Catalog No 45, tells all about . . . . . .

## THE STANDARD DRY KILN

How it is built; how it works; why it is the cheapest Kiln to buy; all about it. Your name on a postal card will get it . . . . . .

THE DRY KILN THAT DOES NOT Disappoint

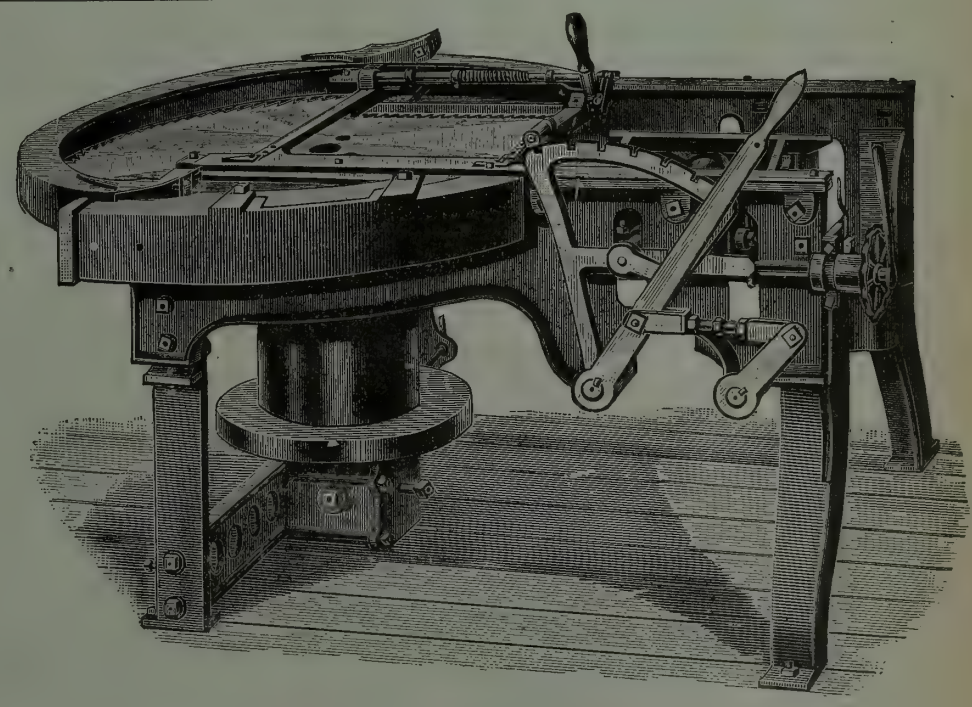
## THE STANDARD DRY KILN CO., INDIANAPOLIS, IND.

# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON · ONTARIO

Manufacture

- Band Saw Mills
- Gang Saw Mills
- Circular Saw Mills
- Portable Saw Mills
- Shingle Mills
- Lath Mills
- Saw Filers, and all of F. J. Drake's Patents



DAUNTLESS SHINGLE AND HEADING MACHINE.

Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter. Capacity 25,000 to 50,000 per day.

**Our Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.**

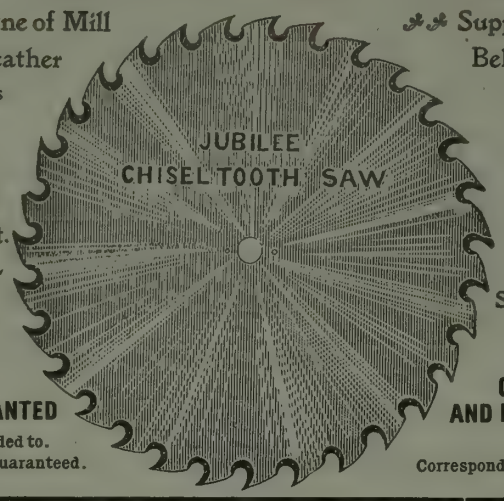
CORRESPONDENCE SOLICITED

# THE JAMES ROBERTSON CO., Limited.

Manufacturers of..... Saws of All Description

A Full Line of Mill Rubber and Leather Metal, &c., always

Supplies, including Belting, Babbit carried in stock.




Head Office: 144 William St. MONTREAL

Factories at MONTREAL, TORONTO, and ST. JOHN, N.B.

ALL OUR SAWS FULLY WARRANTED
Orders promptly attended to. Satisfaction Guaranteed.

CIRCULAR, GANG AND MILL SAWS A SPECIALTY
Correspondence Solicited.

# SUPPLIES
OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

# RICE LEWIS & SON
(LIMITED)
Cor. King and Victoria Sts. - TORONTO

# Galt Machine Knife Works

**MACHINE KNIVES** OF EVERY DESCRIPTION
FOR **Woodworking Machines**
...Send for Price List...
PETER HAY - - - - - Galt, Ont.

# Notice to Millmen

THE OXFORD FOUNDRY & MACHINE CO., Oxford, N. S., have rebuilt, and are better prepared to give satisfaction, and would solicit a share of the public's patronage.

We manufacture all kinds MILL MACHINERY also TRAMWAY OUTFITS.

7 3 10

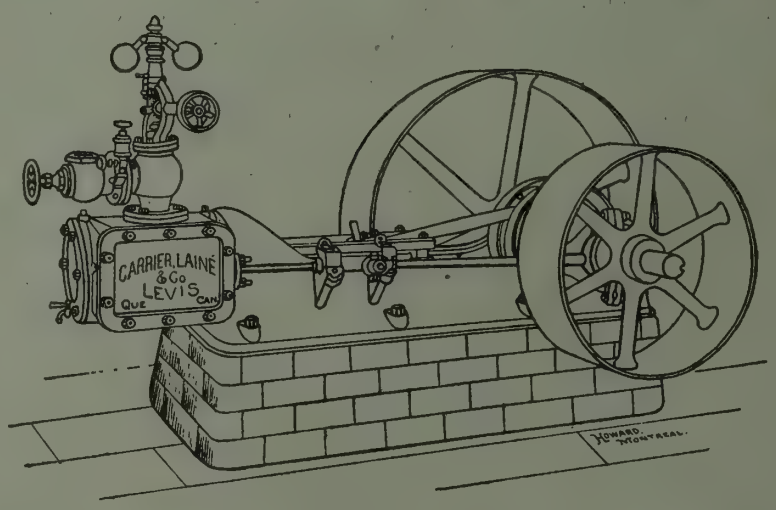
# "DEAD EASY"

But if that "3" represents Middlemen's commission on the Machinery you buy, you had better make a change and deal at headquarters.

No better Mill Machinery is made in Canada or elsewhere than that supplied "DIRECT" from our Machine Shops.

## Portable and Stationary Engines and Boilers

CIRCULAR SAW MILL PLANTS
GANG AND BAND SAW MILLS
SHINGLE MILLS, LATH MILLS
EDGERS,
PLANERS and
BUTTERS




Modern Patterns in Every Line.

Tools, Belting and Supplies.

We are equipped to build any special machine you may require.

IF YOU HAVE PLANT TO EXCHANGE GET OUR ESTIMATES

# CARRIER, LAINE & CO.,
LEVIS, QUE.

USE THE FAMOUS .. **PINK LUMBERING TOOLS**
Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks
Cant Hook Handles, Peavy Handles } By Car Load or Dozen
Pike Poles, Skidding Tongs, Boom Chains
Lowest Prices ◎ THOMAS PINK ◎ PEMBROKE, ONT.

# THE CANADA LUMBERMAN

WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XX. NUMBER 4. | TORONTO, CANADA, APRIL, 1899 | TERMS, $1.00 PER YEAR. SINGLE COPIES, 10 CENTS.



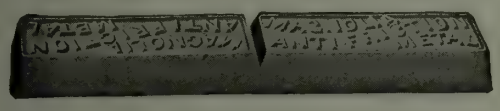
## MAGNOLIA METAL

In Use by All the Leading Governments

BEST ANTI-FRICTION METAL FOR ALL MACHINERY BEARINGS.

### BEWARE OF IMITATIONS

Genuine Magnolia Metal is made up in bars, of which this is a fac-simile :



The Name and Trade Mark appear on each box and bar, and besides this the words "Manufactured in U S.," and "Patented June 3, 1890," are stamped on the under side of each bar.

**MAGNOLIA METAL CO.**

Owners and Sole Manufacturers 266 and 267 West Street, NEW YORK

Canadian Office, 318 St. Paul Street, Montreal, Que.

Chicago Office, Fisher Building, 281 Dearborn St. London Office, No. 49 Queen Victoria Street, London, E. C.

FOR SALE BY ALL DEALERS

## Ottawa Saw Works Co.

Middle Street - OTTAWA, ONT.

"SANDVIK" SWEDISH STEEL.

We Manufacture

HIGHEST GRADE BAND SAWS

MADE FROM

Triple Refined Swedish Steel

.... IMPORTED DIRECT. ....

WE HAVE THE SOLE RIGHT FOR THE

Dominion of Canada

CORRESPONDENCE SOLICITED.

OIL TEMPERED

## MOORE STEAM PUMP

For Stationary, Traction and Marine Boilers.

High and Low or Special Duty.

Send for Illustrated Catalogue.

DARLING BROTHERS

Reliance Works - MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.

Frank Darling, Agent, Nelson, B. C.

LUMBERMAN'S

## VEST-POCKET INSPECTION BOOK

Compiled by the Publishers of the CANADA LUMBERMAN.

Containing rules for the inspection of Pine and Hardwood Lumber in the leading markets of Canada and the United States, embracing also many useful tables and calculations of every-day service to lumbermen.

Sent, postage paid to any address in Canada on receipt of four three cent stamps, or to any part of the United States on receipt of twelve cents.

ADDRESS

THE CANADA LUMBERMAN, TORONTO, CAN.

## JAMES W. WOODS

Manufacturer of LUMBERMEN'S SUPPLIES

Tents, Awnings, Tarpaulins, Sails, Etc., Overhauls, Top Shirts, Pants, all kinds of Underwear, Sox, Mitts, Moccasins.

75 QUEEN ST. - OTTAWA, ONT.

Tent Factory: 19 Elgin St., OTTAWA.

ALL ORDERS CAN BE EXECUTED ON THEIR RECEIPT.

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING .... AND LACE LEATHER

Danville, Que.

## RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.

JOHN J. GARTSHORE,
49 Front St. West, Toronto.

MANUFACTURERS OF

# HIGH GRADE CIRCULAR AND LONG SAWS

Sole Makers of

## The "Burns" Patent Handle

Patented June 26th, 1893.

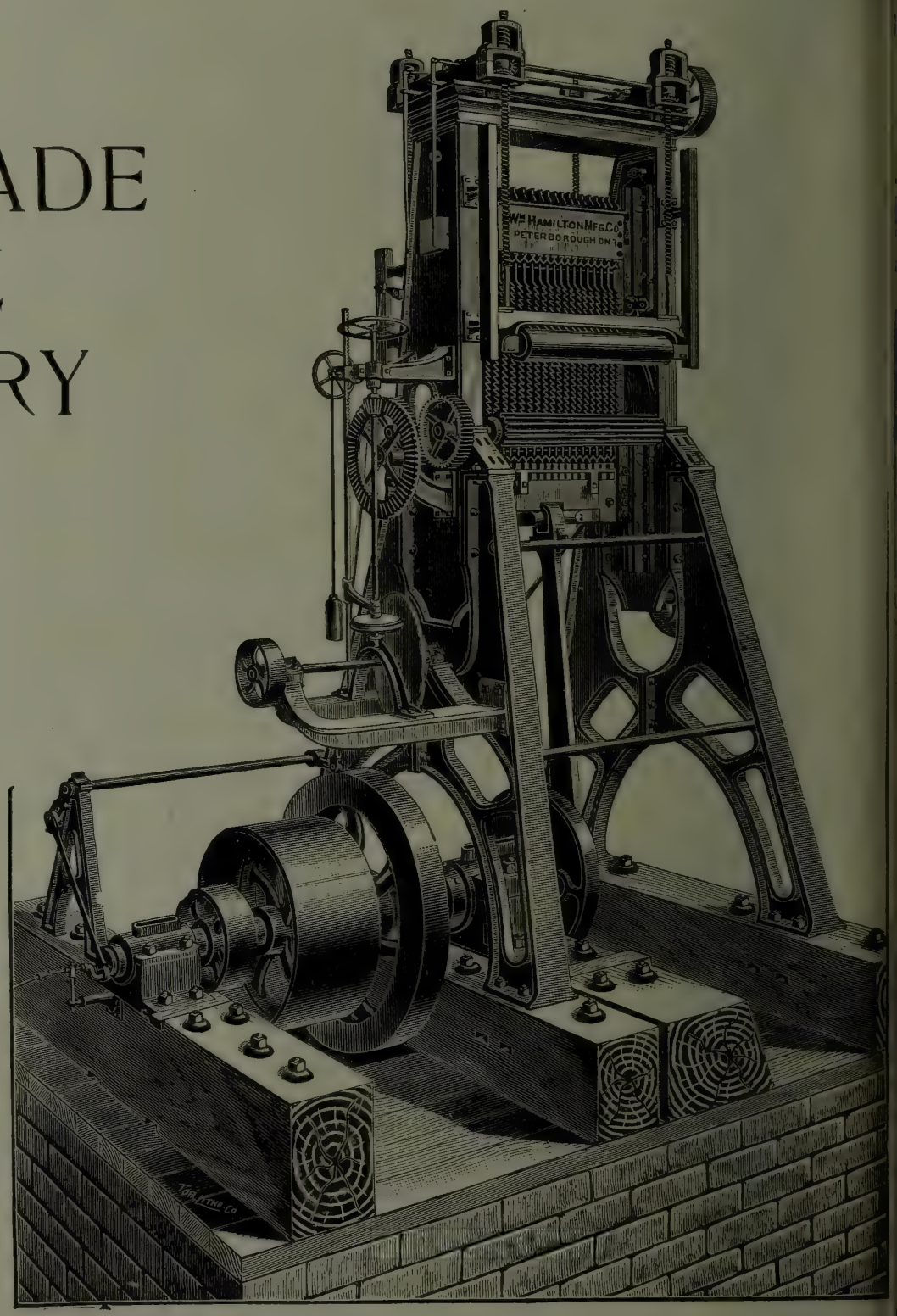
POSITIVELY THE STRONGEST AND MOST EASILY ADJUSTED HANDLE MADE

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a
Complete Line of

HIGH GRADE
SAW-MILL
MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

We are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Limited

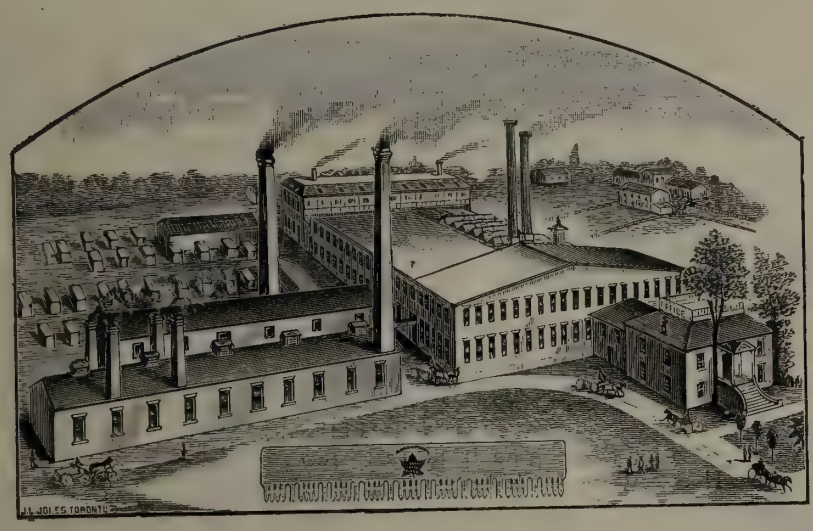
**Branch Office: VANCOUVER, B.C.** **PETERBOROUGH, ONT.**

# THE MAPLE LEAF SAW WORKS

# Shurly & Dietrich GALT, ONT.

Manufacturers of

**CIRCULAR SAWS**
**GANG SAWS**
**MILL SAWS**
**BAND SAWS**
**CROSS-CUT SAWS**



Manufacturers of

**HAND SAWS**
**BUCK SAWS**
**PLASTERING TROWELS**
**BUTCHER SAWS**
**STRAW KNIVES, &c.**

**GROUND THIN ON BACK**

Save Labor — Save Gumming
Save Time — Save Files

## This Saw Stands Without a Rival

AND IS THE

**FASTEST CUTTING SAW IN THE WORLD!**

Its Superiority consists in its Excellent Temper. It is made of "Razor Steel," which is the finest ever used in the manufacture of Saws. We have the sole control of this steel. It is tempered by our secret process, which process gives a keener cutting edge and a toughness to the steel which no other process can approach.

## Maple Leaf Saw Set

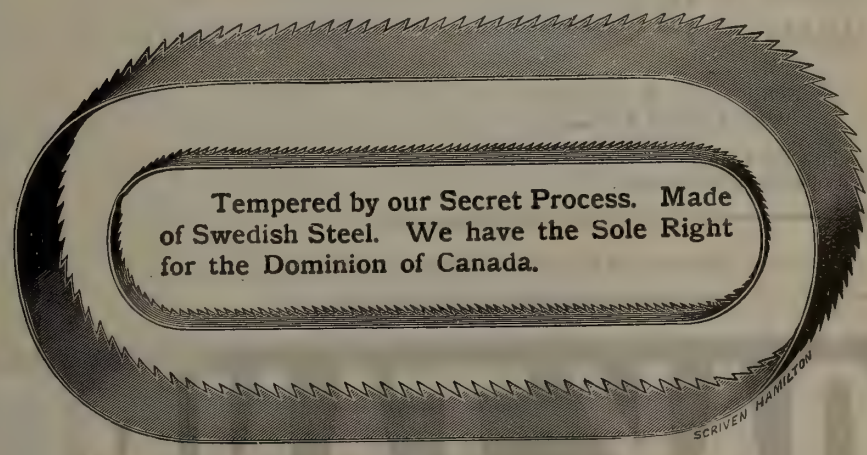
MANUFACTURED BY

**SHURLY & DIETRICH, Galt, Ont.**

**Directions.**—Place the set on the point of tooth, as shown in the accompanying cut, and strike a very light blow with a tack hammer. If you require more set, file the tooth with more bevel.

If you follow directions you cannot make a mistake. Be sure and not strike too hard a blow, and it will set the hardest saw. **On receipt of 40 cents we will send one by mail.**

We are the only manufacturers in the world who export Saws in large quantities to the United States.




We Manufacture

# HIGH GRADE BAND SAWS

of All Widths and Lengths.

These Saws are made of Refined Swedish Steel imported direct, and tempered by our Secret Process; for Fine Finish and Temper are not excelled.

# Pumps "FOR ALL DUTIES"

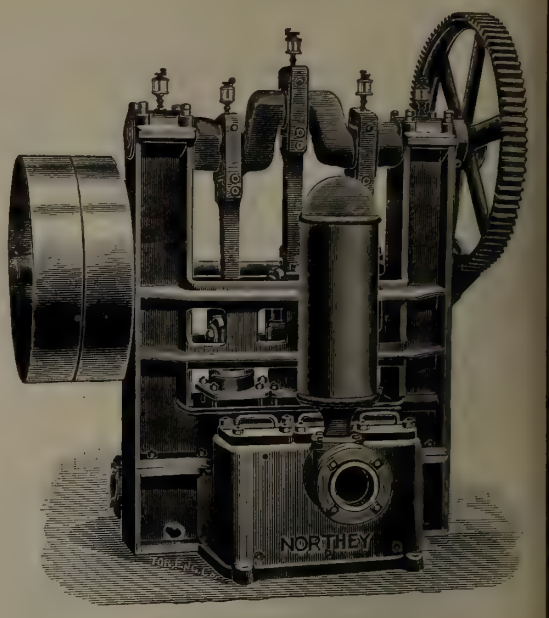
**STEAM OR POWER**

All Types and Sizes

The Laurentide Pulp Co., of Grand Mere, Que., one of the largest Pulp Mills on this Continent, use our

STUFF PUMPS, SUCTION PUMPS, BOILER FEEDS AND CENTRIFUGAL PUMPS

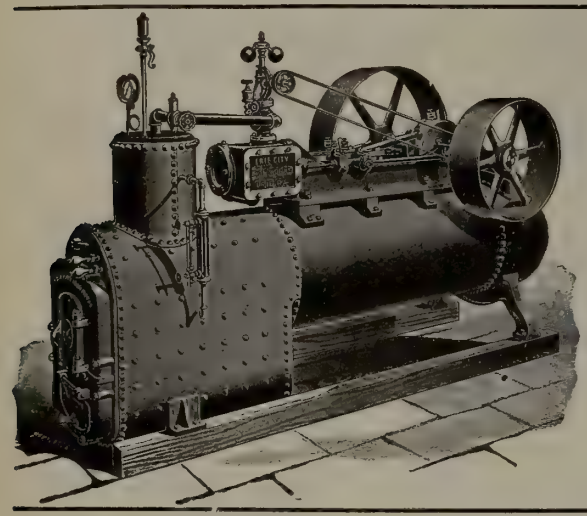
The same remarks apply to the Riordan Paper Mills Co., Hawkesbury, Ont., the E. B. Eddy Co., Hull, Que., and also to other extensive mills in Canada.




TRIPLEX POWER PUMP.

**Send for Catalogue**

## NORTHEY MFG. CO., Limited, Toronto

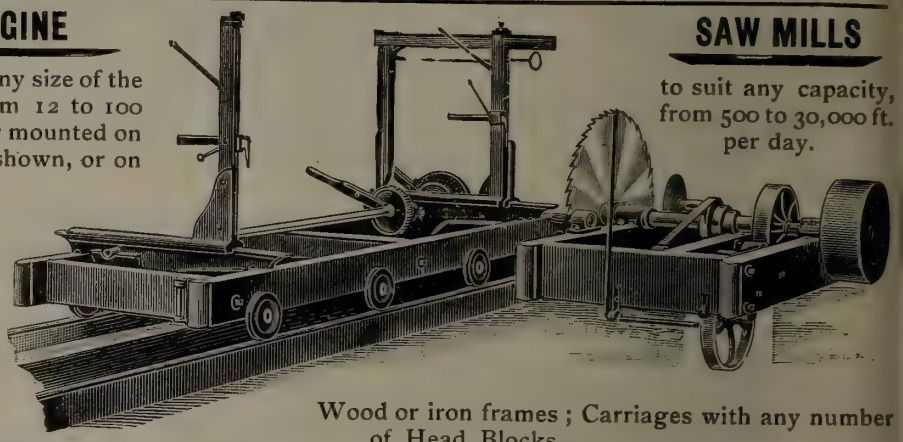


**PORTABLE ENGINE**

We can furnish you any size of the above style Engine from 12 to 100 H.P., either on Skids or mounted on wheels with Engine as shown, or on separate Frame.

• • •

Also Engines, Boilers, Double Edgers, Trimmers, Top Saw Rigs, Log Jacks, Niggers, Shafting, Pulleys, Gears, Saws, etc. We can save you money. Let us quote you prices. Catalogues free.



**SAW MILLS**

to suit any capacity, from 500 to 30,000 ft. per day.

Wood or iron frames ; Carriages with any number of Head Blocks.

**ROBT. BELL, JR., Box 35, HENSALL, ONT.**

## DICK'S ORIGINAL BELTINGS

Enormous Transmission • No Seams or Joints

TRADE DICK'S ORIGINAL BALATA GUTTA PERCHA & CANVAS BELTING MARK

Not Affected by Dampness and No Stretching

SOLE AGENT: J. S. YOUNG

This is the Only Genuine and Original Balata Belt offered on the market.

15 Hospital Street MONTREAL

Try the "Wanted and For Sale" Department of the Weekly Edition.

# OAK TANNED BELTING

TORONTO
20 FRONT ST EAST
TELEPHONE 475

THE J.C.McLAREN BELTING Co MONTREAL

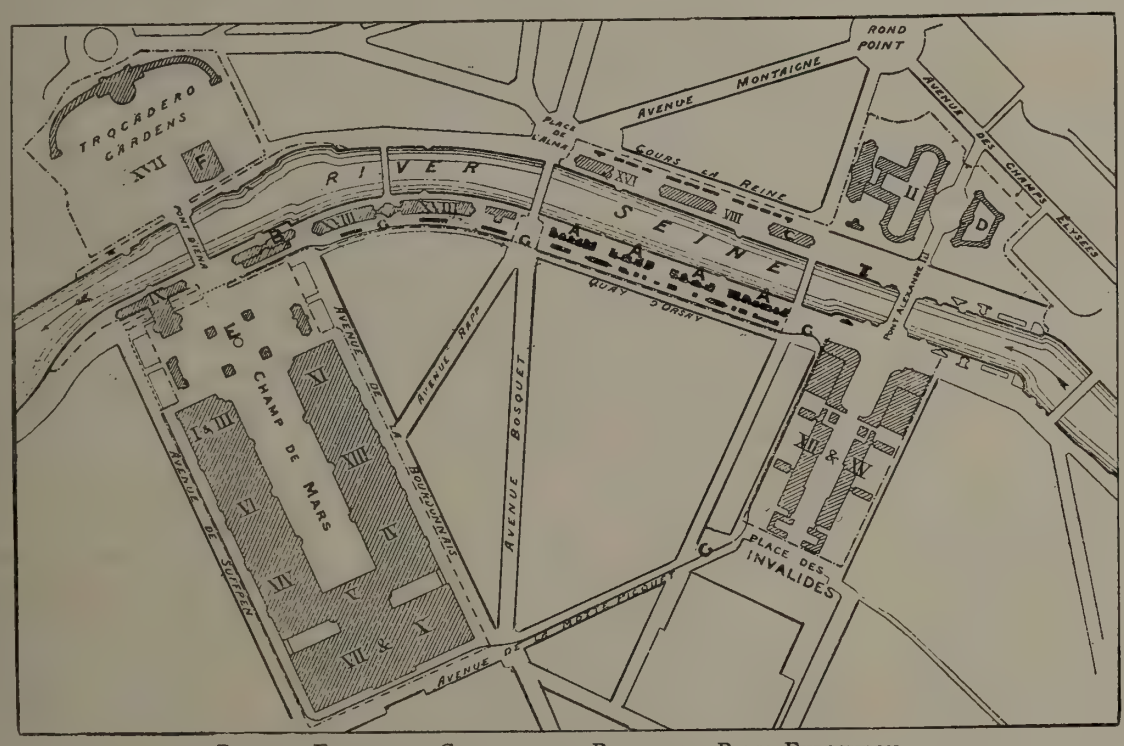
# THE CANADA LUMBERMAN

VOLUME XX. NUMBER 4. | TORONTO, CANADA, APRIL, 1899 | TERMS, $1.00 PER YEAR. SINGLE COPIES, 10 CENTS.

## REGULATIONS OF THE PARIS EXPOSITION.

The Canadian Commission for the Paris Exposition of 1900 have issued a booklet giving regulations, classification of exhibits, and general information for intending exhibitors. The accompanying plan, which is herewith reproduced, shows the arrangement of the Exhibition grounds and buildings, and will no doubt be found of interest. The Exhibition will open on the 15th of April and close on the 5th of November. The Colonial building will be situated on the Trocadero grounds overlooking the Champs de Mars, not far from the Great Eiffel tower, and will cover 36,000 square feet, of which 27,100 feet has been allotted to Canada.

Forms of application for space must be returned to the Canadian Commission, Department of Agriculture, Ottawa, not later than June 1st, 1899. It is the desire of the Commission to secure the best possible exhibit of Canadian goods, and there will be no charge to exhibitors for space. Accepted exhibits from Quebec, Ontario and the west must be delivered at the exhibitor's expense at Montreal or Quebec not later than November 1st, 1899, and exhibits from the Maritime provinces at Halifax, N. S., not later than November 15th. These will be shipped to Paris by the Commission free of charge. Exhibitors are expected to dispose, in Paris, of their exhibits when these have a commercial value, as only valuable collections of objects of special character will be granted free return transportation. The exhibits are divided into eighteen groups, which are again subdivided into numerous classes. The Forestry exhibit is placed in Group nine, which includes forest, sport, fishing and gathering wild crops. There are two sub-divisions relating to forestry, and numbered classes 49 and 50. Class 49 includes appliances and processes used in forestry, as follows: Collection of seeds; specimens of indigenous or exotic forest products; special implements for gathering, preparing, testing and preserving seeds; drying-houses; implements for nurseries; appliances for tree cultivation and forestry; processes of nursery culture; processes of the cultivation and management of forests; forest topography; forest works, keepers' houses, saw mills, means of removing cut timber, drainage, re-planting; terracing; planting with trees, turfing, etc.; planting for arresting the shifting of dunes.




PLAN OF EXHIBITION GROUNDS AND BUILDINGS—PARIS EXPOSITION.

Class 50 includes products of the cultivation of forests and of forest industries, namely: Specimen of all kinds of forest products; wood for cabinet work and for construction purposes; wrought wood; staves and cask wood; lath wood, wood for dyeing purposes; cork trees; bark for textile purposes; tanning, fragrant, resinous substances, etc.; products of forest industries; turnery, basket work, esparto manufacture; wooden shoes, wood wool, corks, dried woods, charcoal, raw potash, etc.

Group 14 and class 88 includes materials, plant and processes for the manufacture of paper. In this class are placed apparatus and processes for making pulp; mechanical wood pulp, grinding, purifying and drying; chemical wood pulp, semi-chemical pulp, etc.

Group 4 and class 22 includes wood-working plant, such as saws for cutting trees, for cutting up timber with the bark on, for shaping, etc; machines for squaring timber, planing machines, lathes, drilling and slotting machines; machines for making tongues and grooves, tenons and mortices; shaping and copying machines, machine fittings; machine and hand tools specially used in wood-working; machine tools which do not come under any special classification.

---

A curious instance of dwarfism in pines is recorded by C. E. Bessey, of the University of Nebraska, who states that on Green Mountain, near Boulder, Col., he found in a crevice of the rock at the summit a pine tree less than 3 inches high and 1/5 inch in diameter. It had no branches, and bore a single tuft of needles at the top. Nevertheless, it showed 25 distinct annual rings, making it presumably 25 years of age.

## THE NOVA SCOTIA LUMBER COMPANY.

The Nova Scotia Lumber Company, whose office and mills are at Sherbrooke, N.S., is about the largest operator east of Halifax. Over one year ago their saw mill was burned, and during last winter they rebuilt, and have now a very finely equipped plant for the manufacture of lumber, everything except the boilers (which were good and not injured by the fire) being new and up-to-date, thus enabling them to manufacture a greater quantity of lumber at less cost than under the conditions previously existing. The engine is a 350 h.p. Brown automatic cut-off, supplied from four large boilers about 50 feet long. The mill contains one live gang, i.e., for sawing the log in the round without first slabbing, a circular saw rig, patent edger, and the necessary trimmers, picket and lath machines and planer and matcher. The sawdust, bark and mill refuse are taken by a chain about 400 feet away from mill, where it is burned. This chain is arranged and carried through the mill so that the refuse from any part of the mill can be delivered to it directly from the different machines, in this way saving labor and keeping all parts of the mill clean. The capacity of the gang is above the average mill. On August 4th it cut 105,640 superficial feet in nine hours, and on September 13th 58,025 feet was sawn in the afternoon. The circular has a capacity of 30,000 superficial feet per day, and lath machine from 50,000 to 60,000 pieces.

The company had some 5,000,000 feet of logs held over from last year, and their output in the winter of 1897 was about 10,000,000 feet, which gave them a fine stock, but owing to the depressed markets for spruce lumber they only sawed last season about 12,000,000 feet, preferring to hold some stock for early spring sawing. They employ in the neighborhood of 100 men in their mill and yards. Equipped as they are with gang and circular, they can saw deals, timber, planks and boards to any specification. This year they have sawn principally English deals.

The company own extensive limits of the very best spruce on the St. Mary's river and its tributaries. They also own some fine hardwood timber, which eventually, if not in the near future, will be very valuable. In addition to the limits referred to, the company own a large limit at Economy and have large interests in Cumberland county, near Shulee, which they are not operating at present.

The company is composed of financially strong men, and some of them are the most practical and successful lumbermen in the eastern provinces. John W. Seaman is the manager and G. K. Prescott assistant. Hon. W. T. Pipes and Dr. Hewson, of Amherst, John Gillespie, manager of Prescott, Gillespie & Co, Shulee, and Job Seaman, Barronsfield, are members of the company.

Sherbrooke is about 140 miles east of Halifax, and very prettily situated, 6 miles up the St. Mary's river. The nearest railway station is Antigonish, 40 miles distant.

---

## IT IS GOOD VALUE.

Mr. John Stanford, of Chester, Nova Scotia, writes regarding the CANADA LUMBERMAN: "The weekly number is worth the amount to any one in the business."

## UNIFORM INSPECTION RULES FOR LUMBER.

OPINIONS ON THE SUBJECT FROM SEVERAL MEMBERS OF THE TRADE.—THE ADVANTAGES OF STANDARD RULES GENERALLY ADMITTED. — DIFFICULTIES OF THEIR ADOPTION ENUMERATED.

WITH the object of learning the views of the lumbermen of Ontario on the subject of adopting uniform rules for the inspection and grading of pine and hardwood lumber, letters of enquiry were forwarded by the publishers of this journal to several members of the trade. The questions asked therein were as follows :

1. Do you consider that the adoption of standard inspection rules would be in the interest of the lumber trade of Ontario ?

2. In what way, if any, has the absence of such rules been a disadvantage to the lumber trade in the past ?

3. Could rules be compiled which would serve all sections of the province, and apply to export as well as domestic trade ? If not, why ?

4. How, in your opinion, could the adoption of uniform rules best be acccomplished ?

5. Would you be willing to co-operate in a movement to secure standard rules?

Below will be found the answers received up to the time of going to press :

MICKLE, DYMENT & SON, Barrie : " 1. Yes. 2. Disputing qualities has given lumbermen considerable trouble. 3. We think it could be done, because then lumber would be sold according to the inspection. 4. By the Lumbermen's Association taking it up and agreeing upon the qualities. 5. Yes. "

H. CARGILL & SON, Cargill : " We would not join in a movement to secure standard rules and inspection of lumber for the Province of Ontario. Every lumberman has his own method of manufacturing and selecting his own lumber, and fixes his prices according to the quality of lumber thus selected. "

R. LAIDLAW & CO., Toronto : " It is certainly very desirable to have uniform rules for the inspection of all kinds of lumber. We are given to understand that at a meeting of the Lumbermen's Association held a short time ago, a committee was appointed to prepare rules of inspection and present them to the Board. "

THE RATHBUN COMPANY, Deseronto : " We heartily approve of bringing the rules governing the inspection of hardwood to the same standard as those existing in the United States ; in fact, we think the national rules in the United States for governing the inspection of hardwood lumber should be adopted by Canadian lumbermen. "

WHALEY LUMBER CO., Huntsville : " 1. We think standard inspection rules would be a benefit. 2. In so much difference of opinion as to goods. 3. If we had established inspection rules, foreign countries would buy according to the Canadian inspection. 4. Compare the market with the kind of lumber we produce and make the rules statutory. 5. Yes.

J. & T. CONLON, Thorold : " We are not much interested in the question, as we do not sell our lumber in cargo lots at the mill, and generally log run, the buyer doing the grading himself. Would say, however, that we would like to see a system in this country of definite uniform grades of lumber, as it would avoid many misunderstandidgs, and we hope that action will be taken in the matter."

KEENAN BROS., Owen Sound : " 1. Yes. 2. Because the quality should govern the price, and in the past each dealer and mill man, when shipping, has had to agree on the grade between themselves, instead of referring to a standard authority that both should be bound to abide by. 3. Yes ; there should be no trouble in the Province, and we could make sales as per provincial inspection, instead of having to agree on rules enforced at destination. 4. Only by the co-operation of mill men and dealers, who would both have to abide by the rules. 5. Yes. "

W. J. SHEPPARD, manager Georgian Bay Lumber Co. : " We do not consider that it is possible to adopt a standard of inspection that could be carried out by all the various lumbermen in Ontario, for the reason that we do not believe there are any two lumbermen at the present time who inspect their lumber the same. In many cases they have separate and distinct markets to supply. The grading called by the same name in one section would not at all suit the demands of another section. In buying lumber in this country, the grades shown, and the prices asked, are taken into consideration before the purchase is made. Under the circumstances, we therefore think that uniform rules could not be adopted at the present time. "

C. BECK MFG. CO., Penetanguishene : " A national rule for inspection is much needed, as up to the present time nearly everyone has had an inspection of his own, and the buyer does not know what he is buying unless he sees the lumber himself. I brought this matter up at the Lumbermen's meeting some time ago, to have a uniform inspection and grades of lumber. Mr. Toner, of Collingwood, was instructed to work out a scheme for different grades of lumber. In the North-west they have uniform inspection rules, and I sent Mr. Toner a copy of their rules to help him in his work. If national inspection rules could be made for both Canada and the United States, it would be much better, and I would be greatly in favor of it. "

LONDON LUMBER CO., London : " We are most anxious that some definite steps should be taken to put the lumber business on a proper footing. Our trade is in hardwood lumber altogether, and we are of the opinion that if the United States adopt a national rule of inspection, as proposed, that Canada should adopt a standard Canadian rule of inspection. Of course, if such a rule were adopted the quality of the products of the Canadian forests would have to be taken into consideration, and, we believe, this would apply to pine as well as hardwoods. A rule of this kind could only be adopted by co-operation. By co-operating, an act of legislature could likely be put upon the statute book. We are in favor of provincial rules of inspection, and would like to see the rules the same for the domestic trade as well as the export trade. The forests of the United States are thinning out proportionately as fast as they are in this country, and it would be an advantage to both countries to have an international inspection rule. We would be willing to co-operate to a certain extent to bring about this result. The most important question that you ask is No. 3, and we are of the opinion that if inspection rules were properly laid down, the export trade would have to take the lumber at our inspection. At the present time the business is frightfully hampered for the want of a uniform rule of inspection on the other side. Our experience is that no two houses inspect alike."

PICKARD & ROWAN, Owen Sound : " As we handle hardwoods almost exclusively, our remarks must be confined to such timber as goes under the head of hardwood lumber. We believe that so long as mill-men have their lumber go to the consumer through dealers, there is an absolute necessity for rules to go by in the buying and selling of such stock, and we do not see any reason why a uniform standard of rules would not be an advantage to all concerned. The absence of standard inspection rules have, we believe, been felt most by dealers, rather than by manufacturers, as they have frequently to sell lumber named as a certain standard, in an American market, and buy it on a Canadian market, where the standard of the same name means quite a different grade of lumber; hence, when the stock that is bought on a Canadian rules of inspection arrives at its destination, there is frequently trouble. Then there is delay in getting a settlement, sometimes expense in going to arrange same, generally a compromise, and very often a straining of business good feeling. Of course, the manufacturer has to bear a part, at least, of this expense, indirectly anyway, as the dealer has always to count on having more or less of these experiences, so long as the present conditions exist. We do not see any reason why a standard of rules could not be compiled that would be satisfactory to all sections of the province, but our experience is quite circumscribed in this respect. In reference to question 4, it is our opinion that so long as lumber is sold, bought and inspected by men, and not by machines, there will not be rules that will be strictly observed by buyer and seller. Mill-men might as well try to establish uniform rules in buying logs, and if there is any one thing on this green earth that cannot be done, it is this. If there is any project brought to our notice that we think has a chance of securing a uniform standard of rules, we would be willing to co-operate with its promoters in the securing of same. "

THE ORILLIA EXPORT LUMBER COMPANY, Orillia : " 1. Yes, most assuredly it is in the interests of the trade that such rules should be adopted. 2. The particular and most important disadvantage has been in quoting prices by letter. The holder of stock who is satisfied to call a grade by its right name, and make his price accordingly, very often suffers to the gain of he who is willing to sell one thing and supply another. 3. Rules could certainly be made which would serve to govern the trade in this Province as well as all the Provinces, and we see no reason why they could not be made to govern our export trade as well. All that would be required would be that the buyer and seller understand thoroughly that the transaction is based on some certain rules of inspection. 4. By the formation of an Association for the express purpose of making rules governing the inspection, and securing a sufficient number of manufacturers and dealers as members to insure said association sufficient strength to protect its members. It would be also well to have some licensed inspectors, said license to be given after the inspector had qualified a board of examiners. Then, in case of dispute between buyer and seller, one of these inspectors could be called on to make an inspection and make affidavit as to its correctness, when the matter, as far as the quality of the lumber was concerned, could be considered as settled. If the American lumbermen succeed in establishing national rules, it would be well, since we trade so largely with them, that the rules were as nearly like theirs as our surroundings and conditions permit. 5. Yes ; we will be most pleased to do all we can towards establishing such rules, and feel that we cannot get them too soon."

MACPHERSON & SCHELL, Alexandria : " 1. We would decidedly agree to endorse standard inspection rules applying to this country, and if the rules applied to, or corresponded with, the national inspection rules of the United States, so much the better. 2. The absence of inspection rules in Canada has not operated against the Canadian trade generally, nor in any case where the American inspection or New York inspection is understood. In many cases where an order may be placed, (such for instance, as the following : 100,000 ft. of 1sts and 2nds basswood, 7½" wide x 12/16 feet long) if the party selling does not understand the rules, he will find the buyer is entitled to call for every inch of the order absolutely clear, as there are no firsts in the lot, nor can there be, and seconds in this width must be clear. In such cases, unless the mill-man fully knows the inspection rules of New York, he is misled by the term firsts and seconds, and the deal may cause disputes to arise. Well understood inspection rules would prevent this state of affairs. In this connection, however, we would suggest that there should be established some authority of a legislative nature, by which any set of rules would be established upon a higher plane than at present obtains in the trade. 3. We think rules could be compiled to meet the requirements of this question, if our dealers and mill-men would sell only according to such established rules both locally and for export, and in case of export bills make the contract unimpeachable by the buyer, if legislative authority conferred a license upon authorized cullers, who could be asked to inspect shipments and issue certificates. This may be objected to as expensive, and in such cases may result in shippers taking the risks they now must do with no authorized cullers. 5. Yes. "

J. E. MURPHY, Hepworth Station : " While I believe that such legally recognized rules as could be so defined as to be readily and intelligently understood by others, as well as the practically trained lumbermen, would be desirable, particularly to the pine trade, I do not believe that such rules could be readily applied to the hardwood trade. The market requirements in hardwoods are so numerous and so varied that while rules of inspection could be applied in one case, there would be several others in which like rules would not apply. Inspection rules as now adhered to allow so many knots to a board or plank of a certain width in hardwood, and if the number of knots should exceed what the rules call for, the board may be rejected. Now, while knots are as a rule undesirable defects, there are very many uses to which hardwood is put where sound knots do not interfere with the utility of the lumber. I would far quicker reject a piece of clear hardwood with cross-grain than I

would for an extra sound knot or split, if otherwise all right. First and second hardwood rules call for 6" and up wide. Now, what intelligent consumer of hardwood would reject a sound strip of maple three inches wide, when the lumber under inspection is going into a planing mill to be manufactured into flooring. The same thing would apply to soft elm going into a chair factory to be resawed into chair stock. A hardwood saw mill making lumber for the market to be graded first and second, and buying logs in competition with a chair factory in a hardwood locality, or in fact any wood-working industry, could not long continue to be a paying investment for its owner. The tendency now on the part of the hardwood lumber manufacturer is to sell his output mill run. You can scarcely induce a hardwood man to sell his lumber this season common and better, and it is almost impossible to buy firsts and seconds. This is due to the great difficulty in obtaining a market for the lower grades. Of course, I do not wish to be understood as opposed to intelligent rules of grading and inspecting hardwoods for market; in fact, I would be in favor of it. Then let the hardwood men thoroughly understand the rules of grading and put a proper price on their higher grades, which I contend should be high enough to leave the lower grades on the manufacturer's hands at no greater cost than the labor of repiling and caring for the rejects until a market could be obtained. The existence of rules of inspection would be all right for export lumber in hardwoods, and would not prevent our local consumers buying mill run or common or better if it suited their purpose. For years past there has been a lack of sympathy between the price of hardwood lumber and the inspection thereof. I am speaking from personal knowledge of facts. The ruling price for maple, beech, birch and elm for several years past, for New York, Boston, Baltimore and other eastern markets, has been from $12 to $14 per M on cars at point of shipment, according to thickness, New York inspection. Now, I can vouch for the inspection being close and meaning good lumber, but I would not object to that if the price was equally good. No man can afford to put a force of men and teams into a hardwood limit and take out hardwood and sell at such prices without becoming financially involved. When prices of high grade hardwood advance 50 per cent. I will hold up both hands for rules of inspection."

## CONVENTION OF WHOLESALE LUMBER DEALERS.

The seventh annual convention of the National Wholesale Lumber Dealers' Association, which embraces the leading wholesale dealers in the Eastern States, opened in Boston on March 1st. The roll call showed that there were 105 members present, and in addition there was a representation of about 35 from retail dealers' associations. These retail dealers had been invited by the wholesalers to represent their separate associations for the purpose of conferring over subjects of mutual concern to both branches of the business, and, if possible, of creating closer relations between the wholesalers and retailers.

The president of the association, Mr. John N. Scatcherd, of Buffalo, in his opening address, congratulated the members upon the return of prosperity, and upon the fact that a better feeling was manifested between the different branches of the trade. Mr. Eugene F. Perry, Secretary, outlined the work of the past year. He showed the membership on March 1st to be 215, representing a gain of fourteen during the year.

The business transacted at the convention may be divided into three sections—first, the establishing of better relations between the wholesale and retail trade; second, the formulating of a system of discount and time to best serve the lumber trade; third, the adoption of hardwood inspection rules.

In connection with the first question, the Committee on Trade Relations presented a lengthy report which, stated that the creation of the committee had been decided upon on account of representations made by certain wholesale dealers in North Tonawanda, who contended that they had suffered in both volume of trade and percentage of profits by competition from scalpers. The report stated that one great cause of friction between the wholesale and retail associations was the classification of the trade, but this was being gradually overcome by the adoption of a plan of a joint final classification.

The report of the Board of Managers of the Bureau of Information was read by the secretary. It stated that a feature of the year's administration was the inauguration of a special system of reports upon dealers who had contracted the habit of making settlements to suit themselves, ignoring either regular or agreed terms of sale.

The retail dealers, after a conference, submitted a report to the association, which provided that the latter take up and formulate rules to classify the trade into three sections, as follows: 1st, manufacturers; 2nd, wholesale dealers or agents; 3rd, retail dealers or legitimate trade for wholesale dealers to sell to. The report also recommended that the National Wholesale Dealers' Association take up and consider the recognized evils from which both branches of trade are suffering, viz., sales by manufacturers and wholesalers to consumers; sales by brokers, agents and commission men to consumers; sales and quotations by so-called retail dealers to consumers, through agents, and by methods used by the wholesalers in soliciting trade from retailers. The retail dealers pledged themselves to buy their stock, as far as possible, from members of the National Lumber Dealers' Association, and the latter agreed not to sell direct to the consumer. The report submitted by the retail dealers was unanimously adopted.

Mr. Charles Hill, of North Tonawanda, introduced the subject of establishing regular terms of sale, the discussion on which indicated some difference of opinion between the pine and hardwood trade as to the date from which settlements should be dated. It was finally resolved that in the absence of other arrangements between buyer and seller, the terms of sale in the wholesale trade should be as follows: Freight, net cash when lumber is delivered; balance, either 1½ per cent. off for cash within fifteen days from date of invoice, or bankable paper, sixty days from date of invoice.

The Committee on Hardwood Inspection, of which Mr. M. M. Wall, of Buffalo, is chairman, submitted a report recommending the adoption of the inspection rules of the National Hardwood Lumber Association, and the appointment of a committee to confer with that association to secure such modifications as may be necessary to the end that a uniform national inspection be established. These recommendations were unanimously adopted.

The Nominating Committee, consisting of Messrs. E. C. Grant, R. B. Wheeler and Alfred Haines, submitted the names of the following gentlemen to serve as trustees during the ensuing three years: John N. Scatcherd, Buffalo, N.Y.; Robert C. Lippincott, Philadelphia, Pa.; C. M. Smith, North Tonawanda, N.Y.; W. C. McClure, Duluth, Minn.; L. H. Shepherd, Boston, Mass. These gentlemen were elected without opposition.

On Wednesday evening the visiting lumbermen were tendered a banquet at Young's Hotel by the New England Association of Lumbermen, at which there was a large attendance and much brilliant speech-making.

Following the adjournment, the trustees re-elected the board of officers, which is as follows: President, John N. Scatcherd, Buffalo; 1st vice-President, Robert C. Lippincott, Philadelphia; 2nd vice-President, C. H. Bond, Oswego; Treasurer, Frederick W. Cole, New York; Secretary, Eugene F. Perry, New York; General Counsel, John Jay McKelvey, New York.

### WHOLESALE DEALERS REPRESENTED.

The following wholesale firms, who are members of the association, were represented at the convention:

Atlantic Lumber Company, Boston, Mass.
Badger & Winslow, Boston, Mass.
Owen Bearse & Son, Boston, Mass.
C. M. Betts & Co., Philadelphia, Pa.
Boston Lumber Company, Boston, Mass.
Buffalo Hardwood Lumber Company, Buffalo, N.Y.
Buffalo Maple Flooring Company, Buffalo, N.Y.
Briggs & Cooper, Saginaw, Mich.
E. P. Burton & Co., Philadelphia, Pa.
W. R. Butler & Co., Boston, Mass.
E. P. Chapel, New York.
Chequasset Lumber Company, Boston, Mass.
Cleveland Saw Mill & Lumber Co., Cleveland, O.
F. W. Cole, New York.
Crosby & Beckley Company, New Haven, Conn.
R. B. Currier, Springfield, Mass.
Cypress Lumber Company, Boston, Mass.
John E. DuBois, Philadelphia, Pa.
Dwight Lumber Company, Detroit, Mich.
Eddy-Sheldon Company, Bay City, Mich.
C. K. Eddy & Sons, Saginaw, Mich.
Empire Lumber Company, Buffalo, N.Y.
Emporium Lumber Company, Buffalo, N.Y.
L. H. Gage Lumber Company, Providence, R.I.
Haines & Co., Buffalo, N.Y.
E. B. Hallowell & Co., Philadelphia, Pa.
Hall & Munson Company, Bay Mills, Mich.
W. S. Harvey, Philadelphia, Pa.
Jones & Witherbee, Boston, Mass.
B. F. Lamb & Co., Boston, Mass.
Lawrence & Wiggin, Boston, Mass.
Litchfield Bros., Boston, Mass.
R. C. Lippincott, Philadelphia, Pa.
H. M. Loud & Sons, Buffalo, N.Y.
Hugh McLean & Co., Buffalo, N.Y.
Millard Lumber Company, New York.
Montgomery Bros. & Co., Buffalo, N.Y.
Northwestern Lumber Company, Eau Claire, Wis.
Noyes & Sawyer, Buffalo, N.Y.
Ottawa Lumber Company, Ottawa, Ont.
Peart, Nields & McCormick Co., Philadelphia, Pa.
Pease Lumber Company, Springfield, Mass.
Rib River Lumber Company, Toledo, O.
Rice & Lockwood Lumber Company, Springfield, Mass.
Chas. S. Riley & Co., Philadelphia, Pa.
W. H. Sawyer Lumber Company, Tonawanda, N.Y.
Scatcherd & Son, Buffalo, N.Y.
Shepard, Farmer & Co., Boston, Mass.
Shepard & Morse Lumber Company, Boston, Mass.
C. R. Shuttleworth, Buffalo, N.Y.
Smith, Fassett & Co., Tonawanda, N.Y.
E. A. Smith & Co., Providence, R.I.
E. A. Souder & Co., Philadelphia, Pa.
Stetson, Cutler & Co., Boston, Mass.
Swan-Donogh Lumber Co., North Tonawanda, N.Y.
Taylor & Crate, Buffalo, N.Y.
H. M. Tyler Lumber Company, Tonawanda, N.Y.
Underhill & Poole, Buffalo, N.Y.
United Lumber Company, Springfield, Mass.
H. D. Wiggin, Boston, Mass.
White, Rider & Frost, Tonawanda, N.Y.
Wiley, Harker & Co., New York.
R. B. Wheeler & Co., Philadelphia, Pa.
Weston & Bigelow, Boston, Mass.
Euegene F. Perry, New York.
John Jay McKelvey, New York.
E. True Bennett, Hardwood Lumber Company, Memphis, Tenn.

## AN ATTRACTIVE CATALOGUE.

In the illustrated catalogue No. 45, issued by the Standard Dry Kiln Co., of Indianapolis, Indiana, and just to hand, we find much of interest regarding the principle of drying by moist heat, the method which it is claimed is scientifically applied only in the Standard dry kiln. In addition to several illustrations and photographic views, there appear numerous commendatory letters from customers who have given the Standard dry kiln and the steel roller bearing trucks a trial. These include some of the largest woodworking firms in the United States and Canada, including J. A. Sayward, of Victoria, and the Pacific Coast Lumber Co., of New Westminster, B. C.

## PERSONAL.

Mr. John A. Bertram, son of Mr. John Bertram, president of the Collins Inlet Lumber Company, has opened an office as lumber inspector and shipper in the Land Security Chambers, Toronto.

The lumber trade will sympathize with Mr. Wm. Thompson, president of the Longford Lumber Co., in the death of his wife, which took place on March 4th. Mrs. Thompson was but thirty-two years of age.

Mr. S. P. Benjamin, lumber manufacturer, of Wolfville, N. S., returned last month from a three months' business trip to Cuba and other West India islands. Mr. Benjamin looks for increased trade between Canada and these islands.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

PUBLISHED BY

The C. H. Mortimer Publishing Company of Toronto, Limited

CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

**One Copy, Weekly and Monthly, One Year, in advance..... $1.00**
**One Copy, Weekly and Monthly, Six Months, in advance..... .50**

**Foreign Subscriptions, $2.00 a Year.**

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

## FACTS WORTH CONSIDERING.

A FEW years ago mention was rarely made of the fact that lumber was imported into Canada from the United States; the quantity was then of little account. Simultaneously with the settlement of our western country, changed conditions have arisen, and to meet these a re-adjustment of our business relations with the United States is necessary. A duty having been placed upon Canadian lumber imported into the United States, it is proposed to place a similar duty upon lumber and other timber products imported into the Dominion from that country. This fact lends additional interest to the statistics just to hand of the timber exports from the United States for the last fiscal year. It can safely be assumed that the lumber trade of Canada, as well as the general public, underestimate the quantity of wood products of American manufacture that find a market within our borders. The figures given below of the imports for the last fiscal year, as compiled from the Treasury Department statistics, will assist a better understanding:

TIMBER AND UNMANUFACTURED WOOD, SAWED.

| | Feet. | Value. |
|---|---|---|
| Nova Scotia and New Brunswick... | 2,443,000 | $ 28,624 |
| Quebec, Ontario, etc..... | 10,003,000 | 139,523 |
| Total..... | 12,446,000 | $168,147 |

TIMBER AND UNMANUFACTURED WOOD, HEWN.

| | Feet. | Value. |
|---|---|---|
| Nova Scotia and New Brunswick.. | 17,285 | $ 2,530 |
| Quebec, Ontario, etc..... | 2,406,344 | 737,149 |
| Total..... | 2,423,629 | $739,679 |

BOARDS, DEALS AND PLANKS.

| | Feet. | Value. |
|---|---|---|
| Nova Scotia and New Brunswick . | 2,245,000 | $ 40,880 |
| Quebec, Ontario, etc..... | 67,900,000 | 963,263 |
| British Columbia..... | 2,252,000 | 16,714 |
| Total..... | 72,397,000 | $1,020,857 |

JOISTS AND SCANTLING.

| | Feet. | Value |
|---|---|---|
| Nova Scotia and New Brunswick .... | 290,000 | $ 3,115 |
| Quebec, Ontario, etc..... | 7,030,000 | 70,761 |
| Total..... | 7,320,000 | $73,876 |

SHINGLES.

| | | |
|---|---|---|
| Ontario and Quebec ..... | 7,312,000 | $10,250 |
| British Columbia..... | 5,590,000 | 7,365 |
| Total..... | 12,902,000 | $17,615 |

It will be observed that the exports of lumber to Manitoba and the Territories, which last year represented thirty-eight million feet, are not mentioned in the above statistics, although it is possible that they may have been taken into account in conjunction with the products of some of the other provinces. Granting this, we find the total exports to Canada of timber and lumber as shown to be, approximately, ninety-five million feet, having a value of over two million dollars. But it is improbable that these statistics are complete, as government figures of this character do not usually represent accurately that for which they are intended, frequently falling short of the actual total.

That timber products to the value of over two million dollars were freely admitted into Canada in one year, while a duty was exacted on every board going into the United States from Canada, is a fact which cannot become too widely known in this country. We are too apt to regard our importations as an insignificant quantity, and thus in our ignorance to allow the United States to exploit our home market, while at the same time excluding us from theirs. It is of interest to compare the lumber imports of the two countries. As stated above, Canada imported from the United States last year timber and lumber to the value of two million dollars, while in 1896, the last year of free lumber, the United States imported from Canada lumber to the value of between eight and nine million dollars. Since the imposition of the duty, the quantity imported by the United States has been reduced, and were the complete returns for 1898 available, we believe they would show a substantial decrease in comparison with the year 1896. The relation which our lumber imports from the United States bear to our exports to that country is a question which might well receive greater attention, and which has been overlooked very largely in the past.

Reverting to the Treasury Department statistics, we observe that Great Britain was the best customer for boards, planks and deals, taking 123,425,000 feet, but that Canada ranks second, taking over half that amount, or 70,145,000 feet. For timber and unmanufactured wood, hewn, Canada stands first among the customers of the United States, Great Britain coming second. Canada ranks sixth as a purchaser of timber and unmanufactured wood, sawed, second as a purchaser of joists and scantling, and third as a purchaser of shingles. These classifications show the importance of the Canadian market to the United States lumbermen so far as their export trade is concerned.

The Dominion parliament, now in session, is not likely to adjourn without passing important legislation looking to the protection of the lumbering industry, and, consequently, to the country at large. This will be done by placing an import duty on United States lumber and an export duty on pulp wood.

## NEED OF UNIFORM INSPECTION RULES.

THE movement in the United States towards securing uniform rules for the inspection of lumber has been advanced another step by the adoption by the National Wholesale Dealers' Association of the rules compiled by the National Hardwood Dealers' Association. That an association such as the above, composed of the leading wholesale dealers of the Eastern States, should have accepted these rules, must influence smaller organizations in the same direction, and be regarded as a strong factor in the ultimate success of what is intended to be accomplished, namely, their universal adoption.

It must be admitted that the position of the lumber trade in the United States, so far as uniform rules are concerned, is vastly superior to that of the trade in Canada, and particularly in Ontario, where standard rules are almost unknown. In Quebec and New Brunswick the inspection of spruce lumber is fixed by statute, but the rules are so general in character and indefinite as to be of little value, and are used only for export trade. To a large extent every mill man makes his own inspection, and sells his production either upon its reputation or after having it inspected by the buyer. In Ontario there are no inspection rules in existence, those adopted by the Toronto Board of Trade having long since become obsolete.

Elsewhere in this number are given the views of some members of the lumber trade in Ontario regarding the adoption of uniform rules. The advantages of such seem to be quite generally admitted, although in one or two instances one can almost read between the lines that the consequent readjustment of trade is not regarded favorably, while others doubt the feasability of adopting standard rules. There is more enthusiasm evinced by the hardwood dealers and manufacturers than by the pine men, perhaps due to the fact that they have suffered greater loss and annoyance in the past through the absence of proper rules of inspection. The buyer of lumber, in order to feel reasonably safe in making a quotation, must first inspect the stock, as one mill man may, in his judgment, class as firsts or seconds that which another mauufacturer would regard as common. With uniform rules this would not be necessary in all instances, and the sale and purchase of lumber would be greatly facilitated and the cost to the buyer reduced, thus enabling him to pay a higher price to the manufacturer.

The Ontario Lumbermen's Association recognize the necessity of a more systematic grading of lumber, and have appointed a committee to prepare a set of rules. These will no doubt apply more particularly to the production of the Georgian Bay district, and may not be sufficiently comprehensive to be accepted as provincial rules. In any case, we welcome them as indicative of a progressive movement, and in the hope that they may ultimately lead to the adoption of standard inspection for the province by statutory law or by the universal approval of the trade.

## INTERIOR FINISH.

It is not necessary to go out of Canada to procure handsome woods for interior finishings. For dark woods we have walnut, cherry and black birch, and for medium woods we have several of the oaks—white, red and black—which, when quarter sawn, equal, when properly finished, any oaks in the world for fineness and variety of grain and color. Then we have the despised butternut, three or four kinds of ash, the elms, whitewood, basswood and white pine. Cherry, grown on low loamy land, is the peer of mahogany, and is passed off for that wood as often as it passes for cherry. It has a fine silky grain, and, if properly sawn, is veined as richly as mahogany, and will take a finish equally as well. Unlike mahogany, however, it is apt to warp and twist out of shape if not held in position It is an excellent wood as a veneer on good pine cores. It may be easily darkened by staining the filler with some spirit stain before applying.

Black birch is almost as fine a wood as cherry, and takes a finish nearly as well. As a rule it is easier worked than cherry, does not cost as much, will last as long, and makes a very handsome finish. Birch may be stained almost as dark as rosewood by using a spirit stain before filling and then staining the filling. It can be polished until it is as glossy as a polished mirror. White oak, quarter-sawn and well-seasoned, makes on the whole the most durable and the most effective finish for rooms that are often used, or for halls or public rooms; and it has the quality of improving with age, something which cannot truthfully be said of many other woods. It is always better left in its natural color, which at first may be a little harsh, but it soon tones down to a soft, pleasing tone that is soothing to the artistic eye. Any of our oaks may be employed for trimmings, panel work, stairs, turned work, veneers, flooring or fitments of any kind. They are strong, durable and safe and not very difficult to work. Ash makes excellent chamber finish; it is bright, cheery, fantastic in grain, strong, and is not apt to get distorted or out of shape. It also makes excellent fittings for kitchens, pantries and similar work. Black ash has a grain similar to chestnut and takes stain readily. Furniture made of this wood and stained to imitate antique oak is often passed off as the latter to unsuspecting purchasers. It is a good wood to stand wear, and is especially suited to farm dwellings.

Another Canadian wood that is seldom used in interior finishing is our beech. This wood, when properly filled and polished, has a very pleasing appearance, as it possesses a satiny glow and warmth that is quite charming. As a material for floors, beech ranks in the same class as maple. It is nearly as hard, is some darker and wears just as well. In the lighter woods nothing excels our white maple. This equals the much-extolled satin-wood, both as regards the fine grain and susceptibility of finish; and our bird's-eye or mottled maple equals any light wood in the world in beauty, and it can be polished as smoothly as ebony. Butternut, basswood, elm and white cedar make good material for ordinary work. Butternut, when properly fitted and finished, makes a good showing and serves well in library or parlor, though not as well suited for such work as oak. White pine is the king of soft woods; it is at home anywhere, and, if finished in its natural state, shellacked or varnished properly, shows up a soft golden glow that is unsurpassed by any other wood. Some of the woods of British Columbia are well adapted for interior finishings, while the coarser kinds make excellent framing timber, scantlings, joists, rafters, etc., etc. There is plenty of timber to satisfy all Canadian requirements within our own boundaries, and it is foolish and wasteful to import foreign woods for interior finishings.

## EDITORIAL NOTES.

The Michigan lumber manufacturers pretend to believe that the manufacturing clause relating to timber will not be allowed to take effect, but that it will be vetoed by the Dominion government. In the face of this pretense, we read that a Mr. Graves, who has for years operated a shingle mill in Michigan, is preparing to build a mill on the Spanish river, Algoma district. This is a forecast of what may be expected when our Michigan friends realize to their own satisfaction that the law is on the statute books of Ontario to stay.

It has not been learned that any steps have as yet been taken by Canadian lumbermen to make a forestry display at the forthcoming Paris Exposition, although goods intended for that purpose must reach Montreal by November 1st of this year. It is improbable, however, that the opportunity thus afforded will be disregarded. Whatever is done by the government should be supplemented by exhibits by individual lumbermen, or by the united efforts of the trade, so that the immense timber resources of the Dominion shall be fairly represented. The distribution, at the Exhibition, of literature descriptive of ou forest wealth might also prove of advantage to this country.

There is, beyond a doubt, a great future for the pulp industry of Canada. If we are to judge by the number of pulp mill projects now being exploited, a wonderful growth of the industry will be witnessed within the next few years. In New Brunswick, two mills are under construction at St. John, and at St. Stephen, Bathurst and Fredericton new mills are projected. In Nova Scotia an American syndicate is about to build large mills, the town of Parrsboro is moving in the direction of securing a mill, and on the Sissiboo river another mill is likely to be built. At Ottawa, Petawawa, Port Arthur and Rat Portage, in Ontario, capitalists have in view the erection of pulp mills, and even in Manitoba there is a good prospect of a mill being established, Mr. J. A. Christie, of Brandon, being the promoter. These do not include all the proposed pulp manufacturing plants in Canada. It is improbable that all the projects being exploited will be carried to completion—that could scarcely be expected—but the interest shown in the industry will surely result in a healthy development.

The question of insurance is now engaging the attention of several lumber associations in the United States. The trustees of the National Wholesale Dealers' Association have obtained statistics showing that whereas $2,500,000 had been paid in premiums by the members, but $1,000,000 had been recovered as compensation for losses sustained. It has been decided to make an effort to secure an arrangement whereby the members of the association by combining can obtain a reduction of 50 per cent. in their rates. The Northwestern Lumberman's Association is reported to have met with good success in the working of a mutual lumber insurance association. In the five years of its existence the rates have been greatly lowered, and last year the cost to policy holders was but 36 per cent. of the rate at which their policies were written. That this question has been taken up by the Western Retail Lumbermen's Association of Manitoba speaks well for the foresight of the members of that organization. It was feared, however, that the membership was not sufficiently large to permit of the successful carrying out of the scheme.

The results being accomplished by the National Wholesale Lumber Dealers' Association of the United States, a report of whose convention appears elsewhere, emphasize in a practical way what we have previously said as to the benefits of lumber associations. This organization is proving of great advantage to its members. The feature of the last meeting was the agreement entered into by which the retail dealers are to have their legitimate trade protected from the onslaught of certain wholesale dealers, while the retailers in turn agree to buy, as largely as possible, from members of the Wholesale Dealers' Association. In connection with the association, there is a Bureau of Information, from which a reliable report can be obtained on almost any lumber dealer in the United States or Canada. These reports are compiled from many different reports sent in by members of the association who have had personal dealings with the person enquired about, and are usually very complete. A system of insurance has also been inaugurated by the association, by which a member can secure a lower rate than he can through any legitimate company, and, in addition, share in the profits which may accrue from the saving in the premiums. These, and other advantages, such as the railway freight claim, legal, arbitration, and lumber inspection departments, serve to show the usefulness of the association to its members. It is possible that, through the efforts of Mr. E. C. Grant, the next convention will be held in Ottawa, when it is hoped to increase the membership of Canadian lumbermen in the association.

## QUESTIONS AND ANSWERS.

"R.K." writes: Would you inform me as to the number of railroad ties and value of same imported into Canada from the United States during the years 1897 and 1898?

Answer.—The statistics kept by the Department of Trade and Commerce of the import of railroad ties has included fence posts also, so that the item reads "Fence Posts and Railroad Ties." These were imported in the year 1897 to the value of $91,009, and in 1898 to the value of $68,236. The quantities are not given.

In Maine there are seventeen spool factories, and the white birch forests of that state annually supply the material for 300,000,000 spools on which there is subsequently wound about 50,000,000,000 yards of thread.

## THE LAKE ST. JOHN REGION WITH REFERENCE TO THE PULP AND PAPER INDUSTRY.*

By J. C. Langelier, Superintendent of Forest Rangers.

The hydrographic basin of which Lake St. John constitutes the centre embraces within its extreme limits nearly 175 miles from south to north, and about 225 from east to west. The area comprised within these limits or the superficies of the territory drained by the rivers whose waters flow into the great lake, is about 30,000 miles, or 19,200,000 acres. The area of Maine is equal to that of all the other New England States. Nevertheless, it does not exceed by 2,000,000 acres that of the territory of Lake St. John, which exceeds by 1,808,640 acres that of New Brunswick, by 5,819,520 that of Nova Scotia, is double that of Denmark and of Holland, and nearly three times that of Belgium. Lake St. John forms the hydrographic centre of this vast region. Its elevation is about three hundred feet above the level of the sea. In its greatest length between the mouth of Belle Riviere and the estuary of the Mistassini, it measures 27¾ miles and 20 in its greatest width from the estuary of the Peribonca to that of the River Ouiatchouan. The perimeter of this lake forms a line 85 miles long and its superficies is 365.4 miles or 263,856 acres.

The principal rivers that fall into Lake St. John are: On the South-east the Belle Riviere, about a hundred feet wide, 45 miles long, and whose chief tributary brings the waters of Lake Kinogamichiche and forms a water-fall sixty feet high at a short distance from the village of Hebertville; on the south the Metabetchouan or riviere du Poste, about 50 yards wide and 80 miles long; on the south-west the Ouiatchouan, about 60 yards wide and 68 miles long; on the west the Chamouchouan, which divides into branches 92 miles from Lake St. John, continuing under the same name to the south-west to 170 miles from its mouth, while the branch called la riviere du Chef, which is larger than the other, runs towards the north-west; on the north-west the Mistassini, whose main course is over 200 miles long without counting its three great tributaries, the Assiemska, the river aux Rats, and the Mistassibi; on the north the Little Peribonca, about sixty yards wide and 80 miles long; on the north-east the great Peribonca, which is over 350 miles in length, and the largest of all the rivers that flow into Lake St. John.

### WATER POWERS.

It would be difficult to imagine a region wherein the superficial conformation and the surface elevations of the soil are better adapted for producing water power than that of Lake St. John. Starting from the shores of the lake on the north and north-west, the land rises by steps from one plateau to another. These steps are marked at several places by ridges forming so many obstacles to the course of the rivers which overcome these obstacles and, descending from one plateau to another, they form cataracts frequently of considerable height.

A line drawn around Lake St. John, a dozen miles to the north of the lake, thirty to the north-west, fifty to the west, two to the north and ten to the east, would circumscribe the water-powers set forth in the following table:

| Rivers. | Motive Power. |
|---|---|
| Great Peribonca | 301,025 horse power. |
| Little Peribonca | 1,500 " " |
| Mistassibi | 75,000 " " |
| Mistassini | 60,000 " " |
| Au Rat | 22,723 " " |
| Assiemska | 15,000 " " |
| Chamouchouan | 100,000 " " |
| Au Sammon, aux Iroquois and Auiatchouaniche | 2,000 " " |
| Ouiatchouan | 33,000 " " |
| Metabetchouan | 2,500 " " |
| Belle Riviere and Aulnaies | 500 " " |
| Little Discharge | 25,000 " " |
| Grand Discharge | 15,000 " " |
| Total | 653,248 " " |

### FORESTS AND TIMBER.

We have seen above that the territory of Lake St. John covers an area of 19,200,000 acres. Of this less than 500,000 acres is under cultivation or cleared, and the remainder is covered by forests. The principal kinds of timber are spruce, balsam fir, white birch, cypress and pine. White, black and red spruce constitute more than 75 per cent. of the timber. Fire has ravaged this territory in many places. The disastrous effects of the great fire of 1875 in the Mistassini region are no longer visible; the second growth is as fine as the first, as regards the size of the trees, while the wood is sounder and less knotty. In the Peribonca region the timber is rather small for saw logs, but is of the best kind for pulp.

The quantity of pulp wood in the Lake St. John region is practically unlimited. Taking only 5 cords to the acre as the average, we obtain fabulous results, which clearly show that this immense territory can provide an almost inexhaustible supply of raw material.

The basin of the Great Peribonca covers an area of 8,320,000 acres. There is certainly no exaggeration in estimating at five cords per acre the quantity of black and white spruce suitable for pulp making in this region, which would make 41,600,000 cords.

The basin of the Mistassini covers about 4,800,000 acres of wood-land, which, at five cords per acre, would give 24,000,000 cords of pulpwood.

The region drained by the Chamouchouan contains at least 3,200,000 acres of forest, which would also give 16,000,000 cords of pulp wood at the same rate of five cords per acre.

In the remainder of the Lake St. John territory, that is the southern part drained by the Ouiatchouan, Metabetchouan and other rivers, there are also 3,200,000 acres of forests of coniferous trees, which could also give 16,000,000 cords of pulpwood and even more.

All these data may be resumed as follows:

| Region | Area. | Quantity of Pulpwood. |
|---|---|---|
| Peribonca | 8,320,000 acres | 41,600,000 cords. |
| Mistassini | 4,800,000 " | 24,000,000 " |
| Chamouchouan | 3,200,000 " | 16,000,000 " |
| Ouiatchouan | 3,200,000 " | 16,000,000 " |
| Total | 19,520,000 acres | 97,600,000 cords. |

These ffgures represent only the product of the first cut. It is well known, however, that if carefully attended to, spruce forests grow up again in twenty years.

### PULP INDUSTRY.

Wood and motive power are the principal elements needed for making pulp. Now, in examining the foregoing data, we must conclude that there is no country or region better adapted to this industry than the immense territory of Lake St. John, especially the northern and north-western portions. Estimating the quantity of wood required to make a ton of pulp at 1½ cord, the maximum figure, the 97,600,000 cords of wood in this territory would permit of the manufacture of 65,666,666 tons of pulp, or 1,000,000 tons per annum for 65 years. The Canada Lumberman on the faith of reliable statistics said in December last that the paper mills of the United States consume 1,000,000 cords of wood annually. The Lake St. John territory could supply this quantity for 65 years merely with the first cut of its forests of coniferous trees; this will give an idea of the importance of this territory with reference to the pulp and paper-making industry.

In Europe, Sweden, Norway and Germany are the foremost in the making of wood pulp. They supply the greatest quantities of this material to England and to France, besides what is sent to other large centres such as those of Belgium, Spain and Italy. According to the statistics published in the Forestry Magazine in October, 1884, the total area of the forests of each of those northern countries at that date was as follows:

| | | | |
|---|---|---|---|
| Sweden | 40,636,883 acres, | or 40.43% | of whole territory. |
| Norway | 17,279,000 " | 22.30% | " " |
| Prussia | 20,097,014 " | 23.35% | " " |

During the fourteen years that have elapsed since then, the wood pulp and other similar industries must have disposed of a considerable portion of those forests. This does not prevent the Scandinavian countries from continuing to export yearly about 500,000 tons of pulp in the shape of raw material or of paper, after supplying all the needs of domestic consumption.

The coniferous forests of the region of Lake St. John exceed in extent those of Norway, are nearly equal to those of Prussia and to halt those of Sweden. It is acknowledged that our timber —black and white spruce—is of superior quality to that of Scandinavia and Prussia.

All the above gives an idea of the possibilities of the pulp and paper industry in the Lake St. John region. If the requisite capital be devoted to it there is enough wood there and enough motive power to supply wood pulp to half Europe.

### FACILITIES FOR ESTABLISHING FACTORIES.

The great water powers of the Peribonca and Mistassini are connected with the railway by means of the steamboats running regularly on Lake St. John. The transportation of building materials, and especially of heavy pieces of machinery, could therefore be easily effcted without heavy expense.

Most of the products of the factories, pulp and paper, would be exported chiefly to Europe. In summer the shipments could be made with advantage from the port of St. Alphonse at the head of Ha! Ha! Bay. This bay, which measures 8 miles in depth by 2 in width, is beyond a doubt one of the finest seaports in Canada. Protected against the south, west and north winds by the mountains that surround it on those sides, it is exposed only to the easterly winds, which seldom blow, and which are in great part kept off by the high capes at the entrance of the bay. The depth of the latter is considered everywhere, varying from 5 to 80 fathoms at low water, and its clay bottom affords good holding ground for anchors. At the St. Alphonse wharf the water is 29 feet deep at low tide in spring tide and 47 at high water. The entrance of the bay is only 53.59 miles from Tadoussac.

From the mills on the Great Peribonca and Mistassini, pulp and paper could be carried in steamboats to Roberval and thence shipped to Chicoutimi or Quebec. These means of transport already exist. But if the undertaking were in the hands of a powerful company with the requisite capital, it would be much more advantageous to connect the mills themselves and the port of St. Alphonse by means of an electric railway which would be about 30 miles long.

With the water powers and the wood in the Lake St. John territory, it would be possible to produce over 500,000 tons of paper a year, and this ad infinitum. The annual value of this product would exceed $20,000,000, which gives an idea of the resources and wealth we possess in that corner of the province, if its forests are wisely preserved and intelligently utilized. It is doubtful whether the Yukon, with its gold, can produce as much for as long a time.

* Abstract of a report submitted to the Department of Woods and Forests of the Province of Quebec.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN GREAT BRITAIN, THE UNITED STATES, AND OTHER FOREIGN MARKETS.*

VOL. V. TORONTO, ONT., MARCH 29, 1899 No. 10.



CANADA LUMBERMAN

PUBLISHED BY

The G. H. Mortimer Publishing Co'y of Toronto, Limited

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.



## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type; 12 lines make one inch. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

WANTED.—One first-class Band Saw Fitter and one first-class Band Saw Runner for new mill. Apply to J. H. DANSEREAU, Vercheres, Quebec.

PORTABLE STEAM SAW MILL (JOHN ABELL make) for sale; 25 h.p. Boiler and Engine, boiler in good condition, engine slightly broken; also House and Orchard in connection. Will be sold cheap. Apply to GEORGE A. FLEMING, Hockley, Ont.

FOR SALE.

LIGHTNING MATCHER REVOLVING BED Surfacer, Re-saw, Band Saw and other Wood Tools—all in good working order. Address, "MACHINERY," P.O. Box 43, Kingston, Ont.

TO MILL MEN.

HAVE YOU ANY STOCK WHICH YOU WISH to sell? If so, make the fact known to probable buyers by placing an advertisement in this department. Address, CANADA LUMBERMAN, Toronto.

## PULP AGENCY WANTED

ENGLISH FIRM, WELL CONNECTED WITH the paper makers in Great Britain, wants Agency for

**Mechanical and Chemical Pulps.**

Established 30 years. Address, "PAPER," care Deacon's Advertising Offices, Leadenhall St., London, England.

## FOR SALE

### Saw and Shingle Mill, Sash and Door Factory

With Dry Kiln complete, Machinery, Buildings, Out-Buildings, Dwelling Houses, etc., etc., located in the Kootenay District, British Columbia, with three thousand acres best timber limits within five miles of mill. Timber can be drawn to mill for ten cents a thousand. Satisfactory reasons for selling. Apply for particulars to, and correspondence solicited,

ROBERT F. SEGSWORTH, Barrister,
103 Bay Street, Toronto.

IMPORTANT TO LUMBERMEN

## FOR SALE BY TENDER.

### Valuable Saw Mill and Timber Limits in British Columbia

56,542 ACRES, MORE OR LESS, VIRGIN forests of Oregon Pine, Cedar and Spruce Limits in British Columbia as follows:—

BLOCK 1.

Lot 51, 23,600 acres, more or less, Sayward District, Vancouver Island.

BLOCK 2.

Lot 439 G2., 9,280 acres, more or less, New Westminster District.

Lot 50 G., 6 720 acres, more or less, New Westminster, Chilliwack.

Lot 55, 15,900 acres, more or less, New Westminster, Chilliwack.

Lot 83, 1 042 acres, more or less, New Westminster, Chilliwack.

The above limits were selected years ago by competent cruisers at a time when every opportunity offered and was taken advantage of to secure the "pick" of timber lands, which have since become greatly enhanced in value.

BLOCK 3.

About 400 acres, more or less, of mill site and first-class farm lands, en bloc, situated on the north branch of the Fraser River about three miles east of New Westminster City. 200 acres, more or less, of this land is cleared, graded, drained and fenced in first-class manner, and been under cultivation a number of years.

The mill located upon this site is a frame mill, about 455 x 72 feet, with T across tail end of main building about 176 x 60 feet. The whole structure from foundation up is built in the most substantial manner—well timbered and braced with knees, metal roof, three (3) engines of 300 h.p each, and fitted throughout with special machinery for working up British Columbia timber of all dimensions, as well as for working up the refuse into lath, pickets, box shooks, etc.; also planers, matchers, etc.

One large refuse burner; one large stone boiler house, metal roof, containing ten large tubular boilers, pumps, etc. Good frame office, boarding house, cottages, horse stables, machine shops and blacksmith shop.

Ample booming ground, constructed in the most substantial and convenient manner.

The New Westminster branch of the C. P. Railway crosses this mill site, also has a switch graded to the mill and through the yard, giving this property first-class railway outlet, in addition to best facilities and ample water for loading large ocean-going vessels, giving the property unrestricted access to the markets of the world.

Sealed tenders for the above property, either en bloc or each parcel or block separately, will be received by the Secretary of the undersigned at their office, 110 Wellington Street, Ottawa, Ont., up to MAY 20TH, 1899, at twelve o'clock noon.

All tenders to be marked "Tenders for Maclaren-Ross B C. Property."

Tenders to be opened by the President and Secretary at the above address.

Terms, 10% cash, 20% in thirty days, and balance in six, nine and twelve months, by secured notes at 5% per annum. The property to remain vested in the Company until notes are fully paid.

The highest or any tender not necessarily accepted.

All letters requesting further information to be addressed to—

"THE SECRETARY,
"Maclaren Ross Lumber Co., Limited,
"110 Wellington St., Ottawa, Ont."

Ottawa, Ont, 15th February, 1899.


## CURRENT TRADE CONDITIONS.

### ONTARIO.

The recent snowfalls have lengthened the logging season, and all timber cut will likely be gotten out of the woods. It is not yet known just how the past winter's production of pine logs will compare with that of last year, although the opinion has been expressed that in the Georgian Bay district it will be slightly heavier, and that in the Ottawa valley there will be a reduced output.

The backwardness of spring has affected the volume of lumber moving, although favorable reports continue to be received of the present and prospective demand. Several manufacturers in the Ottawa valley have disposed of their 1899 production, and the fact that probable buyers have of late been numerous leads to the opinion that other transactions will soon follow. Low grade and common stock seems to be in most demand, some of the mills having closed contracts for 75 per cent. of their cut at an advance of from 15 to 20 per cent. on last year's quotations. While the cheif interest pertains to the lower grades, there is also a fair demand for good lumber. Dry stock does not cut any figure in the market, the quantity in first hands being very small.

Manufacturers of hardwood lumber are adhering to their decision to sell their lumber as mill run. This is limiting the volume of business, as there is frequently a disparity between the value of log run stock as fixed by the dealer and that in the mind of the manufacturer. As an offset to the increased price of raw material the furniture and chair manufacturers have advanced prices of finished goods.

### QUEBEC AND NEW BRUNSWICK.

Local trade in Quebec and New Brunswick has been rather backward, but an increased number of enquiries for lumber and shingles have been received from the Eastern States, and these are likely to be followed by orders. Buying for the British market is showing more life, and as the season advances and the actual extent of stocks becomes better known, a change of attitude will no doubt be shown. Some purchases of deals have been made at $9.50 per thousand f.o.b. Grindstone Island and St. John, N. B. This is an advance upon last year's quotations, but still too low to leave a fair margin of profit to the manufacturer. The general opinion is that prices will advance, especially if caution is exercised by both manufacturers and shippers.

### MANITOBA AND BRITISH COLUMBIA.

Dealers in Manitoba and the Territories look forward to a good season's trade, as tenders are being taken in Winnipeg and the larger towns on many new buildings. While the demand for lumber for immediate delivery is not large, the enquiries received indicate that dealers realize the necessity of increasing their stocks at an early date. Country trade has continued later than usual, but this will soon be terminated by the approach of the seeding season. It is learned that three United States houses this year have representatives in Winnipeg, these being the Pine Tree Lumber Co., the Crookston & St. Hillaire Lumber Co., and the Brainerd Lumber Co. In British Columbia the lumber trade is experiencing an active local demand on account of increased building operations, and prices are a trifle firmer.

### UNITED STATES.

The recent cold weather and accompanying snow falls greatly improved logging conditions in the Northern States, and it is probable that the input of both pine and hardwood logs will be nearly as heavy as was anticipated early in the season. In view of this, the movement of lumber from first hands has shown a falling off of late, as dealers believe that procucers' prices are too high, and are deferring purchases until after the opening of the sawing season. From present indications, it does not appear that prices are likely to weaken, as magnitude of demand and scarcity of supply are strong features of the market. All-round advances continue to be made on pine and hemlock at mill points, and it is learned that two-inch hemlock is held at $7.25 and $8.25 f.o.b. Manistee, Mich. Box lumber is practically out of the market, and other grades are being purchased to meet the requirements of the manufacturers. Lath is very firm, white pine having advanced to $2 in the Chicago market.

### FOREIGN.

The transactions in Canadian wood goods in the British market have been more numerous of late. Building is active, and consumers are purchasing more liberally to meet their season's requirements. At London a considerable quantity of pine and spruce lumber has been disposed of at auction sales, which has had a tendency to depreciate values. Generally, however, prices are firmer. Third quality spruce is held at £7 10s, and in all probability another advance will be made before the arrival of spring shipments. The holders of spruce at Liverpool are asking higher prices, especially for favorite dimensions. A fair amount of business is being done on contracting for goods to arrive, and brokers are adopting a stronger attitude.

The receipts on the Barbadoes market have shown a falling off, and consequently prices have a tendency to strengthen. Elsewhere will be found current quotations.

### NEW BRUNSWICK CEDAR SHINGLES.

In the New England states the weather of the past week has been exceptionally disagreeable, and building operations are at a standstill as a result. In spite of the lack of demand, cedar shingle values are said to be firmly maintained as a rule, and quotations are as follows, delivered on Boston freight rates: Extras, $2.85 to $2.90; clears, $2.45 to $2.50; saps and 2nd clears, $1.90 to $2.00. The season for building operations to commence with a rush is now near at hand, and it would seem that within a short time the usual spring demand for shingles will begin. It can safely be stated that when it does begin, prices on all grades will rapidly climb to such figures as are satisfactory to the manufacturers, and at which they are perfectly willing to dispose of their product, for the retailers are only lightly stocked and must have the goods. It is not believed that there is any variety of shingles made that can supplant the New Brunswick cedar in the New England market in any degree whatever until the latter has passed the basis of $3.25 for extras.

There is, then, a strong hope that the manufacturers will realize their full opportunity and avail themselves of it. For the last few years in shingles, as well as in all kinds of lumber, the buyer has uniformly been able to dictate the price. To-day the reverse is true, and the manufacturers have almost full control. The indications are that they realize the strength of their position, and intend to have for one year at least a fair margin on their product. In this, shingles only sympathize with all other varieties of lumber in the United States markets, and retail dealers now so thoroughly understand that all lines are advancing steadily that they much more willingly accept advances and place orders immediately for their needs, when in want, for fear of continued advances. The shingle manufacturers, therefore, to avail themselves fully of their opportunity, should read the trade papers thoroughly, and keep posted from week to week as to the exact state of the market.

When giving quotations, manufacturers should make them for immediate acceptance only, and should not allow commission wholesale houses to foist orders upon them at less than the figures they have quoted. When receiving orders more rapidly than they are producing the goods, they should advance prices and hold firmly to the advance. This year it is a manufacturers' market, and any reasonable advances all along the line are likely to be maintained.

One unfortunate feature of this particular line of business in years gone by, has been the fact that the average manufacturer of shingles has depended very largely for his knowledge of market prices upon wholesale commission houses, who were supposed to represent the manufacturer, truthfully tell him the position of the market, and give him current quotations, as well as sell his shingles. For these services such wholesale houses were supposed to derive as their remuneration a commission of 5 per cent. As a matter of fact these commission houses, being in the business from pecuniary motives, frequently report a lower price than actual current figures, with the object of thereby being themselves in a position to quote a little under their commission competitors, and secure more than their share of orders. In cases where they could easily secure full values and more than they had quoted as current figures, it was, and still is, an easy matter for the commission house to pocket the difference (between price obtained and price allowed the manufacturer as market value) to add to their commission. The only feasible way, therefore, for a manufacturer to protect his own interest (and nobody will protect it for him, certainly not his wholesale commission representatives), is to know for himself what his goods are worth, and then see that his wholesale friends pay for shingles accordingly, and that they are not left to sell goods for any price that suits themselves and is anywhere near market value, obliging the manufacturer to pocket the loss between what he actually received and what he should have received, and also at the same time breaking the market, and establishing a precedent for himself as well as others to follow in the future.

Another abuse of confidence on the part of the wholesale commission house toward the manufacturer, has been the sending of orders that call for a greater or less arbitrary freight rate over Boston rates, to a manufacturer at Boston prices, or only a very slight advance on Boston prices and not enough to cover the extra freight. All manufacturers should say to their representatives: "You are more familiar with arbitrary freight points and extra freight thereto than we can possibly be; we therefore quote you prices on Boston freight rates only, and any arbitrary points will be covered by our invoicing to you at our quotations at Boston points, and we will allow you to deduct only Boston rates." In this way the commission houses will be obliged to look out for themselves, and they are perfectly capable of doing it.

The outlook for the manufacturers this year is very bright, and if they will only take the full control of their sales into their own hands, we are sure they will be amply repaid therefore.

### STOCKS AND PRICES.

At Saginaw, Mich., box lumber is selling at $11.50 to $12.50, mill culls at $8.50 to $9.50, and Norway bill stuff at $9.50 to $11.

J. & R. McLeod, of Black River, N.B., manufactured with a portable mill over one million feet of deals during the past winter.

A timber berth on the Restigouche river, in New Brunswick, was sold by the Crown Lands Department last week to F. B. Coleman, at $75 per mile.

It is probable that the saw mill of Wm. Peters at Parry Sound, Ont., will be operated the coming season, and that the mill in Bay City which was run last year will not resume operations.

It is estimated that about 10,000,000 feet of white birch spoolwood will be shipped from Bangor, Maine, this year to Great Britain. The greatest amount shipped in any previous year was 7,000,000 feet.

It is reported that the St. Anthony Lumber Co., of Whitney, Ont., have sold several million feet of lumber at an advance of $2 per thousand over the price obtained for the same grade of stock two months ago.

The mill of the Conger Lumber Co. at Parry Sound, Ont., will probably resume operations this season. It is said that the company are negotiating for a contract to cut 10,000,000 feet of lumber, and that they will also cut 3,000,000 feet of their own logs.

Very little lumber is in the hands of manufacturers at Manistee, Mich. As high as $12 has been paid for common inch, and lots of pine piece stuff have been sold at $11.25 to $11.50 for 18-foot and under. There are no lath to be had, and probably $1.75 would be paid for good white pine on dock.

American owners of Ontario limits are said to be making active preparations for cutting their logs in the province. According to report, Turner & Fisher, of Saginaw, Mich., have given a contract to Chew Bros., of Midland, Ont., to manufacture 15,000,000 feet of their cut of 24,000,000 feet, while James Playfair & Co., of same place, will manufacture the remainder.

Hardwood lumber is selling on the Chicago market at the following prices: Dry basswood, firsts and seconds, $22; common and better, $18; log run, $14; soft elm, common and better, $16; red birch, $40 to $50; white birch, firsts and seconds, $26 to $28 for inch and $28 to $35 for thick; common and better, $20; thick ash, $45. As to pine prices, it is thought that the opening price for piece stuff will be about $11. Low grade boards are very scarce, No. 3 being held at $10.50.

Messrs. Bennetts, Limited, held an auction sale of lumber at Manchester, Eng., on March 16th, the prices realized being about as follows: Spruce scantlings, £5 15s. per std.; spruce boards, 1 × 5 and 6, £6 10s.; birch planks, £6 12s. 6d. to £6 15s.; 2nd quality Petersburg red boards, £9 15s. to £10; 1st quality Petersburg red battens, 2½ × 7, £10; 1st quality log pine boards, ¾ in. to 2 in. thick, 1½d. per foot; 2nd quality log pine boards, various sizes, 1½d. to 2d. per foot; pitch pine boards, various sizes, 1⅛d. to 1¼d. per foot.

At an auction sale held by M'Dowall & Neilson, Greenock, Scotland, on March 9th, the business done was as follows: 40 logs 1st class waney boardwood, 860 feet per page, 2s. 2d. per cubic foot; 40 logs 1st class waney boardwood, 700 feet per page, 2s. ½d.; 20 logs 1st class waney boardwood, 1,320 feet, 2s. 5½d.; 20 logs 2nd class waney boardwood, 1,040 feet, 1s. 6½d.; 27 logs prime rock elm, 2s. to 2s. 3d.; 40 logs Mobile oak, 1s. 6½d.; 20 logs hickory, 1s. 3d.; 606 logs sawn pitch pine, 500 to 700 feet, 11d. to 11¼d.; 571 3rd pine narrow deals, 10½d.; 573 3rd pine ends, 11d.; 1,247 1st pine deals, 11 in., 2s. 4½d. to 2s. 5½d., and about 5,000 pine and spruce ends, etc., from 6¾d. to 8½d. per foot.

### THE BARBADOS MARKET.

From the market report of Messrs. S. P. Musson, Son & Co. the following particulars of the Barbados market are obtained: Receipts of lumber have not been heavy of late, which has had a tendency to strengthen prices. The schooner Florence A arrived from Calais, Maine, early in March, with 25 M ft. spruce boards and 22 M ft. 3x4 spruce scantling, the former being sold at $11.31 and the latter at $12.03; indications point to an improvement in spruce. The sale recorded is of 53 M ft. white pine boards at $19.34 shipping and $12.56 second quality. One or two medium sized car loads of first and second quality white pine would be saleable at about these prices. A quantity of cedar laying shingles have been sold at $2.85. The schooner Eureka recently arrived from Halifax, with 78,000 cedar shingles, which were sold at $3.16. The schooner Stella E from Lunenburg, N. S., carried 30 M shipping and 50 M second quality white pine, sold at $19.11 and $13.25 respectively.

Send four 3-cent Canadian postage stamps for a copy of the LUMBERMAN'S VEST-POCKET INSPECTION BOOK, containing rules for the inspection of Pine and Hardwood Lumber in the leading markets of Canada and the United States.

In our weekly issue of March 1st reference was made to the failure of Joseph Jacobs, a contractor of Montreal, and it was stated that the Montreal Lumber Company was a creditor to the extent of $1,500. This company have drawn our attention to the fact that by giving prominence to their name when many other creditors were also interested an injustice was done them, which was far from the intention of the publishers of this journal.

### LUMBER FREIGHT RATES.

#### CANADA ATLANTIC RAILWAY.

Lumber freight rates on the Canada Atlantic Railway are as follows: Ottawa, Rockland, Hawkesbury and intermediate points to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft. Ottawa to Syracuse, $2.20 per M ft, (3,000 lbs. and under per M ft.); Ottawa to Montreal, 5; Quebec, 10; Arnprior to Montreal, 7; Quebec, 12 cts.; Pembroke to Montreal, 8c.; Quebec, 13c. per 100 lbs.; Ottawa to Buffalo, 12 cents per 100 lbs. Ottawa to Port Huron and Detroit, 14 cents per 100 lbs. Ottawa to New York, track delivery 15, cents per 100 lbs., lightered 17 cents per 100 lbs. Arnprior to New York, track delivery 17 cts.; lightered 19 cts. per 100 lbs. Pembroke to New York, track delivered 18c., lightered 20c. per 100 lbs. Parry Sound, track, 20 cents, lightered, 22 cents per 100 lbs.; Ottawa, Rockland and Hawkesbury to Boston and common points, local 15c.; exports 13c. per 100 lbs.; Arnprior to Boston and common points, local 17 cents; export 15 cts. per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cts. per 100 lbs.; Ottawa, Rockland and Hawkesbury to Portland, &c., 15 cts.; Arnprior to Portland, 17 cts.; Ottawa to Burlington, 6c. per 100 lbs.; Ottawa to Albany, 10 cts. per 100 lbs.; Arnprior to Albany, 12 cts. per 100 lbs.; Parry Sound to Albany, 17 cts. per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N.Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 21 cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft.; the minimum carload charged is 10 M ft., lumber not exceeding 3,000 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

#### GRAND TRUNK RAILWAY.

Lumber freight rates for pine on the Grand Trunk Railway, according to the tariff issued 15th February, 1897, will be found below. General instructions in shipping by Grand Trunk are embodied in these words in the schedule: Minimum weight 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination. For instance, the rates from Orillia to Guelph, Brampton, Weston or Toronto, would not be higher than the specific rates named from Gravenhurst to the same points. The rates from Cargill and Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, and the rates from Hanover or Hepworth would not be higher than from Wiarton to the same destination, but in no case are higher rates to be charged than as per mileage table published on page 15 of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows: From Glencairn, Creemore, Aurora, Barrie and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Har-


# WANTED

**Black Ash, all thicknesses.**
**1-inch Red Oak.**
**Inch Butternut, Mill Run.**
**Inch Basswood.**

State quantity and price.

JAS. G. CANE & CO.,
35 Adelaide St. E., Toronto, Ont.

**Sieveking, Podmore & Co.**
**WOOD AGENTS**
7 CROSBY SQUARE, LONDON, ENG.
Cable Address: "Sieveking," London
Branch at LIVERPOOL.

**HESSLER & CO.**
**Wood Agents**
West Hartlepool and Hull, ENGLAND
Branch Offices in Hull and Newport, Mon.
Cable Address: "Lessler," West Hartlepool.

**H. D. WIGGIN** BOSTON, MASS. 89 STATE ST.,
will inspect at mill and PAY CASH for
**LOG RUN**
Elm, Ash, Bass and other Hardwoods
CORRESPONDENCE SOLICITED.

**ORILLIA EXPORT LUMBER CO.**
ORILLIA, ONT.
Wholesale Pine and Hardwood
**Lumber Dealers**
*Cabinet Woods, Including Mahogany, A Specialty.*
CORRESPONDENCE INVITED QUOTATIONS GIVEN

BUYERS AND EXPORTERS OF
**WHITE PINE AND HARDWOO**

Cable Address, "SWANDONOGH—TONAWANDA."
Lumberman's Code.

# MILL MEN

Who have desirable lots of 1 to 3" firsts and seconds Soft Elm and 1 to 3" firsts and seconds Brown Ash ready for immediate shipment, will please send full description of stock, stating dryness, lengths and widths, with best cash price f.o.b. cars and freight rate to Boston, to

**LAWRENCE & WIGGIN**
Wholesale Lumber Dealers - 55 Kilby Street, BOSTON, MASS.

bor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Bracebridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriedale Sundridge and South River, to Toronto, 8c.: Trout Creek, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 10c. The rates on hardwoods average about from 1c. per 100 lbs. higher than on pine and softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the distr t freight agent.

On spruce and balsam (partly seasoned) for pulp manufacture, the rate from Longford, Wiarton, Penetang, Coldwater, Waubaushene, Victoria Harbor, Haliburton, Kinmount, etc., to Toronto, is $2.20 per cord; and to Merriton and Thorold, $2.60; Katrine, Callendar, North Bay, etc., to same points, $2.45 and $2.60 respectively: Beeton, Allandale, Orillia, etc., $2.20 and $2.60. On green spruce and balsam the rate is 25 per cent. higher.

CANADIAN PACIFIC RAILWAY.

The rates at present in effect on the Canadian Pacific Railway to Toronto and Hamilton are as follows: Pine and soft woods from Klock, Mattawa, Bonfield, North Bay, Sturgeon Falls, Cache Bay and Warren, 9 cents; from Sudbury Jct., Rayside and Chelmsford, 10 cents; from Cartier and Geneva Lake, 10½ cents; from Biscotasing, White Fish, Massey, Cutler, Spragge and Algoma, 12 cents per 100 lbs. The rates on hardwood are one cent per 100 lbs. higher than those on pine. From Ottawa, Hull, Aylmer and Dechenes Mills, also Arnprior. Braeside and Pembroke, to Toronto the rate is 10 cents both on pine and hardwood. The rates are based on a minimum of 30,000 lbs. per car."

Summer rates to New York, via Albany and barge line expired on November 28th, owing to closing of navigation on the Hudson river, and the usual all rail rates became effective, as follows: To New York, for track delivery, and all points on the Hudson river, or the New York Central and West Shore railways, from Ottawa, Hull, Aylmer, Deschenes Mills, 15c. per 100 lbs.; from Carleton Junction, 16c.; from Arnprior, Braeside and Renfrew, 17c.; from Eganville and Pembroke, 18c. The rates to New York, including litherage within the free litherage limits of New York harbor, are 2 cents per 100 lbs. additional.

Summer rates to Montreal expired on November 15th, and the usual winter rates became effective as follows: From Ottawa, Hull, Aylmer and Deshcenes Mills, 5c.; Carleton Junction, 6c.; Arnprior and Braeside, 7c.; Renfrew, Eganville and Pembroke, 8c. The rate to Three Rivers is 4c. and to Quebec 5c. over the rate to Montreal. The minimum car load in all cases where rates are computed on a weight basis is 30,000 lbs.; when on a measurement basis 10,000 feet B. M.

The C.P.R. also make the following rates on seasoned pine lumber to West St. John, N B., for export: From Ottawa, Hull, Aylmer, Deschenes Mills, East Templeton and Buckingham, $3.75 per M feet; Carleton Junction, Braeside and Arnprior, $4.00 per M feet; Renfrew, Douglas, Eganville and Pembroke, $4.50 per M feet. On lumber for local consumption at St. John, N B., and common points the rate is 20 cents from Ottawa, Hull and Aylmer, and to Halifax 21 cents from same points. On seasoned pine lumber the rate from Ottawa to Oswego, N.Y., is $1.90 per M feet, and to Syracuse, N.Y., $2.20 per M feet; from Ottawa to Buffalo, 12 cents and to Detroit 14 cents per 100 lbs.; to Boston, Mass., and common points, 15 cents from Ottawa, Hull, Deschenes Mills and all points east thereof; 16 cents from Carleton Junction; 17 cents from Arnprior, Braeside and Renfrew, and 18 cents from Eganville and Pembroke, and proportionate rates from points further west on lumber for consumption in the United States. The export lumber rate is 13 cents from Ottawa and Hull, 14 cents from Deschenes Mills, Aylmer and Carleton Junction, and 15 cents from Arnprior and Braeside to Boston.


## Short Line to Great Britain

The CANADIAN S.S. CO.'S

**Winter Sailings**

Between MILFORD HAVEN, PASPEBIAC and ST. JOHN'S, Nfld.

**S.S. DORSET**

**Will Sail from Milford Haven for Paspebiac on or about March 2nd. Paspebiac for Milford Haven, on or about April 7th.**

Through Bills of Lading issued to and from all parts in Canada and Western States by G. H. Pugh, Foreign Freight Agent A. & L.S.R.R. Co., Room 16 Board of Trade Bldg; William Keating, Freight Agent, 72 Yonge Street, Toronto.

For Further particulars and information as to Passengers and Freight apply to any Intercolonial Sailing Agent, or to Barlow Cumberland, Passenger Agent, 72 Yonge Street, Toronto.

Montague Yates

13 St. John St., MONTREAL

## CANADA ATLANTIC RAILWAY

Ottawa, Arnprior & Parry Sound Ry.

- - operating - -

OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE

H. B. MUSSEN, Contracting Agent.
M. A. OVEREND, Foreign Freight Agent, 115 Board Trade, Montreal

. . . . Shortest and Quickest Route from . . . .
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PEMBROKE, PARRY SOUND and other Lumber Centres, TO BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
W. P. HINTON, Ass't General Freight Agent, Ottawa.
C. J. SMITH, General Traffic Manager, Ottawa, Ont.

Please mention the CANADA LUMBERMAN when corresponding with Advertisers.

## CANADIAN EXPORTERS AND WHOLESALERS

Keenan Brothers
OWEN SOUND, ONT.

DRY STOCK WANTED

Of any grade or thickness, for immediate shipment, also highest price paid for Rock and Soft Elm, green from the saw. State sizes and lowest cash price, and state station from which shipment will be made.

JAS. PLAYFAIR & CO.
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . .
MIDLAND, ONT.

We have a large quantity of Cedar Posts, all sizes. Call for prices.

JOHN HARRISON - OWEN SOUND

A. & P. WHITE
Manufacturers of and Dealers in.....
Sawn and Planed Lumber, Dimension Timber, Joisting
Car Sills, Car Flooring, Shingles and Lath.
A Large Quantity of Dry Lumber in Stock - PEMBROKE, ONT.

THE PEMBROKE LUMBER CO. LIMITED
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT.

ROBERT WATT • WIARTON
MANUFACTURER AND
WHOLESALE LUMBER
Pine Lath, Cedar, and Pine Shingles.
CORRESPONDENCE SOLICITED. HEMLOCK BILLS A SPECIALTY. Mills at Wiarton.

McLAURIN & MacLAREN
Lumber Manufacturers
Dimension Timber in White or Red Pine, Spruce, Hemlock, or Cedar.
PINE DEALS
Cedar Shingles, Cedar Ties, Posts and Poles, Pine Lath, Etc., Etc.
SHIPMENTS BY RAIL OR WATER. - EAST TEMPLETON, QUE.

MAITLAND, RIXON & CO. OWEN SOUND, ONTARIO.
Manufacturers and Dealers
LUMBER, LATH, TIES, POLES, SHINGLES, ETC.
Make a Specialty of Long Pine, Cedar and Hemlock Bill Stuff.
WE SHIP BY C.P.R., G.T.R. AND BY WATER

Is it your wish . .
To Purchase or Sell as quickly as possible
A PARTICULAR LOT OF LUMBER
A MILL PROPERTY
SECOND-HAND MACHINERY

An Advertisement in the "Wanted" and "For Sale" Department of the . . .
CANADA LUMBERMAN WEEKLY EDITION
Will secure for you a Buyer or Seller, as the case may be. Address,
The Canada Lumberman
Toronto, Canada.

T. L. BAILIE
WHOLESALE HARDWOODS
Penetang, Ontario
Has Basswood, Oak, Birch, Maple, Ash, Soft Elm—cut to order, in car-load lots.
Wants to hear from mills having above woods to offer for sale.
Pays Cash for all shipments.
Correspondence Solicited and answered promptly.

KILN-DRIED BIRCH FLOORING SHEETING .. and .. CEILING Flooring from $12.00 Ceiling " 10.00 SAMPLES BY MAIL KNIGHT BROTHERS CO. Burk's Falls, Ont.

## FOREIGN IMPORTERS

WRIGHT, GRAHAM & CO.
7 Royal Bank Place,
GLASGOW, SCOTLAND
WOOD BROKERS
Cable Address: "Brakridge," Glasgow.
Codes Used: Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of CANADIAN WHITE PINE AND SPRUCE, cut to all sizes—and all kinds of Hardwood in Log, Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

SMITH & TYRER - 14 Canada Dock, LIVERPOOL
. . Wood Agents . .
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax, N.S.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

**BELTING**
Canadian Oak Belting Co., Montreal, Que.
Fleming, W. A., Montreal, Que.
Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
McLaren, D. K., Montreal, Ottawa and Galt.
The Waterous Co., Brantford.
Young, J. S., Montreal.

**BRASS CASTINGS**
City Brass Foundry, Hamilton, Ont.
Magnolia Metal Co., New York.

**DRY KILNS**
McEachren Heating & Ventilating Co., Galt, Ont.
Standard Dry Kiln Co., Indianapolis, Ind.

**ELECTRICAL APPARATUS**
Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

**LUMBERMEN'S SUPPLIES**
Eckardt, H. P. & Co., Toronto.
Gartshore, John, Toronto.
Park, Blackwell & Co., Toronto.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

**MACHINERY**
Bell, Robt., Jr., Hensall, Ont.
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston Ont.
Carrier, Laine & Co., Levis, Que.
Darling Bros., Montreal.
Kennedy & Sons, Wm., Limited, Owen Sound, Ont.
Lancaster Machine Works, Lancaster, Ont.
Leonard & Sons, E., London, Ont.
Lloyd Manufacturing Co., Kentville, N. S.
Mershon, W. B. & Co., Saginaw, Mich.
Payette, P. & Co., Penetanguishene, Ont.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Waterous Co., Brantford.
The Oxford Foundry & Machine Co., Oxford, N. S.
The Defiance Machine Works, Defiance, Ohio, U.S.A.

**MAGNOLIA ANTI-FRICTION METAL**
Magnolia Metal Co., New York.

**PAPER AND PULP MILL ENGINEERS**
Tower & Wallace, New York.

**PULP AND PAPER MILL MACHINERY**
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.

**PULLEYS**
Dodge Wood Split Pulley Co., Toronto.
The Dominion Leather Board Co., Montreal, Que.

**RAILROAD BRASSES**
Magnolia Metal Co., New York.

**SAW MANUFACTURERS**
Burns, E. R., Saw Co., Toronto, Ont.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.
The James Robertson Co., Montreal, Que.

**TURBINES**
Barber, C., Meaford, Ont.
Kennedy & Sons, Wm., Limited, Owen Sound, Ont.
Madison Williams, Port Ferry, Ont.

**WHOLESALE LUMBER DEALERS**
Houston, G. T. & Co., Chicago, Ill, U.S.A.
Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

**MISCELLANEOUS**
Accountant and Auditor, Wm. M. Dunlop, Montreal, Que.
Axes, Campbell Bros., St. John, N. B.
Axes, Jas. Warnock & Co., Galt, Ont.
Canadian Photo Engraving Bureau, Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Illinois Central R.R.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Machine Knives, Peter Hay, Galt, Ont.
Pulp and Paper Felts, Hamelin & Ayres, Lachute Mills, Que.
Pumps, Northey Manufacturing Co., Toronto.
The Bradstreet Mercantile Agency, New York and Toronto.
Treatise on Care of Saws, Baldwin, Tuthill & Bolton, Grand Rapids, Mich.

# WHOLESALE PRICES CURRENT.

(The quotations given below are unless otherwise specified, the average selling prices quoted by wholesale dealers at the different markets named.)

## TORONTO, ONT.

TORONTO, March 29, 1899.

CAR OR CARGO LOTS.

| | | | | |
|---|---|---|---|---|
| 1¼ 1½ and 2 inch cut up and better | $32 00 | $34 00 | 1 inch dressing and better | $20 00 | $22 00 |
| 2 inch picks and uppers | 34 00 | 36 00 | 1 inch siding mill run | 14 00 | 15 00 |
| 1x 2 dressing and better, 60% 16 ft | 22 00 | 24 00 | 1 inch siding common | 11 00 | 12 00 |
| 1x10 fine dressing and better | 22 00 | 24 00 | 1 inch siding shipcuts | 10 50 | 11 50 |
| 1x10 and 12 Canadian dressing and better | 18 00 | 20 00 | 1 inch siding mill culls | 8 50 | 9 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 | Cull scantling | 8 00 | 9 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 | 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 | 1 inch strips, common | 11 00 | 12 00 |
| 1x10 and 12 common. | 12 00 | 14 00 | 1 1-4 inch flooring | | 16 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 | 1 1-2 inch flooring | | 16 00 |
| inch clear and picks | 28 00 | 30 00 | XXX pine shingles, 16 inch | | 2 25 |
| | | | XX pine shingles 16inch | | 1 40 |
| | | | Lath, No. 1 | | 1 50 |
| | | | Lath No. 2 | | 1 15 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Ash, white, 1 to 2 in | | $26 00 | $28 00 | Cherry | 1 | to 1½ | $50 00 | $60 00 |
| " " 2½ to 4 | | 30 00 | 32 00 | " | 2 | " 4 | 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, 1 to 1¼ in | | 18 00 | 20 00 | Elm, soft | 1 | " 1½ | 16 00 | 18 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in | | 20 00 | 22 00 | " " | 2 | " 3 | 17 00 | 19 00 |
| Ash, M. R., | 1 | " 2 | 16 00 | 18 00 | " rock | 1 | " 1¼ | 18 00 | 20 00 |
| Birch, | 1 | " | 18 00 | 20 00 | " " | 1½ | " 3 | 21 00 | 23 00 |
| " | 1½ | " 2 | 20 00 | 23 00 | Hickory | 1½ | " 2 | 28 00 | 30 00 |
| " sqrs. 4x4 | 1 | " 8 x 8 | 24 00 | 26 00 | Maple | 1 | " 1½ | 16 00 | 18 00 |
| Basswood, 1sts and 2nds, 1 to 1¼ in | | 17 00 | 19 00 | " | 2 | " 4 | 17 00 | 18 00 |
| " | 1½ | " 2 | 20 00 | 21 00 | Oak, red, p'n | 1 | " 1½ | 26 00 | 30 00 |
| " m. r. | 1 | " 1¼ | 15 00 | 17 00 | " " | | " 4 | 29 00 | 32 00 |
| Butternut | 1 | " 1½ | 23 00 | 25 00 | " white | | " 1½ | 28 00 | 30 00 |
| " | 2 | " 3 | 25 00 | 28 00 | " " | | " 4 | 30 00 | 35 00 |
| Chestnut | 1 | " 2 | 24 00 | 2 00 | " quart'd | | " 2 | 46 00 | 50 00 |
| | | | | | Walnut | 1 | " 3 | 85 00 | 100 00 |
| | | | | | Whitewood | 1 | " 2 | 32 00 | 36 00 |

## OTTAWA, ONT.

OTTAWA, March 29, 1899.

| | | | | | |
|---|---|---|---|---|---|
| Pine, good sidings, per M feet, b.m | $31 00 | 36 00 | Pine, 8 s.c. and better stock | 11 00 | 12 50 |
| Pine, good strips, | 25 00 | 27 00 | Pine, 8 & up s.c. sidings | 11 00 | 13 00 |
| Pine, good shorts, | 17 00 | 28 00 | Pine, s.c. strips | 8 00 | 10 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m | 15 00 | 21 00 | Pine, s c. shorts | 7 00 | 8 50 |
| | | | Pine, box culls | 9 00 | 10 50 |
| Pine, No. 1 dressing strips, | 14 00 | 16 00 | Pine mill culls | 7 50 | 9 00 |
| | | | Lath per M No. 1 | 1 00 | 1 20 |
| Pine, No. 1 dressing shorts, | 12 00 | 14 00 | Lath per M No. 2 | 85 | 95 |
| | | | 1x10 No. 1 barn | | 18 00 |
| Pine, 10 s.c. and better stock, | 13 50 | 15 00 | 1x10 No. 2 " | | 16 00 |
| | | | 1x8 & 9 No. 1 " | | 17 00 |
| | | | 1x8 & 9 No. 2 " | | 15 00 |

## QUEBEC, QUE.

QUEBEC, March 29, 1899.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Square white pine, measured off, 40 to 45 feet average, | 30 | 32 |
| " good fair " " " | 32 | 34 |
| " first class " " " | 38 | 42 |
| First class Ottawa waney, 18 inch average, according to lineal | 36 | 42 |
| " " " 19 to 21 inch average " " | 38 | 44 |
| " Michigan " 19 to 21 in. average " " & size | 43 | 48 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 26 |
| In shipping order, " " " | 23 | 27 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 32 | 35 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average and quality | 21 | 24 |
| To average 16 inch | 25 | 26 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 15 | 18 |
| 16 " " | 21 | 25 |
| 18 " " | 24 | 28 |

DEALS.

Bright spruce, according to mill specification, $39 to $42 for 1st, $25 to $27 for 2nd, $22 to $25 for 3rd, and $18 to $21 for 4th quality. F.O.B. batteau.

## NEW YORK CITY.

NEW YORK, N. Y., March 29, 1899.

WHITE PINE TIMBER.

| | | | | | |
|---|---|---|---|---|---|
| Bridge timber | $28 00 | @ 40 00 | Building orders | $27 00 | @ 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in | 14 00 | 14 50 | 10 to 12 in | 16 25 | 17 00 |
| 6 to 12 in | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 to 12 in | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | | | | |
|---|---|---|---|---|---|---|
| 1 inch, | No. 1 and 2 | Black Ash, | 10 to 16 | | | 30 00 |
| 1¼ to 2 in. | " | " | " | " | | 31 00 |
| 1 inch, | " | Soft Elm, | " | | | 22 00 |
| 1¼ in and thicker, | " | " | " | | | 23 00 |
| 4/4 | " | Hard Maple, | " | | | 22 00 |
| " | " | Basswood, | " | | | 20 00 |
| " | " | Birch, | " | | | 23 00 |
| " | " | Black Ash, Com. and Shipping Cull, M.C.O. | | | | 14 00 |
| " | " | Soft Elm, | " | " | | 12 00 |
| " | " | Hard Maple, | " | " | | 14 00 |
| " | " | Basswood, | " | " | | 12 00 |
| " | " | Birch, | " | " | | 14 00 |

## ALBANY, N.Y.

ALBANY, N.Y March 29, 1899.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $51 | $53 | 1x12 inch shippers | $ | $16 |
| 2½ in. | 50 | 52 | 4/4 inch " | | 17 |
| 1 to 2 in. | 45 | 48 | 4/4 Box boards, 6" and up | 12 | 13 |
| 4 inch uppers | | 54 | 10-in. dressing and better | 26 | 32 |
| Selects, 2½ in. up | | 44 | 10-in. common | 13 | 15 |
| " to 2 in | | 40 | 12-in. dressing and better | 25 | 34 |
| Fine common, 2½ in. and up | 39 | 42 | Common, 1x12 | 14 | 15 |
| 1 to 2 in | 36 | 38 | No. 1 barn, 1x12 | 21 | 23 |
| No. 1 cuts, 1 to 2 inch | 28 | 30 | 1x10 | 19 | 21 |
| No. 2 | 20 | 25 | 1x8 | 17 | 19 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 17 | 18 |
| No. 1 molding, 1 to 2 in | 30 | 36 | 1x10 | 16 | 17 |
| No. 2 molding, 1 to 2 in | 24 | 27 | 1x8 | 14 | 15 |
| Stained saps | | 20 | Shaky clear, 1 to 6/4 in | 20 | 23 |
| Bracket plank | 30 | 35 | " " 2 inch | | 25 |
| Shelving boards, 12-in. up | 29 | 31 | Dressing | 16 | 18 |
| Dressing boards, narrow | 19 | 21 | Common | 11 | 15 |
| 1x10 inch shippers | | 15 | | | |

LATH.

| | | | | |
|---|---|---|---|---|
| Pine | $1 75 | | Spruce | $1 75 |

SHINGLES.

| | | | | |
|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $4 00 | $4 25 | Bound butts, 6 x 18 | $5 50 | 25 |
| Clear butts | 3 00 | 3 25 | Hemlock | | 15 |
| Smooth, 6 x 18 | 5 00 | 5 50 | Spruce | | 2 20 |

## BOSTON, MASS.

BOSTON, March 29, 1899.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $10 50 | 12 00 | ¾ inch | $ 9 25 | $ 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 11-16 inch | 9 00 | 9 50 |
| Refuse | 12 00 | 13 00 | ⅝ inch | 8 00 | 8 75 |
| Outs | | 9 00 | Clapboards, sap ext. | 40 00 | 44 00 |
| Boxboards, 1 inch | 10 00 | 11 00 | Sap clear | 33 00 | 35 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, 2nd clear | 30 00 | 31 00 |
| | | | No. 1 | 19 00 | 23 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in | $50 00 | @52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in | 58 00 | 62 00 | 1¼, 1½ and 2 in | 30 00 | 32 00 |
| Selects, 1 in | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in | 53 00 | 56 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in | 24 00 | 38 00 |
| Fine common, 1 in | 40 00 | 41 00 | Coffin boards | 18 00 | 20 00 |
| 1¼, 1½ and 2 in | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 1 50 | 1 75 |
| Cedar, extra | 2 50 | 2 65 | Extra No. 1 | 1 25 | 1 50 |
| Clear | 2 25 | 2 40 | | | |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | | | By cargo | 1 80 | @ 1 90 |
| By car | 1 80 | @ 2 00 | | | |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., March 29, 1899.

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in | $47 00 | 48 00 | No. 3, 2 in | 18 00 | 20 00 |
| 2½ and 3 in | 55 00 | 56 00 | Shelving, No. 1, 13 in. and up, 1 in | 32 00 | @34 00 |
| 4 in | 58 00 | 60 00 | Dressing 1¼ in | 27 00 | 30 00 |
| Selects, 1 in | 41 00 | 42 00 | 1¼ x 10 and 12 | 28 00 | 30 00 |
| 1¼ to 2 in | 42 00 | 43 00 | 1½ in | 28 00 | 30 00 |
| 2½ and 3 in | | 50 00 | 2 in | 29 00 | 34 00 |
| 4 in | | 52 00 | Mold st'ps, 1 to 2 in | 31 00 | 33 00 |
| Fine common, 1 in | 36 00 | 37 00 | Barn, No. 1, 12 in | 23 00 | 24 00 |
| 1¼ and 1½ in | 36 00 | 37 00 | 6, 8 and 10 in | 19 00 | 21 00 |
| 2 in | 36 00 | 38 00 | No. 2, 10 in | 16 00 | 16 00 |
| 3 in | | 45 00 | No. 2, 12 in | 17 00 | 18 00 |
| 4 in | | 47 00 | No. 3, 10 in | 13 00 | 13 00 |
| Cut'g up, No. 1, 1 in | 28 00 | 29 00 | No. 3, 12 in | 13 50 | 14 00 |
| 1¼ to 2 in | 33 00 | 34 00 | 6 and 8 in | 11 00 | 12 00 |
| No. 2, 1 in | 15 00 | 16 00 | Common, 1 in | 15 00 | 16 00 |
| No. 2, 1¼, & 1½ in | 23 00 | 25 00 | 1¼ and 1½ in | 17 00 | 18 00 |
| No. 3, 1¼ & 1½ in | 17 00 | 18 00 | 2 in | 18 00 | 20 00 |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 28 00 | 30 00 | 2½ to 4 in | 34 00 | 38 00 |
| 1¼ to 2 in | 31 00 | 33 00 | Strips | 20 00 | 22 00 |
| | | | Com. and culls | 12 00 | 14 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 25 00 | 26 00 | Com. & good culls | 12 00 | 14 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 28 00 | 30 00 | 1st & 2nd, white, 6" & up | 18 00 | 20 00 |
| | | | Com & good culls | 10 00 | 11 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 20 00 | 22 00 | 1st & 2d, soft, 8 in. & up, | 18 00 | 20 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 18 00 | 20 00 | 1st & 2d, soft, 6in. & up, | 18 00 | 20 00 |

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., March 29, 1899.

UPPERS AND SELECTS.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in., 10 n. and up wide | $48 00 | | Selects, 1 in., 8 in. and up wide | $43 00 | |
| 1¼, 1½ and 2 in. | 48 00 | | 1¼, 1½ and 2 in. | | 43 00 |
| 2½ and 3 in. | 56 00 | | 2½ and 3 in. | | 51 00 |
| 4 in. | 59 00 | | 4 in. | | 54 00 |

FINE COMMON.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 8 in. and up wide | 35 00 | | 2½ and 3 in., 8 in. and up wide | 46 00 | |
| 1¼ and 1½ in. | 35 00 | | 4 in. | | 49 00 |
| 2 in. | 36 00 | | | | |

B FINE COMMON OR NO. 1 CUTTING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 7 in. and up wide | 26 00 | | 2½ and 3 in., 7 in. and up wide | 39 00 | |
| 1¼ and 1½ in. | 31 00 | | 4 in. | | 40 00 |
| 2 in. | 32 00 | | | | |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 36 00 | | 1 in., 4, 5 and 7 in. wide | 35 00 | |
| 6 in. wide | 40 00 | | 6 in. wide | | 40 00 |

FINE COMMON OR C.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 in. wide | 30 00 | | 1½ in., 4, 5 in. wide | 32 00 | |
| 1¼ in., 6 in. wide | 35 00 | | in., 6 in. wide | | 34 00 |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 26 00 | | 1 in., 4, 5, 6 in. wide | 22 00 | |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 in | 18 00 | | 1¼ in., 4, 5 and 7 in. | 20 00 | |
| 1 in., 6 in. | 19 00 | | 1¼ in., 6 in. | | 21 00 |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 14 00 | | 1¼ in., 4 to 7 inch | 15 00 | |
| 1 in., 6 inch | 15 00 | | No. 3 Fencing, 1 in., 6 inch | 13 00 | |

SHELVING.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 29 00 | | No. 2, 1 in., 7 and 8 in. stocks | 23 00 | |
| 1 in., 10 in. and up wide | 30 00 | | 1 in., 10 in. stocks | 23 00 | |
| 1 in., 12 in. stocks | 33 00 | | 1 in., 12 in. stocks | 27 00 | |
| 1 in., 12 in. and up wide | 34 00 | | 1 in., 10 in. and up wide | 24 00 | |
| 1¼ in. 1½ and 2in., 8in. and up wide | 31 00 | | 1 in., 13 in. and up wide | 29 00 | |

BARN BOARDS OR STOCKS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 12 in. | 22 00 | | No. 2, 9 in. | 13 50 | |
| 10 in. | 19 00 | | 8 and 7 in. | 15 00 | |
| 9 in. | 18 00 | | No. 3, 12 in. | 13 00 | |
| 8 and 7 in. | 18 00 | | 10 in. | 12 00 | |
| No. 2, 12 in. | 16 00 | | 9 in. | 12 00 | |
| 10 in. | 15 00 | | 8 in. | 12 00 | |

SHIPPING CULLS OR BOX.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4 and 5 in. wide | $10 00 | | 1 in., 13 in. and up wide | $10 50 | |
| 1 in., 6 in. wide | 10 00 | | 1¼, 1½ and 2 in., 7 in. and up wide | | 10 50 |
| 1 in., 7 in. wide and up | 10 00 | | | | |

SHAKY CLEAR.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9in. wide | 20 00 | | 1 in., 10 in. and up wide | 19 00 | |
| 1 in., 6 in. wide | 20 00 | | 1¼, 1½ and 2 in., 8in. and up wide | | 20 00 |

COFFIN BOARDS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 13in. and up | 22 00 | | No. 1, mill culls | 9 00 | |
| No. 2 | 17 00 | | No. 2, or red horse | 6 50 | |

TIMBER, JOIST AND SCANTLING.

| | | | | | |
|---|---|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $ 9 50 | | Hemlock, 2x4 to 10, 12 to 16 feet | 7 50 | |
| 18 ft. | 10 50 | | | 8 50 | |
| 20 ft. | 11 50 | | 2x12 | | |
| 22 and 24 ft. | 12 50 | | Add $1 to each additional 2ft. in length. | | |

SHINGLES, 18-IN.

| | | | | | |
|---|---|---|---|---|---|
| Country brands, XXXX | 3 00 | | Standard brands, river made, XXXX | 3 25 | |
| Clear Butts | 2 00 | | Clear Butts | 2 25 | |

WHITE PINE LATH.

| | | | | | |
|---|---|---|---|---|---|
| No. 1 | 1 75 | | No. 2 | 1 20 | |
| | | | Hemlock | 1 00 | |

## PRICES OF COOPERAGE STOCK.

| | F.o.b. cars at Sutherland Innes Mills | F.o.b. Wallaceburg |
|---|---|---|
| No. 1 28½ inch jointed elm staves, per net 1,000 | $5 00 | $5 00 |
| No. 1 30 " " " " " | 5 00 | 5 00 |
| No. 1 32 " " " " " | 5 25 | 5 50 |
| No. 1 24 " " " " " | 4 00 | 4 00 |
| No. 2 28½ " " " " " | 3 25 | 3 25 |
| No. 2 30 " " " " " | 3 25 | 3 25 |
| No. 2 32 " " " " " | 3 75 | 3 75 |
| No. 2 24 " " " " " | 2 00 | 2 00 |
| No. 1 14 in. to 14¾ in. kiln dried basswood heading, per set | 3 | 3 |
| No. 1 15 " 16 " " " " | 3¼ | 3¼ |
| No. 1 17⅞ " " " " | 3¾ | 3¾ |
| No. 1 18 " 18¼ " " " | 4½ | 4½ |
| No. 1 19⅛ " " " | 4½ | 4¾ |
| No. 1 19½ " " " " | 5 | 5 |
| Mill run heading ½ ct. per set less, No. 2 heading 1ct. per set less. | | |
| No. 1 5½ ft. patent coiled elm hoops, per net 1,000 | 5 25 | 5 40 |
| No. 1 6 " " " " " | 5 50 | 5 65 |
| No. 1 6½ " " " " " | 6 00 | 5 90 |
| No. 2 hoops about 50 cts. per thousand less. | | |
| No. 1 28½ in. jointed white ash staves, per net 1,000 | 6 50 | 00 |
| No. 2 28½ " " " " " | 3 25 | 0 |
| 34 in. to 35 in. elm syrup bbl. staves | 18 00 | 17 00 |
| No. 1 30 inch half syrup barrel staves | 16 00 | 16 00 |

(Add $1.00 per thousand more if bent to shape, $2.00 per thousand more.)

# THE RETAILER AND Wood-Worker

## PIPING AND HOODING EXHAUST FANS FOR MILL USE.

Almost every planing mill or wood-working factory of the present time uses the exhaust fan for the purpose of taking the shavings and dust from the machines and depositing same in a suitable shavings vault near the boiler room, where they are used wholly or in part for fuel. In many factories, writes "G. T. L." in the Wood Worker, this system does not give full satisfaction, and is a constant source of trouble and expense. While some mills get fairly good results, it is usually at great expense of power and consequent cost of fuel, as well as the continual patching up of pipes, hoods and minor troubles. In every case where the fan does not work properly you can trace the trouble either to the imperfect way in which the pipes from the machines to the fan are rigged, the wrong method of hooding around the cutter heads, or in the way that pipes from the machine enter the main pipe.

There is no good reason why an exhaust fan should not work satisfactorily as any machine in the shop. If the fan is of suitable size and properly piped to the machines it will not cause any more expense, over the usual wear and tear for the work it does, than other machines. A man would be considered a fool who tried to make a pony do the work of a horse, or to carry a ton of coal in a light buggy, or if he used a cart horse for a trotter and a coal cart for a road wagon, although he could do the latter with better results than the former. So it is with the fan. You can't expect a small fan to do good work beyond its capacity. A too large fan is equally as bad, as it uses power that could be better employed, for the average mill, especially where heavy planing is done, is usually short on power.

Having occasion during many years to visit the different wood-working factories of the country, I found the shavings (or, rather, how to get rid of the shavings) problem a hard one for the mill man to solve, and it became a sort of study to me. It was a benefit to me in my business and I was often able to point out where trouble could be remedied and power saved. I became interested in the subject and made it a point to inspect thoroughly every pipe system I came across. From what I have seen, and from experience, I will give my ideas as to fans, piping and the proper way to hood machine cutter heads.

In the first place, the size of fan to be used depends entirely on the number of machines used and the class of stock they have to work on. The figuring out of pipe area is all right from the blower man's idea of the fan you ought to have, but you want a fan to pull shavings, not air, and his figures are often on the too-big fan, because the sale is better for him. The result is unnecessary expense for piping and waste of power. If a 24-inch planer is used for heavy dressing on yellow pine, cypress, whitewood, etc., it takes a larger pipe from the cutter heads to carry the shavings to the fan than it would if the machine was working on hardwoods or kiln-dried stock. A 36-inch fan might work perfectly in a plant of several planers working on the latter stock, while a 50-inch fan might stall on the same lot of machines working on the former stock. So in selecting a fan, the work the machines have to do is first to be considered, and second, the number of machines in use.

I have noticed that a six-inch pipe for the top head on a 14-inch planer and matcher, four-inch pipe for the lower and adjustable side head, and three-inch pipe for the guide-head, give the best service where the machine is used for jobbing or custom work ; and one inch larger diameter of pipes for machines where the cuts are heavy or the machine is used for dressing wide stock at rapid feed. For a 24-inch machine eight-inch pipe for top head, six-inch for lower head and five-inch for side heads are best, and for molding machines six-inch pipe for the top head and four-inch for the others. For smaller machines a four-inch pipe works the best. The size of pipes given are large enough to remove all shavings as made (provided the hoods to cutter heads are right) and will not clog if the fan is working up strong to speed as called for.

Many mill men think a hood should set as close as possible to the cutter head and enclose it entirely. This is a mistake, and many a mill that is now short of power and getting poor results from the fan, could make a wonderful change by simply altering the hoods on the machines. A cutter head running at any speed is a fan in itself. The faster it runs the more blast it gives, and this force will throw shavings for many feet from the knives guided by the usual shaving bonnet as furnished with the machine. Now enclose the cutter head as closely as possible, and, dressing stock the full width of the knives, the head is practically encased and the shavings will be carried around with the head until clogged up and the head stalls. If the fan is strong enough to overcome the force of the cutter head, then you get rid of the shavings, but the fan has to do just that much unnecessary work and at double the power required.

The hood or funnel, as it is sometimes called, should be made so it will catch the shavings as they are thrown into it from the cutter head force. Fig. 1 will give the idea. The opening to the hood should be clear of the knives so the

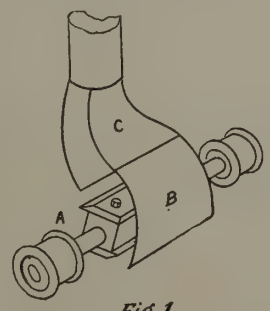


Fig 1

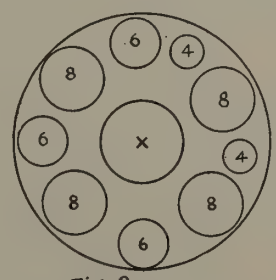


Fig. 2

shavings can be thrown into it, then the fan can do its work properly. Try this by taking a handful of shavings and throwing them into an open pipe, and see how quickly the fan will take them up. Shavings are taken up by the fan by the suction of air through the pipes, and you have to allow air to enter or you get no suction. So, if you hood your cutter heads tightly, where does the suction come in? From the machine to the fan the shavings are drawn by this suction or exhaust force, but leaving the fan are forced out by the same air as it is discharged, the same as a blast fan. Many fans do not work right because the discharge pipe is cramped at some point or has too many bends or turns in it. This prevents the free discharge of air and shavings, causing a back pressure that the fan is overworked to contend with, and of course at so much greater expense of power and the wearing out of belts, and piping at the bends or turns.

To select the suitable size fan, take the diameter of pipes in inches necessary to take care of each machine, add them up and divide by three. This will give you the diameter of inlet for fan. For instance, four machines taking eight-inch pipe make 32 inches, three with six-inch pipes make 18 inches, and two with four-inch pipes make eight inches, or a total of 58 inches. Divide this by three and you have 19⅓ inches, which is the diameter for the inlet to proper size fan for these machines. If you make it a trifle larger you will have plenty of spare fan to take care of two or three smaller machines if wanted. Fig. 2 will show this clearer.

If you have more machines to take care of than a single fan of 24-inch inlet will handle, a double fan is preferable to a single one of larger size. The best is to provide two single fans, or better yet, one fan for each floor or section of floor. If only one fan is used and it is disabled, the whole factory has to stop, while by using two or more fans only a part of the mill is hampered in case of trouble. The discharge pipe from the fans may enter a common discharge pipe at a point near the shavings vault, or the dust arrester, if one is used. The placing of a fan is very important, so the discharge will be as straight or direct as possible, avoiding short bends or perpendicular pipes. If turns are necessary, make them as wide as possible, and for elevations give as much incline as you can. Remember you can draw or pull around most any bend or corner, but to discharge or throw around a corner is not so easy. In the first case you coax around, and in the second you bang around, and extra force is required at every bend or turn.

After placing the fan, carry the inlet pipe full size to the first machine (not necessarily the one that does the heaviest work), and if you want the best system, one that will be the cheapest in the

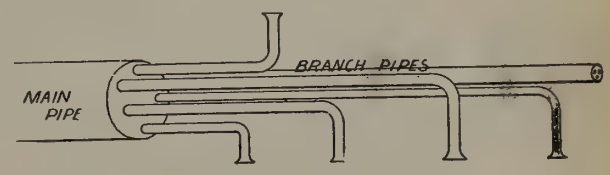


Fig. 3

long run, head the pipe up right there. From this heading run separate pipes (see Fig. 3) to each machine. For illustration, take a flute and blow through it and the first hole gives its note, and so on ; but open up again and the first hole responds. If you have wind enough to fill the flute to more than three or four of the holes can discharge, you can get the notes, but the first one will be the loudest, and so on down until the wind dies away. Now, if you take as many straws as there are holes in the flute, make them of different lengths and place the even ends in your mouth and blow, you will discharge as much air through the longest straw as the shortest, all getting their full capacity. Immerse the straws in water and draw or suck on the even ends and you will get just as much water through the longest straw as the shortest. Barring a little more friction the longest pipe from a machine entering in the heading of the main pipe (or, similarly used, the mouth) will suck or exhaust equally as well as the shorter one.

This method of piping is not very much more expensive than the flute system, and certainly gives better results : first, as to its working ; second, expense of keeping in repair and freedom from delays by clogging. If the flute system of piping is used don't make the mistake of running the main pipe tapering ; it's wrong—dead wrong.

If you are to pull shavings from the rush or current of air as it is exhausted, you certainly must lose force by gradually enlarging the suction pipe from a small diameter up to the full size of fan inlet. Take an ordinary funnel. Place the large end in your mouth and draw air through it. If you can fill the funnel end you get only the amount of air that you are able to draw through the small end, and to all intents and purposes a straight pipe of diameter of the small end would give same results. The same applies if you blow or discharge air. Keep your main line pipe to the fan, of regular diameter, and the discharge pipe full diameter of the outlet.

The branch pipes from the machines should enter the main pipe at the sides, at, or above, the center line, or at the top (never on the bottom), and with a turn pointing to direction of fan. The smaller pipes from side heads should enter the branch at nearest convenient point. The speed of the fan should be as catalogued by the maker, and if properly piped, will do its work easily and well to its full capacity. If the fan is too small for the work required, from adding new machines on from time to time, don't speed it up or run chances of a smash-up, or load the belt with a heavy tightener pulley and have trouble with the boxes or journals, or make the mistake of putting in a larger fan and expect it to work with the same piping as old one, but get an additional fan to do the extra work, required and thus remedy the trouble.

In equipping a new factory with the exhaust fan system, use the same care and judgment as you do with the rest of your plant. Lay out what you want or need and then get a good company to make the pipes and put them in; or your mill foreman will know from experience about what is the best way to get good results, so don't leave this work all to the pipe man. You will be paid for your trouble in the end if you study it up and plan yourself, or give the pipe man pointers. Where the pipe system is up and not working right, perhaps you may get some hint from this article that will enable you to locate the trouble and remedy it.

## TRADE NOTES.

The Chicago office of the Magnolia Metal Co. has been removed from the Traders' Building to the Fisher Building, 281 Dearborn street.

McKay Bros., East Hatley, are putting in one of the Jenckes Machine Co.'s steam plants, consisting of a slide valve engine and horizontal tubular boiler.

W. D. Pettigrew, of Winnipeg, who is developing mines at Wabigoon, Ont., has placed an order with the Jenckes Machine Co. for hoisting, crushing and pumping plants.

Thomas Lord, of L'Epiphanie Station, Que., is increasing his plant by the addition of a 35 h.p. engine, from the well known builders, the Jenckes Machine Co., Sherbrooke, Que.

The Lake Manitou Gold Mining Co., of St. Paul, have placed an order with the Jenckes Machine Co., Sherbrooke, Que., for a ten stamp mill to be erected on their property near Wabigoon, Ont.

The Defiance Machine Works, of Defiance, Ohio, are distributing to the trade a large hanger, on which is shown illustrations of some seventy special patent woodworking machines which they manufacture for making hubs, spokes, wheels, wagons, carriages, handles and hoops.

Geo. Long, of Sherbrooke, whose increasing business requires more motive power, is about to install a 25" Crocker turbine, in order that production may cope with the demand. This order was placed with the Jenckes Machine Co.

## "WANTED AND FOR SALE."

Persons having for sale or wishing to purchase a particular lot of lumber, a mill property, timber limits, second hand machinery, etc., in fact, anything pertaining to lumbering operations, will find a buyer or seller, as the case may be, by placing an advertisement in the "Wanted and For Sale Department" of the CANADA LUMBERMAN Weekly Edition. Testimonials to the value of this department by those who have given it a trial state that the results of advertisements were frequently better than anticipated. The cost is comparatively small. Mill owners might, with profit to themselves, make use of this method of advertising their stock to a still greater extent.

# THE NEWS.

—McIntosh Bros. have erected a new saw-mill near Cariboo, B. C.

—T. W. Gray, saw miller, Nelson, B. C., has sold out to Chas. Hillyer.

—W. Bladow is making preparations to rebuild his sawmill at Killaloe, Ont.

—The Cranbrook Lumber Co., of Cranbrook, B. C., purpose building a new saw mill.

—Chew Bros., of Midland, Ont., are erecting a box factory, 120x42 ft., at Dollartown.

—W. B. Fairbairn has disposed of his lumber business at Emerson, Man., to J. A. Badgley.

—H. V. Boote has purchased the lumber yard of Thos. Rutherford at La Riviere, Man.

—Magee & Thompson have purchased the lumber yard of R. W. Gibson at Sintaluta, Man.

—T. Burrows, M. P. P., of Winnipeg, will rebuild his saw mill at Pine River recently destroyed by fire.

—Rhodes, Curry & Co., of Amherst, N. S., have established a branch of their works at Halifax, N. S.

—G. B. Housser & Co., lumber dealers, Portage la Prairie, Man., are opening a branch at Macdonald.

—T. G. McMullen, M. P. P., has made extensive repairs and additions to his saw mill at Hartville, N. S.

—An exchange states that the Victoria Harbour Lumber Co. are considering the removal of their mill to Midland, Ont.

—The Southampton Manufacturing Co., of Southampton, Ont., are building an addition to their factory, and will put in a new dry kiln.

—The fourteenth annual meeting of the St. John River Log Driving Company will be held at Fredericton, N. B., on Wednesday, April 5th.

—The Bryan Manufacturing Co., of Collingwood, Ont., are just completing an addition to their planing mill, in which new machinery will be installed.

—R. C. Ervin, of Shubenacadie, N. S., has disposed of his electric light plant and intends engaging in the lumber business at Falmouth and near Windsor.

—James Playfair & Co. have removed their shingle mill from Sturgeon Bay to Midland, Ont. It is likely that Craighead Bros. will again operate the mill this season.

—The late John Larkin Cook, lumber merchant, of Toronto, who died in January last, left an estate valued at $396,000, consisting of stock in the Cook & Bros., Lumber Company.

—Estey & Thompson, of Fredericton, N. B., are said to have decided to rebuild their saw-mill at Shogamoc, although it is improbable that work will not be commenced before next summer.

—The Ontario Legislature has passed a bill empowering the town of Lindsay, Ont., to grant a bonus of $2,000, to Rider & Kitchener to establish a veneer and excelsior factory at that place.

—The C. Beck Manufacturing Co., of Penatenguishene, Ont., are putting in new box-making machinery. The company expect to keep both of their saw mills in operation throughout this season.

—Gilmour & Co., of Trenton Ont., are remodelling their large saw mill at that place, and purpose engaging extensively in the manufacture of boxes, for which purpose modern machinery will be installed.

—W. Craddock, of Huntsville, Ont., who a short time ago secured a contract for broom handles from a Liverpool firm, has completed his first car load. Mr. Craddock is purchasing large quantities of basswood logs.

—The Bronsons & Weston Lumber Co., of Ottawa, has made application to parliament to change its name to the Bronson Company, and for permission to carry on business as manufacturers of commercial products.

—Robert Watt, of Wiarton, Ont., has just rebuilt his sawmill, putting in additional power and new machinery. The improvements will double the capacity of the mill, which will commence operations upon the opening of navigation.

—The announcement is made that after May 1st the wholesale lumber business carried under the style of John S. Mason & Co. will be continued by Ichabod T. Williams & Sons, at 11th ave. and 25th street, New York city.

—The Canadian Pacific Lumber Co. have refittted and increased in capacity the sawmill at Port Moody, B. C. Arrangements have also been made to put in an improved dry kiln. The daily capacity of the mill will be between 50,000 and 75,000 feet per day.

—The Laurentide Pulp & Paper Co. are building a large sawmill at Grand Mere, Que., I. N. Kendall, of Ottawa, having the contract. The mill will cost $30,000, and the machinery will be supplied by the Wm. Hamilton Manufacturing Co., of Peterboro, Ont.

—It is said that T. Ludgate, of Peterboro, Ont., has secured from the Dominion Government a lease of Dead Man's island at Vancouver, B. C., and that he has agreed to build thereon a large saw-mill, expending $250,000, and employing several huhdred workmen.

—J. W. McCrae, of Tilsonburg, Ont., has purchased the foundry of John Makins at Lindsay, Ont. Extensive improvements will be made to the foundry and considerable machinery added. Mr. McCrae intends to manufacture circular sawing machines, shingle machines, mill fittings, engines, etc.

—Kitteridge, Smith & Co., of Shebrooke, Que., have invented a machine for making railway ties which it is expected will have a capacity of about 5,000 per day. The ties are planed on two sides and can be produced at less cost than by the ordinary method. The machine is being built by the Jenckes Machine Co.

—D. C. Cameron, manager of the Rat Portage Lumber Co., states that the building of the proposed saw mill in Winnipeg will not be commenced until next fall, but that operations will be carried on throughout the winter. The Rat Portage Co. are this spring expending about $20,000 in improving their manufacturing plant at Rat Portage.

—Oliver Haywood is erecting an extensive saw and planing mill at Whycocomagh, C. B. It will be operated by steam, and when completed will be the largeat mill in Cape Breton. The boilers and engines are from the works of I. Matheson & Co., New Glasgow, and the other machinery was supplied by the Robb Engineering Co., of Amherst, N. S.

—C. H. Witthun, of Hepworth Station, Ont., is removing his saw mill from Shallow Lake to Wiarton. The other saw mill at Hepworth, formerly owned by C. H. Witthun & Co., has been converted into a factory for manufacturing crokinole boards and other small woodenware. The merchantable timber in the vicinity of Hepworth is almost exhausted, and consequently the owners of mills are looking for new locations. J. E. Murphy will remove one of his mills this summer, and the other one about a year later.

—As indicating the fluctuation in the minds of those owning timber lands in Nova Scotia regarding their value, the following is given: N. N. Bentley, of Five Islands, purchased what is known as lot 6, of Garish Grant, from Mark Fulmore, for $1,000. This same block was part of a block of land that some years ago was sold for $125. Mr. Bentley bought it a few years ago for $140, lumbered it and sold it for $250. The other day he bought it back for $1600. Mr. Bentley also purchased the timber on the lot adjoining. About fifteen years ago the lot was sold to John W. Graham for $400. Mr. Bentley gave $3,000 for the timber of the property. He expects to cut thereon four million feet.

—Speaking of the export lumber trade, John Hendry, manager of the Hastings Sawmill Co., Vancouver B. C., said the prospects were never brighter. In his opinion all the concessions now being granted to European powers by China mean the construction of railways, and where railways are constructed there will be found Pacific Coast lumber. At first it was thought that the lumber for the Chinese railways would be sent from Russia, but the Russian lumber was found to be too brittle for railway construction, and instead of shipping lumber Russia is now importing it from British Columbia and Puget Sound for the Trans-Siberian line. Then the Austrailian trade is better than it was, and Mr. Hendry predicts that it will be still better when the federation of the Australian colonies has been completed, as it will be easier for Canada to make reciprocal arrangements with a united colony than with several small ones.

—Mr. Edmund M. Walker recently read an interesting paper on "Forest Trees of Canada" before the Canadian Institute, Toronto. In opening Mr. Walker gave a brief account of the extent of the burnt areas of forest land in Canada, the resulting evils being more than the mere loss of timber. As an instance of this, a comparison was made between the present climatic conditions and the lessened population of southern Europe and eastern Asia with those of twenty centuries ago. This great change is largely due to the clearing away of the forests, and it was shown that Ontario has already suffered to some extent in the same way. In the Maritime Provinces, however, the effect of the removal of the woods is quite different, the soil of the clearings being made wetter than it originally was by the coming in of the sea air. The dtstribution of the various forest belts in Canada was then given, with brief descriptions of the appearance, habits and geographical range of the various trees. Most of the forests of Canada are included in an immense belt called the sub-artic forest belt. The remainder were grouped into those of the Maritime Provinces, Quebec, Ontario, the Rocky and Selkirk mountains, and the Pacific coast. The paper was illustrated by lantern slides, showing twenty-five or thirty species of Canadian trees.

Mr. Erastus Wiman, on behalf of some friends in Canada, has presented to Governor Roosevelt a bicycle made entirely of Canada ash, and called the "Wooden Beauty."

A copy of the second annual report of the Forestry Reserve Board of the State of New York is to hand, and found therein are details of what has been done towards establishing a forest reserve. The board was organized in April, 1897, and an appropriation of $1,000,000 made for the purposes specified in the Act. This was supplemented at the legislative session of 1898 by a further appropriation of $500,000, making a total of $1,500,000 thus far placed at the disposal of the board for the purchase of forest lands, and for the expenses incidental thereto. Up to December 31, 1898, the state had acquired title by purchase to $259,634\frac{93}{100}$ acres of forest land in the Adirondack Park, for which there was paid, in the aggregate, $1,108,143.15, or $4.26 per acre on the average.

# WOOD PULP DEPARTMENT

## THE PROCESS OF MANUFACTURING MECHANICAL WOOD PULP.*

By W. A. Hare.

(Continued from March issue.)

Pumps.—The hydraulic pulp grinder is supplied with water under two different pressures. The high pressure is used for pressing the wood against the stone, and varies about 100 pounds per square inch, according to the size of the grinder cylinder and the general practice of the operator. The low pressure is used for backing the piston and follower off the wood, and is only a few pounds per square inch. The high pressure system is supplied by a back-geared triplex pump, such as is shown in Fig. 8. This style of pump is manufactured by the Northey Manufacturing Company, Limited, of Toronto. It is designed for high pressures and heavy service, is well made, and reliable. A centrifugal pump supplies the low pressure service, to which are connected fire-hoses, cleaning-hoses, wet machine sprays, and the low pressure piping in the grinders. In large mills, it is better to install a special fire pump; but for small ones it is more economical to pipe direct to the low pressure system, and use a slightly larger pump than is required for ordinary purposes. Fig. 9 is a very good type of a centrifugal pump. It is made especially for this service by the Northey Manufacturing Company. A good feature about this particular style is its reversability, which greatly simplifies its installation. Stuff pumps are used to handle the mixed pulp and water, and for mechanical pulp the centrifugal pump is very satisfactory. A pump as is shown in Fig. 9 is suitable for this purpose. Stuff pumps handle the pulp in a large amount of water; generally the water contains 1 per cent. of dry pulp by weight. The speed and hose power required for these pumps depends on the elevation of the discharge orifice above that of the suction. Many mill designers prefer to drive the pressure and stuff pumps by belt from the grinder shaft. In small mills this may be as good a method as any, but it is open to serious objections. Owing to the varying conditions under which the grinders are working, the speed cannot be kept constant, resulting in a varying discharge from the pumps. In the case of the stuff pump this is objectionable, as it causes trouble for the wet machine man in regulating the supply of stock from the vat. The best method of supplying the high pressure system is to do so from a separate triplex pump belted to each grinder shaft. If there are two grinders coupled together, a 3″ x 4″ triplex, at 45 revolutions per minute, would supply them. This may cost more than one large pump intended to supply all; but if that pump is shut down by accident or otherwise, the load is immediately thrown off all the grinders at once, which allows them to speed up.

It is exceedingly dangerous to allow any grinder to run

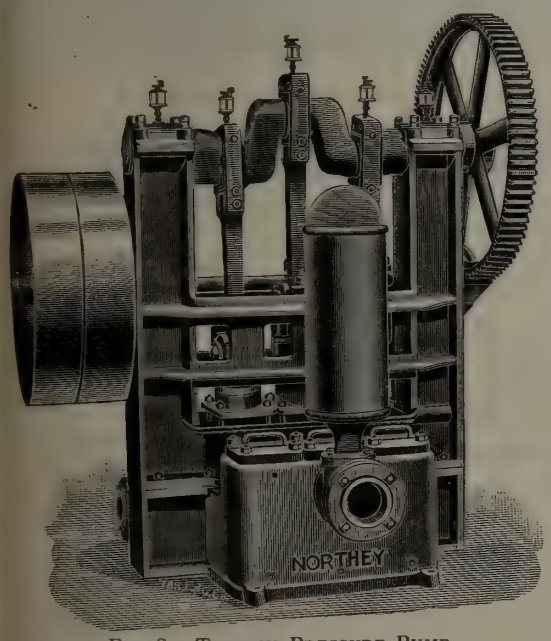



Fig. 8.—Triplex Pressure Pump.

very much above its normal speed. Owing to cracks in the stone which are not always apparent on the surface, a stone may fly in pieces even at moderate speeds, and is very liable to do so if the grinder is allowed to run away. By supplying all the grinders from a common pipe system, and driving a separate pressure pump from each grinder shaft to supply the system, we have each grinder perfectly independent of the others, and we are, therefore, at liberty to shut down any one we please without regard to the others. When a grinder is started up, its pump is started also, and takes its share of the pumping, and we always have the supply directly proportional to the demand. If a pump in the line should become disabled, its check valve, placed on its discharge pipe, instantly closes, cutting it out of the system. The remaining pumps can, for a short time at least, carry the increased load, giving the grinder man sufficient time to shut down the grinder, or to cut out a pocket or two. The grinder which was driving the disabled pump has had no opportunity to race, as the other pumps in the line continue to supply its cylinders with water at almost the usual pressure. This system has, perhaps, the disadvantage of first cost, but even in this particular, when everything is considered, it would be the cheaper method for some installations.

Method of Driving and Coupling Grinders.—Wood pulp grinders are generally run in pairs, coupled direct to the water wheel shaft. Direct driving is the usual practice, which is seldom if ever departed from. In some small plants it might be advantageous to drive a grinder by means of a large belt, but these cases are extremely rare. There is no other method that is practicable. Gearing would be out of the question, as the sudden and excessive variations in the load would render it extremely difficult to keep them in proper repair. In most cases, the only method that commends itself is to couple two grinders on the same shaft, and direct to that of the water wheels. With a certain head, for instance, the wheel that will run with a speed of about 200 R.P.M. would deliver more power to the shaft than is required by one grinder. If another grinder, of suitable capacity, is coupled to this shaft, it gives the correct speed and power for each grinder.

There is another consideration in favor of the above method of driving. If two 3-pocket machines are run by themselves from separate wheels, only two of these pockets can be used at a time on each grinder, the third being retained as a change pocket. If, on the other hand, we have two 3-pocket grinders connected on the same shaft, we can operate 5 pockets altogether, leaving the other one for the change pocket. In this way we have gained the use of an extra pocket on two machines by driving them coupled.

When a stone breaks on the inside machine, both will be idle until repairs are completed. If the outside grinder be damaged, the coupling can be removed, and the inside one run as usual.

Operation.—The first thing in starting up a grinder is to thoroughly clean it with a hose. This is to prevent specks from getting into the pulp from dirt collected in the grinder. This should be done once a week, or oftener, according to the make of the machine. The side plates of the pocket should be set down close to the stone, and, as the stone is turned down by sharpening, they should be advanced. A great deal of waste from chips and slivers will arise if this is not attended to. It is important that the supply of water should be sufficient, for two reasons: first, to keep the stone cool, and, second, to supply the ground wood with enough water so that it can be handled easily by the stuff pump. In some grinders the stone runs clear of the water underneath it, and must, therefore, be supplied by sprays near the top, or elsewhere, to keep the stone from heating. In others, the stone runs in a vat of ground pulp and water, which, as the water is changing all the time, prevents heating very effectually. There should be, even in this case, a small spray near the top of the stone, for the purpose of washing the pulp down to the vat as soon as it is ground. The vat underneath the grinder is made by placing a wier on one side, of a suitable height, so that when the pulp and water flow over it, the stone is submerged to a sufficient depth to prevent heating.

When the wood has been badly packed in the pocket it will jam, and, by bracing against the sides of the pocket, relieve the stone of the pressure. This is easily fixed by letting off the pressure while the wood is loosened up with a short bar, and then turning the water on again. This jamming is not so liable to occur with round sticks as it is when the wood has been split. Sometimes, with round wood, the blocks will roll in the pocket. This can be prevented by having strips cast on the follows. When this is not done, it can be remedied for the time by loosening up the pocket, or by repacking. In a good grinder there should be very few chips formed. In many cases, in fact nearly all, this is caused by carelessness in setting the side plates of the pockets. As the wood grinds down to a thin shim, it is carried under the plate, and is not ground. If the plates are just clearing the stone, the wood will be almost completely ground before the shim can get through. Grinders should be provided with sufficient space between the stone and the sides to allow for the free escape of pulp and water, or else it will flow over the floor when the door is opened. This space should be so constructed as to prevent shims, etc., getting in, which might cause trouble. In some mills machines are used for grinding chips and shims, but, as far as the chips from the grinders are concerned, it is unnecessary unless the grinders are faulty. In any new mill, if good grinders are bought, this will not be required.

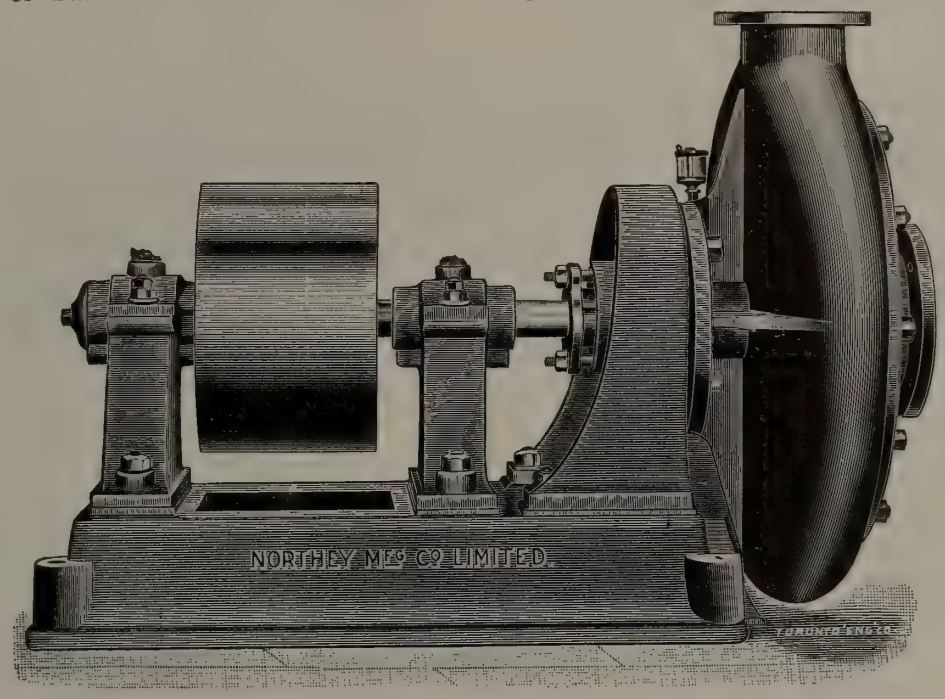



Fig. 9.—Horizontal Centrifugal Pump.

The principal agencies that influence the quality of the pulp ground from any given wood are, speed of the stone, pressure used to press the wood against the stone, and the sharpening. The first two have considerable influence, and should be carefully looked after; but it is in the sharpening that the secret lies for the manufacture of a good uniform product. The influence of the speed is important, and the best practice is not to exceed a circumferential speed of 2,800 ft. per minute, which corresponds to about 200 revolutions per minute on an ordinary sized stone. It may go higher than this at intervals, but it is not good practice to grind at a much increased speed. When the stone is running too fast, apart from any danger from bursting, there is a tendency to heat the surface, which cracks when it is chilled by the water, and so destroys the cutting surface of the stone. This is only true when the speed is excessive, but even if running normally at a speed much exceeding 200 revolutions per minute, there is a tendency to gloss the stones, which is detrimental to its cutting capacity. With a slow speed, the wood is pressed completely into the stone, and thereby a longer fibre is produced.

With regard to the pressure used, there seems to be a great difference of opinion among pulp manufacturers, but heavier pressures are of more common use now than formerly. To increase the pressure is, in nearly all cases, to increase the output of the grinder, provided that the power is sufficient. In some of the Nova Scotian mills a pressure of about 15 pounds per square inch is used on the grinding surface. This seems to be an average, though for special products it may be as high as 17 pounds per square inch of the cutting area. It is seldom allowed to drop below 13 pounds in any case.

The question of sharpening is also one upon which many different opinions may be expressed; but no attempt will be made to specify which is correct, the writer simply giving his own experience. In sharpening for different products no rule can be laid down; each man has a way of his own which he thinks is the correct one. One fault that is often made is to use one jig too often. This, after one or two cuts are made, does not improve the surface, as the points on the jig run in the same holes. For "news" pulp the writer has found an 8 to the inch jig to work first-class, also a 6 to the inch is another good size. A good surface is made by making a light cut with a 4 to the inch jig over the other size, which breaks the holes and makes a more uniform surface. If the same jig is used too often it will make a pitted surface, which is not a good cutting one. Over-sharpening is a thing to be guarded against, as in that case the pulp is inclined to be short in the grain, or mealy, is hard to screen on account

* Paper read before the Engineering Society of the School of Practical Science, Toronto, and published by permission.

of the thickness of the fibres, and is difficult to remove from the wet machine, as the sheet will not hold together. When a stone has been over-sharpened by carelessness or otherwise, it may be restored by simply rubbing the surface with a brick. Some pulp makers prefer to sharpen this way, i.e., by over-sharpening at first and then reducing the cuts on the stone, by means of a brick, until the right degree is reached.

A very good point in the construction of a grinder is to have the stone accessible while in operation. Some machines have to be stopped and certain alterations made before the stone can be sharpened. While this is being attended to, the opportunity is generally taken to clean them out, and in this way the disadvantage of not being able to sharpen while running is in some manner counteracted. The sharpening jig is a cylinder of steel, about 3½ inches long by 3 inches in diameter. It is cut on its surface by a heavy V thread, and also milled parallel to its axis by an equally heavy V cut. The resulting surface consists of a number of square, sharp-pointed pyramids. The jig is drilled throughout its length with a 1-inch drill, and mounted in a frame by a bolt passing loosely through this hole, so allowing it to revolve freely thereon. The frame also has on it a forged ring, which is made to engage a bolt on the grinder frame. This bolt passes across the face of the stone, and a few inches from it. The frame has also a suitable handle, by means of which it is guided by the workman. In operation, the bolt is passed through the ring and secured in the grinder frame. The workman can now girdle the jig across the face of the stone, against which it revolves. By bearing on the handle the pressure is applied, which causes the points of the jig to cut the face of the stone, making on it a rough pitted surface.

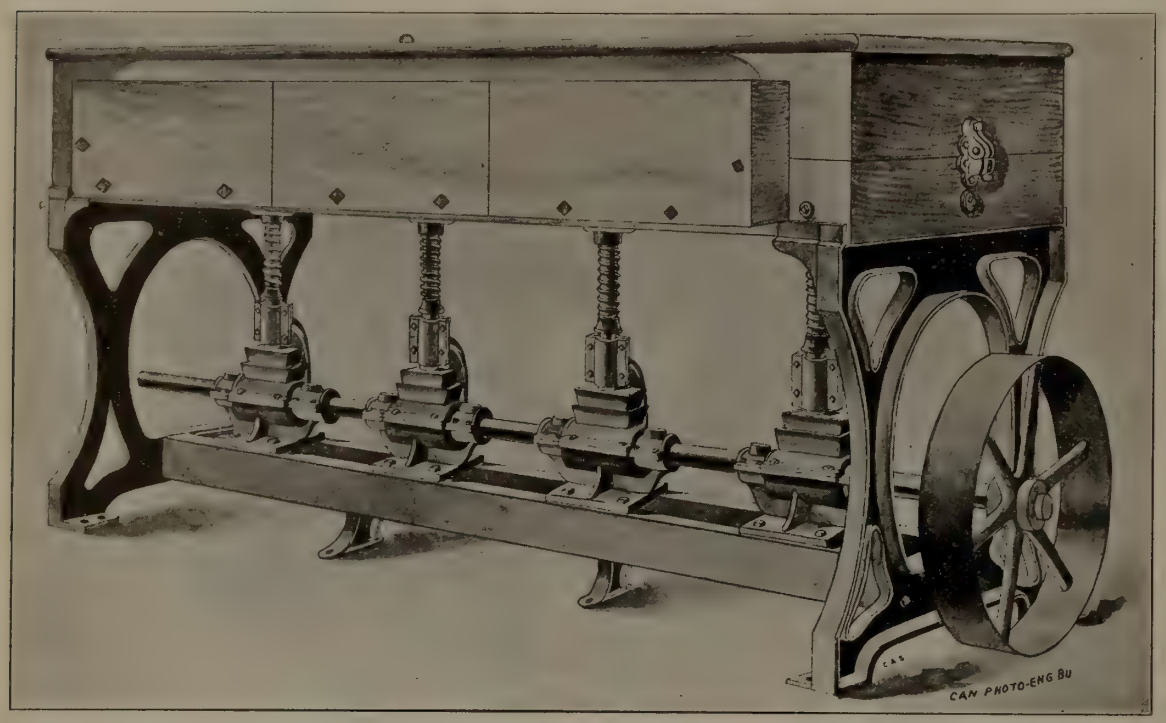
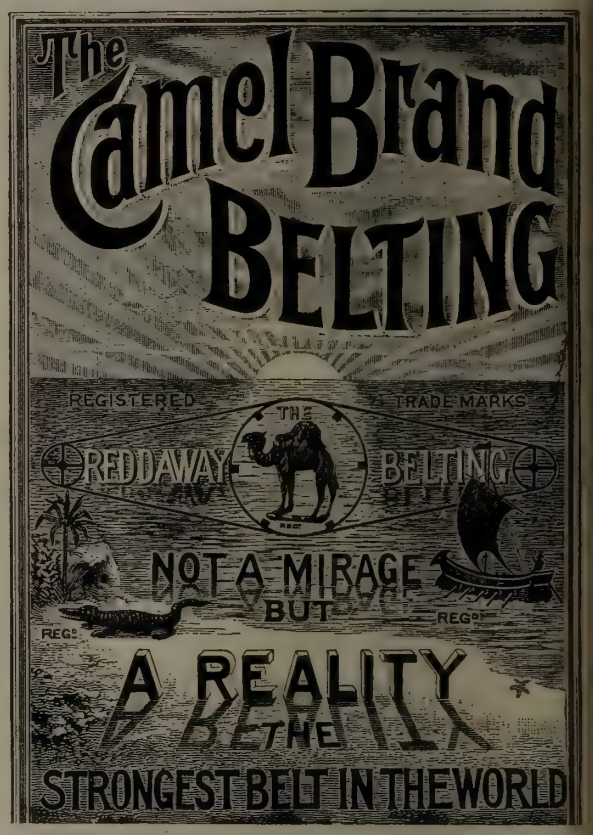



Fig. 10.—Vibrating Diaphragm Pulp Screen (Manufactured by Jenckes Machine Co.)

Method of Changing and Mounting Stones.—The stone is secured to the shaft by means of large flanges of steel, one on each side of it. These flanges are turned true on their face and are threaded right and left hand on the shaft. By this method the torsional strain on the stone due to the grinding tends to make the flanges grip tighter. There are two principal methods of securing the stone to the shaft, one being an improvement on the other. The first method is to screw the flanges up as tight as possible, taking care that the stone is centered, and then to pour in cement around the shaft and flanges, through a small channel which had been previously cut in the stone. This method is in use in the majority of cases and seems to answer the purpose very well. The second method is very much like the first, but in addition to the cement and threaded flanges, the flanges are bolted together by 1-inch bolts, running through the stone from side to side, which are tightened up before the cement has become hard. When the cement has set perfectly hard the stone can be turned off and trued up. The addition of the bolts in the second method adds considerably to the strength and solidity of the whole machine as well as providing a safe-guard against bursting. For this purpose alone, it would almost be advisable to introduce them.

Setting Stones.—When the stone is set in, it is very irregular on its surface, and must be turned off true before using. For this purpose an attachment is used which in its motions resembles the slide rest of a screw cutting lathe. It consists of a frame, which is placed on the grinder base, where it is bolted down firmly. On this frame there runs a carriage which is moved laterally across the face of the stone by means of a screw and hand wheel. Mounted on this carriage is a similar one, which moves at right angles to the surface of the stone, and is actuated also by a similar screw and hand wheel. On this top carriage is fitted a jig, similar to that used in sharpening, though generally a dull one is selected for turning off a stone. With this machine a stone can be turned down to the required size, and made true on its face. It is best in turning off a stone to make the face slightly crowned or else to turn down near the edges more than at the centre. This prevents to some extent the spauling of the stone from the pressure of the wood. Great care must be taken that in turning down the stones no cracks are made in it, for, if any exist, the piece will very likely fly out when the pressure is applied. This, of course, will ruin the stone eventually, even if it is a small piece, as when one piece is broken out, others quickly follow. It is bad practice to run a stone after it has been spauled. In handling the stone when bringing it into the mill, it should, if possible, be slung from a carrier by ropes passing through its centre hole. As this is not provided for in many mills, the next best thing is to roll it on strong palnking, taking care that it is only bearing in the middle of the face and not near the sides. It should, in all cases, be eased by ropes and blocks, so as to have it at all times under control. If care is taken, a stone can be mounted without the edges becoming spauled more than will be completely removed by turning down and trueing.

Description of Screens.—When the pulp and water leave the grinder, it flows along the troughs placed underneath the floor of the grinder room to the large trough, into which every grinder discharges. In this large trough are sprays, which supply sufficient water for the pulp to flow along it. At the end of this trough is placed a large tank covered over with iron plates, which are perforated


None Other Genuine
W. A. Fleming & Co. 57 St. Francois-Xavier Str MONTREAL
.. SOLE AGENTS ..

J. D. SHIER
Manufacturer of
Lumber, Lath & Shingles
BRACEBRIDGE, ONT.

TELEPHONES
Send for our Illustrated Catalogue and Price List of
"UNIQUE" TELEPHONES
For Main Line and Warehouse Use.
Only Telephone made that does not get out of adjustment. Satisfaction guaranteed. Sold outright at low prices. No exorbitant royalties.
SOLE MANUFACTURERS
JOHN STARR, SON & CO., LIMITED
P. O. Box 448, HALIFAX, N. S.

Geo. T. Houston & Co. CHICAGO, ILLS.
Houston Bros. CAIRO, ILLS.
Houston Bros. BIGBEE, MISS.
Houston Bros. COLUMBUS, MISS.
EXTRAORDINARY
We are cleaning up numerous yards in connection with our Mills in the South, to make room for next year's new cut.
Stock consists of all grades and thicknesses Hardwood Lumber, Yellow Pine and Cypress, including a big surplus of No. 1 and No. 2 Common Yellow Pine, Select and Common Cypress. All of the above a year and over dry.
If you are in the market for any kind of Hardwood Lumber, Yellow Pine or Cypress, or expect to be in the future, send us your enquiries. The stock has to be moved, and if we can pick your orders out of any of the lots referred to, we will quote you prices to save additional handling expenses.
Address all Correspondence to our Main Office:
Cable Address, "Houston."
Lumberman's and A.B.C. Codes.
GEO. T. HOUSTON & CO.
CHICAGO, ILLS., U.S.A.

with holes about ¼-inch in diameter. The pulp and water falls on this screen, and flows through to the tank underneath, while all large splinters, chips, etc., are collected on the perforated plates. The stuff pump draws the pulp from this tank and discharges it in the large trough in the wet press room. The screen of plates prevents any large pieces from entering the stuff pump, which would cause trouble if allowed. The trough into which the stuff pump discharges is made of 2½ inch pine planks, its size depending on the capacity of the mill. A 15 ton mill would require one about 20 in. wide by 24 in. deep. This trough runs the whole length of the wet machine room and is tapped, at intervals, for each screen. Each outlet is provided with a trap gate, or if the outlets are wrought iron pipes, a valve is used. It is also necessary to provide the trough with an overflow connected to a pipe running back to the tank in the grinder room. This will be found extremely useful in case of a stoppage in the wet press room, if the stuff pump is not driven from the same water wheel as the wet machines. From the large trough the pulp is led to the vibrating diaphragm screens, a cut of which is shown in Fig. 10. This type of screen is in general use in America, and has been found very satisfactory. The machine is manufactured by the Jenckes Machine Co., of Sherbrooke, Que. These screens are built to contain ten or twelve plates as desired, the usual size of the plates being 12x36 inches or 12x40 inches. The cradle, or frame containing the screen plates, is hinged to the water box, and when raised, permits the cleaning or examination of the plates. The water box is built with a partition in the centre, forming two compartments, each of which is provided with a diaphragm, supported on two vertical spindles passing through the guides, shown in the cut, and carrying the knockers, or cam shoes, at their lower ends. The usual flexible connection between the diaphragm and the sides is affected by india rubber. The stock box is bolted in front of the water box and is provided with a brass valve for regulating the supply of stock. The side frames are of cast iron, connected by an angle iron distance piece, which carries the bearings for the cam shaft and which is also provided with stands underneath, thereby considerably reducing vibration. The bearings for the cam shaft are babbitted and are placed on either side of each cam. These cams are made to give from one to four throws per revolution according to the speed of the cam shaft. The arrangement of the cams with relation to the diaphragms is such as to insure a constant strain on the driving belt. Springs are placed on the vertical rods, which keep the knocker always in contact with the cam, thereby avoiding vibration and noise. The usual speed of the screen is about 350 to 400 vibrations of the diaphragms per minute.

The screen plates are cut in fine slits. The size of these slits will vary according to the stock to be screened. For fine stock the cuts will be from .012 inch to .014 inch, though larger sizes are more usual. The capacity of these screens varies with the speed. At a speed of 600 R. P. M. they should screen 5 tons of well ground stock per 24 hours. In operation the upward movement of the diaphragm forces air and water up through the cuts in the plates, thereby cleaning them. On drawing down again, the pulp and water are sucked through the slits, and that which will not pass through remains on the screen plates. Sufficient water is necessary to keep the pulp in suspension.

## PULP NOTES.

Several English capitalists were at St. Stephen, N.B., last month looking over the available sites for a pulp mill. Options on the water powers of Sprague's Falls and Grand Falls have been secured for the syndicate by Mr. David Maxwell, C.E.

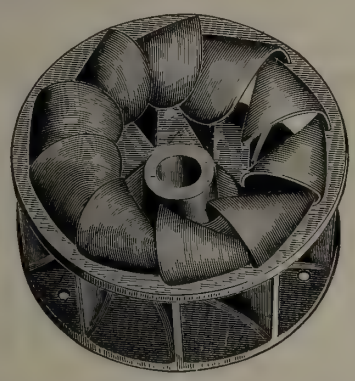
Mr. Chas. Burrill, of Weymouth, N.S., recently returned from Great Britain, where he endeavored to interest British capital in the pulp industry in Nova Scotia. He expects that arrangements will be completed at an early date for the building of another pulp mill on the Sissiboo river.

Mr. W. W. Fisher, a pulp mill expert of New York, with Mr. Nailer, have gone to England for the purpose of promoting a company to engage in the manufacture of pulp at Parrsboro, N.S. Mr. Fisher has recommended the construction of three 35-ton pulp mills, with a paper mill in connection.

At a meeting of the shareholders of the Cushing Sulphite Fibre Co., held in St. John, N.B., recently, Capt. Edward Partington, of Manchester, Eng., was elected president; Joseph Allison, vice-president; J. S. Gregory, secretary-treasurer, and Geo. S. Cushing, managing director. It was stated that Capt. Partington had agreed to take two-thirds of the stock of the company, and that plans for the pulp mill were being prepared under his supervision. The work will be proceeded with during the coming summer.

**BARBER'S CANADIAN TURBINE**

**As a Saw-Mill Wheel,** is by far the Steadiest Driver, varies less from light to full load and pulls steadily through the heaviest cut.



"Is by far the Best Wheel; pulls through the Heaviest Cut where the Leffell could not live."—Wylie Bros.

**Lowest Price and Highest Satisfaction.**

C. BARBER - MEAFORD, ONT.

**TOWER & WALLACE**

ASHLEY B. TOWER, M. Am. Soc. C.E.
CONSULTING ENGINEER.

Broadway and 25th St. - NEW YORK

ARCHITECTS AND ENGINEERS
PAPER AND PULP MILLS
MANUFACTURING AND
POWER DEVELOPMENTS

E. BRADLEY, C.E. - 3 Place d'Armes Hill, Montreal - Canadian Representative.

Belts for Pulp Mills.
Belts and Jackets for Paper Mills.
Belts for Fast Running on News.
Belts of any width up to 120 in.
Belts for Tissue Papers.
Belts for Boards and Roofing.

Try our Special **HARPER FELTS**

Every Felt Guaranteed.

**HAMELIN & AYERS**
LACHUTE MILLS, P.Q.

**Currants and Valencia Raisins**

AT SPECIALLY LOW PRICES.

**H. P. ECKARDT & CO.**
TORONTO

**PULP MILLS - ATTENTION!**

**Phosphor-Bronze Castings**

of any weight, for Pulp Mills (special mixture.)

All Bronze manufactured by us.
Quotations and References cheerfully given.

**CITY BRASS FOUNDRY - HAMILTON, ONT.**

**PULP AND PAPER MILL MACHINERY.**

CONTRACTORS FOR COMPLETE EQUIPMENT OF

**GROUND WOOD, SODA or SULPHITE PULP MILLS.**

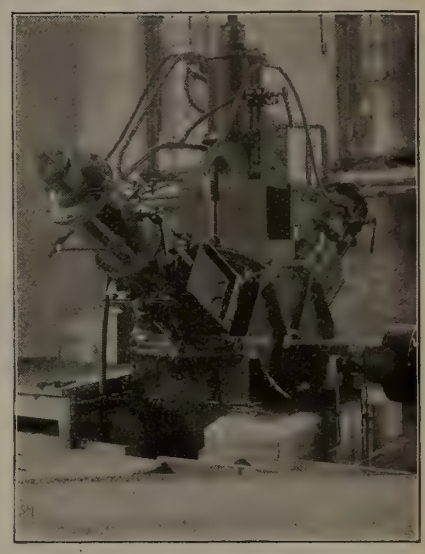
We invite correspondence from those requiring anything of this nature. We build a full line of

Barkers, Chippers, Tanks, Digesters, Pumps, Jewell Filters, Conveying Machinery, Wet Presses, Screens, Screen Plates, Etc., Etc.

**OUR CROCKER TURBINE PLANTS** are driving some of the best mills in the Dominion.

Write for Circulars and Prices.

The Jenckes Machine Company.



**THE PORT HENRY PULP GRINDER.**

With latest improvements; patented 1898.

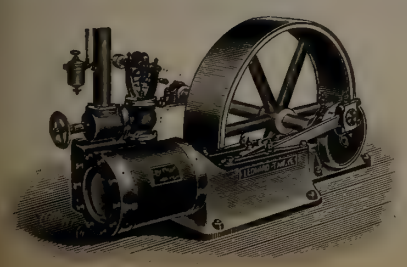
Operation continuous and production large.

Most convenient in handling and thoroughly well built.

Ask for special bulletin No. 505.

*Branch Offices:*
*MONTREAL, TORONTO, RAT PORTAGE, ONT., ROSSLAND, B C.*

Head Office and Works:
36 to 40 Lansdowne St.
SHERBROOKE, QUE.



Leonard-Tangye Engine.

**E. LEONARD & SONS, LONDON, ONT.**

... Makers of ...

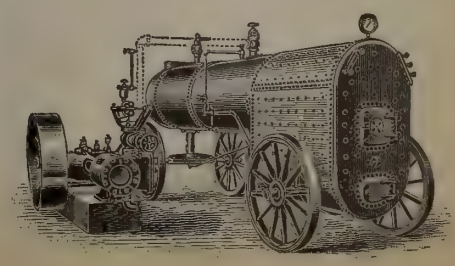
*ENGINES and BOILERS*

For Lumbermen and Others. For any Purpose, and of any Power.

We make Several Styles, but only One Grade—THE BEST.

*If you need Steam Power, write to us, stating your requirements, and we will quote you prices.*

*Write for Catalogue No. 35a.*



Leonard Clipper Engine and Locomotive Boiler.

# FRICTION PULLEY BOARD

The BEST Article Known for the Purpose

MANUFACTURED BY..... THE DOMINION LEATHER BOARD CO'Y. - MONTREAL, QUE.

OUR EXTRA HAND-MADE

## AXE

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N. B.

THE CANADIAN Photo-Engraving Bureau
MOORE & ALEXANDER PROPS.
TELEPHONE 2150
16 ADELAIDE ST WEST
TORONTO
COPPER-WOOD ZINC ENGRAVINGS FOR ALL KINDS OF ILLUSTRATING
HALF-TONE OUR SPECIALTY

# WEST AND SOUTH

run the lines of the Illinois Central Railroad and the Yazoo & Mississippi Valley Railroad reaching into the eleven States of

South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Indiana, Kentucky, Tennessee, Arkansas, Mississippi, Louisiana

Presenting an unequaled territory for diversified industries, and possessing

**Fine Sites for New Mills**
**Best of Freight Facilities--Coal Fields**
**Close Proximity to Distributing Centers**
**Intelligent Help of all Kinds**
**Many Kinds of Raw Material**

To sound industries, substantial inducements will be given by many of the places concisely described in the pamphlet "100 Cities and Towns Wanting Industries." Write for a copy. Nearly all kinds of Industries are wanted. Very liberal inducements are offered **TEXTILE INDUSTRIES** in the South by a number of good places. GEORGE C. POWER, Industrial Commissioner I. C. R. R. Co., Chicago.

REGISTERED GANDY'S PATENT TRADE MARK
BEST MAIN DRIVE. GUARANTEED.
GANDY'S AMERICAN COTTON BELTING

Sole Canadian Agents :-: Prices Reduced.
WATEROUS, BRANTFORD, CANADA.

CHARLES F. CLARK, President. JARED CHITTENDEN, Treasurer.
ESTABLISHED 1849.

THE BRADSTREET
## MERCANTILE AGENCY

*THE BRADSTREET COMPANY, Proprietors*

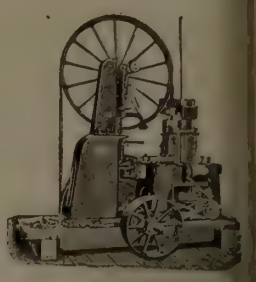
**346 & 348 Broadway, NEW YORK.**

Offices in the principal cities of the United States, Canada, the European Continent, Australia, and in London, England.

The Bradstreet Company is the oldest, and, financially, the strongest organization of its kind—working in one interest and under one management—with wider ramifications, with more capital invested in the business, and it expends more money every year for the collection and dissemination of information than any similar institution in the world.

TORONTO OFFICES:
*McKinnon Bldg., Cor. Jordan & Melinda Sts.*
THOS. C. IRVING, Superintendent.

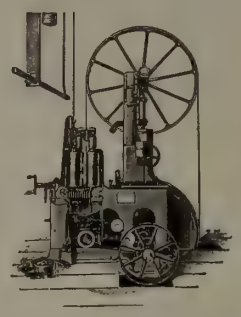
# Band Re-Saws



## 50 SAGINAWS

**In SAW MILLS**

If you want a Band Re-Saw for **Any Purpose**, write to Headquarters:



W. B. MERSHON & CO.

SAGINAW - MICH.

WRITE FOR A COPY TO-DAY

Our 1899 Edition—8 Tons of Books

## "Saw-Fitting Machinery and Tools"

A Treatise on the Care of Saws

For Mill and Factory Managers, Superintendents, Foremen and Saw Filers.

Contents—290 Pages. Weight—1 1-4 Pounds.

Illustrations—Between 100 and 200 Saw-Fitting Appliances for Bands, Gangs, Circulars and Re-Saws.

Postage—For the Edition, $1,200.

If you see this Ad. tell us where you saw it when you write us, and write us when you see it. Always—

## BALDWIN, TUTHILL & BOLTON

GRAND RAPIDS, MICH., U.S.A.

For Saw-Fitting Equipment

THE PARK, BLACKWELL CO.
LIMITED

## Pork and Beef Packers
## Wholesale Provisions

—TORONTO

Orders solicited for Pork and Beef Products, Butter, Cheese, Lard, Dried and Evaporated Apples, White Beans, etc., at close quotations.

Please mention the CANADA LUMBERMAN when answering Advertisements.

TO BELT USERS:

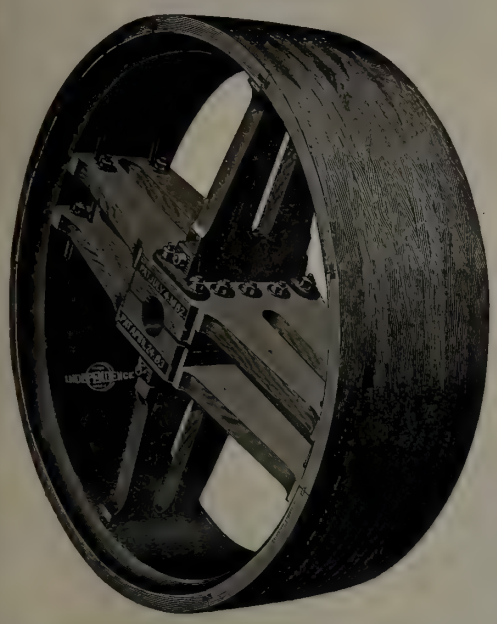
Try Our . .

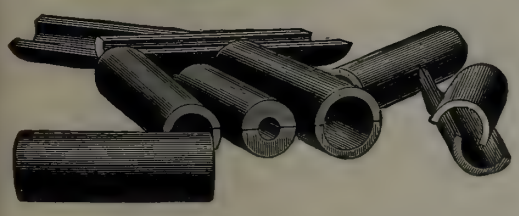
*BRANCHES:*
TORONTO, 69 Bay St
'Phone 374.
OTTAWA, Spark St.
GALT, Imperial Blk.
'Phone 134.

GENUINE
## ENGLISH OAK-TANNED BELTING
## Lancashire Hair Belting

D. K. McLAREN, Victoria Square, MONTREAL

Dodge Patent Independence Wood Split Pulley with Patent Standardized Bushing System.





# Dodge Pulleys

are now the recognized 'STANDARD' the world over.

We make them for Saw Mill Work

Much handier, can be got quicker, and Cost Less than any other Pulley made.

Every Pulley Guaranteed.

SEND FOR CATALOGUE.

. . . SOLE MANUFACTURERS. . . .

**DODGE MANUFACTURING CO.**
**of Toronto, Limited**

WORKS: Toronto Junction. OFFICES: 74 York Street, Toronto, Ont.

# MAKING AXES

## For 55 Years

has given us a knowledge of the trade unequaled by any other makers. We also manufacture

**Cant-Hooks,**
**Peavies,**
**Skidding Tongs,**

and all other tools required in the LUMBERING TRADE.

Write for Catalogues and Quotations.

**James Warnock & Co.,**
**GALT, ONTARIO.**

To Readers of the "Canada Lumberman" for April, 1899:

*I have much pleasure in announcing the near readiness of a complete new Illuminated Catalogue of*

*"LEFFEL"*
*"VULCAN"* } *TURBINES*
*"PERFECTION"*

*"LANE IMPROVED"*
*LEVER-SET CIRCULAR*
*SAW MILLS, &c., &c.*

*to secure a copy of which exacts only a moment of your time and the price of a post card.*

*Pending the arrival of the Catalogue it may interest you to know that those goods* **maintain an envied reputation** *with users of water power and lumber manufacturers; that there are* **more of them in use than of any other kind**; *that notwithstanding the increasing demand and the tendency to increased cost in all manufactured goods,* **the prices** *of these products* **have not been advanced**; *and that there is enough material in Canada and other countries to fill all orders taken during the present month at* **present prices.**

*Yours truly,*

**MINOR SPECIALTIES:**

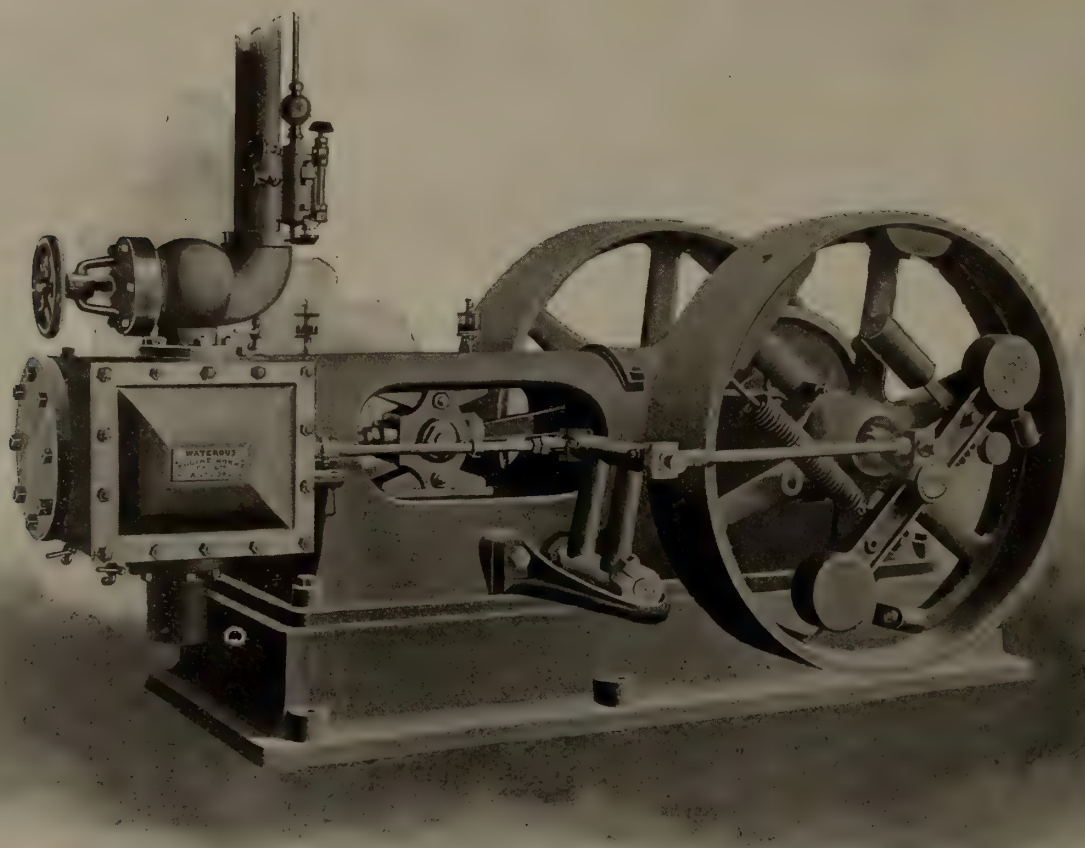
**Hand-Fed and Automatic Shingle and Heading Machines, Gears, Pulleys, Shafting, &c.**

# Madison Williams

Successor to PAXTON, TATE & CO. - PORT PERRY, ONT.

LAURIE ENGINE CO., Agents, 321 St. James St., Montreal.

# THE McEwan High Speed Automatic Engine



which we are just placing on the market, has been a most pronounced success in the States. We are in close touch with the patentees and produce a fac-simile of the American Engine.

Engines can be shown in operation at our factory, and Canadian references furnished.

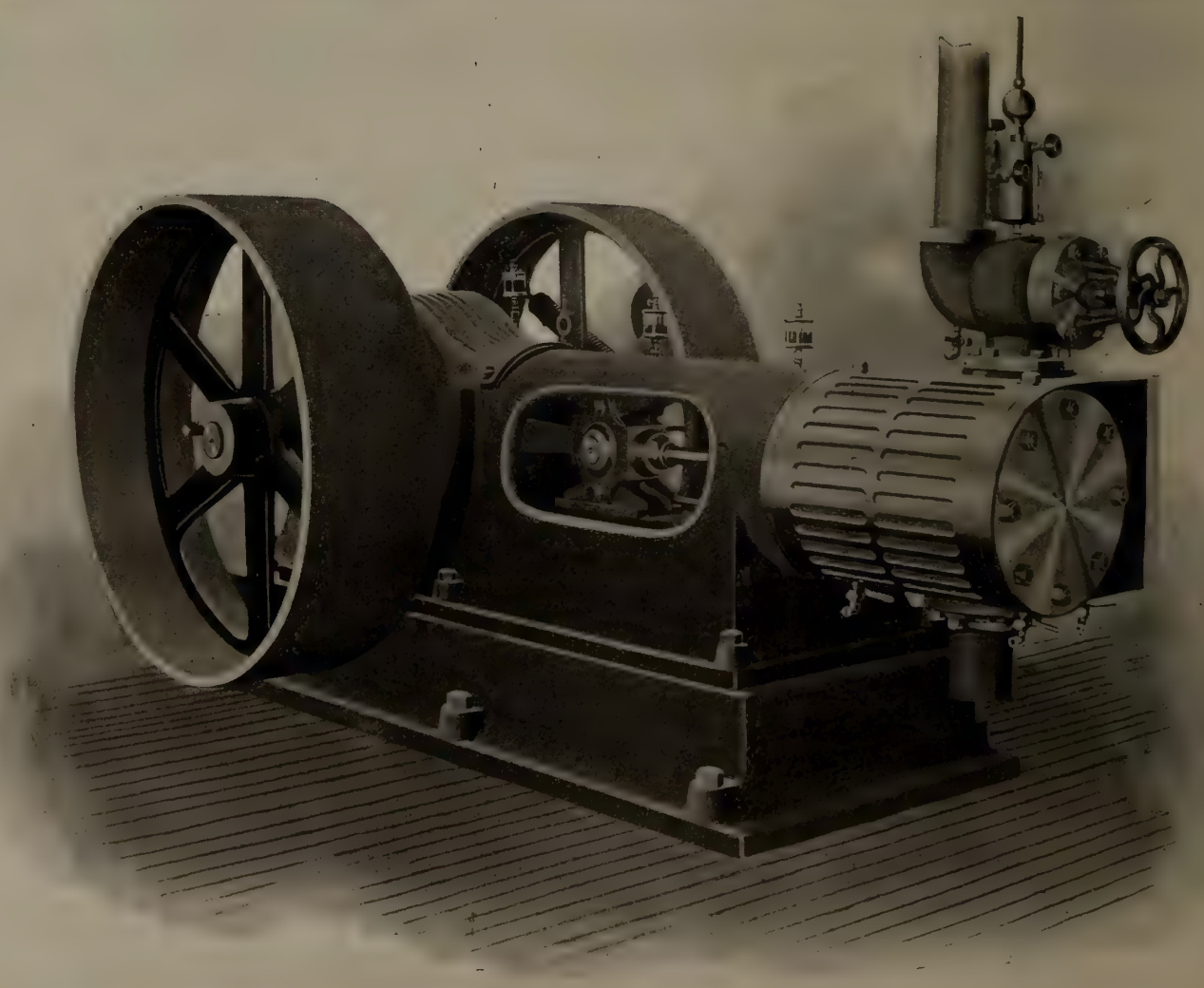
## The Heaviest and Most Substantial High Speed Automatic Built

### Our Guarantee

"The Engine shall not run one revolution slower when fully loaded than when running empty, and a reduction of boiler pressure from the greatest to that necessary to do the work will not reduce the speed of Engine one revolution."

Any Engine failing to meet this guarantee becomes the property of the purchaser upon payment of one dollar.

The Governor is most sensitive—the arm is hung on tempered steel roller bearing.



## Waterous Engine Works Co., BRANTFORD, CANADA

McEachren's

# PROGRESSIVE LUMBER DRY KILN

Our Heaters and Fans are Economical with Steam and Power, are **Safe as a Fire Risk.** Plans and specifications furnished with each apparatus. . . . . .

Write for Prices and Particulars to

## McEACHREN HEATING & VENTILATING CO. - GALT, ONT.

## THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office : TORONTO, ONT.

Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

# Electrical Machinery and Apparatus

... FOR ...

**LIGHT and POWER**

SPECIAL ATTENTION GIVEN TO

**LONG DISTANCE TRANSMISSION OF ELECTRICITY**

FOR LIGHT AND POWER

ALSO FOR

**ELECTRIC PLANTS FOR MILLS**

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

## *Warning . . . . .*

The "Standard" is the Dry Kiln that will best meet your requirements. No use investigating this statement after you buy another Kiln. It will be too late then. Now's the time. Our new Catalog No 45, tells all about . . . . . .

## THE STANDARD DRY KILN

How it is built; how it works; why it is the cheapest Kiln to buy; all about it. Your name on a postal card will get it . . . . . .

THE DRY KILN THAT DOES NOT Disappoint

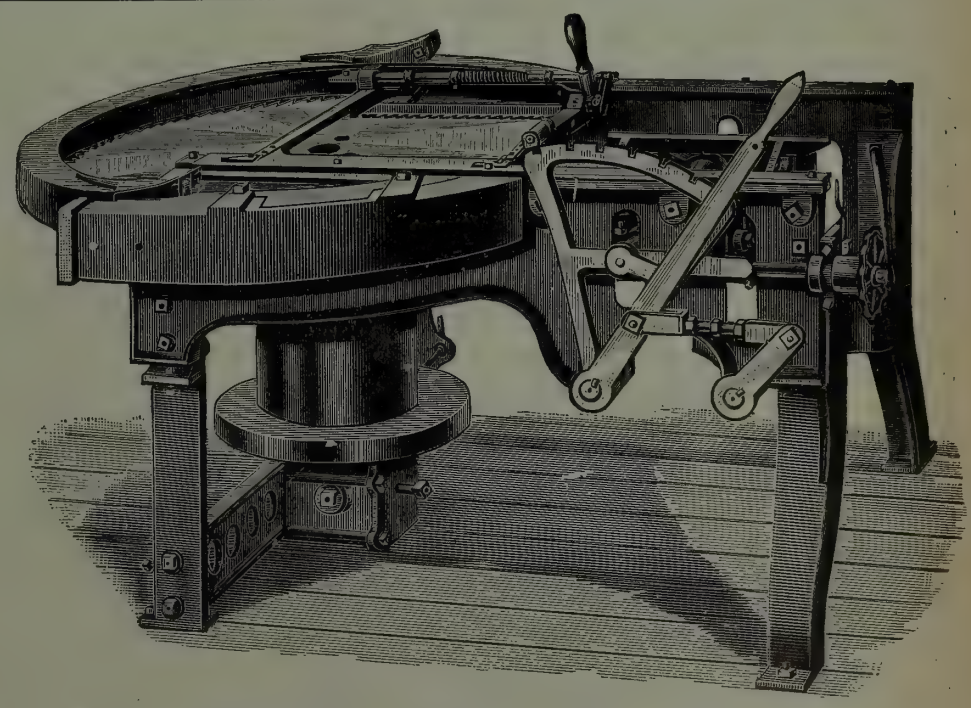
## THE STANDARD DRY KILN CO., INDIANAPOLIS, IND.

# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON - ONTARIO

Manufacture

- Band Saw Mills
- Gang Saw Mills
- Circular Saw Mills
- Portable Saw Mills
- Shingle Mills
- Lath Mills
- Saw Filers, and all of F. J. Drake's Patents



DAUNTLESS SHINGLE AND HEADING MACHINE.

Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter. Capacity 25,000 to 50,000 per day.

Our Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.

CORRESPONDENCE SOLICITED

# THE JAMES ROBERTSON CO., Limited.

Manufacturers of..... Saws of All Description

A Full Line of Mill Rubber and Leather Metal, &c., always

Supplies, including Belting, Babbit carried in stock.

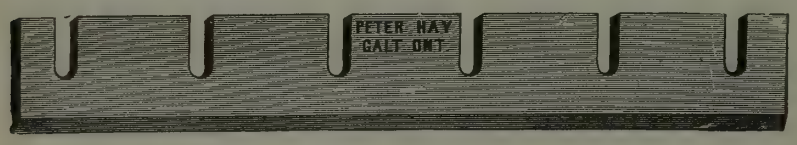
Head Office: 144 William St. MONTREAL

Factories at MONTREAL, TORONTO, and ST. JOHN, N.B.

ALL OUR SAWS FULLY WARRANTED
Orders promptly attended to. Satisfaction Guaranteed.

CIRCULAR, GANG AND MILL SAWS A SPECIALTY
Correspondence Solicited.

# Galt Machine Knife Works




**MACHINE KNIVES** OF EVERY DESCRIPTION FOR **Woodworking Machines**

...Send for Price List...

PETER HAY - - - - - Galt, Ont.

# SUPPLIES
## OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

# RICE LEWIS & SON
(LIMITED)

Cor. King and Victoria Sts. - TORONTO

# Notice to Millmen

THE OXFORD FOUNDRY & MACHINE CO., Oxford, N. S., have rebuilt, and are better prepared to give satisfaction, and would solicit a share of the public's patronage.

We manufacture all kinds MILL MACHINERY; also TRAMWAY OUTFITS.

7 3 10

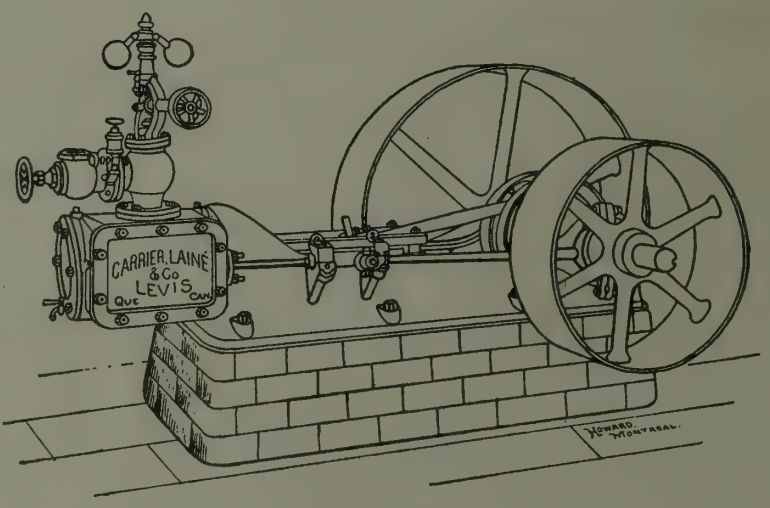
# "DEAD EASY"

But if that "3" represents Middlemen's commission on the Machinery you buy, you had better make a change and deal at headquarters.

No better Mill Machinery is made in Canada or elsewhere than that supplied "DIRECT" from our Machine Shops.

## Portable and Stationary Engines and Boilers

CIRCULAR SAW MILL PLANTS
GANG AND BAND SAW MILLS
SHINGLE MILLS, LATH MILLS
EDGERS, PLANERS and BUTTERS




Modern Patterns in Every Line.

Tools, Belting and Supplies.

We are equipped to build any special machine you may require.

IF YOU HAVE PLANT TO EXCHANGE GET OUR ESTIMATES

# CARRIER, LAINE & CO.,
LEVIS, QUE.

USE THE FAMOUS .. **PINK LUMBERING TOOLS**

Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks

Cant Hook Handles, Peavy Handles } By Car Load or Dozen

Pike Poles, Skidding Tongs, Boom Chains

Lowest Prices THOMAS PINK PEMBROKE, ONT.

# THE CANADA LUMBERMAN

WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XX. NUMBER 5. | TORONTO, CANADA, MAY, 1899 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.



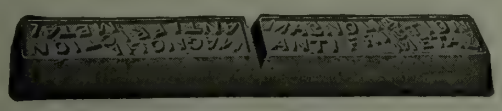
## MAGNOLIA METAL

In Use by All the Leading Governments

BEST ANTI-FRICTION METAL FOR ALL MACHINERY BEARINGS.

### BEWARE OF IMITATIONS

Genuine Magnolia Metal is made up in bars, of which this is a fac-simile :



The Name and Trade Mark appear on each box and bar, and besides this the words "Manufactured in U.S.," and "Patented June 3, 1890," are stamped on the under side of each bar.

**MAGNOLIA METAL CO.**

Owners and Sole Manufacturers 266 and 267 West Street, NEW YORK

Canadian Office, 318 St. Paul Street, Montreal, Que.

Chicago Office, Fisher Building, 281 Dearborn St. London Office, No. 49 Queen Victoria Street, London, E. C.

FOR SALE BY ALL DEALERS

## Ottawa Saw Works Co.

Middle Street - OTTAWA, ONT.

"SANDVIK" SWEDISH STEEL.

We Manufacture

HIGHEST GRADE BAND SAWS

MADE FROM

Triple Refined Swedish Steel

.... IMPORTED DIRECT. ....

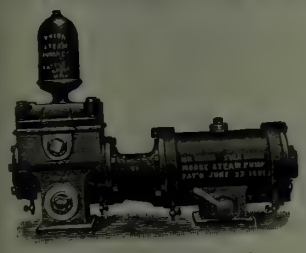
WE HAVE THE SOLE RIGHT FOR THE

Dominion of Canada

CORRESPONDENCE SOLICITED.

OIL TEMPERED

## MOORE STEAM PUMP



For Stationary, Traction and Marine Boilers.

High and Low or Special Duty.

Send for Illustrated Catalogue.

DARLING BROTHERS

Reliance Works - MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.

Frank Darling, Agent, Nelson, B. C.

LUMBERMAN'S

## VEST-POCKET INSPECTION BOOK

Compiled by the Publishers of the CANADA LUMBERMAN.

Containing rules for the inspection of Pine and Hardwood Lumber in the leading markets of Canada and the United States, embracing also many useful tables and calculations of every-day service to lumbermen.

Sent, postage paid to any address in Canada on receipt of four three cent stamps, or to any part of the United States on receipt of twelve cents.

ADDRESS

THE CANADA LUMBERMAN, TORONTO, CAN.

## JAMES W. WOODS

Manufacturer of LUMBERMEN'S SUPPLIES

Tents, Awnings, Tarpaulins, Sails, Etc., Overhauls, Top Shirts, Pants, all kinds of Underwear, Sox, Mitts, Moccasins.

75 QUEEN ST. - OTTAWA, ONT.

Tent Factory: 19 Elgin St., OTTAWA.

ALL ORDERS CAN BE EXECUTED ON THEIR RECEIPT.

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING .... AND LACE LEATHER

Danville, Que.

## RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.

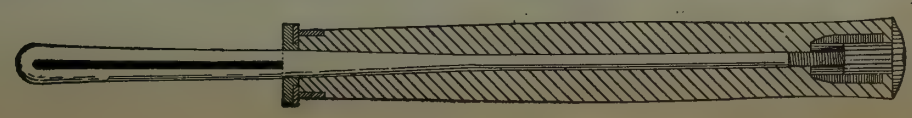
JOHN J. GARTSHORE,
49 Front St. West, Toronto.

MANUFACTURERS OF

# HIGH GRADE CIRCULAR AND LONG SAWS

Sole Makers of

## The "Burns" Patent Handle



Patented June 26th, 1893.

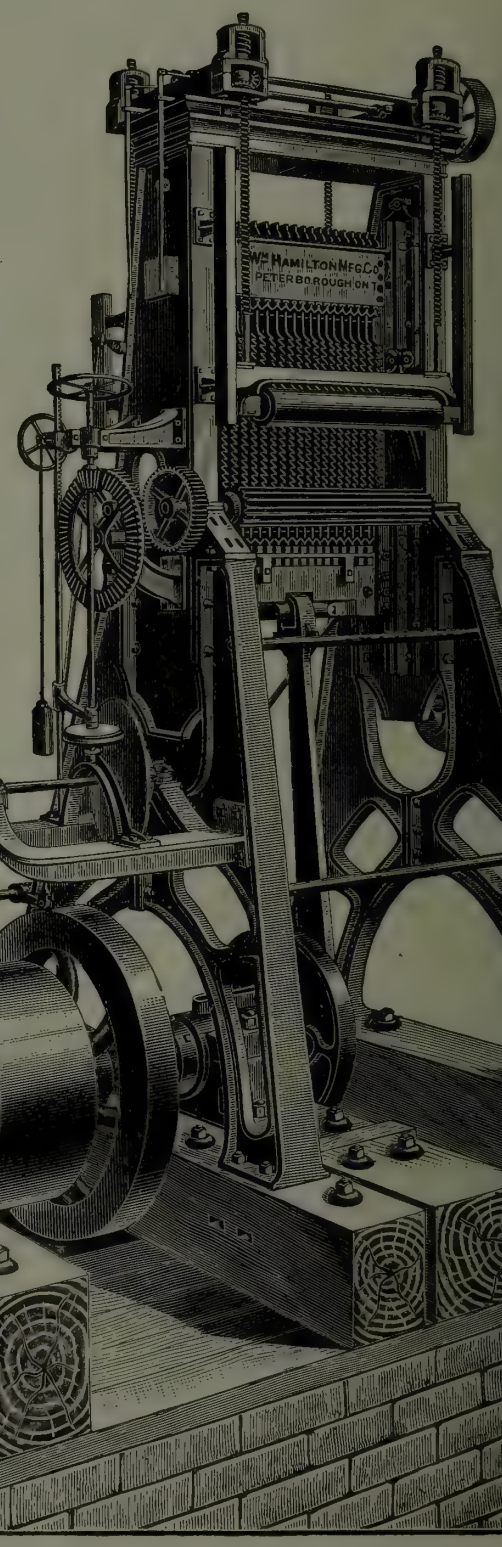
POSITIVELY THE STRONGEST AND MOST EASILY ADJUSTED HANDLE MADE

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a
Complete Line of

## HIGH GRADE SAW-MILL MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

We are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Limited

**Branch Office: VANCOUVER, B.C.** **PETERBOROUGH, ONT.**

# R. H. SMITH CO., LIMITED

## St. Catharines, Ont.

We are the Sole Manufacturers of Saws under the **Simonds' Process** in the Dominion of Canada.

There is no process its equal for tempering circular saws. Other makers recognize this fact, as some of them, in order to sell their goods, claim to have the same process. **All such Claims are FALSE,** as the patentee in the U. S. and ourselves are the only firms in the world who use it.

MILL STREAM, QUE., on I. C. R'y, December 17th, 1894.

R. H. SMITH CO., LTD., St. Catharines, Ont.

DEAR SIRS,—Driving a 20 in. 13 gauge saw into frozen hardwood, using a 9 in. 4-ply belt, if it can be done satisfactorily, is a very severe test. Your saws have stood that test better than any I have tried. I have been experimenting with different makes—both home and imported—during the last five years, and give yours the preference. Last order is just to hand and will report on them by and bye.

Yours very truly, JAMES McKINLAY.

CAMPBELLTON, N.B., Nov. 17th, 1894.

R. H. SMITH CO., LTD., St. Catharines, Ont.

DEAR SIRS,—In regard to your Shingle Saws, you can say that I have been using Shingle Saws of your make (Simonds) for the past four years, and they have given good satisfaction. I am running nine machines and use a good many saws, but have never had a saw yet that did not work satisfactorily. Before using your saws I used saws of American make, which worked well, but after giving your saw a trial have continued to use yours, as they are cheaper, and in regard to working qualities are all that is needed.

Yours truly, KILGOUR SHIVES.

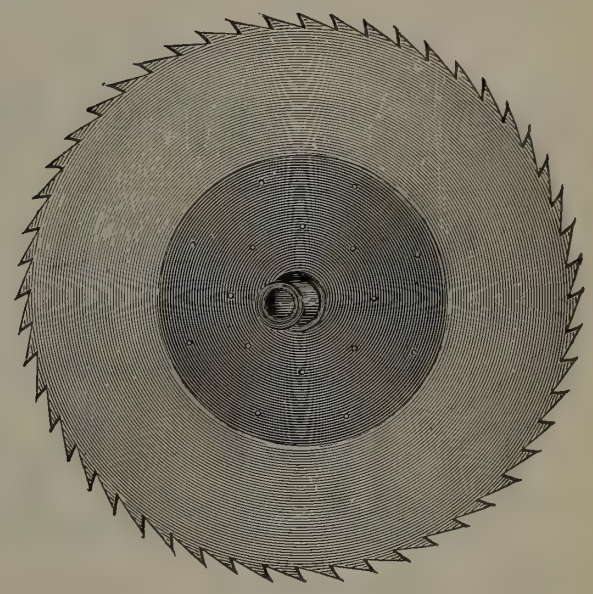
CLAVERING, ONT., May 3rd, 1897.

R. H. SMITH CO., LTD., St. Catharines, Ont.

GENTS,—In reply to your letter asking me how I liked the 62" SIMONDS Saw, I must say in all my experience I never had a saw stand up to its work like the one purchased from you last month. Having used saws for the last 22 years, and tried different makes, I can fully say it is the best saw I have ever had in my mill, and would recommend the SIMONDS' Process Saws to all mill men in need of circular saws.

Yours truly, W. G. SIMMIE.

P.S.—I am sending you my old saw to be repaired; please hammer to same speed as new one. W.G.S.



## THE "LEADER" CROSS-CUT SAW

These Saws are made from the best DOUBLE REFINED SILVER STEEL, warranted four gauges thinner on back than front, and the only Saws on the market that are a perfect taper from the points of the teeth to the back, and require less Set than any other Cross-Cut Saw.

They are tempered by the Simonds' Patent Process, insuring a perfectly uniform temper throughout the plate, and stand without a rival as the BEST, FASTEST, AND EASIEST-CUTTING SAW KNOWN. A gauge to regulate the clearing teeth is furnished with each saw.

Directions for Setting and Filing are plainly Etched on every Saw. None genuine without our Registered Trade Mark as shown in cut.

## THE "LEADER" SAW SWAGE

**Made in 3 Sizes—$2.00, $2.50, $3.00 Net.**

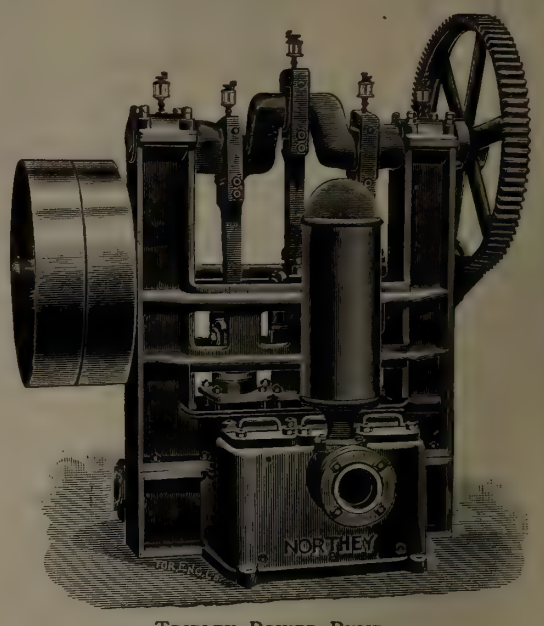
OUR PRICES ARE RIGHT. KINDLY ALLOW US TO QUOTE YOU BEFORE PURCHASING.

# R. H. SMITH CO., Limited, St. Catharines, Ont.

# Pumps "FOR ALL DUTIES"

**STEAM OR POWER**

**All Types and Sizes**




TRIPLEX POWER PUMP.

The Laurentide Pulp Co., of Grand Mere, Que., one of the largest Pulp Mills on this Continent, use our

STUFF PUMPS, SUCTION PUMPS, BOILER FEEDS AND CENTRIFUGAL PUMPS

The same remarks apply to the Riordan Paper Mills Co., Hawkesbury, Ont., the E. B. Eddy Co., Hull, Que., and also to other extensive mills in Canada.

**Send for Catalogue**

## NORTHEY MFG. CO., Limited, Toronto

---

## The WM. KENNEDY & SONS, Limited

Manufacturers of Owen Sound, Ont.

THE VERY LATEST AND MOST POWERFUL

# TURBINES

**Accurately Machine Dressed Gearing, Iron Bridgetrees, Pulleys, Shafting, Trevors Swing Shingle Machines, &c. Propeller Wheels from 12″ to 12′ diameter and for any Purpose.**

NOTHING BUT FIRST CLASS WORK.

---

---

**Dodge Patent Independence Wood Split Pulley with Patent Standardized Bushing System.**

# Dodge Pulleys

are now the recognized 'STANDARD' the world over.

We make them for Saw Mill Work

Much handier, can be got quicker, and Cost Less than any other Pulley made.

Every Pulley Guaranteed.

SEND FOR CATALOGUE.

. . . SOLE MANUFACTURERS. . . .

## DODGE MANUFACTURING CO. of Toronto, Limited

WORKS: Toronto Junction. OFFICES: 74 York Street, Toronto, Ont.

---

TO BELT USERS:

Try Our . .

*BRANCHES:*
TORONTO, 88 Bay St
'Phone 374.
OTTAWA, Spark St.

GENUINE

# ENGLISH OAK-TANNED BELTING

# Lancashire Hair Belting

D. K. McLAREN, **MONTREAL**

# THE CANADA LUMBERMAN

VOLUME XX. NUMBER 5. | TORONTO, CANADA, MAY, 1899 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

## CANADIAN PACIFIC RAILWAY COMPANY'S SAW MILL AT COAL CREEK, B. C.

ONE of the largest saw mills yet built in Canada has recently been completed at Coal Creek, on the Crow's Nest Pass Railway, in the province of British Columbia, for the Canadian Pacific Railway Company. Some illustrations and particulars of its construction are given below.

The main mill building is 60 feet wide and 310 feet long, with a lath and shingle mill annex 41 feet wide by 48 feet long, besides an engine and boiler house 44 by 71 feet. The building of the mill was no easy task, owing to circumstances not usually met with. When the Wm. Hamilton Mfg. Company, of Peterboro, who had the entire contract, sent their men out to commence the erection of the building, nothing was done save the clearing of the site and the placing of some of the timber on the ground. They immediately set to work and got out the whole of the timber, which entailed much labor, as it had all to be taken from the forest near at hand and the trees cut down and hewn to shape. All planking required in the construction had to be whip-sawn, as there was no way of hauling such a large quantity of timber to the mill site, the rails of the Crow's Nest Pass Railway not being laid at that time to within fifty miles of the site of the mill.

The first illustration shows the mill building completely framed, which will give our readers an idea of the dimensions of the mill, which is designed to cut logs 5 to 6 feet in diameter and

FIG. 1.—VIEW OF MILL FRAME, C.P.R. MILL.

80 to 90 feet long, and turn out lumber in first class condition. The logs are hauled to the mill by rail and dumped into the pond formed by the breakwater and dam shown in the accompanying illustration, Fig. 3, the dam being at the lower end.

The jack ladder leading to the mill, and up which the logs are hauled by means of a heavy endless chain, is 120 feet long. When logs enter the mill building they are landed on a series of heavy concave cast iron live rollers, which carry the log to the end of the log deck, which is 100 feet long. Set in between one of the two sections of these rollers is a heavy steam jump-up saw which is used to cut off logs to any desired length to be sawn. The logs are thrown to either side of the mill by means of steam log kickers, and roll down incline to position, ready to be placed on the carriages.

On the left hand side of the mill is a large circular rig, with top and bottom saw mandrils,

FIG. 2.—VIEW OF JACK LADDER, C.P.R. MILL.

each carrying 60 inch Hoe inserted tooth saws. The carriage for this rig is of the well known Pacific coast type, with screw headblocks, having knees receding 60 inches from the saws, and is capable of taking a log five to six feet in diameter and eighty to ninety feet long. The set works on this carriage is operated by power and is quick and accurate in its action, setting to within a small fraction of an inch. The logs are handled to this carriage by means of two heavy straight line steam canters, each having one vertical and one horizontal cylinder.

After the logs are cut up into the dimensions required, they pass on a line of live rollers which extend to tho end of the mill, and long pieces are cut to the desired lengths by steam jump-up saws, of which two are set in between the rollers. If the logs are cut into cants, they are carried across the mill by means of transfer chains to be cut up by an improved Prescott No. 3 band saw mill, having wheels 8 feet in diameter. The carriage on this side has knees receding 54 inches from the saw, and will take logs or cants 40 to 50 feet long. Logs can also be taken on this side from the log deck, and both cants and logs are turned by one heavy steam canter of the same size and kind as that on the circular side.

The feeds of both carriages are the well known Cunningham patent twin engine steam feeds, with drums grooved for wire rope, the one on the circular side having cylinders 14 inches in diameter, and that on the band mill side having cylinders 12 inches in diameter. On this side likewise there is a complete line of live rollers to the end of the mill to carry finished stock out. Should any boards or plank require to be edged from either side, they are transferred to the edger by means of chains. This edger is the heavy Pacific coast type, and is 60 inches wide, having six 24 inch Hoe saws, all movable. After the boards are edged, they again pass over live rollers to a transfer which conveys them to the trimmer, there to be trimmed and made ready for market. The edgings are dropped from the rollers back of edger on to transfers, which carry them, as well as the slabs, to a set of slash saws to be cut into the proper lengths, and from there they pass into a refuse conveyor which carries them to the lath and shingle mill annex, to be sorted out and cut up into lath and shingles. This annex has its complementary machinery, consisting of cut-off saw, lath mill and bolter, lath trimmer, two Perkins shingle machines, knot saws, packers, and everything to make it complete.

All the refuse from the mill, except the sawdust from circular band mill and edger, is conveyed 150 feet away from the mill by conveyor chains to a steel refuse burner, which is 30 feet diameter and about 100 feet high, brick lined, having an enclosed wire cloth top.

The machinery in this large mill is driven by a pair of heavy Corliss frame slide valve engines, with cylinders 20 inches diameter and 24 inch stroke, coupled, the fly wheel pulley being 10 feet diameter and 50 inch face. Steam is supplied by six steel tubular boilers, 60 inches diameter and 16 feet long, which are complete in all respects, with the usual fixtures and fittings,

FIG. 3.—VIEW LOOKING DOWN THE RIVER, SHOWING BREAKWATER AND MILL IN THE DISTANCE.

including two smokestacks 54 inches diameter and 75 feet high. The boilers are fed with sawdust from the circular, band mill and edger by the usual system of conveyor chains.

The entire mill was erected and all machinery built by the Wm. Hamilton Manufacturing Company, Limited, of Peterboro, Ont., who have a branch office in Vancouver, B. C., and under the direct supervision of their constructing engineer, Mr. I. N. Kendall.

On the following page will be found illustrations of the camp and the construction gang.

# REQUISITION FOR AN IMPORT DUTY.

THE DOMINION GOVERNMENT AGAIN MEMORIALIZED TO EQUALIZE CONDITIONS IN THE LUMBER TRADE.—THE SITUATION REVIEWED BY WESTERN MANUFACTURERS.—TWO DOLLAR DUTY ON LUMBER IS WANTED.

A deputation from the Lumberman's Association of Ontario waited on the Dominion government on the 8th ultimo, and asked that an import duty be placed on lumber, shingles, and lath, corresponding to the duty on like products

VIEW OF CAMP AT COAL CREEK—C.P.R. MILL.

imported into the United States. The position of the lumbermen was clearly set forth by memorials and statements by Messrs. John Bertram, James Scott, John Waldie, C. Beck, J. E. Murphy, Thos. Conlon, D. C. Cameron, The Sutherland-Innes Company, and P. D. Gordon, the latter representating the British Columbia Lumber and Shingle Manufacturers' Association. Lack of space prevents the publication of the statements in full, but a synopsis of each is given below:

'MEMORIAL FROM LUMBERMEN'S ASSOCIATION.

A memorial on behalf of the Lumbermen's Association of Ontario was presented by Mr. John Bertram, the president.

CONSTRUCTION GANG—C.P.R. MILL.

This embodied the various resolutions setting forth the views of the association as expressed at different meetings, and which have already appeared in this journal. The memorial concluded as follows:

We do not come asking for protection against the competitor we are not able to meet, but only for fair play, and in the present keen competition for business do not want to occupy a defenceless position.

The lumbermen of Canada are operating on one of the greatest material resources in the Dominion; incidental to their business they are converting into current merchandise a vast amount of raw material, and while quite willing to enter the markets of the world in free competition, they do not wish their own markets troubled with an irregular and disturbing force. Through the varying demands of commerce lumber may at one time be cheaper in the United States than in Canada, and vice versa; free and open competition the lumbermen in Canada are willing to abide by, but are averse to carry on a commercial battle with hands tied behind their back. If the Americans are to be at liberty to make a raid over the border on our trade, we want to be able to strike back in the most friendly fashion. As the interests of the Dominion are wide and far-reaching, we must be helpful to each other and stand or fall together. No word of opposition has been heard to our views from the Maritime Provinces or Quebec, and, indeed, they have only a languid interest in the question. They are not liable to attack, like Ontario and British Columbia, who are almost unanimously of the opinion that we should, in self-defence, impose on lumber the same duty as our neighbors.

If a small corner of territory is fearful that they may by carrying out this policy have to pay a little more for their lumber, they can hardly dominate the Dominion, and reasons will be offered to you to show that their fears are ill-grounded. We have no desire whatever to hamper the important work of the High Commissioners, and express our confidence that any agreement they may come to in the pending negotiations our interests will be safeguarded.

MR. SCOTT'S STATEMENT.

Mr. James Scott, of the Georgian Bay Lumber Company, reviewed at some length the conditions existing in the Canadian lumber industry. This industry was admitted to be, next to agriculture, the most important in Canada. To-day the trade in lumber between Canada and the United States stood on a different footing from that on which it stood in years gone by. As far back as 1870 an import duty was imposed by the United States, but the very favorable conditions then prevailing here enabled the Canadian producer to compete with the American producer in his own home market. Those conditions, however, did not now exist. At the present time the cost of production is quite as high, if not higher than, in the United States. The American producer had the advantage of being able to utilize nearly every part of the log at his mill door, and of being able to find at home in a free market ready sale for all the products, including what is to the Canadian an expensive waste. The Canadian manufacturer had to construct expensive plant for the destruction of such waste, thus losing doubly as compared with the American.

Mr. Scott pointed out that for several years southern pine had displaced white pine for many purposes even in the markets of the United States. It was produced entirely by negro labor and from standing timber which cost the producer merely a nominal sum as compared with the cost of Canadian pine. The American lumbermen had another advantage in cheaper transportation both by rail and water, but particularly by rail, owing to the keenness of competition by rival lines in the United States.

The Canadian lumbermen, Mr. Scott stated, made no objection to the United States duty on Canadian lumber, that being a matter entirely within the right of the United States Government. He admired the spirit which led to the adoption of this course, but had not the same admiration for a condition which gave to the American the control of his own market and permitted him to turn to Canada and dump on us the surplus products of his mills. Having a large absorbing market at home, he could afford to sell in Canada at lower prices, and these lower prices determined the prices of the Canadian product.

STATISTICS BY MR. WALDIE.

Mr. Waldie, president of the Victoria Harbor Lumber Company, presented statistics and data showing the conditions that have prevailed during the past four or five years, beginning with the period when the mills of Michigan found the pine trees tributary to their locations along the east coast exhausted. Several manufacturers then removed to the western end of Lake Superior, with the result that the products of mills erected in that district had a disturbing effect upon the trade not only of Western Ontario, but all through the Northern States. The market was glutted and prices sent down below the cost of production. The condition which existed in 1896 was the cause of bringing about the legislation of a pro-

## STATEMENT OF LOGS EXPORTED FROM THE GEORGIAN BAY DISTRICT, ONTARIO, TO THE UNITED STATES BY AMERICAN AND CANADIAN LIMIT OWNERS IN 1896, 1897 AND 1898.

AMERICAN OWNERS.

| | 1896. | 1897. | 1898. | Total in 3 Years. | |
|---|---|---|---|---|---|
| Holland & Emery, East Tawas | 41,000,000 | 19,000,000 | ..... | 60,000,000 feet. | * |
| Wm. Peter, Bay City | 6,750,000 | 9,000,000 | 8,000,000 | 23,750,000 " | * |
| Moore Lumber Company, Detroit | 11,880,028 | ..... | ..... | 11,880,028 " | † |
| Eddy Bros., Bay City | 22,000,000 | 12,202,000 | 12,000,000 | 46,202,000 " | ‡ |
| C. K. Eddy, Bay City | 5,500,000 | ..... | ..... | 5,500,000 " | ‡ |
| S. G. M. Gates, Bay City | 8,292,170 | ..... | 7,222,915 | 15,515,085 " | ‡ |
| Moore, Glover & Company, Bay City | ..... | ..... | 1,815,612 | 1,815,612 " | ‡ |
| H. L. Glover, Bay City | ..... | ..... | 8,400,000 | 8,400,000 " | ‡ |
| Bliss & VanAuken, Saginaw | 14,000,000 | 9,000,000 | ..... | 23,000,000 " | ‡ |
| Brownlee & Company, Detroit | 2,269,610 | 1,270,000 | ..... | 3,539,610 " | ‡ |
| Albert Pack, Alpena | 12,000,000 | 8,424,660 | ..... | 20,424,660 " | ‡ |
| Theo. Hyne | 3,519,000 | ..... | ..... | 3,519,000 " | ‡ |
| Turner & Fisher, Bay City | 35,000,000 | 17,000,000 | 21,000,000 | 73,000,000 " | ‡ |
| S. O. Fisher, Bay City | ..... | ..... | 5,332,040 | 5,332,040 " | ‡ |
| Delta Lumber Company, Detroit | 8,000,000 | ..... | 5,000,000 | 13,000,000 " | ‡ |
| Central Lumber Company, Bay City | 4,500,000 | 2,500,000 | 4,668,000 | 11,668,000 " | ‡ |
| Lippincott & Company, Bay City | ..... | 3,154,570 | 2,214,000 | 5,368,570 " | |
| Thomas Smith's Sons, Cheboygan | 4,000,000 | ..... | 1,764,000 | 5,764,000 " | |
| W. & A. McArthur Company, Cheboygan | 9,677,000 | ..... | 12,409,000 | 22,086,000 " | |
| Saginaw Lumber & Shingle Company, Saginaw | 12,000,000 | 3,000,000 | 8,005,000 | 23,005,000 " | |
| Alger, Smith & Company, Detroit | 9,000,000 | 12,500,000 | 8,833,400 | 30,333,400 " | |
| Edmund Hall, Detroit | 14,000,000 | 8,418,410 | 10,732,000 | 33,150,410 " | |
| Hardy Lumber Company, Alpena | 14,067,892 | 12,327,630 | 14,537,000 | 40,932,522 " | |
| Total by American owners | 237,455,700 | 117,797,270 | 131,932,967 | 487,185,937 feet. | |

CANADIAN OWNERS.

| | 1896. | 1897. | 1898. | Total in 3 Years. |
|---|---|---|---|---|
| J. & T. Charlton, Lynedoch | 3,800,000 | 3,000,000 | 3,700,000 | 10,500,000 feet. |
| Muskoka Mill & Lumber Company, Toronto | ..... | 2,325,190 | ..... | 2,325,190 " |
| Alex. Barnett, Renfrew | ..... | 4,000,000 | 8,991,284 | 12,991,284 " |
| Hale & Booth, Ottawa | 20,266,530 | 19,000,000 | 28,000,000 | 67,266,530 " |
| Booth & Gordon, Ottawa | ..... | 10,170,000 | ..... | 10,170,000 " |
| Booth & Shannon, Pembroke | ..... | 6,000,000 | ..... | 6,000,000 " |
| Munro & Gordon, Pembroke | ..... | 11,000,000 | ..... | 11,000,000 " |
| Cutler & Savidge, Cutler | ..... | ..... | 4,002,144 | 4,002,144 " |
| Conger Lumber Company, Toronto | ..... | ..... | 14,500,000 | 14,500,000 " |
| Parry Sound Lumber Company, Toronto | ..... | ..... | 3,639,000 | 3,639,000 " |
| Cook Bros. Company, Limited, Toronto | ..... | 14,000,000 | 5,000,000 | 19,000,000 " |
| Peter Wallace, Midland | 1,253,855 | ..... | ..... | 1,253,855 " |
| J. J. McNeil, Gravenhurst | ..... | ..... | 1,302,020 | 1,302,020 " |
| Collins Inlet Company, Toronto | 9,124,424 | 5,206,479 | ..... | 14,330,903 " |
| Spanish River Company, Spanish Mills | ..... | 10,000,000 | 10,000,000 | 20,000,000 " |
| Carswell & Francis, Ottawa | ..... | ..... | 1,893,290 | 1,893,290 " |
| Loveland, Roys & White, Midland | ..... | ..... | 4,410,606 | 4,410,606 " |
| Playfair & White, Midland | ..... | ..... | 15,663,563 | 15,663,563 " |
| Total by Canadian owners | 34,444,809 | 84,701,669 | 101,101,907 | 220,248,385 feet. |
| " " American " | 237,455,700 | 117,797,270 | 131,932,967 | 487,185,937 " |
| | 271,900,509 | 202,498,939 | 233,034,874 | 707,434,322 feet. |

* Now have mills in Canada. † Limits sold to Canadians. ‡ Limits now cut off.

tective character known as the Dingley Bill. Under this bill the mills in the Duluth district had a decided advantage, being permitted to exploit the Manitoba, Western Ontario and United States markets, while the Canadian millmen were deprived of the privilege of competing in the United States market.

While the Dingley Bill was looked upon as unfriendly egislation to Canadian interests, Mr. Waldie believed hat it would really prove a benefit, as prices to-day were from 10 to 20 per cent. higher than they were one year ago, with the probability that ten of the saw mills on the Georgian Bay that were closed last year (capable of manufacturing 150,000,000 feet) would operate this year. Mr. Waldie contended that owing to the rapid change and developments that take place, past history and experience were not safe guides to follow. In the year 1888 there were not one million feet of saw logs exported from Canada to the United States, while in 1896 there were 272,000,000 feet, in 1897 202,000,000 feet, and in 1898 233,000,000 feet—a total in three years of over 700,000,000 feet of saw logs. During this period the quantity taken off by Americans amounted to 487,185,937 feet, and the quantity sold or taken to American mills by Canadians was 220,248,385 feet.

Ten years ago the product of sawn lumber going from Canada into the United States was to the value of over $7,500,000, while in 1898 it was less than $3,000,000. Therefore, while the Americans had free access to the forests of Ontario to supply their sawmills with logs, the quantity and value of the logs taken from Ontario had increased until they exceded the quantity and value of lumber shipped into the United States from the whole of Ontario, including the Ottawa district. Mr. Waldie presented the accompanying statement of logs exported from the Georgian Bay district in the last three years.

As to the grounds of opposition of the duty on lumber, Mr. Waldie said that the people of Manitoba were in a position to-day which made it unnecessary for special consideration being given to that province to the detriment of the others. There was no argument that could be used to prove that Manitoba should have free lumber that would not apply in favor of Manitoba having free agricultural implements, and no injustice would be done to Manitoba in giving the Georgian Bay lumbermen the advantage of their market and shutting out the Minnesota product.

### MR. BECK'S REMARKS.

Mr. Chas. Beck, of Penetanguishene, pointed out as an example of United States competition that before American lumber came in free, our lumbermen had a good trade with the railway companies for Norway pine sills. They were now getting their principal supplies from the Southern States. He cited the rebuilding of Gravenhurst and Midland stations, which were finished with Georgia pine. He did not believe that a duty would increase the price of lumber in the North-west. He had shipped lumber from his Penetanguishene mill, shipping by boat to Fort William and from there west by rail. He found prices in the North-west very good and realized more for his lumber there than in Ontario, notwithstanding the long haul and extra handling at Port Arthur. He believed that instead of prices being advanced as a result of the duty they would more likely be reduced.

### THE TRANSPORTATION PROBLEM.

Mr. Thos. Conlon, of Thorold, dealt chiefly with the question of transportation. Cargoes both ways, he said, were a necessity for successful navigation, and this was our greatest drawback in carrying grain from Fort William. Yet during last summer Manitoba bought from Minnesota 38,000,000 feet of lumber, while Canadian vessels were going light, right by Canadian mills that were looking for a market for twice as much lumber as Manitoba consumed. Mr. Conlon said that his brother and himself had a couple of small vessels, carrying grain from Fort William since that port commenced to export it, and never yet had they been able to send a cargo of lumber to Manitoba on account of the C. P. R. rates from Fort William being too high, although they hauled their cars back light. Now, however, the C. P. R. were willing to lower their rates to a fair basis if the Government put a duty on American lumber. Here was an opportunity for the government and the C. P. R. to open up this new trade in lumber with Manitoba. If the C. P. R. would carry lumber on a ten cent rate from Fort William to Winnipeg, the same as with grain, they would open up a profitable trade for themselves, a new market for Ontario lumbermen, and give cheaper lumber to Manitoba, and the only persons hurt would be Mr. Tawney's friends in Minnesota, who were now pouring lumber into Manitoba free of duty, after having shut Canadian lumber out of their market. If we had furnished that 38,000,000 feet last year instead of Minnesota, Canadian vessels would have earned $50,000 in freight and the C. P. R. $100,000 more, instead of hauling back empty cars. Mr. Conlon submitted a list of prices of lumber in Winnipeg, stating that on a ten cent rate he would be prepared to sell several cargoes on that basis.

### VIEWS OF MR. D. C. CAMERON.

Mr. Cameron, president of the Rat Portage Lumber Company, submitted a statement to show that an advance in the price of lumber would not result from an import duty. Instead, the price would remain the same, but the trade which was now divided would flow naturally to Canadian manufacturers, giving employment to many thousands of Canadians and increased trade to Canadian merchants and manufacturers. Canadians, he said, were capable of producing lumber as cheaply as their American competitors, if conditions were equal, and having more than a sufficient supply of timber for our consumption, no necessity seemed to exist for allowing foreigners into our markets, without at least contributing something to the revenue of the country. As showing that prices would not be increased to the settlers of Manitoba and the Territories, he stated that Western Ontario contained billions of feet of valuable pine timber, the only natural market for which was Manitoba and the Territories. All the timber west of Lake Superior on Canadian territory is tributary by water to the Canadian Pacific Railway and the proposed Rainy River Railway. The South-Eastern Railway, which touches the Lake of the Woods and then crosses the great Rainy river, traverses the best timber lands remaining in the possession of the government of Ontario, and furnishes an outlet for a supply of timber for our prairies for many years to come. With these easily accessible forests, there could be no possible excuse for fearing a lack of competition by Canadian manufacturers of lumber in the western part of Canada, to say nothing of the supply on the shores of Lake Superior and Georgian Bay. During 1898 about 38,000,000 feet of lumber, besides large quantities of shingles and laths, were admitted free of duty into Manitoba. This lumber was worth, when delivered in Manitoba, about $15 per thousand. Therefore, the sum of $540,000 for lumber and about $60,000 for lath and shingles was paid by Canadians for American product, without any corresponding advantage, while there are mills in Western Ontario, which cost hundreds of thousands of dollars lying idle, and rotting to the ground for want of a market for their products.

The Canadian consumer, Mr. Cameron said, had nothing to gain by having lumber on the free list ; on the contrary, he was the loser to the extent of the money which is paid to a foreign country for a product which should rightly be manufactured in Canada. Mr. Cameron read a resolution passed by the Board of Trade of the Rainy River district requesting the Dominion government to impose an import duty on lumber.

### THE HARDWOOD INDUSTRY.

Mr. J. E. Murphy, of Hepworth, vice-president of the Ontario Lumberman's Association, referred particularly to the hardwood industry. After reviewing the situation as to the tariff, Mr. Murphy said: In the face of conditions of the lumber trade as they now exist, it would be a wise and popular move on the part of the government of Canada, in my humble opinion, to impose a duty on lumber and shingles coming into this country and place an export duty on pulpwood leaving this country in an unmanufactured state. The Americans, like ourselves, are producers and exporters of hard and soft wood lumber and manufactures of wood. So long as they can use our raw forest product, just so long will they meet us in foreign markets with the manufactured lumber. It will not be many years till their forests will disappear or become depleted of marketable timber. Our supply is practically inexhaustible at the present rate of consumption. The hardwood forests of this country are a splendid asset and once destroyed cannot be reproduced as readily as soft wood or pine. The world's consuming market is hungry for lumber and manufactured wood goods, the latter particularly in hardwoods. These markets are as free to us as to our American competitors. We are as yet a young country in the art of manufacture, but we will improve with age. We are not yet as well able to compete in the foreign markets with our American neighbors as we will be. This is largely due to their greater wealth, their larger home market and their great combines and aggregations of capital which is used in the establishment of huge manufacturing plants to turn out manufactures of wood for the home and foreign markets. In this respect they have become great and conspicious. It has taken time for them to accomplish this. We will also become great in the art of wood manufacturing, but it will take time, population and capital ; all of which we will acquire in time. We have a country possessing all the natural advantages of our neighbors. We are rich beyond measure in our forest possessions, in both hard and soft wood. Let us preserve these forests. Cherry, oak and rock elm have almost entirely disappeared from the forests of Ontario, where these woods were once plentiful. Let us be warned by this fact and protect what we have left. Hardwood forest are not nearly so liable to destruction by forest fire as pine. We cannot readily reproduce them. We will need all we have when we become greater in the arts of manufacture. Foreign enquiries for our lumber and manufactures of wood are daily becoming more and more frequent. We are perhaps a little slow in learning accurately the wants of foreign markets, and becoming lberal caterers thereto, but we will get there in time. True, the Americans want our high grades of hardwoods, and in many instances the prices they pay warrant our manufacturers in shipping the best lumber to them, notwithstanding the $2.00 duty. This leaves a very considerable percentage of low grade on the hands of the manufacturer not easily disposed of. The Americans won't have it. We have no home consuming market for it of any consequence, and its grade will not permit its exportation owing to freight being too high. During the past year our American neighbors have enjoyed a free market in the Dominion of Canada for three million dollars' worth of lumber and forest products, while every board they have taken from us has been compelled to pay a duty of from one to two dollars per M. Were we not extensive producers of lumber greatly in excess of own manufacturing requirements, these facts might be more readily over looked.

In conclusion, let me say to our Canadian legislators that conditions at present existing in regard to lumber tariff are decidedly unfair and, as it were, jug-handled. We want a lumber tariff to protect our home market similar to that given by the American government to their own lumber producers

### EXPORT OF CANADIAN LOGS.

The following memorandum regarding the export of Canadian logs was submitted by the Sutherland, Innes Co., of Chatham, Ont :

The most serious problem that is at present confronting the sugar refiners, flour and corn meal millers, salt manufacturers, cement manufacturers, and other users of barrels, is where they are going to get their cooperage stock in years to come, so as to make the barrels required by them.

The forests of Canada are being rapidly denuded of elm, oak, basswood and ash, not so much for manufacturing into cooperage by Canadian millmen, but by jobbers who export the logs to foreign countries, there to be manufactured into staves, hoops and heading. Ten years ago the counties of Essex, Kent, Lambton, Elgin and Huron had apparently boundless forests of virgin hardwoods ; to-day it would be difficult to find a solid 200 acres of forest.

What has become of all this timber? Has it been used by the mills in these counties? Our answer is, only to a very limited extent, and while there is over $2,000,000 invested in mills and 4000 to 5000 men employed annually in these counties at the mills and in the woods getting out timber for these mills, only a tithe of the timber has been used by these factories.

What has become of the timber? First, the Dawn tramway in Lambton, then the tramway of the Anchor Company of Detroit in Kent, then the L. E. & D. R. R. through Essex and Kent, have been taking out the finest timber in these counties to the Detroit river, Sydenham and Lake St. Clair for export to mills at Detroit, Wyandotte, Trenton, Mount Clemens, New Baltimore, Fair Haven and Algonac, while the timber along the Lake Erie shore has been taken over to Sandusky and also to Wyandotte and Trenton. Huron has contributed its timber to build up Michigan mills, also to the disadvantage of the Canadian industries.

The market in Canada in the past was not large enough to consume more than a small amount of the manufactured stock, the European market had not got into the way of using Canadian stock, and consequently the only market for the surplus manufactured stock was the United States, protected by a duty of 10% on staves and 35% on hoops and heading. Manufacturers in the United States were and are enabled to pay a higher price for logs than Canadian manufacturers could or can afford, the consequence being that the logs, instead of being manufactured into cooperage material in Canada, have been exported as they came from the woods, to the great loss of the Canadian people.

If we are to develop Canada, let us insist on our logs being turned into the manufactured product before it leaves our shores, build up our own manufacturing industries, keep our young men, the bone and muscle of our country, at home, and distribute the money required to run these factories among our people. There are two ways to do this, either by putting a large export duty on logs and bolts or by prohibiting the export of logs and bolts altogether. The latter we believe the most feasible and one that would do away with any cry of retaliation from our neighbors. Should our neighbors go in for retaliation, they would be the only ones that would get hurt, as the demand for cooperage stock in Canada and for export to Europe is now getting nearly on a par with the production, and it would simply mean that if a higher duty was put on Canadian stock going into the United States than at present exists, the consumers in the United States would either have to pay the increased duty or not get the stock.

We might point out to you that the 35% duty on hoops and heading shuts out this stock entirely from the U.S., and it is only staves on a 10% duty that goes in from Canada.

If the U. S. admits cooperage stock from Canada free, the manufacturers here would be able to compete for logs with U. S. buyers, but as it is, the mills in Canada lie idle half the year, while our finest logs go to keep the U. S. mills running.

Let us therefore all pull together and support the Canadian government that will prohibit the export of logs from Canada entirely.

Resolutions passed by the British Columbia Lumber and Shingle Manufacturers' Association and the Boards of Trade were presented by Mr. P. D. Gordon. These will be found elsewhere.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS
PUBLISHED BY
The C. H. Mortimer Publishing Company
of Toronto, Limited
CONFEDERATION LIFE BUILDING, TORONTO
BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Special pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the tr Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

## DISCRIMINATION IN MARINE INSURANCE RATES.

LLOYD'S underwriters have discriminated against Canada in the matter of insurance rates. Such was the announcement definitely made within the past month. Mr. E. L. Bond, president of the Marine Underwriters' Association, Montreal, who returned recently from England, states that this course has been decided upon as the result of the losses which the insurance companies have sustained in the St. Lawrence, and that nothing short of great improvements in the route, such as lighting, buoying and signalling, will induce the English companies to reduce the present advanced rates. In comparison with last year, the advance is between twenty and thirty per cent.

This action on the part of the underwriters must seriously affect Canadian shipping interests. Yet we cannot question the right of the insurance companies to make such rates as are commensurate with the risk. The onus is upon the government of this country, who appear to have neglected to carry out such improvements as would have removed any possibility of conditions such as now exist. The improvements may now be undertaken, at no less cost than if carried out five years ago, while for one season at least shippers will suffer from excessive rates. Furthermore, it may be a difficult task to secure the restoration of the old rates even when the St. Lawrence route is improved.

From what can be learned, the discrimination is not confined to St. Lawrence ports, but includes the ports of New Brunswick and Nova Scotia as well. This is certainly unjust discrimination. Because the navigation of the St. Lawrence is difficult is no reason why the insurance rates on vessels going to St. John, Halifax and other eastern ports should be advanced.

The extra rate charged in summer from St. John, N.B., as compared with Bangor, Maine, is said to be equal to a discrimination of ten shillings per standard on deals. A preference to this extent is given to ships going to ports of the United States, and by a British association. This looks like a reversal of the preferential arrangement.

## THE BREACH WIDENING.

IN trade relations, Canada and the United States appear to be getting further apart. The negotiations by the High Commission having, practically, ended in naught, the people of this country are showing a desire for legislation on the basis of "Canada for Canadians." Never in the history of the country has so much interest centred in the lumber trade. Three weeks ago a deputation representing the Lumbermen's Association of Ontario waited upon the Dominion government and requested that the tariff be amended by placing an import duty of two dollars on lumber, 30 cents on shingles and 25 cents on lath. A strong case was presented, as will be observed by reference to abstracts, appearing elsewhere, from papers presented for the consideration of the government.

Opponents of the imposition of such a duty have endeavored to make capital out of the fact that very few of the Ottawa valley lumbermen were present at the conference. It has been said that they refused to join the deputation. On the contrary, they were not invited, not being members of the Lumbermen's Association, which the deputation represented. The Premier, in reply to the deputation, admitted the justice of their demands, but before committing himself, expresed a wish to hear from other interests concerned.

No opposition to the proposed duty is anticipated save from the consumers in Manitoba and the Northwest, and it would seem that there is little ground for objections even from this source. There is sufficient competition in the lumbering business in Canada to prevent prices being advanced beyond that figure which would give a fair margin of profit to the manufacturer, and when prices fall below that basis, labor must suffer as a consequence.

The case of the deputation has been greatly strengthened by the promise of the C.P.R. that if an import duty should be imposed freight rates on lumber between Fort William and Winnipeg would be reduced, thus permitting the Georgian Bay lumbermen to supply the lumber which is now obtained from Minnesota. With such an arrangement, the probability of any advance in the price of lumber is very remote, and with this objection removed, the Dominion government will surely accede to the demands of the lumbermen, and thus place the trade in Canada on an equal footing with that of the United States.

Hon. Don. M. Dickenson has made the statement that the Secretary of the Treasury purposes prohibiting the importation of Canadian lumber into the United States. This is not generally believed, as the Dingley bill provides for additional duty as a retaliatory measure, but does not give power to prohibit exclusively. Even if such action were taken, the United States would eventually be the greatest sufferer. As far as Canada is concerned, it would only stimulate the growth of wood-working establishments and pulp mills, and, while for a time our lumber manufacturers might be somewhat handicapped, trade would soon adjust itself to the changed conditions, and the building up of the industry upon proper lines would be the result.

## PROBABLE ADVANCE IN LUMBER FREIGHT RATES.

THE CANADA LUMBERMAN has learned, from a reliable source, that the Canadian railroads are considering the question of advancing the freight rates on lumber, and that, while no decision has as yet been reached, there is a strong probability that some steps in that direction will be taken very shortly. It is not known what advance is proposed, but the railway authorities perhaps have in mind the restoration of the rates to the same basis as before the reduction was made a few years ago.

This information will no doubt be received with much surprise by the lumber trade, coming, as it does, at a time when efforts are being made to secure a reduction in the freight rate on hardwood lumber, thus placing it on an equality with pine. In the new schedule, if such is decided upon, we understand this inequality will be removed, but in a way which will not be acceptable to lumbermen. The rate on hardwoods will not be lowered, but on the other hand may be advanced, and pine lumber brought up to the same rate.

As far as can be learned, the railway authorities have singled out lumber as the commodity which could most easily carry the burden of additional freight rates. For what reason it is impossible for anyone conversant with the trade to imagine, but it is perhaps due to ignorance as to the actual conditions existing in the lumber trade. This supposition is strengthened by a remark made to the writer by a representative of one of the railways. It was to the effect that the lumbermen were particularly prosperous, and were accumulating great wealth—an envious position, which the lumbermen, unfortunately, do not occupy. Many of the hardwood manufacturers in Ontario, who would be most seriously affected by increased freight rates, owing to their dependence upon the railways, have in the last few years secured returns from their season's operations altogether inadequate in relation to the risk outlay of money, and amount of labor involved. The high price of logs, waste timber, and low price of lumber have prevented even the shrewdest mill man from making more than an average profit. What the lumber trade asks is, that instead of freight rates being advanced, the railways should assist in the development of the hardwood industry by giving lower rates, and thus permitting waste timber to be marketed and utilized in the manufacture of woodenware and other goods, instead of being burnt as fuel, as at present. By the adoption of this policy, the railways, the lumbermen, and the country generally would be benefitted.

So far as western Ontario is concerned, the

railways have not experienced vessel competition in the past, and hence they have pursued the policy generally exercised where monopolies exist. In all probability, however, the St. Lawrence canals will this season be deepened to fourteen feet. Lumber shipments from the Georgian Bay district to Montreal and the Eastern States will then be made largely by water, and the pine manufacturers will, to a great extent, be independent of the railroads. For this reason, if for no other, the railroads should encourage the hardwood trade, and give as liberal freight rates as possible.

The statement is made that the C. P. R. will probably offer more equitable rates to Winnipeg in the near future. This is what the lumbermen of Northwestern Ontario have wanted for some time, but not until a competing railway was in course of construction was there any hope of securing it. In the meantime, trade which legitimately belonged to Canadians went to the United States, as instance the importation last year into Manitoba from Minnesota of thirty-eight million feet of lumber.

Any attempt on the part of the railroads to advance rates on lumber will meet with a just but bitter opposition from the trade, and, if carried to a termination, must result in restricting the business of the railways and crippling the lumbering industry of this country.

## EDITORIAL NOTES.

THE importance to lumbermen of the Manitoba market is well illustrated by statistics of population which have just been prepared. According to the census of 1891 the population was then 152,000, while at the present time it is about 260,000, an increase in eight years of 108,000. In the next few years there is every probability of a still greater proportionate increase, due to the fact that the advantages of the western country are becoming more widely known abroad.

LUMBERMEN, we believe, considering the hazardous nature of their business field, are quite as successful as those engaged in other lines of industry. In taking a retrospect of the last two years, one is impressed with the few instances of financial embarrassment in lumber circles, and more particularly among the larger concerns. There have been, and always will be, some failures, either from unavoidable circumstances or from injudicious management. Perhaps the most common mistake made by the smaller manufacturers is to cut their stock at random, without properly enquiring into and studying the then existing and probable future requirements of the market. In this way much money has been lost. Instances could be cited where manufacturers have been unable to dispose of their lumber because of being cut to irregular and undesirable sizes, while it would have met with ready sale if greater attention had been given to its manufacture. Another certain advantage to manufacturers is publicity—let buyers know what you have to offer. From a representative of the CANADA LUMBERMAN who recently visited the Eastern States many enquiries were made as to where lumber, shingles and lath could be obtained in Canada, what mills could ship by water, and other particulars. This fact alone proves the wisdom and benefit of placing before probable buyers, through the medium of the CANADA LUMBERMAN, particulars of stock for sale.

LUMBERMEN and the public generally are awaiting with much curiosity the final report of the Ontario Forestry Commission, which is now nearing completion. This Commission, as most of our readers know, is composed of Messrs. John Bertram, president of the Collins Inlet Lumber Company; E. W. Rathbun, president of the Rathbun Company; Thos. Southworth, chief of the Ontario Forestry Department; J. B. McWilliams, crown timber superintendent; and A. Kirkwood, chief lerk Sales and Free Grants, Crown Lands Department. Judging by the personnel of the Commission, by the preliminary report submitted a year or so ago, and by the admitted necessity of adopting some practical system of forestry, a volume of information and recommendations of much value will be placed before the government, and will, we believe, form the basis of the future policy of the Ontario government with respect to the preservation and cutting of timber. The Commission will, it is believed, again recommend the extension of the fire ranging system, and also that the cutting of logs be restricted to trees of not less than twelve inches in diameter. The report will be of interest to lumbermen, and will aid in removing the erroneous opinion that the principles of scientific forestry are opposed to the interests of lumbermen.

## AN OFEICIAL LOG SCALE.

THE National Hardwood Lumber Association, which has members in nearly every hardwood market in the United States, has promulgated a scale for the measurement of logs, designed to accomplish, as far as possible, uniformity in that respect. The scale adopted is of use to all manufacturers of hardwood lumber, and is presented herewith.

Length in Feet.

| Diameter in Inches. | 12 | 14 | 16 | 18 | 20 | 22 | 24 |
|---|---|---|---|---|---|---|---|
| 10 | 27 | 32 | 36 | 41 | 46 | 50 | 54 |
| 11 | 37 | 43 | 49 | 55 | 61 | 67 | 74 |
| 12 | 48 | 56 | 64 | 72 | 80 | 88 | 96 |
| 13 | 61 | 71 | 81 | 91 | 101 | 111 | 122 |
| 14 | 75 | 88 | 100 | 112 | 125 | 137 | 150 |
| 15 | 91 | 106 | 121 | 136 | 151 | 166 | 181 |
| 16 | 108 | 126 | 144 | 162 | 180 | 198 | 216 |
| 17 | 126 | 144 | 169 | 190 | 211 | 232 | 254 |
| 18 | 147 | 171 | 196 | 220 | 244 | 269 | 294 |
| 19 | 169 | 197 | 225 | 253 | 280 | 309 | 338 |
| 20 | 192 | 224 | 256 | 288 | 320 | 352 | 384 |
| 21 | 217 | 253 | 289 | 325 | 361 | 397 | 433 |
| 22 | 243 | 283 | 324 | 364 | 404 | 445 | 486 |
| 23 | 271 | 313 | 359 | 406 | 452 | 496 | 541 |
| 24 | 300 | 350 | 400 | 450 | 500 | 550 | 600 |
| 25 | 331 | 386 | 441 | 496 | 550 | 605 | 662 |
| 26 | 363 | 433 | 484 | 544 | 605 | 665 | 726 |
| 27 | 397 | 463 | 530 | 596 | 661 | 726 | 794 |
| 28 | 436 | 509 | 582 | 654 | 728 | 800 | 873 |
| 29 | 457 | 533 | 609 | 685 | 761 | 838 | 914 |
| 30 | 493 | 575 | 657 | 739 | 821 | 904 | 986 |
| 31 | 532 | 622 | 710 | 799 | 888 | 976 | 1065 |
| 32 | 552 | 644 | 736 | 828 | 920 | 1012 | 1104 |
| 33 | 588 | 686 | 784 | 882 | 980 | 1078 | 1176 |
| 34 | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 |
| 35 | 657 | 766 | 876 | 985 | 1095 | 1204 | 1314 |
| 36 | 692 | 807 | 923 | 1038 | 1152 | 1268 | 1380 |
| 37 | 772 | 901 | 1029 | 1158 | 1287 | 1415 | 1544 |
| 38 | 801 | 934 | 1068 | 1201 | 1335 | 1468 | 1602 |
| 39 | 840 | 980 | 1120 | 1260 | 1400 | 1540 | 1680 |
| 40 | 903 | 1053 | 1204 | 1354 | 1505 | 1655 | 1806 |
| 41 | 954 | 1113 | 1272 | 1431 | 1590 | 1749 | 1908 |
| 42 | 1007 | 1175 | 1343 | 1511 | 1679 | 1846 | 2014 |
| 43 | 1046 | 1222 | 1396 | 1571 | 1745 | 1918 | 2092 |
| 44 | 1110 | 1295 | 1480 | 1665 | 1850 | 2035 | 2220 |

The above rule is a combination of the Doyle and Scribner rules. The Doyle rule is used on all logs 27 inches and under in diameter, and the Scribner rule is used on all logs 28 inches and over in diameter.

## ONTARIO TIMBER LANDS.

FROM the report of the Commissioner of Crown Lands of the Province of Ontario, it is learned that the revenue from woods and forests for the year ended December 31st, 1898, amounted to $981,186.45. Of this, $159,698.74 was on account of bonuses, and $65,053.37 on account of ground rent, leaving the net revenue from timber dues $756,434.34. This is a decrease as compared with the previous year of $345,953.63. Of this, $325,620.22 is in crown dues and $31,220.16 in bonuses, while there is an increase in ground rents of $10,886.75. It is explained that the revenue from timber dues for the year 1897 was abnormally large, the sales of lumber having been stimulated by the desire to reach the American market before the $2 import duty took effect.

The Commissioner states that the Department obtained information from its rangers and the lumbermen as to the probable cut of logs for export in the winter of 1897-1898, these figures indicating that from 156 to 160 million feet would be cut. The actual quantity of logs taken out for export is shown to have been, in round figures, 211 millions, or 51 millions more than was anticipated by the Department. It is a fact which attests the accuracy of the Department's estimate that the parties who were cutting for export at the time the estimate was made exported only 15 millions more than was anticipated, the balance of the excess, 36 millions, arising through Canadians who had always sawn in Canada being induced to sell for export.

The effect of the prohibition of the export of saw logs has been to materially reduce the cut of the past winter, and it is estimated that there will be from 160 to 200 million feet less taken out than last winter. The exports this year will probably not be more than 40 to 50 millions, made up of some 15 millions cut on the areas excepted from the prohibitory regulations, and quantities cut under authority of last year's licenses which were stuck in the streams and in the bush. When the report was submitted it was thought that there would be 50 million feet taken out last winter by parties who formerly exported. These 50 millions will have to be sawn in Canada, either at the existing mills or at others to be erected.

The Ontario lumbermen, the report states, have come to regard the position with a feeling that the future is with us in respect to raw materials. We possess large quantities of white pine, which is daily growing more valuable, and it would appear from information in possession of the Department that the Hudson's Bay slope —a few years ago regarded as being destitute of timber of commercial worth — has immense forests of spruce, which timber is daily increasing in value, and it may be that that region will in the end prove our most valuable timber possession. Bearing this in mind and remembering the ability of our merchants to exploit markets afar when those near at home are denied us, the people of Ontario need not fear any stagnation of their timber industries.

Following is a comparative statement for two years of the principal kinds of timber cut on Crown lands:

| | 1897. | 1898. | |
|---|---|---|---|
| Pine saw logs | 477,716,448 | 544,457,139 | feet B.M. |
| Other saw logs | 8,758,716 | 8,224 442 | " |
| Boom and dimension timber, pine | 26,084,737 | 25,640,239 | " |
| " " " " other | 706,860 | 1,337,222 | " |
| Square timber, white pine | 1,977 400 | 1,459,631 | cubic feet. |
| " " birch, ash, oak, elm, etc. | 28,000 | 18,786 | " |
| Cedar | 254,144 | 161,860 | lineal feet. |
| Railway ties | 278,955 | 1,152,213 | pieces. |
| Telegraph poles | 593 | 7,980 | " |
| Stave and shingle bolts | 1,466 | 1,895 | cords. |
| Pulp wood | 46,338 | 16,448 | " |

## CANADIAN EXPORTS AND IMPORTS.

The trade and navigation returns of the Dominion of Canada, as issued by the Department at Ottawa, contain interesting statistics of the imports and exports of various products, from which the following are compiled :

The total value of exports from Canada for the year ended June 30th, 1898, was $164,152,683, and of imports $140,323,053, against $137,950,-253 and $119,218,609 respectively for the preceding year. Of the total exports last year, Great Britain took goods to the value of $93,-065,019, the United States to the value of $34,-361,795, Germany $1,419,096, and France $1,-015,612.

### EXPORTS.

Turning to statistics of timber products, we find that the total exports for the year under review were $27,043,072, against $31,432,294 for 1897. The following figures show the value of exports of timber products for the last two years :

| Article. | Year ended June 30, 1897. | Year ended June 30, 1898. |
|---|---|---|
| Pine deals | $ 3,313,357 | $3,885,448 |
| Spruce and other deals | 7,094,485 | 7,918,366 |
| Battens | 24,594 | 20,350 |
| Planks and boards | 10,832,185 | 5,625,391 |
| Deal ends | 638,193 | 641,068 |
| Laths | 471,341 | 343,378 |
| Palings | 8,403 | 14,851 |
| Pickets | 35,532 | 18,052 |
| Joists | 23,531 | 5,229 |
| Scantling | 414,443 | 241,044 |
| Staves | 699,431 | 401,583 |
| Other lumber | 317,415 | 257,603 |
| Shingles | 1,201,562 | 994,438 |
| Pine and cedar shingle bolts | 623 | 656 |
| Cedar and tamarack posts | 54,537 | 23,415 |
| Sleepers and railroad ties | 229,780 | 101,191 |
| Stave bolts | 38,634 | 20,811 |
| Box shooks | 56,435 | 101,787 |
| Other shooks | 24,201 | 18,768 |
| Ash timber, square | 41,991 | 34,290 |
| Birch " | 194,180 | 143,623 |
| Elm " | 170,689 | 222,529 |
| Maple " | 3,280 | 2,098 |
| Oak " | 540,288 | 740,502 |
| Red pine " | 52,439 | 62,011 |
| White pine timber | 1,352,669 | 1,674,074 |
| Other timber | 38,677 | 39,955 |
| Logs for shingle bolts | 4,280 | 645 |
| Elm logs | 77,978 | 53,784 |
| Hemlock logs | 13,790 | 4,030 |
| Oak " | 4,066 | 2,517 |
| Pine " | 1,832,352 | 1,616,671 |
| Spruce " | 107,073 | 33,885 |
| Other " | 90,843 | 89,430 |
| Lath wood | ..... | 700 |
| Firewood | 173,921 | 140,897 |
| Bark for tanning | 112,154 | 105,057 |
| Basswood | 41,656 | 37,044 |
| Hickory | 1,718 | 437 |
| Knees and futtocks | 8,972 | 14,175 |
| Pulp wood | 711,152 | 912,041 |
| Match blocks | 37,584 | 15,892 |
| Masts and spars | 2,926 | 2,488 |
| Piling | 72,850 | 135,154 |
| Hop poles | 929 | 665 |
| Hoop poles | 3,639 | 1,180 |
| Telegraph poles | 40,038 | 20,759 |
| Other poles | 16,626 | 13,522 |
| Other articles of the forest | 104,195 | 87,323 |
| Total exports of forest products | $31,432,294 | $27,043,072 |

In addition to the above exports of timber products, manufactures of wood were exported during the two years as follows :

| | 1897. | 1898. |
|---|---|---|
| Doors, sashes and blinds | $ 285,161 | $ 324,610 |
| Matches and match splints | 151,276 | 195,779 |
| Household furniture | 127,752 | 248,317 |
| Barrels | 30,238 | 29,054 |
| Mouldings, trimmings, etc | 16,201 | 14,915 |
| Pails, tubs and other woodenware | 13,150 | 20,171 |
| Spool wood and spools | 86,238 | 77,704 |
| Wood pulp | 741,959 | 1,210,923 |
| Other manufactures | 257,026 | 296,201 |
| Total exports of wood manufactures | $1,509,001 | $2,417,674 |

The figures below give the value of the exports of deals, boards, etc., to some of the principal importing countries :

PINE DEALS.—Great Britain, $3,788,871 ; Argentina, $18,000 ; Belgium, $4,373 ; France, $1,227 ; Portugal, $2,386.

SPRUCE DEALS.—Great Britain, $7,094,801 ; United States, $310,308 ; France, $1,259,753 ; Spain, $86,516 ; Brazil, $51,110 ; Australia, $133,994 ; Holland, $18,636 ; Portugal, $26,-515 ; British Africa, $12,627 ; Belgium, $11,-495.

LATHS.—United States, $336,634 ; Australia, $4,102.

PLANKS AND BOARDS.—Great Britain, $1,074,-519 ; United States, $3,706,887 ; Argentina, $202,585 ; Australia, $153,024 ; South West Indies, $95,902 ; China, $54,795 ; France, $29,342 ; Japan, $39,102 ; Spanish possessions in Africa, $26,868 ; Uraguay, $16,461 ; St. Pierre, $18,375 ; British Africa, $16,420 ; Belgium, $13,211 ; Germany, $20,044 ; Chili, $12,565 ; Holland, $14,004 ; Maderia, $10,462.

SCANTLING.—Great Britain, $121,373 ; United States, $64,746 ; Argentina, $39,970 ; Spanish possessions in Africa, $11,473.

STANDARD STAVES.—United States, $31,251 ; Australia, $1,469. Other staves and headings, United States, $305,288 ; Great Britain, $57,-237.

SHINGLES.—United States, $973,807 ; British West Indies, $18,287.

BOX SHOOKS.—Great Britain, $75,381 ; United States, $19,780.

PULP WOOD. — United States, $876,690 ; Great Britain, $34,772.

### IMPORTS.

The imports of forest products into Canada during the year ended June 30th, 1898, represented in value about $3,000,000, and included the following : Oak, $484,782 ; pitch pine, $295,748 ; fence posts and railroad ties, $68,-286 ; logs and round manufactured timber, $136,918 ; cherry, chestnut, gumwood, hickory and whitewood, $227,280 ; mahogany, $42,292 ; sawed or split boards, planks and deals not further manufactured than dressed on one side only, $384,767 ; timber or lumber, hewn or sawed, squared or sided, $462,363 ; walnut, $56,049 ; Spanish cedar, $9,228 ; sycamore, $1,782 ; white ash, $12,783 ; African teak, black heart, ebony, lignum vitæ and red cedar, $7,082 ; spruce clapboards, $1,432 ; laths, $8,450 ; shingles, $19,772 ; staves, $27,740 ; ivory nuts, $19,793 ; hubs for wheels, posts and like blocks, $9,082 ; hickory spokes, $73,864 ; hickory sawn to shape for spokes of wheels, $19,906 ; hickory billets, $1,470 ; felloes of hickory wood, $23,438 ; shovel handles, $16,-275 ; sawed boards, planks, etc., planed or dressed and tongued and grooved (duty 25%), $39,357 ; veneers of wood, not over 3/32 of an inch in thickness (duty 7½%), $60,026 ; woodenware, pails, tubs, etc. (duty 20%), $17,766 ; general manufactures of wood, $304,820.

---

Geo. E. Corbett, of Lequille, N.S., recently shipped a quantity of maple strips to Boston, to be used in the flooring of horse stalls.

When a representative of the CANADA LUMBERMAN met Mr. J. E. Murphy, of Hepworth, in Toronto last week, he had just returned from a business trip to the North-west. Mr. Murphy remarked that in Winnipeg, and in fact throughout Manitoba and the North-west, they were experiencing a veritable boom. There was a vast amount of building under way, and almost a famine in some grades of lumber.

## A BOOK FOR LUMBERMEN.

"The Adirondack Spruce"—a study of the forest in Ne-ha-sa-ne Park (Adirondacks), by Gifford Pinchot—The Critic Co., New York.

If any further proof were needed that the scientific foresters were not mere theorists, but were working along lines that might profitably be adopted by all lumbermen, the little book bearing the above title furnishes it.

Commissioned by Dr. Webb to provide working plans for his 30,000 acres forest in the Adirondack mountains, Mr. Pinchot, Chief of the Forestry Division at Washington, at once proceeded to make a thorough examination of the park. The spruce trees down to a diameter of two inches were counted on 1046 acres, and from these different lots average tables of yield and annual growth were compiled. In the introduction to the book he says : "The owners and operators of spruce lands in the Eastern United States will find within the covers of this little book a collection of facts and figures which is intended first of all to be of practical use." That he has succeeded in his object is beyond doubt. Although designed for spruce operators in the Northern States, much of its contents will prove of great value to Canadian pine lumbermen as well.

As a sample of the method of work we have just space to refer to one example among many given in the book : "A man owns 30,000 acres which yield on an average 3500 board feet per acre of spruce ten inches and over in diameter. To what limit will it be most profitable in the long run to cut, how much can he cut annually if he wishes to obtain a sustained annual yield, and how soon can he return to the portion cut over the first year and cut the same amount of timber above the same diameter limits as at first ?

"Look in Yield Table 1, column a, for the amount nearest 3500 board feet. 3480 in line 3 is the closest figure. All the desired information will be obtained on this line in the three tables.

"If the diameter limit is ten inches, the total stand is 30,000 x 3500—105,000,000 board feet ; the same yield can be obtained in thirty-seven years (Yield Table 1, column 1) ; the area lumbered annually will be 30,000—37—811 acres, the annual cut will be 105,000,000—37—2,837,838 board feet.

"If the diameter limit is twelve inches, the everage stand per acre is about 3000 feet (Yield Table 2, column a), the total stand is 30,000 x 3000—90,000,000 ; the same yield can be obtained in twenty-five years (Yield Table 2, column 1), the area lumbered annually will be 30,000—25—1200 acres ; the annual cut will be 90,000,000—3,600,-000 board feet.

"If the diameter limit is fourteen inches, the average stand per acre is about 2000 board feet (Yield Table 3, column a,) the total stand is 30,000 x 2000—60,000,000 board feet ; the same yield can be obtained in twenty years (Yield Table 3, column 1) ; the area lumbered annually will be 30,000—20—1500 acres ; the annual cut will be 60,000,000—20—3,000,000.

"By comparing these results it appears that it will be most profitable to cut to twelve inches, since the annual cut is then the largest. The area lumbered annually is about four hundred acres greater than if ten inches were the limit, but the annnal cut is about 800,000 board feet larger. Lumbering under these conditions would nevertheless be profitable, inasmuch as the average stand per acre for trees twelve inches and over in diameter is about 3000 board feet." This is given as indicating the practical nature of the book throughout.

---

## WOULD NOT BE WITHOUT IT.

Messrs. Cook & Gretz, Dashwood, Ont., in renewing their subscription to the CANADA LUMBERMAN, write : "We would not be without your journal, as we consider it a valuable paper for millmen."

---

We acknowledge receipt of the twenty-sixth annual special issue of the Timber Trades Journal, published by Messrs. Wm. Rider & Sons, Manchester House, Aldersgate street, London, E. C. This issue contains upwards of three hundred pages, in which the trade of Great Britain, Sweden, Norway, Finland, Russia, Germany, Canada and the United States is ably reviewed. The home section is accompanied by the portriats of prominent timber importers.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN GREAT BRITAIN, THE UNITED STATES AND OTHER FOREIGN MARKETS.*

VOL. V. TORONTO, ONT., APRIL 26, 1899 No. 14.



**CANADA LUMBERMAN**

PUBLISHED BY

**The C. H. Mortimer Publishing Co'y of Toronto, Limited**

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type; 12 lines make one inch. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

EXPERT BAND FILER OPEN FOR ENGAGEment May 1st; best references. Box 26, CANADA LUMBERMAN.

WANTED.—Line of wooden articles on commission by two salesmen going through England and Germany, starting about May 3rd. Box 45, CANADA LUMBERMAN.

PORTABLE STEAM SAW MILL (JOHN ABELL make) for sale; 25 h.p. Boiler and Engine, boiler in good condition, engine slightly broken; also House and Orchard in connection. Will be sold cheap. Apply to GEORGE A. FLEMING, Hockley, Ont.

TIMBER LANDS FOR SALE.

OAK TIMBER LANDS FOR SALE—I HAVE for sale in Eastern Kentucky and West Virginia several tracts of Timber Land, principally White Oak; in all about 60,000 acres. Apply to C. STARRAT, Farmers, Rowen County, Kentucky.

## AUCTION SALE OF Timber Berths

**In the Townships of Davis and Grant, District of Nipissing.**

The License for the undermentioned TIMBER LIMITS will be offered for sale by public auction on

**Wednesday, June 14th, '99, at 3 p.m.**

in the Rotunda of the Board of Trade Building, Toronto, subject to the terms and conditions to be set forth at the time of sale. The vendors reserve the right to one bid:—

Lot 1.—Berth No. 3, Township of Davis, being lots 1 to 7, inclusive of concessions 4, 5 and 6. This berth has never been operated on, and is a virgin forest.

Lot 2.—Berths 1, 2, 3, 4, 5, Township of Grant. The timber on berths 1 and 2 has been partially damaged by fire and partly cut over.

For further particulars apply to Scott, Lees & Hobson, barristers, etc., Hamilton, or to Peter Ryan, Toronto.

WANTED FOR SHIPMENT IN MAY, 20,000 feet Rock Elm Plank, 1½ to 4½ inches thick, 30 to 40 feet long. THOS. MYLES' SONS, Hamilton, Ont.

## Telephone Poles

THE UNDERSIGNED HAVE IN STOCK, AND are open for offers, f.o.b. cars, Killaloe Station, Ont.:

| | | | | | |
|---|---|---|---|---|---|
| 2,000 | Telephone Poles | | 25 | Feet | Long. |
| 2,000 | " | " | 30 | " | " |
| 1,500 | " | " | 35 | " | " |
| 1,500 | " | " | 40 | " | " |
| 1,000 | " | " | 45 | " | " |
| 500 | " | " | 50 | " | " |
| 300 | " | " | 55 | " | " |
| 10,000 | Fence Posts | | | | |
| 2,000 | Railway Ties. | | | | |

Quotations given by mail or wire, when requested, for car lots of any of the above

GEORGE & McGREGOR,
Killaloe Station, Ont.

IMPORTANT TO LUMBERMEN

## FOR SALE BY TENDER.

### Valuable Saw Mill and Timber Limits in British Columbia

**56,542** ACRES, MORE OR LESS, VIRGIN forests of Oregon Pine, Cedar and Spruce Limits in British Columbia as follows:—

**BLOCK 1.**

Lot 51, 23,600 acres, more or less, Sayward District, Vancouver Island.

**BLOCK 2.**

Lot 439 G2., 9,280 acres, more or less, New Westminster District.

Lot 50 G., 6 720 acres, more or less, New Westminster, Chilliwack.

Lot 55, 15,900 acres, more or less, New Westminster, Chilliwack.

Lot 83, 1 042 acres, more or less, New Westminster, Chilliwack.

The above limits were selected years ago by competent cruisers at a time when every opportunity offered and was taken advantage of to secure the "pick" of timber lands, which have since become greatly enhanced in value.

**BLOCK 3.**

About 400 acres, more or less, of mill site and first-class farm lands, en bloc, situated on the north branch of the Fraser River about three miles east of New Westminster City. 200 acres, more or less, of this land is cleared, graded, drained and fenced in first-class manner, and been under cultivation a number of years.

The mill located upon this site is a frame mill, about 455 x 72 feet, with T across tail end of main building about 176 x 60 feet. The whole structure from foundation up is built in the most substantial manner—well timbered and braced with knees, metal roof, three (3) engines of 300 h.p. each, and fitted throughout with special machinery for working up British Columbia timber of all dimensions, as well as for working up the refuse into lath, pickets, box shooks, etc.; also planers, matchers, etc.

One large refuse burner; one large stone boiler house, metal roof, containing ten large tubular boilers, pumps, etc. Good frame office, boarding house, cottages, horse stables, machine shops and blacksmith shop.

Ample booming ground, constructed in the most substantial and convenient manner.

The New Westminster branch of the C. P. Railway crosses this mill site; also has a switch graded to the mill and through the yard, giving this property first-class railway outlet, in addition to best facilities and ample water for loading large ocean-going vessels, giving the property unrestricted access to the markets of the world.

Sealed tenders for the above property, either en bloc or each parcel or block separately, will be received by the Secretary of the undersigned at their office, 110 Wellington Street, Ottawa, Ont., up to MAY 20TH, 1899, at twelve o'clock noon.

All tenders to be marked "Tenders for Maclaren-Ross B. C. Property."

Tenders to be opened by the President and Secretary at the above address.

Terms, 10% cash, 20% in thirty days, and balance in six, nine and twelve months, by secured notes at 5% per annum. The property to remain vested in the Company until notes are fully paid.

The highest or any tender not necessarily accepted.

All letters requesting further information to be addressed to— "THE SECRETARY,
" Maclaren Ross Lumber Co., Limited,
" 110 Wellington St., Ottawa, Ont."

Ottawa, Ont -15th February, 1899.

WANTED.

A SECOND HAND SWING SHINGLE MAchine. Give particulars. D. H. SEAMAN, Woodford, Ont.

WANTED.

A SECOND-HAND SHINGLE MACHINE, suitable for a small country shingle mill. Address, DOMINION PAPER COMPANY, Montreal.

FOREMAN WANTED.

A PRACTICAL, COMPETENT SAW AND Shingle Mill Foreman wanted. Address immediately. THE RATHBUN CO., Deseronto, Ont.

WANTED—WILL EVERY

Lumberman getting out Hardwood Lumber please write us describing what you have and where, with rates to Buffalo. We can handle it from any section of the country. TAYLOR & CRATE, Buffalo, N.Y.

WANTED.

PRICE ON MAPLE, BEECH, BIRCH, ASH and Elm, ⅝, 1 and 2 inches. Also Basswood ⅝ and 1 inch, and pine 1 inch, all log run. Also on Spruce 1 inch, suitable for manufacturing boxes. Quote also on pine squares 2 9 x 2 x 4, 29 x 2¼ x 2¼, 29 x 2¾ x 2¾, 29 x 3¼ x 3¼. Quotations on cars at mill. Address, B. SOUTO & Co., 161 Front Street, New York.

### INQUIRY FOR BOX SHOOKS.

Messrs. Baker & James, 164 Corporation street, Birmingham, England, advise us that they are open to negotiate for regular supplies of Canadian box shooks and similar goods cut from spruce and pine. They will be pleased to hear from manufacturers or exportees who can ship by regular steamers to English ports, and who are prepared to undertake deliveries the year round. Canadian manufacturers desirous of extending their trade in this direction should communicate with the above firm.

### CURRENT TRADE CONDITIONS.

ONTARIO.

Fine weather has given a stimulus to building operations throughout Ontario. Much work is in progress and lumber is being purchased freely. Manufacturers and dealers report a brisk demand, on local account, for hemlock and the grades of pine and hardwoods used in the cheaper class of buildings. In Toronto the building season thus far has been much better than last year, or in fact any season for several years past. Unfortunately, some differences exist between the contractors and the bricklayers, and unless a settlement is reached in a few days a strike may follow, the result of which will be to cause capitalists to defer the erection of proposed buildings. While much lumber is being used in building work, the consumption in other departments of industry is proportionately large. The furniture and implement factories and all wood consuming industries are working to their full capacity, converting raw material into the finished product. Lumber prices in all districts are strengthening, but scarcely in due relation to the demand. Hardwoods have reached a fair price, owing to the scarcity of dry stock, but some grades of pine are still low. These, however, are likely to advance, and the dealer will act wisely who stocks up liberally at present quotations. A large percentage of the hardwood cut of 1899 has already been contracted for, and more would be but for the high prices which some manufacturers are asking. That these will be realized is somewhat doubtful, as it would seem that the limit for this season has about been reached. The hardwood industry of the Ottawa valley is to be developed, and thus the volume of production will be increased. Contracts have already been placed by New York houses for considerable quantities of birch, elm and ash to be manufactured in that district.

MANITOBA AND BRITISH COLUMBIA.

The demand for lumber in Manitoba and the Territories is such that dealers are finding their stocks inadequate. For some grades, particularly those which enter most generally into building operations, higher prices are being obtained. There is a vast amount of building under way in Winnipeg, but unfortunately a scarcity of building material, chiefly stone and brick, has developed, and the erection of some large buildings may, as a result, be delayed until next year. In the face of these conditions favorable to the lumber trade, it is learned that some cutting of prices has been indulged in by one or two dealers. Efforts are being made to secure adherence to list prices, which is certainly much to be desired. Some speculation is indulged in as to the successful tenderer for the annual supply of lumber for civic work in Winnipeg. The tenderers are the Rat Portage Lumber Co., D. E. Sprague and Dick, Banning & Co., and it is believed that the tenders range from $17 to $17.75 per M. The lowest tender submitted last year was $14.75. This is an illustration of the advance in lumber which has taken place.

The mills in British Columbia are rushed with orders, and prices are considerably higher than they were twelve months ago. The price of logs has advanced almost in the same degree, so that manufacturers are making little more profit. There is a boom in building at Vancouver and New Westminster, and consequently a steady call for lumber. A number of vessels are loading for foreign countries.

FOREIGN.

Buyers in Great Britain are showing a greater disposition to contract for Canadian timber, and consequently prices are strengthening. The spruce market has so far improved that c. i. f. quotations are now considered very satisfactory, first quality Quebec being held at £10 10s, second quality at £7 2s 6d, and third quality at £6 15s. These prices are, of course, much in advance of those realized at the recent auction sales. For New Brunswick spruce quotations are from £6 7s 6d to £9 15s, the latter being obtainable only for very desirable stock. Nova Scotia spruce is firm at about 5s per standard below that of New Brunswick. The white pine market is also firm, and there is a good demand for broad firsts, particularly of long lengths, the quotation being about £25 per standard. Second quality sells at from £16 to £18, and third quality at from £9 to £10. In the timber trade elm and birch seem to lead. The former sells at 2s 4d to 2s 5d for 50 cubic feet average, and the latter at 1s 6d

to 1s 7d for 16 inch average. For ash, oak and red pine the demand is only moderate. This is also the case with square and waney pine timber, the stock of which at several ports is too large.

UNITED STATES.

The demand for lumber in the United States is steadily increasing, and manufacturers and dealers are looking forward to a season of great activity. Prices continue to strengthen. The scarcity of box lumber is still the feature of the market, and substitutes are being sought for. It is not anticipated that prices will weaken before midsummer at least, and even then it is unlikely that there will be any material decrease. Tonawanda and Buffalo dealers report numerous enquires for low grade stock. There has been an unusual run on No. 3 barn, which is selling at from $14 to $15. No. 2 barn is also much in demand, and the upper grades are scarce. Mill culls are selling in Michigan at from $9 to $10, and the quantity available is extremely limited. In New York there has been an advance of $1 per thousand on box lumber, and 10-inch 13 foot boards are likely to bring higher prices. Spruce lath has advanced 40 cents within the past ten days, being held at $2.40 per thousand.

The situation in hardwoods has been somewhat relieved by the new cut. Basswood is getting dry and some of it has gone forward from the mills. Maple is slightly weaker, as the cut of the past winter was probably the largest ever known.

## NEW BRUNSWICK CEDAR SHINGLES.

The situation of the shingle market to-day is exactly what we predicted. There are practically no shingles in stock at producing points. On the other hand, the retail dealers are very short of stock, and the net result is a flurry of very large extent. Those few manufacturers who have held their shingles up to the present time are receiving to-day, delivered at Boston, the following prices: Extras, $3; clears, $2.50; second clears and saps, $2.

We believe that four times as many shingles as there are at producing points are sold for immediate shipment at these figures. It can be readily seen, therefore, that the market is entirely in the hands of the manufacturers. A great many of the latter are refusing to quote for shipment until after the summer mills start, say in June, believing that by such time shingles will be worth $3.25 or more. We are inclined to think this view of the situation is correct, and would advise all manufacturers to wait until they have shingles to offer, making no quotations whatever, for the reason that they are absolutely sure at such time of getting present prices, and certainly stand a strong chance of realizing considerable more.

## STOCKS AND PRICES.

Thomas Barber, of Keldon, Ont., has engaged a portable mill to cut about 100,000 feet of soft elm lumber.

The total cut of logs in Minnesota last winter is estimated at 640,000,000 feet. This is said to be the largest on record.

The Ontario Lumber Company, of French River, Ont., recently shipped several car-loads of deals to Great Britain by United States ports.

Spruce logs have recently been selling at Bangor, Maine, at $12 to $13 per thousand, which is about $2 higher than the prices quoted at same time last year.

The city council of Guelph, Ont., have accepted the tenders of Robert Stewart for the supply of cedar lumber, at $11.50 per M, and of H. M. Clemens & Co. for tamarac, at $12.94.

W. R. Thompson has disposed of his stock of elm, basswood and maple at Belmore, Ont., containing in all about 200,000 feet, to the Union Furniture Company, of Wingham.

Chew Bros., of Midland, Ont., have purchased from H. H. Cook the Upper Islands, extending from Moose Deer Point to Parry Sound. There is considerable timber on the property.

The steady demand for shingles at Tonawanda has practically cleaned out that market. Prices have advanced, and are now from 15 to 20 cents a thousand higher than they were last fall. On 18 inch clear butts pine, quotations range from $2.50 to $2.65, and on 18 inch XXXX from $3.35 to $3.50 f.o.b. cars Tonawanda.

At Saginaw, Mich., dry lumber is practically cleaned up. Log run is quoted at $14 to $22, box at $12 to $13, Norway bill stuff at $9.50 and upward, and mill culls at $9 to $10. Shingles are quoted at $2 to $3 for white pine and 15 cents less for cedar.

A Boston dealer reports that cargoes of wide random spruce are held at $17.50 to $18.50, while a special bill of wide stuff sold at $20. Bangor and St. John lath are in good demand at $2.25 to $2.40, which is the strongest opening price quoted for many years.

Chicago dealers have sent out new lists advancing nearly all the items in low grade lumber from 50 cents to $1 per thousand. There is a shortage of common stock boards in 8 and 10 inch widths. The stock of 12 inch boards is in better shape. In No. 2 common boards an advance has been made of 50 cents a thousand on 8, 10 and 12 inch, 12, 14, 16 feet. On shingles an advance of 5 to 10 cents has been made on both pine and cedar. There is a famine in lath, present quotations being $2.25 to $2.30 for white pine and $1.90 to $2 for mixed.

On April 14th the following vessels were loading lumber at British Columbia ports: Ship Atlacar, at Vancouver, for South America; ship Alex. McNeal, at Victoria, for Adelaide, Australia; ship Orion, at Chemainus, for Calcutta; barque Undaunted, at Chemainus, for Cape Town, South Africa; ship British General, at Chemainus, for Adelaide, Australia; barque Sebastian Bach, at Chemainus, for Tientsin, China; barque Burnel, at New Westminster, for Chile; schooner Weatherwax, at New Westminster, for San Francisco. The ship Clan Galbraith, the schooner Hawaiian Isles, and the barque Star of France were also ready to load.

## SALE OF CANADIAN WOOD GOODS.

Messrs Churchill & Sim, London, England held an auction sale of wood goods on April 12th, at which 3 x 9 third pine realized £7 10s, 3 x 8 £6 15s, and 3 x 7 £6 10s, while 3 x 8 first spruce made £7 15s. A line of two inch first spruce fell at £8 7s for seven inch, and £7 10s for four and five inch. A large parcel of oak sold at 92s 6d to 100s per load, and several lots of birch at 72s 6d to 77s 6d. Details follow:

SPRUCE.—Ex Unique, from Quebec—12-16 ft. 3 x 9 and 2 1-2 x 6, £7. Ex Progressist, from Quebec—13-14 ft. 3 x 8 first quality, £7 15s; 13 ft. and 12 ft. 3 x 8, £7 15s; 12-14 ft- 3 x 7, £7 15s. Ex Henri, from Saguenay, Que.—12-14 ft. 3 x 11 third quality, £7 10s; 9-11 ft. 3 x 11, £7 5s. Ex Cameo, from Quebec—12-13 ft. 2 x 8, £8 5s.; 12-13 ft. 2 x 7, £8 10s. and £8 5s.; 12-13 ft. 2 x 5 £7 10s.; 12-13 ft. 2 x 4, £7 10s.; 10-11 ft. 2 x 8, £7 15s.; 10-11 ft. 2 x 7, £8; 10-11 ft. 2 x 6, £7 15s and £7 10s; 10-11 ft. 2 x 4 and 5, £7 10s. Ex Latona, from Grindstone Island, Que.—12-13 ft. 3 x 9 unassorted, £7 5s; 4-20 ft. 2 x 5-10, £6 5s. Ex Yola from Quebec—7-13 ft. 2 x 8 third quality, £7; 12-13 ft. 2 x 6, £5 15s; 7-11 ft. 2 x 5, £5 15s; 7-13 ft. 2 x 4, £7 5s. Ex Queensmore, from Montreal—6-9 ft. 3 x 8-11 first quality, £9; 7-12 ft. 3 x 6, £8 5s.

PINE.—Ex Progressist, from Quebec—14-16 ft. 1 1-2 x 8-22 first quality, £17 5s; 12-16 ft. 1 1-4 x 7, £15 5s; 12-16 ft. 1 1-4 x 6, £14 10s; 12-16 ft. 1 1-4 x 5, £13; 12-16 ft. 1 1-4 x 4, £13. Ex Monarch, from Quebec—9-15 ft. 2 x 12-24 first quality, £21; 16 ft. 2 x 11, £16; 12-15 ft. 2 x 10, £16; 12-16 ft. 2 x 9, £17 10s; 9-11 ft. 2 x 8-10, £14 10s; 9-11 ft. 2 x 6 and 7, £12 5s; 9-11 ft. 2 x 5, £13 10s; 6-8 ft. 2 x 10, £15 5s; 6-8 ft. 2 x 8 and 9, £13 15s; 6-8 ft. 2 x 7, £12 5s; 6-8 ft. 2 x 6, £11 10s; 6-8 ft. 2 x 5, £12 5s; 6-8 ft. 2 x 4, £9 5s and £10; 6-16 ft. 1 1-2 x 12-23, £18 15s; 6-15 ft. 1 1-2 x 11, £16 15s; 6-16 ft. 1 1-2 x 10, £14 15s; 6-16 ft. 1 1-2 x 9, £15; 6-11 ft. 1 1-2 x 7 and 8, £11 15s; 6-11 ft. 1 1-2 x 6, £10 15s; 6-11 ft. 11-2 x 5, £10-10s; 6-11 ft. 1 1-2 x 4, £9 10s; 6-11 ft. 1 1-4 x 11 and 17, £14 5s; 6-11 ft. 1 1-4 x 9 and 10, £13 10s; 6-11 ft. 1 1-4 x 8, £10 15s; 6-11 ft. 1 1-4 x 7, £10; 6-11 ft. 1 1-4 x 6, £9 15s; 6-11 ft. 1 1-4 x 5, £9 10s; 6-11 ft. 1 1-4 x 4, £9 and £9 5s. Ex Merino, from Quebec—12 ft. 3 x 10 third quality, £7 10s; 12 ft. 3 x 9, £7 10s; 12 ft. 3 x 8, £6 15s; 12 ft. 3 x 7, £6 10s and £6 15s; 13 ft. 3 x 9 third quality (Hurdman's stock) £7 10s; 12 ft. 3 x 9, £17; 13 ft. 3 x 8, £6 15s; 12 ft. 3 x 8, £6 15s; 12-13 ft. 3 x 7, £6 10s; 11 ft. 3 x 9, and 12 £7; 10 ft. 3 x 9, £7 5s; 11 ft. 3 x 8, £6 10s; 10-11 ft. 3 x 7 and 8, £6 10s; 6-8 ft. 3 x 7-11 first and third quality, £8.

OAK TIMBER.—Ex Fernmoor, from Quebec—Seven pieces 18 inches and up, £5 per load; six pieces, £4 17s 6d; 100 pieces under 18 inches, £4 12s 6d, £4 15s and £4 17s 6d.

BIRCH TIMBER.—Ex Hazelmoor, from Quebec—About 200 pieces, 18 inches and up, £3 12s 6d and £3 17s 6d per load.

## BEECH SQUARES WANTED.

A Liverpool firm of timber importers and saw millers write to the CANADA LUMBERMAN as follows:

"It is possible that we might be able to use very large quantities of beech squares of the following sizes or multiples:

| | | | |
|---|---|---|---|
| 10 per cent | .... | 12½ x 2¼ | square |
| 25 " | .... | 12½ x 2⅛ | " |
| 25 " | .... | 9¼ x 1⅞ | " |
| 15 " | .... | 9¼ x 2⅛ | " |
| 5 " | .... | 9 x 1½ | " |
| 5 " | .... | 9 x 1⅝ | " |
| 5 " | .... | 12 x 1⅞ | " |
| 5 " | .... | 12 x 1 5/8 | or 2 square |
| 5 " | .... | 10¼ x 1⅞ | square. |

"These would have to enter into competition with English beech, and would necessarily have to be at a very low price, as birch planks are being largely shipped at a very low price. We have no doubt that beech could, if it grows plentiful enough, be cut and shipped at as low a price, or possibly lower. It would be necessary for these squares to be absolutely first quality in every respect, perfectly straight grained, free of knots and other defects, and it would also be necessary after the squares have been cut that they be immediately steamed in a boiler under pressure with live steam (a pressure of 10 to 20 lbs. to the square inch for some hours would be sufficient for this) to eject and kill the sap contained in the wood, and then before being shipped to be allowed to cool off and season a little. This is to prevent splitting upon the ends. The steaming need not necessarily be a costly process; it is done in our mill as soon as the wood comes from the saw, and it has most beneficial results."

Readers of THE LUMBERMAN wishing the address of this firm may obtain same by enclosing postage to this office.

## SHIPPING MATTERS.

The Timber Trades Journal reports that very little chartering has taken place of late from Canadian ports, but that engagements have been made by liners to Liverpool from Montreal and Quebec at 35s per standard, June-July sailing. The following fixtures are recorded: Quebec to Bristol, steamer Ramleh, 42s 6d, June; West Bay, N. S., to w. c. England, 1100 standards, 35s; St. John, N. B., to w. c. England, 1100 standards, 38s 9d; steamer Russ, to w. c. England or Clyde, 40s.

The following additional charters are reported: Bark, 398 tons, St. John, N. B., to Ireland, deals, 55s; steamer Manuka, Grindstone Island, Que., to w. c. England, 40s; bark, 400 tons, Miramichi, N. B., to e. c U. K., deals, 47s 6d; bark Stadacona, Yarmouth, N. S., to Buenos Ayres, lumber $10.

John Calcott's saw mill, about three miles from St. Thomas, Ont., was destroyed by fire last week. The loss is $3,000, with no insurance.

Send four 3-cent Canadian postage stamps for a copy of the LUMBERMAN'S VEST-POCKET INSPECTION BOOK, containing rules for the inspection of Pine and Hardwood Lumber in the leading markets of Canada and the United States.

## C. P. R. FREIGHT RATES.

Mr. Geo. A. Fowler, Lumber Agent, C.P.R., Ottawa, furnishes the following schedule of freight rates on lumber on that railway:

To Toronto and Hamilton—from Klock, Mattawa, Bonfield, North Bay, Sturgeon Falls, Cache Bay and Warren, 9 cents; from Sudbury Jct., Rayside and Chelmsford, 10 cents; from Cartier and Geneva Lake, 10½ cents; from Spanish Forks, Biscotasing, Massey, Cutler, Spragge and Algoma, 12 cents; from Dean Lake, Thessalon, Desbarats, and Isbester, 14 cents per 100 lbs. on pine and soft woods, the rate on hardwoods being one cent per 100 lbs. higher; from Ottawa, Hull, Aylmer and Dechenes Mills, Arnprior, Braeside and Pembroke, to Toronto, the rate is 10 cents both on pine and hardwood.

To Albany and points taking Albany rates—from Ottawa, Hull, Aylmer and Deschenes Mills, 10 cents; East Templeton, Buckingham, Calumet and Carleton Jct., 11 cents; Arnprior, Braeside and Renfrew, 12 cents; Pembroke and Eganville, 13 cents per 100 lbs. These rates are based on a minimum of 30,000 lbs. per car.

To New York, for track delivery and all points on the Hudson river, or the New York Central and West Shore railways from Ottawa, Hull, Aylmer, Deschenes Mills, 15c. per 100 lbs.; from Carleton Junction, 16c.; from Arnprior, Braeside and Renfrew, 17c.; from Eganville and Pembroke, 18c. The rates to New York, including litherage within the free litherage limits of New York harbor, are 2 cents per 100 lbs. additional.

To New York via barge line from Albany—from


WANTED

Rock Elm, cut to order.
Soft Elm, all thicknesses.
Black Ash, all thicknesses.

State quantity you can supply, with lowest prices.

JAS. G. CANE & CO.,
35 Adelaide St. E., Toronto, Ont.

Sieveking, Podmore & Co.
WOOD AGENTS
7 CROSBY SQUARE, LONDON, ENG.
Cable Address: "Sieveking," London
Branch at LIVERPOOL.

HESSLER & CO.
Wood Agents
West Hartlepool and Hull, ENGLAND
Branch Offices in Hull and Newport, Mon.
Cable Address: 'Lessler," West Hartlepool.

H. D. WIGGIN BOSTON, MASS. 89 STATE ST.
will inspect at mill and PAY CASH for
LOG RUN
Elm, Ash, Bass and other Hardwoods
CORRESPONDENCE SOLICITED.

ORILLIA EXPORT LUMBER CO.
ORILLIA, ONT.
Wholesale Pine and Hardwood
Lumber Dealers
Cabinet Woods, Including Mahogany, A Specialty.
CORRESPONDENCE INVITED QUOTATIONS GIVEN

BUYERS AND EXPORTERS OF
WHITE PINE AND HADWOOD
SWAN-DONOGH LUMBER CO.
WHOLESALE LUMBER DEALERS.
North Tonawanda
Cable Address, "SWAN DONOGH—TONAWANDA
Lumberman's Code

MILL MEN
Who have desirable lots of 1 to 3" firsts and seconds Soft Elm and 1 to 3" firsts and seconds Brown Ash ready for immediate shipment, will please send full description of stock, stating dryness, lengths and widths, with best cash price f.o.b. cars and freight rate to Boston, to
LAWRENCE & WIGGIN
Wholesale Lumber Dealers - 55 Kilby Street, BOSTON, MASS.

Aylmer, Buckingham, Deschenes Mills, East Templeton, Hull and Ottawa, pine and shorts in lots of 50 M feet and upwards, $2.50 per M feet, under 50 M feet, $3.25 ; lath in lots of 250 M feet and upwards, 50 cents per M pieces, under 50 M pieces, 60 cents ; hardwood in lots of 50 M feet and upwards, $4 per M feet, under 50 M feet, $4.25 ; from Carleton Jct., 25 cents per M feet lumber and 5 cents per M pcs. lath higher than Ottawa rates ; from Arnprior and Braeside, 50 cents and 10 cents higher ; from Renfrew, Eganville and Pembroke, 75 cents and 15 cents higher. Lumber and lath not to exceed 3,000 lbs. per thousand feet pine, 4,000 lbs. per thousand feet hardwood lumber, or 600 lbs. per thousand pieces lath. Above rates include lighterage within regular lighterage limits in New York harbor, in lots of lumber 50 M feet and over, and lath 250 M pcs. and over ; under that amount subject to extra towage. Seasoned pine shorts under 5 feet in length will be charged 50 cents per M feet over rates named on seasoned pine lumber.

To Cape Vincent, Clayton, Fulton and Oswego, N. Y.—from Ottawa, Hull and Carleton Jct., softwood $1.90 per M feet, lath 38 cents per M pcs., shingles 19 cents per M, hardwood 9½ cents per 100 lbs.; from East Templeton, Aylmer and Deschenes Mills, softwood $2, lath 40 cents, shingles 20 cents, hardwood 10 cents ; from Arnprior, Buckingham and Braeside, softwood $2.05, lath 41 cents, shingles 20½ cents, hardwood 10½ cents ; from Renfrew, Eganville and Pembroke, softwood $2.30, lath 46 cents, shingles 23 cents, hardwood 11½ cents.

To Charlotte, Rochester, Rome and Utica, N.Y.—from Ottawa, Hull, and Carleton Jct., softwood $2.20 per M feet, lath 44 cents per M pcs., shingles 22 cents per M, hardwood 10½ cents per 100 lbs ; from East Templeton, Aylmer and Deschenes Mills, softwood $2.30, lath 46 cents, shingles 23 cents, hardwood 11 cents ; from Buckingham, Arnprior and Braeside, softwood $2.35, lath 47 cents, shingles 23½ cents, hardwood 11½ cents. From Renfrew, Eganville and Pembroke, softwood $2.60 per M feet, lath 52 cents per M pieces, shingles 26 cents per M, hardwood 12½ cents per 100 lbs. To Sacketts Harbour and Syracuse, N.Y., rates on softwood, lath and shingles are same as to Charlotte, and rates on hardwood same as to Cape Vincent. Hardwood lumber rates will also apply on shipments of box shooks, bolts, chair stock (rough), clapboards, hoops, hoop and hop poles, lath, last blocks, posts and rails, shingles, staves and heading, wood pulp, pulpwood, timber and wood ashes.

Minimums: Softwood lumber carloads, 10,000 feet ; lath carloads, 50,000 pieces ; shingle carloads, 100,000 shingles ; hardwood lumber carloads, 30,000 lbs.

Summer rates effective April 1st are : To Montreal and points taking same rates—from Ottawa, Hull, Aylmer, Deschenes Mills, East Templeton and Buckingham, softwood $1.00 per M feet, lath 20 cents per M pieces, hardwood or dimension timber 4 cents per 100 lbs.; to Quebec and Three Rivers—from Ottawa, Hull, Aylmer and Deschenes Mills, softwood $2.00, lath 40 cents, and hardwood and dimension timber 8 cents : from Carleton Jct., softwood 15 cents, lath 5 cents, and hardwood and dimension timber 1 cent higher than Ottawa rates ; from Arnprior and Braeside, softwood 50 cents, lath 10 cents, and hardwood and dimension timber 2 cents higher ; from Renfrew, Eganville and Pembroke, softwood 75 cents, lath 15 cents, and hardwood and dimension timber 3 cents higher. Dimension timber rates will apply on lumber over 3 inches thick and over 16 feet in length.

To Boston and points taking Boston rates for local delivery—from Aylmer, Deschenes Mills, Ottawa, Hull and points east thereof in Ottawa Valley 15 cents, Carleton Junction 16 cents, Arnprior, Braeside and Renfrew 17 cents, Pembroke and Eganville 18 cents per 100 lbs. To Boston, Mystic Wharf, East Boston, Mass , and Portland, Me., for export—from Ottawa, Hull and Buckingham 11 cents, Aylmer and Deschenes 12 cents, Arnprior and Braeside 13 cents per 100 lbs. Rates for export will ex Nov. 30th, 1899, unless sooner cancelled.

To Buffalo, Black Rock and Suspension Bridge, N. Y.—from Ottawa, Hull and Aylmer 12 cents, Carleton Junction 13 cents, Arnprior and Braeside 14 cents, Pembroke and Eganville 15 cents per 100 lbs.

To Detroit, Mich.—from Ottawa, Hull, Aylmer and Deschenes Mills 14 cents, Buckingham 15 cents per 100 lbs.


## CANADA ATLANTIC RAILWAY

**Ottawa, Arnprior & Parry Sound Ry.**

- - operating - -

OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE

H. B. Mussen, Contracting Agent.
M. A. Overend, Foreign Freight Agent, 115 Board Trade, Montreal.

. . . . Shortest and Quickest Route from . . . .
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PEMBROKE, PARRY SOUND and other Lumber Centres, TO BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
W. P. Hinton, Ass't General Freight Agent, Ottawa.
C. J. Smith, General Traffic Manager, Ottawa, Ont.

## Short Line to Great Britain

The
# CANADIAN S.S. CO.'S
**Winter Sailings**

MILFORD HAVEN, PASPEBIAC,
ST. JOHN'S, Newfoundland

**S.S. DORSET**

**Will Sail from Paspebiac for Milford Haven on or about April 25th.**

Through Bills of Lading issued to and from all parts in Canada and Western States by G. H. Pugh, Foreign Freight Agent A. & L.S.R.R. Co., Room 16 Board of Trade Bldg., Montreal.

For Further particulars and information as to Passengers and Freight apply to any Intercolonial Railway Agent, or to William Keating, Freight and Passenger Agent, 72 Yonge Street, Toronto.

## Montague Yates

13 St. John St., MONTREAL

Please mention the CANADA LUMBERMAN when corresponding with Advertisers.

## CANADIAN EXPORTERS AND WHOLESALERS

**Keenan Brothers**
OWEN SOUND, ONT.

**WANTED**
5/4 No 1 and 2 Winter Cut Hard Maple.
Advise, Stating Price.

**JAS. PLAYFAIR & CO.**
Manufacturers and Wholesale Dealers
**LUMBER • LATH • SHINGLES**
Contractors for Railway Supplies
BILL TIMBER a Specialty . . .
MIDLAND, ONT.

We have a large quantity of Cedar Posts, all sizes. Call for prices.
JOHN HARRISON - OWEN SOUND

**A. & P. WHITE** Manufacturers of and Dealers in.....
*Sawn and Planed Lumber, Dimension Timber, Joisting Car Sills, Car Flooring, Shingles and Lath.*
*A Large Quantity of Dry Lumber in Stock* - PEMBROKE, ONT.

**THE PEMBROKE LUMBER CO. LIMITED**
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT.

**ROBERT WATT • WIARTON**
MANUFACTURER AND WHOLESALE LUMBER
Pine Lath, Cedar, and Pine Shingles.
Correspondence Solicited. HEMLOCK BILLS A SPECIALTY. Mills at Wiarton

**McLAURIN & MacLAREN**
Lumber Manufacturers
Dimension Timber in White or Red Pine, Spruce, Hemlock, or Cedar.
PINE DEALS
Cedar Shingles, Cedar Ties, Posts and Poles, Pine Lath, Etc., Etc.
Shipments by Rail or Water. - East Templeton, Que.

**MAITLAND, RIXON & CO.** OWEN SOUND, ONTARIO.
Manufacturers and Dealers
LUMBER, LATH, TIES, POLES, SHINGLES, ETC.
Make a Specialty of Long Pine, Cedar and Hemlock Bill Stuff.
WE SHIP BY C.P.R., G.T.R. AND BY WATER

**Is it your wish . .**
To Purchase or Sell as quickly as possible
A PARTICULAR LOT OF LUMBER
A MILL PROPERTY
SECOND-HAND MACHINERY

An Advertisement in the "Wanted" and "For Sale" Department of the . . .
CANADA LUMBERMAN WEEKLY EDITION
Will secure for you a Buyer or Seller, as the case may be. Address,
The Canada Lumberman
Toronto, Canada.

**T. L. BAILIE**
WHOLESALE HARDWOODS
Penetang, Ontario
Has Basswood, Oak, Birch, Maple, Ash, Soft Elm—cut to order, in car-load lots.
Wants to hear from mills having above woods to offer for sale.
Pays Cash for all shipments.
Correspondence Solicited and answered promptly.

**KILN-DRIED BIRCH FLOORING** SHEETING .. and .. CEILING
Flooring from $12.00
Ceiling " 10.00
SAMPLES BY MAIL
KNIGHT BROTHERS CO.
Burk's Falls, Ont.

## FOREIGN IMPORTERS

**WRIGHT, GRAHAM & CO.**
7 Royal Bank Place,
GLASGOW, SCOTLAND
**WOOD BROKERS**
Cable Address: "Brakridge," Glasgow.
Codes Used : Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of CANADIAN WHITE PINE AND SPRUCE, cut to all sizes—and all kinds of Hardwoods in Log, Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

**SMITH & TYRER** - 14 Canada Dock, LIVERPOOL
. . Wood Agents . .
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO. Metropole Bldg., Hollis St., Halifax N.S.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

**BELTING**
Canadian Oak Belting Co., Montreal, Que.
Fleming, W. A., Montreal, Que.
Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
McLaren, D. K., Montreal, Ottawa and Galt.
The Waterous Co., Brantford.
Young, J. S., Montreal.

**BRASS CASTINGS**
City Brass Foundry, Hamilton, Ont.
Magnolia Metal Co., New York.

**DRY KILNS**
McEachren Heating & Ventilating Co., Galt, Ont.
Standard Dry Kiln Co., Indianapolis, Ind.

**ELECTRICAL APPARATUS**
Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

**LUMBERMEN'S SUPPLIES**
Eckardt, H. P. & Co., Toronto.
Gartshore, John, Toronto.
Park, Blackwell & Co., Toronto.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

**MACHINERY**
Bell, Robt., Jr., Hensall, Ont.
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston Ont.
Carrier, Laine & Co., Levis, Que.
Darling Bros., Montreal.
Kennedy & Sons, Wm., Limited, Owen Sound, Ont.
Leonard & Sons, E., London, Ont.
Lloyd Manufacturing Co., Kentville, N. S.
Mershon, W. B. & Co., Saginaw, Mich.
Mowry & Son, Gravenhurst, Ont.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Waterous Co., Brantford.
The Oxford Foundry & Machine Co., Oxford, N. S.

**MAGNOLIA ANTI-FRICTION METAL**
Magnolia Metal Co., New York.

**PAPER AND PULP MILL ENGINEERS**
Tower & Wallace, New York.

**PULP AND PAPER MILL MACHINERY**
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.

**PULLEYS**
Dodge Wood Split Pulley Co., Toronto.
The Dominion Leather Board Co., Montreal, Que.

**RAILROAD BRASSES**
Magnolia Metal Co., New York.

**SAW MANUFACTURERS**
Burns, E. R., Saw Co., Toronto, Ont.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.
The James Robertson Co., Montreal, Que.

**TURBINES**
Barber, C., Meaford, Ont.
Kennedy & Sons, Wm., Limited, Owen Sound, Ont.
Madison Williams, Port Ferry, Ont.

**WHOLESALE LUMBER DEALERS**
Houston, G. T. & Co., Chicago, Ill, U.S.A.
Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

**MISCELLANEOUS**
Axes, Campbell Bros., St. John, N. B.
Axes, Jas. Warnock & Co., Galt, Ont.
Canadian Photo Engraving Bureau, Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Illinois Central R.R.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Lumber Inspector, John A. Bertram, Toronto, Ont.
Machine Knives, Peter Hay, Galt, Ont.
Mill Sites and Water Powers, Canadian Pacific Railway.
Pulp and Paper Felts, Hamelin & Ayres, Lachute Mills, Que.
Pumps, Northey Manufacturing Co., Toronto.
The Bradstreet Mercantile Agency, New York and Toronto.
Treatise on Care of Saws, Baldwin, Tuthill & Bolton, Grand Rapids, Mich.
Turned Woowork, Boynton & Company, Chicago, Ill,

# WHOLESALE PRICES CURRENT.

(The quotations given below are unless otherwise specified, the average selling prices quoted by wholesale dealers at the different markets named.)

## TORONTO, ONT.

TORONTO, April 26, 1899.

CAR OR CARGO LOTS.

| | | | |
|---|---|---|---|
| 1¼ 1½ and 2 inch cut up and better | $32 00 | $34 00 | |
| 2 inch picks and uppers | 34 00 | 36 00 | |
| 1x 2 dressing and better, 60% 16 ft | 22 00 | 24 00 | |
| 1x10 fine dressing and better | 22 00 | 24 00 | |
| 1x10 and 12 Canadian dressing and better | 18 00 | 20 00 | |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 | |
| 1 1-4 in. cut up and better | 33 00 | 35 00 | |
| 1x10 and 12 mill run | 16 00 | 18 00 | |
| 1x10 and 12 common. | 12 00 | 14 00 | |
| 1x10 and 12 mill culls | 9 00 | 10 00 | |
| inch clear and picks | 28 00 | 30 00 | |
| 1 inch dressing and better | $20 00 | $22 00 | |
| 1 inch siding mill run | 14 00 | 15 00 | |
| 1 inch siding common | 11 00 | 12 00 | |
| 1 inch siding ship culls | 10 50 | 11 50 | |
| 1 inch siding mill culls | 8 50 | 9 00 | |
| Cull scantling | 8 00 | 9 00 | |
| 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 | |
| 1 inch strips, common | 11 00 | 12 00 | |
| 1 1-4 inch flooring | | 16 00 | |
| 1 1-2 inch flooring | | 16 00 | |
| XXX pine shingles, 16 inch | | 2 25 | |
| XX pine shingles 16inch | | 1 40 | |
| Lath, No. 1 | | 1 50 | |
| Lath No. 2 | | 1 15 | |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | |
|---|---|---|---|---|---|
| Ash, white, 1 to 2 in | $26 00 | $28 00 | Cherry 1 | to 1½ $50 00 | $60 00 |
| " " 2½ to 4 | 30 00 | 32 00 | " 2 | " 4 60 00 | 65 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in | 18 00 | 20 00 | Elm, soft 1 | " 1½ 16 00 | 18 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in | 20 00 | 22 00 | " " 2 | " 3 17 00 | 19 00 |
| Ash, M. R., 1 | 16 00 | 18 00 | " rock 1 | " 1¾ 18 00 | 20 00 |
| " 2 | 18 00 | 20 00 | " " 1½ | " 3 21 00 | 23 00 |
| Birch, 1 | 20 00 | 23 00 | Hickory 1½ | " 2 28 00 | 30 00 |
| " 1½ " 2 | 26 00 | | Maple 1 | " 1½ 16 00 | 18 00 |
| " sqrs. 4x4 " 8 x 8 24 | | | " 2 | " 4 17 00 | 18 00 |
| Basswood, 1sts and 2nds, 1 to 1¼ in | 17 00 | 19 00 | Oak, red, p'n 1 | " 1½ 26 00 | 30 00 |
| 1½ | 20 00 | 21 00 | " " | " 4 29 00 | 32 00 |
| " m. r. 1 | 15 00 | 17 00 | " white | " 1½ 28 00 | 30 00 |
| Butternut 1 | 23 00 | 25 00 | " " | " 4 30 00 | 35 00 |
| " 2 | 25 00 | 28 00 | " quart'd | " 2 46 00 | 50 00 |
| Chestnut 1 | 24 00 | 2 00 | Walnut 1 | " 3 85 00 | 100 00 |
| | | | Whitewood 1 | " 2 32 00 | 36 00 |

## OTTAWA, ONT.

OTTAWA, April 26, 1899.

| | | | | | |
|---|---|---|---|---|---|
| Pine, good sidings, per M feet, b.m. | $31 00 | 36 00 | Pine, 8 s.c. and better stock | 11 00 | 12 50 |
| Pine, good strips, | 25 00 | 27 00 | Pine, 8 & up s.c. sidings | 11 00 | 13 00 |
| Pine, good shorts, | 17 00 | 28 00 | Pine, s.c. strips | 8 00 | 10 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m. | 15 00 | 21 00 | Pine, s c. shorts | 7 00 | 8 50 |
| | | | Pine, box culls | 9 00 | 10 50 |
| Pine, No. 1 dressing strips, | 14 00 | 16 00 | Pine mill culls | 7 50 | 9 00 |
| Pine, No. 1 dressing shorts, | 12 00 | 14 00 | Lath per M No. 1 | 1 00 | 1 20 |
| Pine, 10 s.c. and better stock, | 13 50 | 15 00 | Lath per M No. 2 | 85 | 95 |
| | | | 1x10 No. 1 barn | | 18 00 |
| | | | 1x10 No. 2 " | | 16 00 |
| | | | 1x8 & 9 No. 1 " | | 17 00 |
| | | | 1x8 & 9 No. 2 " | | 15 00 |

## QUEBEC, QUE.

QUEBEC, April 26, 1899.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Square white pine, measured off, 40 to 45 feet average, | 30 | 32 |
| " good fair " " " | 32 | 34 |
| " first class " " " | 38 | 42 |
| First class Ottawa waney, 18 inch average according to lineal | 36 | 42 |
| " " " 19 to 21 inch average " " | 38 | 44 |
| " Michigan " 19 to 21 in average " " & size | 43 | 48 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 26 |
| In shipping order, " " " | 23 | 27 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 32 | 35 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average and quality | 21 | 24 |
| To average 16 inch | 25 | 26 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 15 | 18 |
| 16 " " | 21 | 25 |
| 18 " " | 24 | 28 |

DEALS.

Bright spruce, according to mill specification, $39 to $42 for 1st, $25 to $27 for 2nd, $22 to $25 for 3rd, and $18 to $21 for 4th quality. F.O.B. batteau.

## NEW YORK CITY.

NEW YORK, N. Y., April 26, 1899.

WHITE PINE TIMBER.

| | | | | | |
|---|---|---|---|---|---|
| Bridge timber | $28 00 | @ 40 00 | Building orders | $27 00 | @ 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in | 14 00 | 14 50 | 10 to 12 in | 16 25 | 17 00 |
| 6 to 12 in | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 o 12 in | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | |
|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, 10 to 16 | | 30 00 |
| 1¼ to 2 in. | " " " " | | 31 00 |
| 1 inch, | " Soft Elm, " | | 22 00 |
| 1¼ in and thicker, | " " " | | 23 00 |
| 4/4 | " " Hard Maple, " | | 22 00 |
| " | " " Basswood, " | | 20 00 |
| " | " " Birch, " | | 23 00 |
| " | " Black Ash, Com. and Shipping Cull, M.C.O. | | 14 00 |
| " | " Soft Elm, " " " | | 12 00 |
| " | " Hard Maple, " " " | | 14 00 |
| " | " Basswood, " " " | | 12 00 |
| " | " Birch, " " | | 14 00 |

## ALBANY, N.Y.

ALBANY, N.Y., April 26, 1899.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $51 | $53 | 1x12 inch shippers | $ | $16 |
| 2½ in. | 50 | 52 | 4/4 inch " | | 17 |
| 1 to 2 in. | 45 | 48 | 4/4 Box boards, 6" and up | 12 | 13 |
| 4 inch uppers | | 54 | 10-in. dressing and better | 26 | 32 |
| Selects, 2½ in. up | | 44 | 10-in. common | 13 | 15 |
| " to 2 in | | 40 | 12-in. dressing and better | 25 | 34 |
| Fine common, 2¼ in. and up | 39 | 42 | Common, 1x12 | 14 | 15 |
| 1 to 2 in | 36 | 38 | No. 1 barn, 1x12 | 21 | 23 |
| No. 1 cuts, 1 to 2 inch | 28 | 30 | 1x10 | 19 | 21 |
| No. 2 | 20 | 25 | 1x8 | 17 | 19 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 17 | 18 |
| No. 1 molding, 1 to 2 in | 30 | 36 | 1x10 | 16 | 17 |
| No. 2 molding, 1 to 2 in | 24 | 27 | 1x8 | 14 | 15 |
| Stained saps | | 20 | Shaky clear, 1 to 6/4 in. | 20 | 23 |
| Bracket plank | 30 | 35 | " " 2 inch | | 25 |
| Shelving boards, 12-in. up | 29 | 31 | Dressing | 16 | 18 |
| Dressing boards, narrow | 19 | 21 | Common | 11 | 15 |
| 1x10 inch shippers | | 15 | | | |

LATH.

| | | | |
|---|---|---|---|
| Pine | $1 75 | Spruce | $1 75 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $4 00 | $4 25 | Bound butts, 6 x 18 | $5 50 | 25 |
| Clear butts | 3 00 | 3 25 | Hemlock | | 15 |
| Smooth, 6 x 18 | 5 00 | 5 50 | Spruce | | 2 20 |

## BOSTON, MASS.

BOSTON, April 26, 1899.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $10 50 | 12 00 | ¾ inch | $ 9 25 | $ 9 50 |
| Coarse No. 5 | 15 00 | 15 50 | 11-16 inch | 9 00 | 9 50 |
| Refuse | 12 00 | 13 00 | ⅝ inch | 8 00 | 8 75 |
| Outs | | 9 00 | Clapboards, sap ext. | 40 00 | 44 00 |
| Boxboards, 1 inch | 10 00 | 11 00 | Sap clear | 33 00 | 35 00 |
| ⅞ inch | 9 00 | 9 50 | Sap, 2nd clear | 30 00 | 31 00 |
| | | | No. 1 | 19 00 | 23 00 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in | $50 00 | @52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in | 58 00 | 62 00 | 1¼, 1½ and 2 in | 30 00 | 32 00 |
| Selects, 1 in | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in | 53 00 | 56 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in | 24 00 | 38 00 |
| Fine common, 1 in | 40 00 | 41 00 | Coffin boards | 18 00 | 20 00 |
| 1¼, 1½ and 2 in | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | | 2 00 |
| Cedar, extra | | 3 00 | Extra No. 1 | 1 25 | 1 50 |
| Clear | | 2 50 | | | |

LATH.

| | | | |
|---|---|---|---|
| Spruce | | By cargo | 1 80@ 1 90 |
| By car | 1 80@ 2 00 | | |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., April 26, 1899.

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in. | $47 00 | 48 00 | No. 3, 2 in | 18 00 | 20 00 |
| 2½ and 3 in. | 55 00 | 56 00 | Shelving, No. 1, 13 in. and up, 1 in. | 32 00 | @34 00 |
| 4 in. | 58 00 | 60 00 | Dressing 1¼ in. | 27 00 | 30 00 |
| Selects, 1 in. | 41 00 | 42 00 | 1¼ x 10 and 12 | 28 00 | 30 00 |
| 1¼ to 2 in. | 42 00 | 43 00 | 1½ in. | 28 00 | 30 00 |
| 2½ and 3 in. | | 50 00 | 2 in | 29 00 | 34 00 |
| 4 in. | | 52 00 | Mold st'ps, 1 to 2 in. | 31 00 | 33 00 |
| Fine common, 1 in. | 36 00 | 37 00 | Barn, No. 1, 12 in. | 23 00 | 24 00 |
| 1¼ and 1½ in. | 36 00 | 37 00 | 6, 8 and 10 in | 19 00 | 21 00 |
| 2 in | 36 00 | 38 00 | No. 2, 10 in. | 16 00 | 16 00 |
| 3 in. | | 45 00 | No. 2, 12 in. | 17 00 | 18 00 |
| 4 in | | 47 00 | No. 3, 10 in. | 13 00 | 13 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | No. 3, 12 in. | 13 50 | 14 00 |
| 1¼ to 2 in | 33 00 | 34 00 | 6 and 8 in | 11 00 | 12 00 |
| No. 2, 1 in. | 15 00 | 16 00 | Common, 1 in | 15 00 | 16 00 |
| No. 2, 1¼, & 1½ in | 23 00 | 25 00 | 1¼ and 1½ in | 17 00 | 18 00 |
| No. 3, 1¼ & 1½ in | 17 00 | 18 00 | 2 in | 18 00 | 20 00 |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 28 00 | 30 00 | 2½ to 4 in | 34 00 | 38 00 |
| 1¼ to 2 in | 31 00 | 33 00 | Strips | 20 00 | 22 00 |
| | | | Com. and culls | 12 00 | 14 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 25 00 | 26 00 | Com. & good culls | 12 00 | 14 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 28 00 | 30 00 | 1st & 2nd, white, 6" & up, | 18 00 | 20 00 |
| | | | Com & good culls | 10 00 | 11 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 20 00 | 22 00 | 1st & 2d, soft, 8 in. & up, | 18 00 | 20 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 18 00 | 20 00 | 1st & 2d, soft, 6in. & up, | 18 00 | 20 00 |

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., April 26, 1899.

UPPERS AND SELECTS.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in., 10 n. and up wide | $48 00 | | Selects, 1 in., 8 in. and up wide | $43 00 | |
| 1¼, 1½ and 2 in. | 48 00 | | 1¼, 1½ and 2 in. | 43 00 | |
| 2½ and 3 in. | 56 00 | | 2½ and 3 in. | 51 00 | |
| 4 in. | 59 00 | | 4 in. | 54 00 | |

FINE COMMON.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 8 in. and up wide | 35 00 | | 2½ and 3 in., 8 in. and up wide | 46 00 | |
| 1¼ and 1½ in. | 35 00 | | 4 in. | 49 00 | |
| 2 in. | 36 00 | | | | |

B FINE COMMON OR NO. 1 CUTTING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 7 in. and up wide | 26 00 | | 2½ and 3 in., 7 in. and up wide | 39 00 | |
| 1¼ and 1½ in. | 31 00 | | 4 in. | 40 00 | |
| 2 in. | 32 00 | | | | |

STRIPS, A AND B (CLEAR AND SELECTS).

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 36 00 | | 1 in., 4, 5 and 7 in. wide | 35 00 | |
| 6 in. wide | 40 00 | | 6 in. wide | 40 00 | |

FINE COMMON OR C.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 in. wide | 30 00 | | 1¼ in., 4, 5 in. wide | 32 00 | |
| 1¼ in., 6 in. wide | 35 00 | | in., 6 in. wide | 34 00 | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 26 00 | | 1 in., 4, 5, 6 in. wide | 22 00 | |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 in | 18 00 | | 1¼ in., 4, 5 and 7 in. | 20 00 | |
| 1 in., 6 in. | 19 00 | | 1¼ in., 6 in. | 21 00 | |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 14 00 | | 1¼ in., 4 to 7 inch | 15 00 | |
| 1 in., 6 inch | 15 00 | | No. 3 Fencing, 1 in., 6 inch | 13 00 | |

SHELVING.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 29 00 | | No. 2, 1 in., 7 and 8 in. stocks | 23 00 | |
| 1 in., 10 in. and up wide | 30 00 | | 1 in., 10 in. stocks | 23 00 | |
| 1 in., 12 in. stocks | 33 00 | | 1 in., 12 in. stocks | 27 00 | |
| 1 in., 12 in. and up wide | 34 00 | | 1 in., 10 in. and up wide | 24 00 | |
| 1¼ in. 1½ and 2 in., 8 in. and up wide | 31 00 | | 1 in., 13 in. and up wide | 29 00 | |

BARN BOARDS OR STOCKS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 12 in. | 22 00 | | No. 2, 9 in. | 13 50 | |
| 10 in. | 19 00 | | 8 and 7 in. | 15 00 | |
| 9 in. | 18 00 | | No. 3, 12 in. | 13 00 | |
| 8 and 7 in. | 18 00 | | 10 in. | 12 00 | |
| No. 2, 12 in. | 16 00 | | 9 in. | 12 00 | |
| 10 in. | 15 00 | | 8 in. | 12 00 | |

SHIPPING CULLS OR BOX.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4 and 5 in. wide | $10 00 | | 1 in., 13 in. and up wide | $10 50 | |
| 1 in., 6 in. wide | 10 00 | | 1¼, 1½ and 2 in., 7 in. and up wide | 10 50 | |
| 1 in., 7 in. wide and up | 10 00 | | | | |

SHAKY CLEAR.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9 in. wide | 20 00 | | 1 in., 10 in. and up wide | 19 00 | |
| 1 in., 6 in. wide | 20 00 | | 1¼, 1½ and 2 in., 8 in. and up wide | 20 00 | |

COFFIN BOARDS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 13 in. and up | 22 00 | | No. 1, mill culls | 9 00 | |
| No. 2 | 17 00 | | No. 2, or red horse | 6 50 | |

TIMBER, JOIST AND SCANTLING.

| | | | | | |
|---|---|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $ 9 50 | | Hemlock, 2x4 to 10, 12 to 16 feet | 7 50 | |
| 18 ft. | 10 50 | | 2x12 | 8 50 | |
| 20 ft. | 11 50 | | Add $1 to each additional 2ft. in length. | | |
| 22 and 24 ft. | 12 50 | | | | |

SHINGLES, 18-IN.

| | | | | | |
|---|---|---|---|---|---|
| Country brands, XXXX | 3 00 | | Standard brands, river made, XXXX | 3 25 | |
| Clear Butts | 2 00 | | Clear Butts | 2 25 | |

WHITE PINE LATH.

| | | | | | |
|---|---|---|---|---|---|
| No. 1 | 1 75 | | No. 2 | 1 20 | |
| | | | Hemlock | 1 00 | |

## PRICES OF COOPERAGE STOCK.

| | F.o.b. cars at Sutherland Innes Mills | F.o.b. Wallaceburg |
|---|---|---|
| No. 1 28½ inch jointed elm staves, per net 1,000 | $5 00 | $5 00 |
| No. 1 30 " " " " " | 5 00 | 5 00 |
| No. 1 32 " " " " " | 5 25 | 5 50 |
| No. 1 24 " " " " " | 4 00 | 4 00 |
| No. 2 28½ " " " " " | 3 25 | 3 25 |
| No. 2 30 " " " " " | 3 25 | 3 25 |
| No. 2 32 " " " " " | 3 75 | 3 75 |
| No. 2 24 " " " " " | 2 00 | 2 00 |
| No. 1 14 in. to 14¾ in. kiln dried basswood heading, per set | 3 | 3 |
| No. 1 15 " 16 " " " " | 3¼ | 3¼ |
| No. 1 17⅞ " " " " " | 3¾ | 3¾ |
| No. 1 18 " 18¼ " " " | 4¼ | 4½ |
| No. 1 19⅞ " " " " " | 4½ | 4¾ |
| No. 1 19½ " " " " " | 5 | 5 |
| Mill run heading ½ct. per set less, No. 2 heading 1ct. per set less. | | |
| No. 1 5½ ft. patent coiled elm hoops, per net 1,000 | 5 25 | 5 40 |
| No. 1 6 " " " " " | 5 50 | 5 65 |
| No. 1 6½ " " " " " | 6 00 | 5 90 |
| No. 2 hoops about 50 cts. per thousand less. | | |
| No. 1 28½ in. jointed white ash staves, per net 1,000 | 6 50 | 00 |
| No. 2 28½ " " " " " | 3 25 | 0 |
| 34 in. to 35 in. elm syrup bbl. staves | 18 00 | 17 00 |
| No. 1 30 inch half syrup barrel staves | 16 00 | 16 00 |

bent to shape, $2.00 per thousand more.)

# CORRESPONDENCE

## THE NATIONAL HARDWOOD LUMBER ASSOCIATION.

Mr. W. A. Bennett, of Cincinnati, Ohio, president of the National Hardwood Lumber Association, has sent the CANADA LUMBERMAN copy of a letter which he is sending to members of the association. The letter reads as follows :

"It is my earnest desire to have you feel that the success of our cause is in your hands and the future history of our organization depends entirely on what you by your individual and personal efforts make of it. We are growing as any just and righteous cause must and will eventually, yet I want to say this, it is not wise to depend on the officers and directors to make a success without the personal assistance of the membership.

"The press has been of untold value to us and offers its good offices to us on all occasions, which should be reciprocated by business in their line, and I am glad to see some of you are repaying them, while others are not on account of more business than you can attend to without advertising. This is no excuse, in fact, this is the proper time to advertise and pick your trade, allowing your old time slow paying customers to be educated by some of your competitors and getting hold thereby of a new trade who discount their bills. This is not a newspaper advertising letter, but it is one on the Golden Rule order, "You scratch my back and I will scratch yours."

"I want each member in the association to procure at least one member within the next thirty days, and send your check for $3.00 in for same. In that way, our members will be doubled. Don't stop on this."

## HARDWOOD INSPECTION RULES.

The following letters in reference to the adoption of standard inspection rules for lumber have come to hand since our April issue was printed :

CINCINNATI, OHIO, MARCH 27TH, 1899.

DEAR SIRS,— I am glad to see that you are pushing the matter of uniform inspection in the line of a circular letter. The answer to your question, which is as follows, "Do you consider that the adoption of standard inspection rules would be in the interest of the lumber trade of Ontario ?" My answer is this, what applies to Ontario would apply to the Dominion, and what applies to the Dominion would apply to any lumber manufacturing section in the western hemisphere. The same kinds of lumber are found in Ontario that are found in Michigan and Wisconsin, and if it be a good thing for that section of the country that borders on your territory, why should it not be a good thing for Ontario ?

2nd. "In what way, if any, has the absence of such rules been a disadvantage to the lumber trade in the past ?"

That question practically answers itself. In the past, there has been no uniform system of rules, each market having its own ways and means of doing business, and unless an inspector was thoroughly acquainted with the different markets, he could not apply the rules in an intelligent way.

3rd. "Could rules be compiled which would serve all sections of the province and apply to export as well as domestic trade ? If not, why not ?"

They certainly could be, and it only requires united effort to accomplish this purpose.

4th. "How, in your opinion, could the adoption of uniform rules be best accomplished ?"

In answer to this, I would say along lines as laid down by the National Hardwood Lumber Association, which, of course, can be improved on, yet they are certainly of such a character that will be entering wedge to the accomplishment of this fact, and of which you are probably not thoroughly informed. We have appointed from different sections of the United States competent inspectors of all kinds of hardwood lumber. They are to meet in Congress at the Association meeting to be held at Charlevoix, Mich., July 13th, and no change in any rule can be made without their sanction. If Canada desires a representation, and a competent inspector would be recommended, or more than one competent inspector, say two, they will receive the recognition and appointment in the same manner as those that have been appointed from the United States.

5th. "Would you be willing to co-operate in a movement to secure standard rules ?"

In answering this question, I would say certainly any fair-minded legitimate business man would see the point in a minute. We have no trouble with this class of people nor any trouble in this line so far as that matter goes. The move in this respect seems to be unanimous.

It would seem to me that you have about covered the field in your questions, and comment further is unnecessary. I am indeed glad to see you have taken the interest manifested, and your paper deserves recognition among all intelligent lumbermen throughout the country.

W. A. BENNETT,
President National Hardwood Lumber Association.

KLOCK, ONT., APRIL 3RD, 1899.

DEAR SIRS,—With respect to the adoption of national rules for the inspection of lumber I will answer as follows :

1. I do not think so. The present system is quite satisfactory.

2. I do not think the absence of such rules has been a disadvantage to the seller.

3. Possibly rules could be applied which would serve all sections of the province. At present, however, we have very little trouble with lumber we sell to exporters.

4. Never have given the matter any consideration.

5. Prefer to let the matter remain as it is at present.

It would be very difficult to get men as inspectors who understood other branches of the trade, such as managing men, shipping and sometimes office work. This scheme would work very well with a large firm who could employ an inspector steadily in the yard. As far as we are concerned, we make it a point to have inspection at the mill and allow no claims after. We think disputes more frequently arise through people being careless in describing their stock, and the small mill men are very often taken advantage of, as the majority of them are not posted themselves.

We have had practically no trouble with parties to whom we have sold for export. We have always employed an experienced culler, and we know most of the large mill owners on the Ottawa do the same, and very seldom have any trouble over the grading of their lumber.

Yours truly,
R. H. KLOCK & CO.

## FROM THE BRITISH COLUMBIA MANUFACTURERS.

Following is a copy of the memorial presented to the Dominion government by Mr. P. D. Gordon on behalf of the British Colnmbia Lumber and Sbingle Manufacturers' Association :

Sir : The subject of import duty on lumber and shingles continues to be an issue of practical importance with us, and for the purpose of discussing this, a conference was held this day between manufacturers and the District Members of tne Dominion Parliament. As a result the following resolution was passed :—

"Resolved, that the Dominion Government be again asked to impose an import duty on lumber and shingles similar to the import duty imposed on these articles by the United States."

We addressed the Government on this subject a little over a year ago, a copy of which communication is attached. The history that our trade has since recorded has served to convince us even more that the tariff laws, as now existing, subject us to unfair competition from the United States. The returns from the various Collectors of Customs show that large quantities of the products of the forest have been admitted free of duty into British Columbia, the North-west Territories, Manitoba and Ontario, while our exports are restricted by unfriendly legislation.

We submit that the manufacture of lumber and shingles in our own country necessarily contributes much to the revenue, directly and indirectly, and also provides a means of support to population, while if these articles are admitted free, the revenue is lost, no population is supported, and we venture to assert that the consumer is not materially benefitted.

Apparently it was felt by the Government three or four years ago that the settlers in Manitoba and the North-west needed what assistance could be given them. Among other advantages they have had is free lumber and shingles. May we remind you that the necessity for this, if it ever existed, has surely been lessened by several years of bountiful harvests and prosperity ; at the same time we feel that we can fairly claim that, should an import duty be imposed, the competition we have experienced from Ontario manufacturers in the past, and which we may expect will be increased in the future, is sufficiently keen to prevent any advance in prices on our part. A very slight study of the question will convince anyone that the markets where our products find a natural outlet are always keenly contested by Canadian manufacturers. What we really most want and what we hope to gain by an import duty being imposed, is an enlargement of our market.

We have in this province, as you will be aware, plenty of timber of well known and well tested economic value. We have cherished the idea long, in the face of continued adversity, and we still continue to cherish it, that the trade here is capable of large development. As provinces of a great and growing Dominion, we are steadily drawing closer together and getting more inter-dependent on each other for such supplies and articles of daily use that one province naturally produces and the other lacks.

We feel that the imposition of an import duty would be of general benefit, not only to the trade, but to the people, and that it would not inflict the least hardships on any one section.

May we again urge on the Government, through you, that the wishes of our trade, as voiced by the various provinces, receive your practical consideration during the coming session of Parliament.

JOHN HENDRY, Chairman.
E. H. HEAPS, Secretary.

## NEW METHOD OF GRANTING TIMBER LANDS.

THE government of Nova Scotia passed an Act at the last session permitting the Department of Crown Lands to lease timber lands instead of granting them absolutely in fee simple as hitherto. It is understood to be the intention of the Government to substitute leasing for absolute grants in respect of timber lands very generally in the future. The provisions of the act are as follows :

Instead of issuing grants as heretofore under the provisions of section 7, of chapter 8, of the Revised Statutes of Nova Scotia, the Governor-in-Council may issue permits to parties desirous of obtaining timber lands within the Province, which said permit shall be in the nature of a lease of said lands for the purpose of cutting and removing timber only, and may be for a period of not more than twenty years, subject, however, to renewal for a further period of twenty years at the expiration of the first period, providing all payments in respect of such lease or permit have been made at the time of the application for such renewal.

Such leases and permits may be issued at a price not less than forty cents per acre for a term of twenty years, provided, however, that if more than one application is made for a lease of any area of timber land in the province, the Attorney-General and Commissioner of Crown Lands may, after due public notice thereof, on a given days hour and place to be fully set forth in such public notice, put up the leasing of said lands to public competition, whereupon the lease shall be issued of such timber to the person offering the highest sum per acre therefor.

Persons holding a lease of timberlands shall be entitled to cut all the timber therefrom not less than 10 inches in diameter, and remove the same, and for the purpose of carrying on the cutting and hauling of such timber may erect upon said lands houses, mill, shanties or camps, provided that the erection of such buildings and occupation thereof for a period of twenty years shall not afford any preemption for an absolute grant of such land, but at the expiration of the lease such buildings may be removed from the premises by the lessee, or, if not removed within ninety days from the expiration of the lease, said buildings shall become vested in Her Majesty the Queen.

In case of leases permitting the cutting of timber of less size than 10 inches in diameter and not less than five inches in diameter, the rental shall be not less than fifty cents per acre.

The Governor-in-Council is authorized and empowered to make a lease of Crown Lands upon terms other than is provided in this Act, in cases where the land proposed to be leased are of inferior quality, and the party proposing to lease the same is prepared to spend money in the development of said land, or in the erection of mills and machinery for the manufacture of pulp or other wood products.

The Governor-in-Council may lease to any person, firm or corporation the privilege of erecting dams, sluices, etc., on any stream for the purpose of floating timber down such stream, and the amount to be paid for such right or privilege shall be fixed by the Attorney General and Commissioner of Crown Lands, subject to the approval and revision of the Governor-in-Council.

The Governor-in-Council is hereby authorized and empowered to obtain by purchase at a rate not exceeding twenty-five cents per acre any land heretofore granted for lumbering purposes. Such land may be reconveyed by regular deed from the owners thereof to Her Majesty the Queen. Such deeds shall be duly recorded in the office of the Registrar of Deeds in the county where such lands lie, and thereupon such lands shall become actually revested in Her Majesty the Queen the same as if they had never been granted, and shall be subject to be disposed of as now provided by law, including this Act.

## TRADE NOTES.

The Toronto office of the J. C. McLaren Belting Company has been removed from Bay street to 60 Colborne street. Mr. A. D. McArthur continues as manager.

The attention of our readers is directed to the advertisement in this issue of Messrs. Boynton & Company, manufacturers of embossed and turned wood work. This company are said to be the largest manufacturers and to carry the largest stock in this line on the continent. They will be pleased to furnish one of their catalogues to any reader of the LUMBERMAN who may make request on a postal card. This company have already a considerable trade in Canada, and are desirous of increasing it.

# THE NEWS.

—M. Mansfield is operating a new portable saw mill at Kinmount, Ont.

—A new saw mill firm at Trout Creek, Ont., is Burk, Buckel & Bechtler.

—W. W. Carter, of Fesserton, Ont., is placing a band saw in his mill there.

—Shortreed Bros., of Hillsdale, Ont., have just put in a new shingle machine.

—J. McCutcheon has bought out the lumber yard of A. Clarke at Glenboro, Man.

—Robinson & Co. have purchased the lumber stock of Riley & Wells at West Selkirk, Man.

—Joseph Chochene, of Gracefield, Que., has lately made extensive improvements to his saw mill.

—The Thompson Company will erect a sawmill at Katrine, Ont., with a daily capacity of 30,000 feet.

—Rider & Kitchener have purchased a site at Lindsay, Ont., for their proposed veneer and excelsior factory.

—The death is announced of John Wilson, formerly a millwright in the Royal City mills, New Westminster, B. C.

—Peter Phillips has purchased the planing mill on Pacific ave., Toronto Junction, formerly owned by John Stewart.

—Innes, Hemeon & Co., of Liverpool, N. S., intend building a large steam rotary saw mill in Bristol, opposite that town.

—H. Walters & Sons, axe manufacturers, of Hull, Que., have doubled the capacity of their factory, and in future 150 axes per day will be turned out.

—Humphrey Bowser, of Dorchester, N. B., intends building a sash and door factory, and engaging in the manufacture of sash and doors on an extensive scale.

—The President of the United States has prepared a proclamation setting apart 136,000 acres of land on the south side of Lake Tahao, California, as a forestry reserve.

—The Dominion Bung Company is a new concern in Toronto, manufacturing spiles, taps, compressed and cut bungs, tap ends, etc. They use southern whitewood to a large extent.

—The Ontario Government have decided that the $50,000 appropriated for reforestry will be used in the townships of Palmerston, Barrie, Clarendon, and Abinger, in the counties of Addington and Frontenac.

—Andrew Price has severed his connection with the firm of S. H. White & Co., of Sussex, N. B., and it is said will engage in lumbering operations on his own account in the northern part of New Brunswick.

—The well known saw manufacturers, Shurley & Dietrich, of Galt, Ont., have purchased property adjoining their factory and intend erecting a large building for the incorporation of their works now located at St. Catharines.

—The Royal City Planing Mills Co., of Vancouver, B. C., recently shipped to the Harbor Commissioners at Montreal some fine specimens of Douglas fir. The timber was 36 x 36 inches square, 60 feet long, and 14 x 16 inches tapered, 76 feet long.

—Extensive alterations are being made to the saw mill of the Columbia Lumber Co., at Golden, B. C. Additional machinery and motive power have been put in, necessitating the building of an addition to the mill. The company propose to erect a new office building in Golden.

—The estates of James MacLaren and Ross Bros., at Buckingham, Quebec, are each building burners to dispose of their saw mill refuse. Chas. Kushick's steam mill at same place is in operation, and W. H. Kelly's mill is being overhauled preparatory to making a start.

—Workmen are now engaged preparing the site for the calcium carbide factory to be built adjoining the mill of the Bronson & Weston Lumber Co., in Ottawa. Part of the old saw mill, including two gang saws and a band saw, will be torn away to make room for the new building.

The shingle mill of McLaren & McLaurin, at East Templeton, Que., commenced work for the season a fortnight ago. New additions have been made to the saw mill and boiler house, and a good season is anticipated. Another new saw mill has been built on the Blanche river, near Templeton, by Mr. Perkins.

—The High Commissioner for Canada, London, England, has received an enquiry from a firm of manufacturers of wooden shoes in Belgium who wish to import Canadian basswood suitable for their shoes. The timber must be white, soft and easy to split. Glasgow and London firms desire to secure an agency for Canadian pulp.

—The annual meeting of the St. John River Log Driving Company was held at Fredericton, N. B., on April 5th, when directors were elected as follows: W. H. Murray, St. John, president; J. Fraser Gregory, St. John, secretary-treasurer; A. J. Beveridge, Andover; F. H. Hale, Woodstock; R. A. Estey, Fredericton; H. Hillyard, St. John.

—The Algonquin Milling Company, Ltd., of Algonquin, Ont., has been granted an Ontario charter, to carry on business as grist-millers and saw-millers, and to manufacture cheese boxes, lumber, shingles and other products of wood. M. H. Bissell, R. A. McLellan, and James Bissell, of Brockville, and C. H. Bissell and J. B. Bissell, of Yeoman, are provisional directors.

—The Timber Inspector for British Columbia gives the following statement of timber and cordwood cut during the eleven months ended November 30th, 1898, (not including that from Dominion lands, nor from the Esquimalt and Nanaimo railway lands): On crown lands, 70,755,866 feet; on timber leasehold, 42,181,178 feet; on private property, 11,598,614 feet; total, 124,546,658 feet.

—A deputation of lumbermen, including Angus McLeod, of Bracebridge, W. J. Sheppard, of Waubaushene, T. Sheppard, of Orillia, T. Irwin, of Peterboro, and A. McCormack, of Orillia, recently asked the Commissioner of Crown Lands for a rebate of between $3,000 and $4,000, claimed to have been paid as overcharged timber dues. It appears that the Sheppard-Irwin Lumber Company paid dues, as customary, upon the cut of logs as estimated by the cullers, but in manufacturing the amount of lumber proved to be less than was claimed.

—The Rathbun Company, of Deseronto, have this spring made extensive improvements to some of their mills. At the Lindsay mill a new 100 h.p. boiler from the Polson Company, Toronto, has been put in, together with a twin-engine rope feed plant, designed to operate a new circular saw carriage and frame, supplied by The Wm. Hamilton Manufacturing Co., of Peterboro. The old boiler will be used exclusively to supply steam to the twin-engine operating the rope feed. The spring drive of logs will not arrive at the mill before the 1st of June, but a supply of logs has been purchased from farmers to keep the mill running until that date. The local manager, Mr. G. H. M. Baker, states that from 85 to 100 men will be employed during the season, and that the mill will run day and night for at least three months. At the Deseronto mill a cement foundation 15 inches thick has been placed under one of the Wickes gang saws. All the slash tables have been rebuilt, and a new slab transfer put in. About 125 men will be employed at this mill.

## CASUALTIES.

—P. J. Sullivan had one of his arms cut off by a buzz saw while working in Farrell's mill at Low, Que.

—James Yale had three fingers completely severed by coming in contact with an edging saw in the mill of N. S. Lusty & Sons at Rodney, Ont.

—Duncan Campbell, employed in J. S. Findlay's saw mill at Owen Sound, Ont., was struck on the head by a board which flew from the saw, and died from the injuries received.

—John Batley, proprietor of a saw mill at McKellar, Ont., went down to the mouth of the Seguin river to take the stoplogs out of the dam. While thus engaged he was precipitated into the water just above the dam and drowned.

## PERSONAL.

Mr. C. S. Ayer, until recently bookeeper with T. B. Calhoun, Moncton, N. B., has removed to Bangor, Maine, to accept a position with F. W. Ayer & Co., lumber merchants.

Mr. F. W. Jones, assistant manager at Winnipeg for the C. P. R., has tendered his resignation, to accept the appointment as secretary-treasurer of the Columbia River Lumber Company, of Golden, B. C.

It is with pleasure that we note that Lieut. C. M. Dobell, of the Royal Welsh Fusiliers, and a son of Hon. R. R. Dobell, timber merchant, of Quebec, has been given brevet rank of major and promoted to the rank of captain in recognition of his services during the occupation of Crete. Brevet promotion is not given in the army to officers uuder the rank of captain.

The CANADA LUMBERMAN received a pleasant call a fortnight ago from Mr. C. H. O. Houghton, travelling representative for Geo. D. Perry, wholesale dealer in mahogany, cedar and veneers, Chelsea, Mass. Mr. Houghton visits Canada three or four times each year, calling upon the piano manufacturers and other users of veneers. He went over to Buffalo on the 15th inst., to participate in the ceremonies in connection with the Hoo-Hoo Concatenation.

In the annual special issue of the Timber Trades Journal, we observe a portrait of Mr. James Davidson, of the wood-working firm of Davidson & Thackray, of Ottawa. Of Mr. Davidson our contemporary says: Mr. Davidson was born in the city of Ottawa forty years ago, and when only eleven years of age commenced work in a shingle mill. In 1874, when Mr. R. Thackray started in the sash, door and blind business, Mr. Davidson threw in his lot with him. They then manufactured by hand power. In 1877 Mr. Davidson came to England, and he is proud of the honor of being one of the first to introduce Canadian doors to the English people. He remained in England seven years, making Liverpool his headquarters, and amongst the timber merchants of that city he made many friends. He returned to Canada in 1885 and, shortly after, the firm purchased their present premises, which is situated in the heart of Ottawa. The factory is one of the most up-to-date establishments in the Dominion. Mr. Davidson is an alderman in the city, and is chairman of the Board of Works. In the last municipal election he had the great honor of being returned by the largest vote ever polled by an Aldermanic candidate in the history of the City of Ottawa. His business and his civic duties by no means debar him from his love for sport.

# WOOD PULP DEPARTMENT

## THE PROCESS OF MANUFACTURING MECHANICAL WOOD PULP.*

By W. A. HARE.

(Continued from April issue.)

METHOD OF CLEANING SCREENS.—It is important that the screen plates should be kept clean. When it is found that it is difficult to get the stock to pass through, the plates should be examined, and if gummed up or clogged, they can be cleaned as follows: Wet the plates thoroughly with parafine or coal oil, and with a beater, made out of an old piece of felt, beat or whip the plates. The oil dissolves the pitch and gum, and the beater will free the cuts of whatever is there. Whip the plates afterwards with water, and, if properly done, the plates will regain their capacity. When the stock is not ground well, being either full of slivers or uneven in grain, it is difficult to get the screen to pass it sufficiently fast. The wet machine tender has constantly to scrape the screen plates, removing the larger pieces which stop up the slits. There is no remedy for this but more care in grinding. By putting a centre board nearly the whole length of the screen and supplying the stock at one end, allowing it to flow down one side, around the end of the board, and up the other side, the screen will, to a great measure, clear itself, and therefore will require less attention.

ARRANGEMENT.—The general arrangement is to have one screen for each wet machine, to which it is connected direct. There is an advantage in having another pine trough, into which the screens discharge, and from which the wet machines are supplied. In the case of an accident to a screen, or if it should require cleaning, it is evident that with one trough the wet machine cannot run. If, however, the wet machine is supplied from a second trough, it can get its stock from the other screens, and the output is kept up. Suppose, for example, No. 1 wet machine breaks down, and also No. 3 screen is changing plates, or otherwise cut out; by means of the two troughs No. 3 wet machine can be supplied from No. 1 screen, with the result that only one set is inactive, whereas in the other case two complete sets would be idle. The extra pine trough does not cost much, and may in this way save many times its cost in increased output. There are, perhaps, some objections to this method, but they all can be easily met. It will be found necessary to set the line of screens somewhat higher than the wet machine floor, to allow passage room under the second trough. In an existing mill this would be out of the question, but in designing a new plant it offers no serious difficulty. If found necessary, an extra screen could be installed, which will serve as a spare one in case of accident, or can be connected in when the stock is coming heavier than usual. With an easy load on the screen it does better work and requires hardly any attention from the wet machine man. If the capacity is limited or the supply of stock irregular, it must be constantly looked after, and at a time when the man can least spare the time.

### WET PRESSING.

DESCRIPTION OF WET MACHINE.—Fig. 11 is an illustration of a wet machine manufactured by the Jenckes Machine Company. It is a very good machine in design and workmanship. The main frame is cast iron of the usual web and flange construction. The standards are bolted to the main frame and reinforced by tension rods, which can be removed when necessary. The lower press roll is of hardwood turned up true. The top press roll is made of cast iron, turned and polished, and is very heavy. The usual hand wheels and pressure springs are employed to give sufficient pressure to the felt as it passes between the two press rolls. These screws also serve to lift the top roll, when necessary, by means of the forged links shown in cut. The doctor, or knife, is slung from the top roll bearings, and is furnished with a steel blade, a spring for throwing it out of contact with the roll, and a handle for operating it. Small wood rolls are provided to direct the felt in its path, the front one being a stretch roll by which the slack is taken up, giving it the right tension. The two rolls shown close together, one above the other, in the cut, are the squeeze rolls, whose duty is to remove some of the water from the felt after it leaves the beater. The top roll is the felt guide roll, by which the felt is kept running in the centre of the machine. The back roll of all is the couch roll, which is made of iron covered with a ¾-inch of soft India rubber. Some makers still use the wooden couch roll, wrapped with felt, but the rubber roll is much cleaner, neater, requires no attention or cleaning, and does better work all round. It is supplied with this machine when desired. The duty of this roll is to pick up the pulp on the felt from the cylinder mould. To keep the felt clean and able to carry the supply of stock, a beater and spray pipe are provided. The beater consists of a shaft carrying three short-armed spiders connected by hardwood strips. In revolving, the strips strike the felt on one side, while the spray washes it from the other. This not only cleans the felt, but whips up the hair on its surface, increasing its carrying capacity. A suction box

* Paper read before the Engineering Society of the School of Practical Science, Toronto, and published by permission.

is provided for extracting as much of the water from the felt and pulp as possible before it passes between the press rolls. The box extends the whole width of the felt, and is tightly closed up, except the top, where it is perforated with small holes. A pipe connects this box with the draft tube of the water wheels, or to a power-driven suction pump. As the felt passes over the box the water is sucked down into it, leaving the felt much drier. In large mills where there are many wet machines running, it is by far the best method to connect the suction or draft boxes with a power-driven suction pump, as any considerable amount of air let into the draft tubes of the water wheels means a loss of head, which is very expensive when it means a decreased output. The vat is made of 3-inch pine bolted together, and provided with sprays as usual. The cylinder mould, which revolves in the vat, consists of a number of brass spiders mounted on a shaft, and covered with brass wire cloth. It is driven by contact with the couch roll. The felt, in its path, passes the stretch roll in front of the machine, goes down under the two rolls near the floor, up past the beater and cleaning sprays, through the squeeze rolls and back under the couch roll. From here it passes over the guide roll, past the suction box and through the large press rolls, and so back to the stretch roll in front.

Fig. 12 shows the interior of the Chicoutimi Pulp Company's wet machine room. This is the usual arrangement of wet machines in either large or small mills. The machines are driven from a main shaft supported by the roof trusses. In the right foreground is shown the hydraulic press, which is used to force some of the water from the pulp. The screens and pulp trough are placed back of the wet machines. There are eight wet machines installed in this mill, handling about 90 tons of wet pulp per day.

Operation.—The pulp and water, as it comes from the screen, passes to the vat of the wet machine. In this vat revolves the cylinder mould. The vat and mould are so designed that the water cannot flow out of the vat until it has passed through the meshes of the wire covering on the mould; or in other words, the outlet of the vat is led from the inside of the mould. The pulp, being in suspension in the water, cannot pass through, and is spread in a thin layer over the surface of the mould, which, by its revolution, carries the pulp up under the couch roll, and in connection with the running felt. The pulp, on contact with the felt, fastens itself thereon, leaving the wire comparatively clean. By the motion of the felt the pulp is carried over the machine, and, after going over the suction box, where a certain amount of the water is drawn off, it passes between the large press rolls. These rolls being very heavy, and also being pressed together by the powerful springs, force out much of the water. The pulp on coming through leaves the felt and sticks to the top roll, where it is allowed to accumulate by the addition of a number of layers. When it has arrived at a proper thickness, it is cut off. There are two methods of removing the pulp from the top roll. One is by means of a short sharpened pin made of hardwood. The operator sticks the point of the pin under the pulp, and by a quick motion across the face of the roll cuts a gash in pulp the whole width of the machine. By grasping the lower edge and allowing the roll to make one revolution, the sheet falls free in his hands. The other method is by use of a doctor and knife, such as is shown in Fig. 11. The machine hand, in this case, simply presses on the handle, which brings the knife against the roll, severing the pulp. The sheet unrolls as before, and is thrown on the table and folded. The first method has many objections to it, aside from the difficulty of cutting a straight edge. A workman, if he is in any way nervous, is apt to stick the pin into the felt, which completely ruins it.

When the pulp is coming very fast and is allowed to roll up too thick, the workman may not be able to drive the pin across the roll at one sweep. On making a second attempt the roll has advanced, and there is great danger of his dropping the pin over the roll. It is now certain to pass between the press rolls, cutting a hole in the felt and ruining the fibre of the under roll. Numbers of felts have been needlessly spoilt in this manner, as the injury could have been prevented by the use of a knife. With the doctor the heaviest layers can be cut off as easily as the lighter ones. The knife is apt to crinkle up the edge of the sheet, but this disadvantage is partly offset by the straight edge obtained. The sheet is folded so that there are no edges showing from the outside, making, when folded, a bundle about 24″ × 18″ × 8 layers thick. The sheet from a 16-inch roll will be 50 inches wide, the length depending on the width of the machine. The standard width adopted by most builders of wet machines is 72 inches, which is large enough. If larger than this there would be difficulty in throwing the sheet.

The pulp vat at the back of the machine is provided with inlet and discharge valves or gates, by which the wet machine man can regulate the level of the water in it. When the stuff pump is driven from the grinder shaft, the variations in its speed may cause considerable difficulty in keeping the water level constant. No trouble will be found in doing this if the variations in the speed of the stuff pump are small. When the wire of the cylinder mould gets dirty or gummed up, its capacity is limited considerably. It may be cleaned by rubbing with coal oil and playing upon it with a spray of water. Situated close to the wire gauze is a brass pipe into which have been drilled a number of fine holes. It is supplied by the low pressure system before mentioned. The spray is allowed to play upon the wire of the cylinder mould, keeping it comparatively clean.

The life of a felt varies considerably with the treatment it has received and the quality of its manufacture. The gray Canadian felt is a better one to carry the stock, and will last longer than the white American ones. When a felt is new, the carrying capacity, at a speed of 50 feet per minute, is about 5½ tons dry per 24 hours, and will

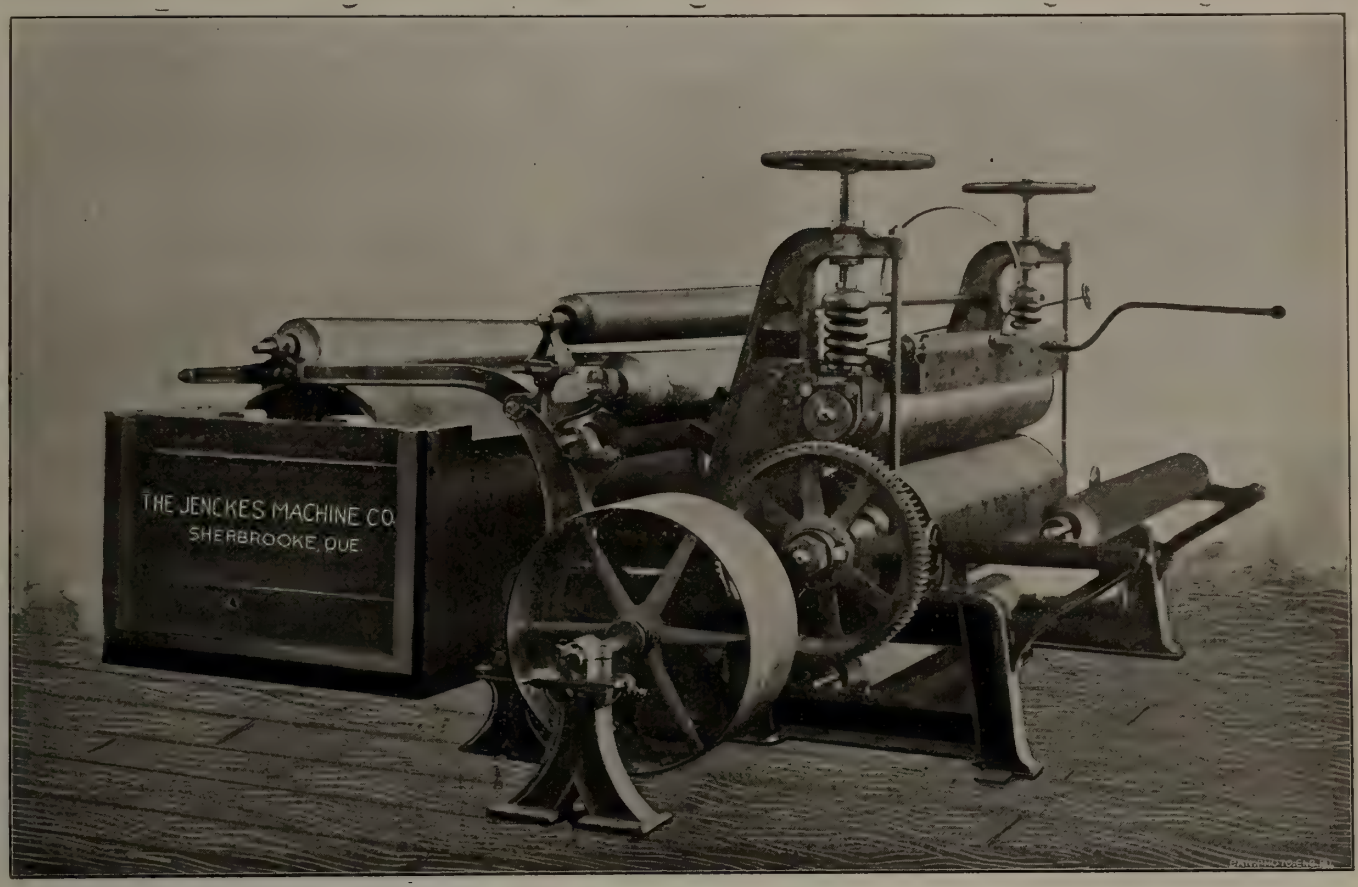



Fig. 11—Standard 72-inch Wet Machine.

Fig. 12—View of Portion of Wet Machine Room, Chicoutimi Pulp Company.

The Camel Brand BELTING
REGISTERED TRADE MARKS
THE REDAWAY BELTING
NOT A MIRAGE BUT A REALITY
THE STRONGEST BELT IN THE WORLD
None Other Genuine
W. A. Fleming & Co. 57 St. Francois-Xavier Street MONTREAL
.. SOLE AGENTS ..

sometimes exceed this output under favorable circumstances. The usual daily capacity of the felt is about 5 tons of dry pulp per day. The output will fall below this, however, when the felt is worn.

HANDLING PULP.—When the pulp is cut from the wet machine roll, it is thrown on a table placed behind the operator, upon which it is folded. This table is made of heavy boards, and is about 7 feet 8 inches long by 3 feet 6 inches wide. When the sheet is thrown, a portion of it is folded in, to give the operator a better hold. This makes the sheet taken from a 16-inch roll to be about 3 feet 6 inches wide by 6 feet long. The extra length in the table is for the purpose of piling the pulp on until it is taken to the hydraulic presses.

Though it seems to be the general practice to erect the hydraulic press in the wet machine room, an advantage might be gained, especially if the output of the mill exceeds 20 tons dry per day, by placing the hydraulic press, baling press, together with their pumps, etc., in a room by themselves. If this method is adopted, a very convenient way of carrying the wet pulp from the wet machine tables to the tables in the hydraulic press room is by means of a small trolley running back of the line of tables at the wet machines, and sufficiently near to them to allow the pulp to be easily transferred to the trolley. If the mill were an exceptionally large one, making it difficult to keep the long line of tables clear, a cheap cable drive could be installed for moving the loaded trolley. By arranging a small lever and grip, so that the trolley could be easily started by throwing the lever to the right, and reversed by making a similar movement to the left, the carrying of a large amount of pulp would present no serious difficulties.

(To be Continued.)

It is stated that a company has been formed by Mr. John Mather, of Ottawa, to erect pulp and paper mills on Tunnel Island, near Rat Portage, Ont.

It is rumored that several newspaper publishers in the United States are considering the question of building pulp and paper mills in the vicinity of Ottawa, Ont. Mr. J. L. Whitcomb, of New York, has been in Ottawa recently, and will probably recommend the location of a large mill at Britannia.


J. D. SHIER
MANUFACTURER OF
Lumber, Lath & Shingles
BRACEBRIDGE, ONT.

TELEPHONES
Send for our Illustrated Catalogue and Price List of
"UNIQUE" TELEPHONES
For Main Line and Warehouse Use.
Only Telephone made that does not get out of adjustment. Satisfaction guaranteed.
Sold outright at low prices. No exorbitant royalties.
SOLE MANUFACTURERS
JOHN STARR, SON & CO., LIMITED
P. O. Box 448, HALIFAX, N. S.

GEO. T. HOUSTON & CO. CHICAGO, ILLS.
HOUSTON BROS. CAIRO, ILLS.
HOUSTON BROS. BIGBEE, MISS.
HOUSTON BROS. COLUMBUS, MISS.
EXTRAORDINARY
We are cleaning up numerous yards in connection with our Mills in the South, to make room for next year's new cut.
Stock consists of all grades and thicknesses Hardwood Lumber, Yellow Pine and Cypress, including a big surplus of No. 1 and No. 2 Common Yellow Pine, Select and Common Cypress. All of the above a year and over dry.
If you are in the market for any kind of Hardwood Lumber, Yellow Pine or Cypress, or expect to be in the future, send us your enquiries. The stock has to be moved, and if we can pick your orders out of any of the lots referred to, we will quote you prices to save additional handling expenses.
Address all Correspondence to our Main Office:
Cable Address, "HOUSTON."
Lumberman's and A.B.C. Codes.
GEO. T. HOUSTON & CO.
CHICAGO, ILLS., U.S.A.

WHITE BEANS
130 lb. Sacks.
CLOSE PRICES
H. P. ECKARDT & CO.
TORONTO

PULP MILLS - ATTENTION!
Phosphor-Bronze Castings
of any weight, for Pulp Mills (special mixture.)
All Bronze manufactured by us.
Quotations and References cheerfully given.
CITY BRASS FOUNDRY - HAMILTON, ONT.

DICK'S ORIGINAL BELTINGS
Enormous Transmission
No Seams or Joints
TRADE DICK'S ORIGINAL BALATA GUTTA PERCHA & CANVAS BELTING MARK
Not Affected by Dampness and No Stretching
SOLE AGENT: J. S. YOUNG
This is the Only Genuine and Original Balata Belt offered on the market.
15 Hospital Street MONTREAL

PULP AND PAPER MILL MACHINERY.
CONTRACTORS FOR COMPLETE EQUIPMENT OF
GROUND WOOD, SODA or SULPHITE PULP MILLS.
We invite correspondence from those requiring anything of this nature. We build a full line of
Barkers, Chippers, Tanks, Digesters, Pumps, Jewell Filters, Conveying Machinery, Wet Presses, Screens, Screen Plates, Etc., Etc.
OUR CROCKER TURBINE PLANTS are driving some of the best mills in the Dominion.
Write for Circulars and Prices.
The JENCKES MACHINE COMPANY
Branch Offices:
MONTREAL, TORONTO, RAT PORTAGE, ONT., ROSSLAND, B.C.
Head Office and Works:
36 to 40 LANSDOWNE ST.
SHERBROOKE, QUE.

THE PORT HENRY PULP GRINDER.
With latest improvements; patented 1898.
Operation continuous and production large.
Most convenient in handling and thoroughly well built.
Ask for special bulletin No. 505.

The Montreal Board of Trade has recommended that hereafter the harbor fee on wood pulp shall be estimated on its dried weight, which, in the case of moist pulp, will be equivalent to a reduction of half.


**John A. Bertram**

LUMBER INSPECTOR

. . . AND SHIPPER . . .

*Office: Room 35 Land Security Chambers*

*TORONTO, ONT.*

CANADIAN OFFICE & SCHOOL FURNITURE CO. LIMITED PRESTON ONT.

FINE BANK, OFFICE, COURT HOUSE & DRUG STORE FITTINGS. OFFICE, SCHOOL, CHURCH & LODGE FURNITURE. SEND FOR CATALOGUE

J. L. JONES - TOR.

BOYNTON & COMPANY

MANUFACTURERS OF

EMBOSSED AND TURNED MOULDINGS, WOOD GRILLES,

SEND FOR

CATALOGUE

AND AUTOMATIC TURNINGS

67 W. Washington St., - CHICAGO, ILL.

Try the "Wanted and For Sale" Department of the Weekly Edition.

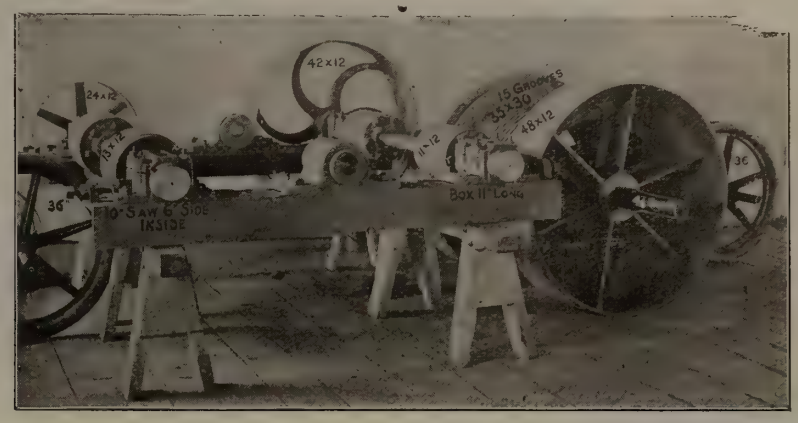
**TOWER & WALLACE**

ASHLEY B. TOWER, M. Am. Soc. C.E.
CONSULTING ENGINEER.

Broadway and 25th St. - NEW YORK

ARCHITECTS AND ENGINEERS
PAPER AND PULP MILLS
MANUFACTURING AND
POWER DEVELOPMENTS

E. BRADLEY, C.E. - 3 Place d'Armes Hill, MONTREAL - Canadian Representative.




**SECOND HAND FRICTION FEED WORKS**—REBUILT AND IN A 1 ORDER FOR SALE CHEAP

Iron L's to cover Timber on 10" Face 6" deep Inside.

Will take other Machinery in Trade.

WATEROUS, Brantford, Canada

Belts for Pulp Mills.
Belts and Jackets for Paper Mills.
Belts for Fast Running on News.
Belts of any width up to 120 in.
Belts for Tissue Papers.
Belts for Boards and Roofing.

Try our Special HARPER FELTS

Every Felt Guaranteed.

HAMELIN & AYERS
LACHUTE MILLS, P.Q.

**OAK TANNED BELTING**

TORONTO
20 FRONT ST EAST
TELEPHONE 475

THE J.C.McLAREN BELTING Co MONTREAL

**Water Powers**
**Pulp Limits**
**Good Farming Land**
**Hard Wood Timber**

**L. O. Armstrong**

Colonization Agent
Canadian Pacific Railway,

MONTREAL, QUE.

**B. R. Mowry & Son**

Manufacturers of . . .

SAW MILL
AND
SHINGLE MILL
MACHINERY

Automatic Band Saw Sharpener

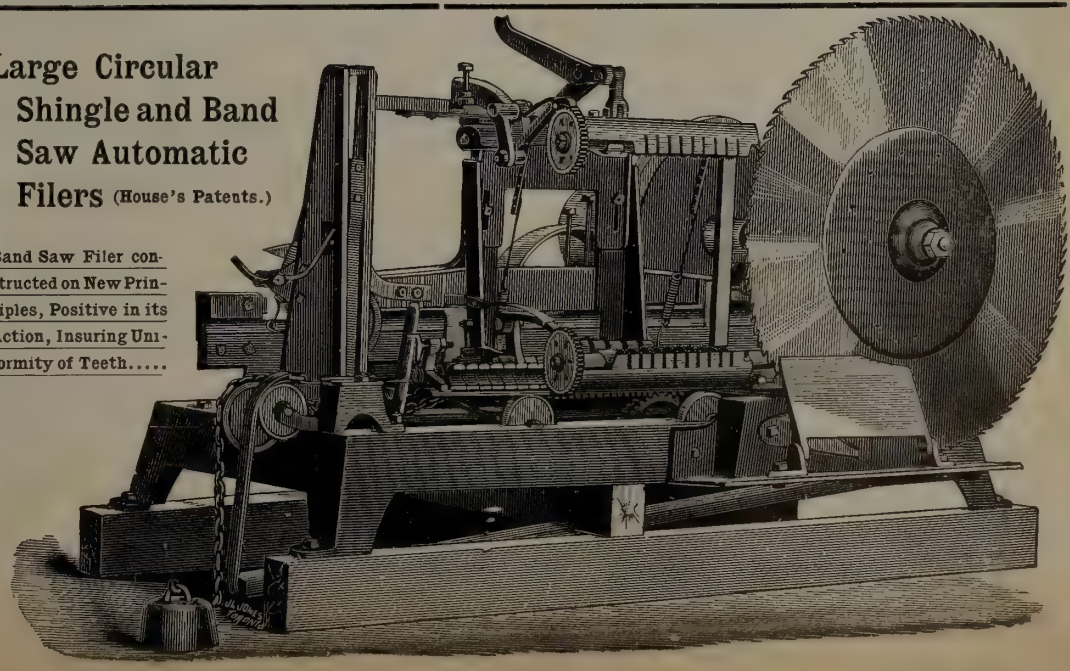
Shingle Machinery a Specialty

REPAIRING PROMPTLY AND CAREFULLY EXECUTED

Gravenhurst, Ont.

Large Circular Shingle and Band Saw Automatic Filers (House's Patents.)

Band Saw Filer constructed on New Principles, Positive in its Action, Insuring Uniformity of Teeth.....



# FRICTION PULLEY BOARD

The BEST Article Known for the Purpose

MANUFACTURED BY..... THE DOMINION LEATHER BOARD CO'Y. - MONTREAL, QUE.

OUR EXTRA HAND-MADE

## AXE

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N. B.

THE CANADIAN Photo Engraving Bureau
TELEPHONE 2150
16 ADELAIDE ST WEST
TORONTO
COPPER-WOOD-ZINC ENGRAVINGS FOR ALL KINDS OF ILLUSTRATING HALF-TONE OUR SPECIALTY

# WEST AND SOUTH

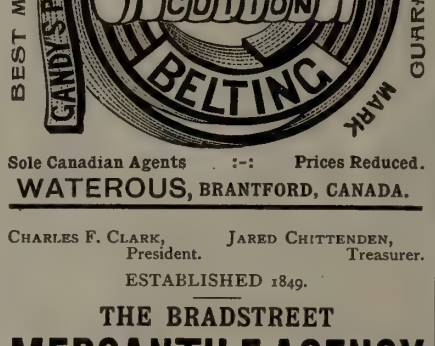
run the lines of the Illinois Central Railroad and the Yazoo & Mississippi Valley Railroad reaching into the eleven States of

South Dakota, Minnesota, Iowa, Wisconsin, Illinois, Kentucky, Tennessee, Arkansas, Mississippi, Indiana, Louisiana

Presenting an unequaled territory for diversified industries, and possessing

**Fine Sites for New Mills**
**Best of Freight Facilities—Coal Fields**
**Close Proximity to Distributing Centers**
**Intelligent Help of all Kinds**
**Many Kinds of Raw Material**

To sound industries, substantial inducements will be given by many of the places concisely described in the pamphlet "100 Cities and Towns Wanting Industries." Write for a copy. Nearly all kinds of Industries are wanted. Very liberal inducements are offered **TEXTILE INDUSTRIES** in the South by a number of good places. GEORGE C. POWER, Industrial Commissioner I. C. R. R. Co., Chicago.




Sole Canadian Agents :-: Prices Reduced.
WATEROUS, BRANTFORD, CANADA.

CHARLES F. CLARK, President. JARED CHITTENDEN, Treasurer.
ESTABLISHED 1849.

## THE BRADSTREET MERCANTILE AGENCY

*THE BRADSTREET COMPANY, Proprietors*

**346 & 348 Broadway, NEW YORK.**

Offices in the principal cities of the United States, Canada, the European Continent, Australia, and in London, England.

The Bradstreet Company is the oldest, and, financially, the strongest organization of its kind—working in one interest and under one management—with wider ramifications, with more capital invested in the business, and it expends more money every year for the collection and dissemination of information than any similar institution in the world.

TORONTO OFFICES:
*McKinnon Bldg., Cor. Jordan & Melinda Sts.*
THOS. C. IRVING, Superintendent.

# WRITE TO US

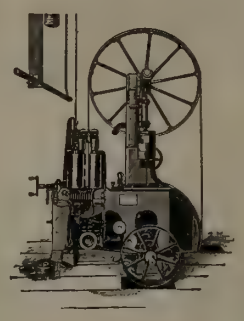
For a List of the Canadian Saw-Mills using our Band Re-Saws.

A number of them are also in use in Canadian Planing Mills and Box Factories.

**THIRTY-TWO**

# MERSHON BAND RE-SAWS

are Running in the Mills in the Saginaw Valley.



## W. B. MERSHON & CO.

SAGINAW - MICH.

WRITE FOR A COPY TO-DAY

Our 1899 Edition—8 Tons of Books

# "Saw-Fitting Machinery and Tools"

A Treatise on the Care of Saws

For Mill and Factory Managers, Superintendents, Foremen and Saw Filers.

Contents—290 Pages. Weight—1 1-4 Pounds.

Illustrations—Between 100 and 200 Saw-Fitting Appliances for Bands, Gangs, Circulars and Re-Saws.

Postage—For the Edition, $1,200.

If you see this Ad. tell us where you saw it when you write us, and write us when you see it. Always—

## BALDWIN, TUTHILL & BOLTON

GRAND RAPIDS, MICH., U.S.A.

For Saw-Fitting Equipment

## THE PARK, BLACKWELL CO.

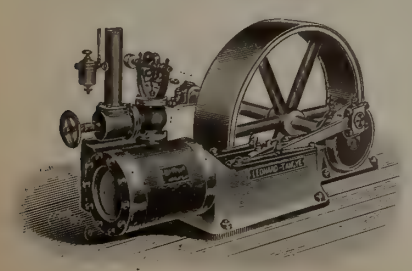
LIMITED

# Pork and Beef Packers
# Wholesale Provisions

TORONTO

Orders solicited for Pork and Beef Products, Butter, Cheese, Lard, Dried and Evaporated Apples, White Beans, etc., at close quotations.

Please mention the CANADA LUMBERMAN when answering Advertisements.



LEONARD-TANGYE ENGINE.

## E. LEONARD & SONS, LONDON, ONT.

. . . Makers of . . .

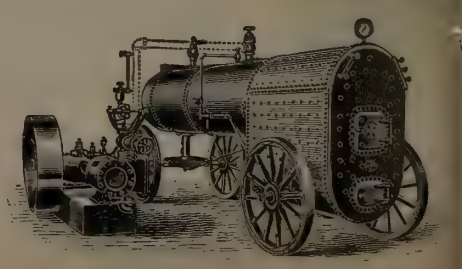
# *ENGINES and BOILERS*

For Lumbermen and Others. For any Purpose, and of any Power.

We make Several Styles, but only One Grade—THE BEST.

*If you need Steam Power, write to us, stating your requirements, and we will quote you prices.*

*Write for Catalogue No. 35a.*



LEONARD CLIPPER ENGINE AND LOCOMOTIVE BOILER.

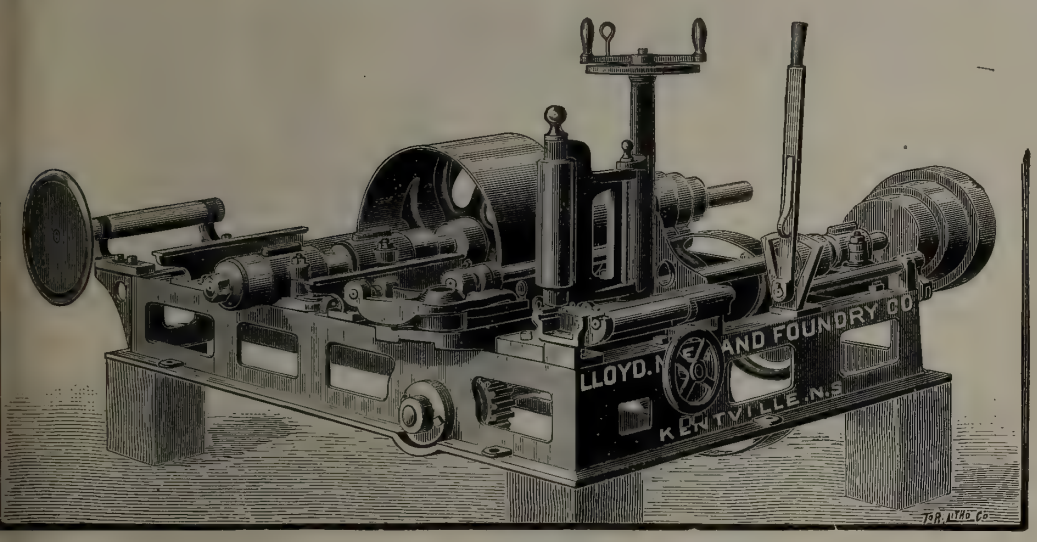
We do not acknowledge the possibility of better goods than ours being made in

# AXES
# GANT-HOOKS
# PEAVIES and
# SKIDDING TONGS

**And all Tools Used in Lumber Camps.**

EVERY ARTICLE BEARING OUR NAME FULLY GUARANTEED.

## James Warnock & Co., - Galt, Ont.




# Lloyd Manufacturing Co'y

JOHN I. LLOYD, Proprietor

# SAW MILL OUTFITS

**Pulp Machinery, Belting, Etc.**

OUR SPECIALTIES:

Band Saw Mill Machinery,
Improved Rotary Saw Mills,
with Green Mountain Dogs,
Also Screw Post Dogs,
Turbine Water Wheels,
Power Feed Gang Edgers,
Buzz and Surface Planers,
Heading Rounders,
Stave Machines, Stave Jointers,
Stave Planers.

## KENTVILLE, N.S

# MAY—1899

The Saw Mill Man who increases his cut this year—especially in Hardwood—will have no reason to regret it. On the contrary, will be able to make at least the price of a new mill extra, and have a snug balance besides. The

## "LANE IMPROVED" Circular Mill

will either *cut more and better lumber* than any other, with a given number of men, or will *cut as much as any other (in better manner also) with fewer men.* The saving of two men's wages alone, to say nothing of the value of increased cut and quality of lumber, will pay for a first-class "LANE IMPROVED" outfit in one year. In that way the mill repays its first cost every time.

While writing about mills don't forget, if you have water power, that

## "LEFFEL," "VULCAN" AND "PERFECTION"
### TURBINES

cover the whole field; and *what they won't bring out in power and economy is not in the water to be brought out.*

Recent reliable tests show an efficiency 5% higher than was ever claimed for these wheels, and THAT AT ¾ to ⅞ GATE. No other Turbine ever approached such a record.

## MADISON WILLIAMS,

Successor to Paxton, Tate & Co.
PORT PERRY, ONT.

**LAURIE ENGINE CO., Agents, Montreal, Que.**

# .. WATEROUS ..

# IMPROVED CHAMPION DOUBLE EDGER

**All Manufacturers are forced in these days of sharp competition to invest in up-to-date Machinery, increasing the output per man, thus lowering the cost of production—Lumbermen are no exception to this rule.**

## THIS IMPROVED DOUBLE EDGER

s made in three grades—Light, Heavy and Extra Heavy. **Press and Feed Rolls** are of large diameter. Feed rolls fluted, bearings adjustable, front press rolls made in sections, both front and back hung in stiff open frames LIFTING WITH FEED NOT AGAINST IT—a new and important feature—ADJUSTABLE BOTH WAYS FOR ALIGNMENT WITH MANDREL. Rolls sufficiently large to be used for return of stock over edger, and still view of saws is not obstructed—all have bridgetree quickly removable to take off saws—Saws are moved by guides and guides are removable to take off Saws.

**The Light Champion Edger** has strong box frame cast in one piece, supported with four legs. Mandrel, 2 7-16 steel supported on two long bearings.

No. 1 Champion has two Saws, one movable; range between Saws from 1¾ to 22 inches.

No. 2 Champion has three Saws, two movable; range between stationary and first movable Saw, 1¾ to 18¾ inches, and between movable Saws 4 inches.

Both are provided with front tables, with 4½" rolls and guide, movable with lever up to 4 inches inside of stationary Saw.

**The Heavy Champion Edger** shown in illustration has heavy box frame supported on six legs. 2⅞ steel mandrel supported in three bearings of ample proportion, reducing the pressure to the square inch of wearing surface to a minimum, permitting the greatest speed.

The Pulley is carried between two heavy bearings cast in one solid box-shaped frame.

Front and Back Press Rolls arranged as in the Light Edger, are carried in box-shaped uprights connected and braced together to prevent springing and twisting of frame.

No. 3 Heavy Champion has 3 Saws, 2 movable; range between stationary and movable Saws 1¾ to 24¾", and third Saw 4" from second.

No. 4 Champion range is 1¾" to 28¾", and third Saw 4" from second.

No. 5 Champion range is 1¾" to 36¾", and third Saw 4" from second.

A fourth Saw can be added to these Heavy Edgers, reducing the extreme opening 4".

**The Extra Heavy Champion Edger** has a box frame in appearance much the same as the Heavy Edger.

No. 6 Champion has 3 7-16 mandrel, with 5 Saws—2 stationary, 3 movable—divided press rolls, for two men to edge at once; two movable guides on front table. Greatest width between first and second Saws, 34 inches.

No. 7 Champion has 3⅞ steel mandrel, with 6 Saws, and otherwise same as No. 6.

**All the latest ideas in Direct Steam-Driven Log and Lumber Handling Machinery.**

**Steam Drag Saws.**

**Sole Manufacturers in Canada of the Allis Band Mills, Plain and Telescopic.**

*Send for Circulars and Price List*

**WATEROUS**

**Brantford, Canada**

McEachren's

# PROGRESSIVE LUMBER DRY KILN

Our Heaters and Fans are Economical with Steam and Power, are **Safe as a Fire Risk.** Plans and specifications furnished with each apparatus. . . . . .

Write for Prices and Particulars to

## McEACHREN HEATING & VENTILATING CO. - GALT, ONT.

## THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office : TORONTO, ONT.

Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

# Electrical Machinery and Apparatus

... FOR ...

**LIGHT and POWER**

SPECIAL ATTENTION GIVEN TO——

**LONG DISTANCE TRANSMISSION OF ELECTRICITY**

FOR LIGHT AND POWER

ALSO FOR

## ELECTRIC PLANTS FOR MILLS

**Distant water powers utilized and Mills lighted and operated safely.**

CORRESPONDENCE SOLICITED.

## *Warning . . . . .*

The "Standard" is the Dry Kiln that will best meet your requirements. No use investigating this statement after you buy another Kiln. It will be too late then. Now's the time. Our new Catalog No 45, tells all about . . . . . .

## THE STANDARD DRY KILN

How it is built; how it works; why it is the cheapest Kiln to buy; all about it. Your name on a postal card will get it . . . . . .

THE DRY KILN THAT DOES NOT Disappoint

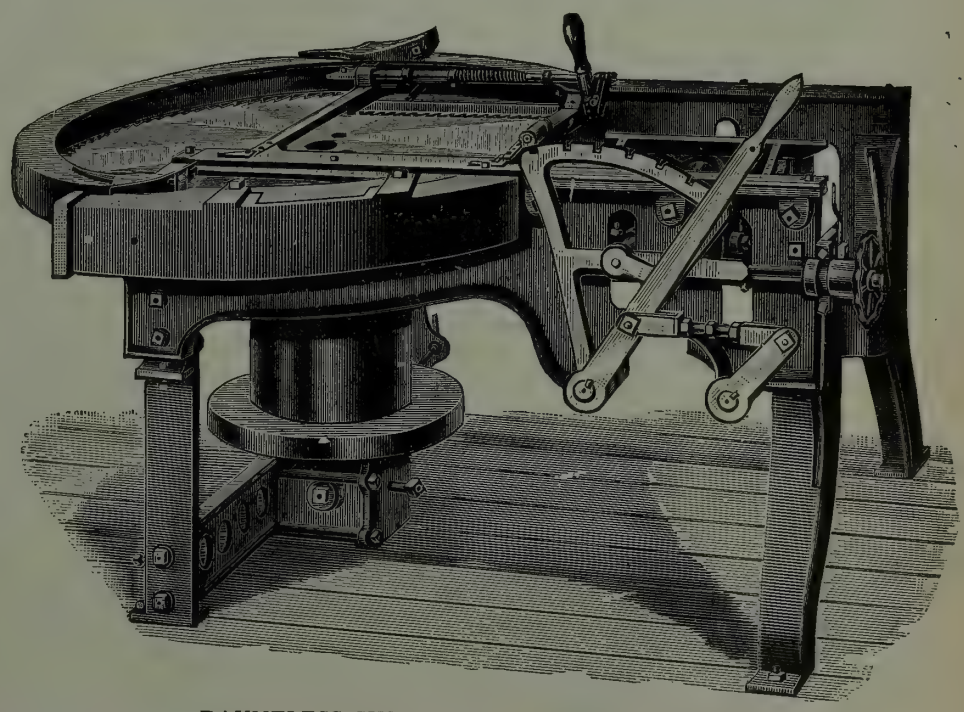
## THE STANDARD DRY KILN CO., INDIANAPOLIS, IND.

# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON - ONTARIO

**Manufacture**

- Band Saw Mills
- Gang Saw Mills
- Circular Saw Mills
- Portable Saw Mills
- Shingle Mills
- Lath Mills
- Saw Filers, and all of F. J. Drake's Patents



DAUNTLESS SHINGLE AND HEADING MACHINE.

Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter. Capacity 25,000 to 50,000 per day.

**Our Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.**

CORRESPONDENCE SOLICITED

# THE JAMES ROBERTSON CO., Limited.

Manufacturers of.....

Saws of All Description

A Full Line of Mill Rubber and Leather Metal, &c., always

Supplies, including Belting, Babbit carried in stock.

Head Office:
144 William St.
MONTREAL

Factories at
MONTREAL,
TORONTO,
and
ST. JOHN, N.B.

ALL OUR SAWS FULLY WARRANTED

Orders promptly attended to. Satisfaction Guaranteed.

CIRCULAR, GANG AND MILL SAWS A SPECIALTY

Correspondence Solicited.

# Galt Machine Knife Works

**MACHINE KNIVES** OF EVERY DESCRIPTION

FOR **Woodworking Machines**

...Send for Price List...

PETER HAY - - - - - Galt, Ont.

# SUPPLIES

OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

# RICE LEWIS & SON

(LIMITED)

Cor. King and Victoria Sts. - TORONTO

Every Lumberman wants it — **35** cents buys i

# Scribner's Lumber and Log Book

BRIMFUL OF EVERY-DAY, PRACTICAL INFORMATION

Address: THE CANADA LUMBERMAN, Toronto

SAVES TIME SAVES MISTAKES SAVES MONEY

7 3 10

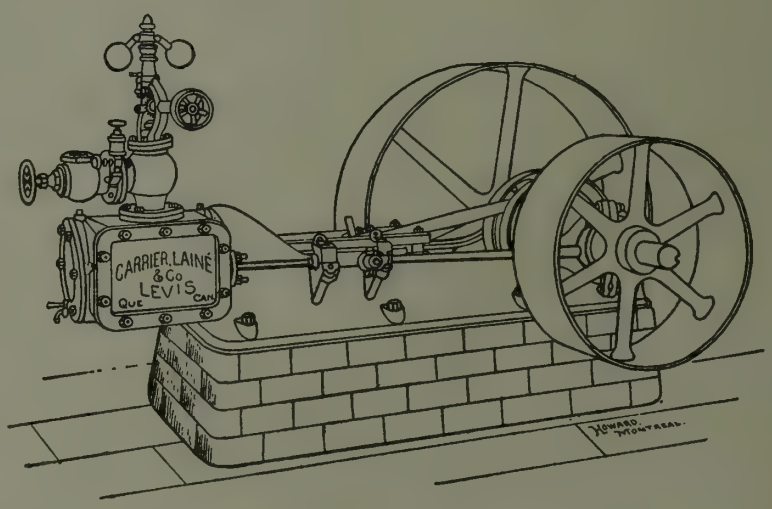
# "DEAD EASY"

But if that "3" represents Middlemen's commission on the Machinery you buy, you had better make a change and deal at headquarters.

**No better Mill Machinery is made in Canada or elsewhere than that supplied "DIRECT" from our Machine Shops.**

## Portable and Stationary Engines and Boilers

CIRCULAR SAW MILL PLANTS
GANG AND BAND SAW MILLS
SHINGLE MILLS, LATH MILLS
EDGERS,
PLANERS and
BUTTERS




Modern Patterns in Every Line.

Tools, Belting and Supplies.

We are equipped to build any special machine you may require.

IF YOU HAVE PLANT TO EXCHANGE GET OUR ESTIMATES

# CARRIER, LAINE & CO.,

LEVIS, QUE.

USE THE FAMOUS .. **PINK LUMBERING TOOLS**

Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks

Cant Hook Handles
Peavy Handles
} By Car Load or Dozen

Pike Poles, Skidding Tongs, Boom Chains

Lowest Prices ◎ THOMAS PINK ◎ PEMBROKE, ONT.

# THE CANADA LUMBERMAN

WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XX. NUMBER 6. | TORONTO, CANADA, JUNE, 1899 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.



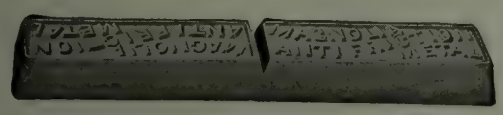
## MAGNOLIA METAL

In Use by All the Leading Governments

BEST ANTI-FRICTION METAL FOR ALL MACHINERY BEARINGS.

### BEWARE OF IMITATIONS

Genuine Magnolia Metal is made up in bars, of which this is a fac-simile :



The Name and Trade Mark appear on each box and bar, and besides this the words "Manufactured in U.S.," and "Patented June 3, 1890," are stamped on the under side of each bar.

**MAGNOLIA METAL CO.**

Owners and Sole Manufacturers 266 and 267 West Street, NEW YORK

Canadian Office, 318 St. Paul Street, Montreal, Que.

Chicago Office, Fisher Building, 281 Dearborn St. London Office, No. 49 Queen Victoria Street, London, E. C.

FOR SALE BY ALL DEALERS

## Ottawa Saw Works Co.

Middle Street - OTTAWA, ONT.

"SANDVIK" SWEDISH STEEL.

We Manufacture

HIGHEST GRADE BAND SAWS

MADE FROM

Triple Refined Swedish Steel

.... IMPORTED DIRECT. ....

WE HAVE THE SOLE RIGHT FOR THE

Dominion of Canada

CORRESPONDENCE SOLICITED.

OIL TEMPERED

## MOORE STEAM PUMP

For Stationary, Traction and Marine Boilers.

High and Low or Special Duty.

Send for Illustrated Catalogue.

DARLING BROTHERS

Reliance Works - MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.

Frank Darling, Agent, Nelson, B. C.

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED*

## DICKS BELTINGS

Never is affected by wetness, and does not stretch.

Excels in Transmission Power.

Always Uniform.

LARGE STOCKS ON HAND.

WRITE TO SOLE AGENT :

J. S. YOUNG, 15 Hospital Street, MONTREAL

## JAMES W. WOODS

Manufacturer of LUMBERMEN'S SUPPLIES

Tents, Awnings, Tarpaulins, Sails, Etc., Overhauls, Top Shirts, Pants, all kinds of Underwear, Sox, Mitts, Moccasins.

75 QUEEN ST. - OTTAWA, ONT.

Tent Factory: 19 Elgin St., OTTAWA.

ALL ORDERS CAN BE EXECUTED ON THEIR RECEIPT.

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING AND LACE LEATHER

Danville, Que.

THE E. R. BURNS SAW CO. CHISEL TOOTH TRADE MARK SAW TORONTO

MANUFACTURERS OF

# HIGH GRADE CIRCULAR AND LONG SAWS

UNEXCELLED

# SHINGLE SAWS

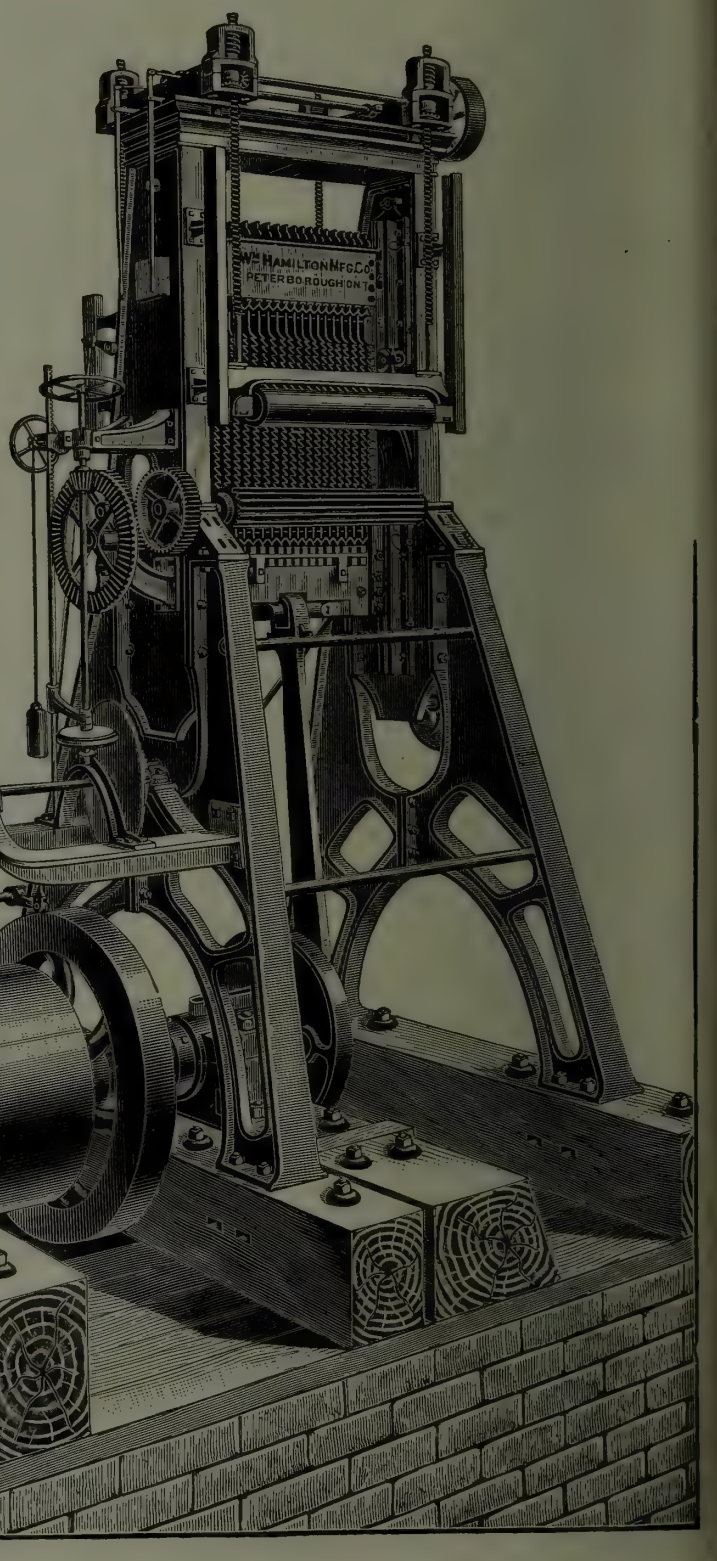
OUR INSERTED TOOTH SAW POSITIVELY THE BEST

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a
Complete Line of

HIGH GRADE
SAW-MILL
MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

WE are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Limited

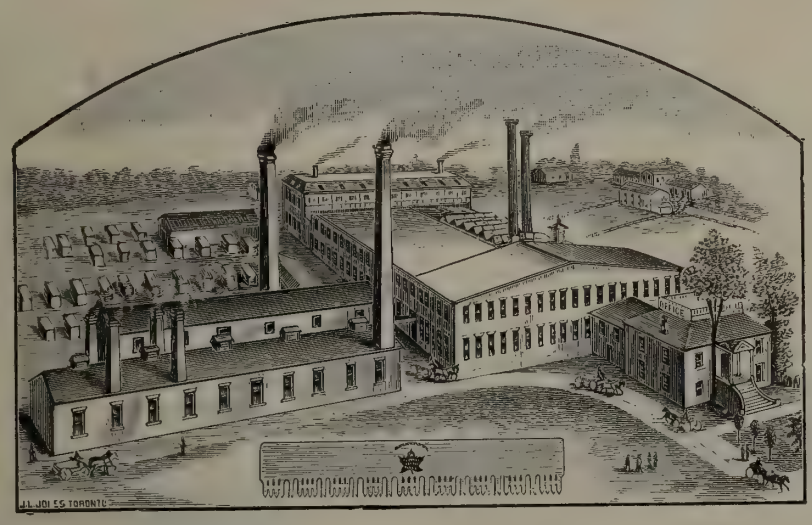
**Branch Office: VANCOUVER, B.C.** **PETERBOROUGH, ONT.**

# THE MAPLE LEAF SAW WORKS

## Shurly & Dietrich
GALT, ONT.

Manufacturers of

**CIRCULAR SAWS**
**GANG SAWS**
**MILL SAWS**
**BAND SAWS**
**CROSS-CUT SAWS**



Manufacturers of

**HAND SAWS**
**BUCK SAWS**
**PLASTERING TROWELS**
**BUTCHER SAWS**
**STRAW KNIVES, &c.**

**GROUND THIN ON BACK**

**Save Labor** **Save Gumming**
**Save Time** **Save Files**

## This Saw Stands Without a Rival

AND IS THE

**FASTEST CUTTING SAW IN THE WORLD!**

Its Superiority consists in its Excellent Temper. It is made of "Razor Steel," which is the finest ever used in the manufacture of Saws. We have the sole control of this steel. It is tempered by our secret process, which process gives a keener cutting edge and a toughness to the steel which no other process can approach.

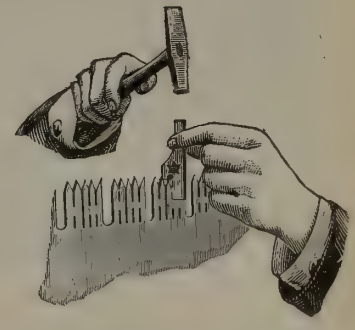
## Maple Leaf Saw Set

MANUFACTURED BY

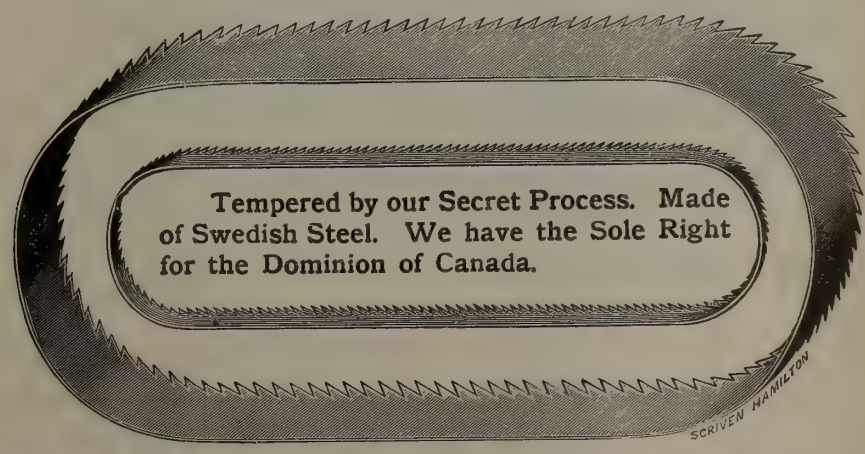
**SHURLY & DIETRICH, Galt, Ont.**

**Directions.**—Place the set on the point of tooth, as shown in the accompanying cut, and strike a very light blow with a tack hammer. If you require more set, file the tooth with more bevel.

If you follow directions you cannot make a mistake. Be sure and not strike too hard a blow, and it will set the hardest saw. **On receipt of 40 cents we will send one by mail.**



We are the only manufacturers in the world who export Saws in large quantities to the United States.




We Manufacture

# HIGH GRADE BAND SAWS

of All Widths and Lengths.

These Saws are made of Refined Swedish Steel imported direct, and empered by our Secret Process; for Fine Finish and Temper are not excelled.

# Pumps "FOR ALL DUTIES"

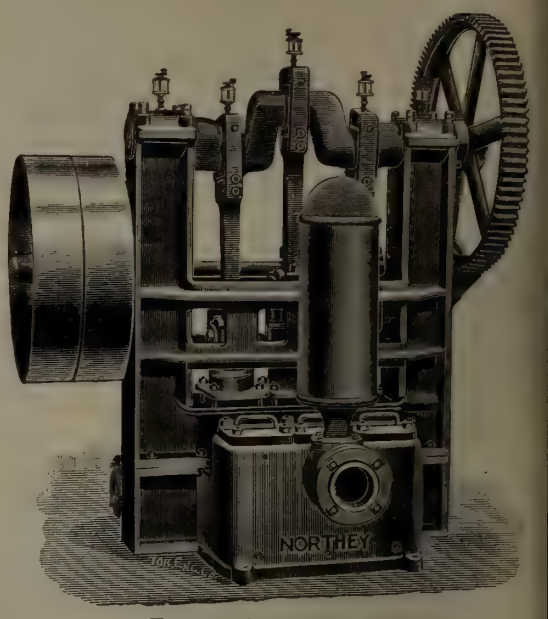
**STEAM OR POWER**

All Types and Sizes

The Laurentide Pulp Co., of Grand Mere, Que., one of the largest Pulp Mills on this Continent, use our

STUFF PUMPS, SUCTION PUMPS, BOILER FEEDS AND CENTRIFUGAL PUMPS

The same remarks apply to the Riordan Paper Mills Co., Hawkesbury, Ont., the E. B. Eddy Co., Hull, Que., and also to other extensive mills in Canada.




TRIPLEX POWER PUMP.

**Send for Catalogue**

## NORTHEY MFG. CO., Limited, Toronto

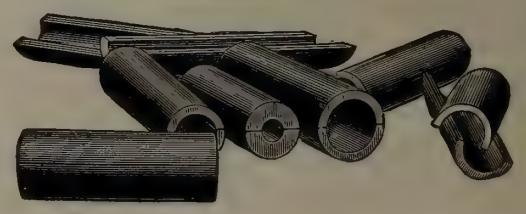
**SECOND HAND FRICTION FEED WORKS**—REBUILT AND IN A I ORDER FOR SALE CHEAP

Iron L's to cover Timber on 10" Face 6" deep Inside.

Will take other Machinery in Trade.

**WATEROUS, Brantford, Canada**

**Dodge Patent Independence Wood Split Pulley with Patent Standardized Bushing System.**



# Dodge Pulleys

are now the recognized 'STANDARD' the world over.

We make them for Saw Mill Work

Much handier, can be got quicker, and Cost Less than any other Pulley made.

Every Pulley Guaranteed.

SEND FOR CATALOGUE.

. . . SOLE MANUFACTURERS. . . .

**DODGE MANUFACTURING CO.**
**of Toronto, Limited**

WORKS: Toronto Junction. OFFICES: 74 York Street, Toronto, Ont.

TO BELT USERS:

Try Our . .

*BRANCHES:*
TORONTO, 88 Bay St
'Phone 374.
OTTAWA, Spark St.

GENUINE **ENGLISH OAK-TANNED BELTING**

**Lancashire Hair Belting**

D. K. McLAREN, **MONTREAL**

# THE CANADA LUMBERMAN

VOLUME XX. NUMBER 6. | TORONTO, CANADA, JUNE, 1899 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

## THE EXPLOITS LUMBER COMPANY.

Canadian capitalists have recently been attracted to Newfoundland as a promising field for investment. One of the foremost companies now engaged in developing the lumbering industry is the Exploits Lumber Company, which controls about eight hundred thousand acres of timber lands situated in the Exploits Valley, through which runs the Exploits river, the largest in Newfoundland. The North-Western Railway also extends nearly the entire length of the valley, and for about fifty miles through the limits of the above company.

The mill of the Exploits Lumber Company is situated at Botwoodville. Recently it has been remodelled and equipped with modern machinery and appurtenances, and is now up-to-date in every respect. The upper or log floor of the mill comprises block gang, rotary and re-saw, lath and shingle machines, edgers, trimmers, steam feed and steam canters. In connection with the mill there is a fully equipped machine shop, the whole being under the superintendence of Mr. John McLean, late of New Brunswick, one of the most expert millwrights of the day.

Live rolls are employed for conveying the lumber to each machine, from which it is carried on surveyors and classers to the particular pile for which it is intended, where it is lifted from the rollers for the first time since leaving the gang saw. The refuse is carried to burner in sluices, through which run endless chains.

It is estimated that the limits of this company contain from one hundred to two hundred and fifty million feet of white pine timber, and an average of forty cords of pulpwood per acre. Their annual cut is about ten million feet, chiefly white pine. The company also control the water powers of Grand and Bishop's Falls, on the main river, where fifty thousand horse power might be developed if required. The facilities for shipping are excellent, as the largest ocean steamers can load at mill wharf in perfect safety in any kind of weather. Shipments are made direct to Great Britain.

Mr. Geo. A. Fowler, manager of the Exploits Lumber Company, may be said to be a lumberman by birth, his father having carried on lumbering operations at Apple River, Cumberland county, Nova Scotia, until the time of his death. For twenty-five years Mr. Fowler, now 47 years of age, has been engaged in the lumbering business. He has spent the past two winters in Newfoundland, and reports that the conditions there are equally as favorable for lumbering as in New Brunswick or Nova Scotia. The average depth of snow is about two feet, and the sledging season lasts about three months.

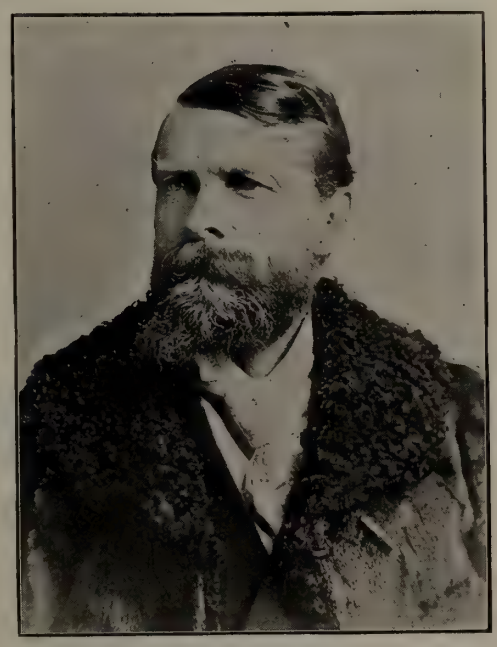
---

In the American Monthly Review of Reviews, which publishes a frontispiece portrait of Rear-Admiral Kautz, the Samoan difficulty is reviewed by the editor in the department of "The Progress of the World."

## ONTARIO FOREST RESERVE.

The Ontario government is making rapid progress towards the adoption of a complete system of reforestation, having recently set apart an important reserve in Frontenac and Addington counties.

Having caused inquiries to be made from time to time as to the most eligible territory for a reservation in the eastern part of the province, the Commissioner of Crown Lands came to the conclusion that the McLaren limits, now operated by Mr. Isaac Allan, of Mississippi Station, were the most suitable for the purpose. These limits cover parts of the Townships of Abinger, Miller, Barrie, Clarendon, Palmerston, Ashby, Denbigh, Effingham, South Caninto, Olden, North



MR. GEORGE A. FOWLER.
Manager Exploits Lumber Company, Botwoodville, Nfld.

Sherbrooke and Oso, and contain an area of 273¾ miles. The territory is watered by numerous lakes and streams and lies on the head waters of the Mississippi river, a stream of considerable importance flowing into the Ottawa river, and on the head waters of a branch of the Madawaska river. All the available good land has been either sold or located, and the merchantable pine timber has been almost entirely cut away, the pine growth remaining consisting of young trees springing up, which are spread over considerable areas of the territory, and if protected from fires and allowed to attain a fair growth will, it is deemed, become a valuable asset of the province in the not distant future.

Negotiations were opened between Mr. Allan and the department, and ultimately the former agreed to surrender the limits on the following conditions :—

That last year's dues, amounting to $759.14, and ground rent, amounting to $828, in all $1,587.14, shall be waived ; that subject to the direction of officers or agents appointed for the purpose by the Commissioner of Crown Lands, he shall be allowed to cut on the territory surrendered for a period of five years ; that he shall not be charged dues on worm-eaten or dead pine cut during this period, and that dues shall not be exacted on hemlock bark where the timber from which the bark is taken is made into logs and sawn into timber ; that he shall be permitted to renew his licenses in the ordinary terms for any small areas which, from their situation, may not be included in the reserve.

In regard to the first condition as to remission of ground rent and dues, it will readily be seen that bearing in mind the magnitude of the territory surrendered and the purposes for which it is required the amount of $1,567.14 is of little consequence. With respect to cutting, under the direction of officers of the Crown Lands Department, the Commissioner of Crown Lands came to the conclusion that having made a considerable outlay in the refitting of his sawmill and expended further sums in the repairing of dams, etc., on the steams, Mr. Allan could not be expected to surrender the territory immediately and remove his plant. As the cutting is to be under the direction of the officers or agents of the department, it can be confined to such trees as might be, from their age or other circumstances, cut and disposed of, and at any rate can be limited to such an extent as not to interfere with the beauty of the landscape or the purposes for which the area has been set aside, and it is only to continue for a period of five years. The concession that Mr. Allan shall not be charged dues on dead and worm-eaten pine is not important. This class of timber has very little merchantable value, and the removal of the tall, bare poles will remove an eyesore from the woods. The amount involved in dues on hemlock bark will not be of great consequence, and where the full duty is exacted on the timber from which the bark is taken the waiving of the dues upon the bark is a concession which might well be made.

---

## UTILIZING STOCK FOR SPECIAL PURPOSES.

Speaking of utilizing different kinds of stock to supply material that is scarce, a writer in the Mississippi Valley Lumberman says : I had an unusual experience the other day. An order for some No. 1 boards, twenty-four inches wide, surfaced one side, was going the rounds without a taker. We took the contract and arranged to have it sawed out of two-inch plank, although the buyer was very particular about having perfect, even width lumber, full thirteen-sixteenths in thickness. The usual way of filling such an order would be to re-saw the plank and then run the stock through the planing mill. This would certainly have produced uneven, wavy lumber. To smooth it down afterwards would have resulted in making it too thin. So we insisted on the plank being first planed on both sides and then run through the re-saw. The result was we had two perfect boards ; the rolls having smooth surface to press, kept the saw exactly in the middle,

## THE DEVELOPMENT OF WOOD-WORKING MACHINERY.*

By John Richards.

As has been explained, forest sawing, or green sawing, as it is sometimes called, is in Europe a less important process in timber-coverting than it is in the United States. Log sawing is carried no further than the reduction of timber to merchantable shape by removing the surplus wood and waste, so that the balks and deals will be in suitable form for transportation and for re-sawing at the timber yards, where they are reduced to finished dimensions as wanted.

This is, in several respects, a rational way of proceeding, which will, no doubt, be introduced into the American continent when timber becomes scarcer and dearer than it is now, and when the market and methods of selling are adjusted to such a system. The advantages are that the timber is not injured in transportation by breakage or exposure, and can be handled at half the cost when proper tackle is employed ; there are no grit, dust, and season cracking to contend with, and the re-sawn timber can be furnished to customers bright and clean, and with accurate dimensions. Deals, which seems to be a name for any kind of squared pieces whose section is a parallelogram, form a unit from which two-thirds of common lists can be cut out with but little waste, as is proved by the small amount of debris found about saw mills in European cities.

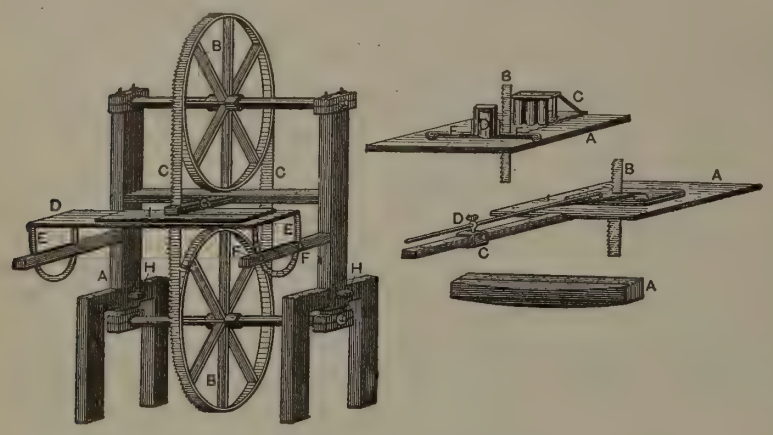



Fig. 1.—The First Band-Saw Machine.
(Patented by William Newberry in 1808.)
Has tipping table for sawing bevels, and feed roll and radius gauge, showing a complete grasp of the capabilities of the invention.

It is commonly assumed that any sharp wood-cutting implement driven by steam power will displace enough shavings or sawdust to supply fuel for the power consumed, but this depends in a great measure upon circumstances. A coarse or thick saw may do this, but a thin one will not, especially when cutting slowly and accurately ; but, setting aside rules, it is obvious that the waste of timber is measurable by the debris of offal in any kind of a wood-working establishment.

It may be remarked here, as a further digression, that furnaces for burning the dry debris from wood-working establishments are usually operated in a wasteful manner by attempting to control the fires, or the amount of steam generated, by the rate at which the fuel is applied to the fires. This is not the best manner, or the most economical one. The furnaces should be kept full of fuel, and the rate of combustion should be regulated by a damper. This dispenses with a great amount of care—not always exercised, however—otherwise required in order to keep a regular supply of steam ; it also avoids bare grates—a common means of balancing the spasmodic effort of shovelling light fuel into a furnace under full draught.

A strong draught is required to open up the fires in case of choking, also in burning wet sawdust ; but the draught should be continually under control, and its full force should be employed only in emergencies. It is an advantage in burning small debris, such as sawdust and fine shavings, to place on the grates a layer of refractory stone, broken into pieces small enough to prevent the unburned fuel from falling through the grates. These stones become red-hot, and serve to ignite fresh fuel, after the manner of a bed of live coals, and are no impediment to clearing the grates.

The characteristics of European log-sawing machines are, in most cases, massive framing ; provision for sawing crooked timber ; thin saws and slower feeding ; a more careful support of saw plates of all kinds ; and a wide use of machines for dressing saws.

The thickness of a saw is to a great extent determined by its size, or length, and this is governed by the dimensions of the logs to be sawn. The writer, on first visiting timber yards in Northern Europe, could not get rid of the impression that the round timber was all culls or waste. A raft load of logs in the Gotha river in Sweden was thought to consist of telegraph poles. It happened to be a collection of small timber even for there, and a visit to the Pacific coast of North America, soon after, still further emphasized the enormous difference in the timber resources of the two countries. Soon after arriving in San Francisco there was encountered in the street a squared beam of fir more than a hundred feet in length, being hauled to a factory in course of erection. Following this beam to its destination—a woolen factory then being built—it was a matter of astonishment to find all the longitudinal beams, or "stringers," of the same length. This astonishment was increased when the contractor said : "We never bother about dimensions, and just order what we want." A section eight feet in diameter, cut from a redwood tree, completed a new impression of American forest timber.

The care of saws, mentioning as a distinguishing feature of European practice, is a refinement. For twenty years past there has been but little use of files for this purpose. About twenty years ago there were invented and put in use various modifications of machines for sharpening saws, both straight and circular, that saved a good deal in the expense of sharpening ; but this was not the chief end attained. The main thing was the truth of the saws, which divided the work equally between the teeth.

It would be difficult to convey in words an idea of the difference in working between a saw that is perfectly round or straight and one that is not. A sawyer knows by the "feel," the moment a saw touches the wood, whether the teeth are true. The sound is different ; so also is the result ; and even the greatest care in hand-filing will not produce an effect like that of machine-grinding, because the teeth are separately dressed, depending on sight, and require frequent jointing, or grinding off of the points, while the saw is in motion.

The steel thus wasted is commonly a good deal more than that consumed by the wear of cutting, so that half the cost of saws is lost ; besides this, hand-filing is commonly done at points of the teeth alone. The gullets, or spaces between the teeth, soon become too shallow to hold the sawdust, and the saws require "gumming" —formerly done by punching out between the teeth, which left the saws with inherent strains and frequently with cracks.

The grinding of saw teeth with emery wheels is no doubt extensively practised everywhere now, but the filing process continues to a great extent where machines would be much better. Such machines, when well made and provided with the required adjustments, cost a good deal, but when the waste of files and of the steel lost in jointing is taken into account, it is seen that the cost of a good machine is soon saved.

So much has been already explained respecting the importance and manner of re-sawing timber in European yards that but little remains to be added, except illustrations of the machines ; and even this requires but little in the way of explanation or remark, because the machines in common use are practically of one type—light gang saws adapted to run at high speed

Such machines are the result of "natural selection," free from complication, quickly adjusted, and when the number of cuts or kerfs are three or more with a single machine, or four to six with a double machine, the speed of performance is such as to meet all the requirements, economic and other, that arise in practice.

The gang of saws can be changed from one dimension to another in a few minutes, and when there are several machines available, as is common in the larger timber yards, a list of "stuff" can be cut out as fast as it is measured or counted and loaded on wagons.

With the equilibrium type of machines having two saw frames that move oppositely, the speed can be from 350 to 400 strokes per minute, which, with only four saws, gives a cutting movement of the teeth equal to a thousand feet per minute. Both circular and band saws are employed in re-sawing, but not to a great extent. The evolution of the latter, which has taken twenty years or more in the United States under what may be called "high pressure effort," has not proceeded so fast as in Europe, where the timber is more obdurate and experiments are more dreaded.

Why reciprocating re-sawing machines, or deal frames, as they are called in England, have not gained a place in American practice is not easy to explain ; the probability is that, if in large cities some timber-yard owner would provide a set of such machines and cut out to order for his customers such sizes as are wanted, the business would be profitable. It would, for one thing, save much expense and waste in planing, as planing would be unnecessary except for surfaces to be painted or varnished.

Prominent among wood-working machines, and the first to relieve workmen of heavy drudgery, are saw benches—machines consisting essentially of a bench with a circular saw projecting through the top and adaptable to a wide range of purposes.

In these machines, as in most other classes, there is wide divergence between American and European practice, and in the uses to which the machines are applied. Practice or design arises out of uses or adaptation, and this accounts for many differences between the machines, as will be explained further on.

Saw benches in the United States are commonly made for light work, such as cross cutting and ripping boards and planks ; but in Europe they are employed for heavier work and are provided with saws four, and sometimes five feet in diameter. American saw benches are nearly all for hand-feeding, and in Europe nearly all have some kind of gearing to feed or advance the timber—an indispensable feature for large and heavy pieces, such as round logs up to 18 inches diameter, which are sawn there on benches.

This term saw bench is a flexible one in its application in Europe, and is applied to machines that in America would be called "saw mills ;" in fact, the term bench is applied to almost any kind of a machine for operating circular saws. Saw benches are made in a heavy substantial manner, the spindles being large and fitted in gun-metal bearings, and the frames being cast in one piece.

Fig. 2.—Log Band Sawing Machine.
One of the most complete log band mills built in England, closely modelled after American designs, and representing good English and American practice.

* From Engineering Magazine, London, Eng. Several illustrati ns included in original article are here omitted.

There are some features in European saw benches that ould with advantage be adopted by American makers, nd will have to be, if saw benches ever become an article f export trade. One of these is the method of arranging he fences, or gauges, that guide the timber. In respect o these, it may be noticed that in all of the European achines these gauges do not extend much beyond the eeth at the front edge of the saw, and it is not easy to nd any reason for making them longer. Evidently the mber should be free laterally after it is sawn, or behind e cutting teeth, because no guidance or direction of its ourse beyond that point is possible or required, and a auge extending back past the saw, if straight, must be et obliquely to the saw, to prevent crowding the teeth at he rear.

In Europe the saw gauges are made with a loose, or djustable face, which can be set parallel to the saw, nd moved forward or back to suit large or small saws, o that the gauge will not extend beyond the teeth at the ront and that a piece, as soon as sawn through, will be ree at both sides of the saw and can be removed without he dangerous operation of pulling it out from between he gauge and the saw.

Another feature is what are called packing boxes at ach side of the saw, in front of the saw collars. It is ecause of this device that circular saws are made much hinner in Europe than in America, and are driven with ess power. Saws 36 inches in diameter are sometimes nade as thin as No. 14 by the wire gauge, and are rarely hicker than No. 12. The packing boxes have two unctions: they support and steady the saws, and keep hem lubricated. If a saw is crowned laterally, or is inched by the timber, it instantly heats, and this melts r thins the oil in the packing just when it is needed.

Considerable space is taken up by illustrations of Euroean saw benches, and a good many readers will be at a oss to know why these machines have such prominence, nd are so heavily constructed. An explanation of this may contain useful suggestion. In America most esablishments using timber in their manufactures purchase he material sawn into boards, planks, and scantlings. In Europe timber is commonly purchased in the log, by he cubic foot, and is sawn as wanted to the particular sizes needed; hence the necessity of these powerful saw benches.

The writer has reason to believe that the European plan is the best, and might be adopted in the United States, with many advantages, and in this belief he brings to his aid an experience as mechanical manager of a large company at Columbus, Ohio, that consumed yearly about 60,000 to 100,000 cubic feet of hard-wood timber of various kinds. Experiments were made in purchasing a portion of this timber, after it had been sawn at the mills, with the result that the cost was nearly doubled and the quality obtained was decidedly inferior. In the end all the stock consumed was cut from logs of oak, beech, hickory, maple, and ash woods, and, strange to say, experince and "natural selection" led to the use of specially designed saw benches, closely corresponding to those in the last five figures of the illustrations, but less complete and efficient.

The logs were received in short lengths, split when too large, and were sawn with the grain, and also with respect to the growth—a method which produced better material; they also could be selected, and apprortioned to suitable purposes. Two men could easily saw into small sizes five cords, equal to 6,000 feet, board measure, in a day, cut accurately to the dimensions wanted. The waste furnished fuel for the works and left a surplus that could be sold for $300 to $500 a year.

It is possible, in almost any part of the United States, to purchase hard-wood timber by the cord, or cubic foot, at a low price compared with that of sawn material. It is evident that the hauling to saw mills, the sawing charges, and the hauling again to a place for shipping, must cost about half as much as the timber. It is also evident that quality must be inferior when the material is sawn into flinches without regard to growth or grain. In the case spoken of, and in others at the same place, where extensive manufactures in wood were carried on, it would have been preferable to purchase the timber in the log, if sawn stuff could have been obtained at the same price per cubic foot.

It is common to hear it said by consumers of hard-wood timber: "We do not want to trouble with a saw mill;" but, as the illustrations of European saw benches will show, a saw "bench" is all that is required, if it be properly made and strong enough for the work.

MR. J. M. McLAURIN, of Montreal, Canadian agent for the great Boston lumber firm of Skillings, Whitney & Barnes, with yards at Arnprior, Gravenhust, Midland, Ottawa, etc., was in Toronto recently, and discussed the present strained relations as to lumber between Canada and the United States. The proposal of the Michigan men, Mr. McLaurin said, to prohibit entirely the importation of Canadian lumber, would meet with the opposition of all the Eastern States. The supply of white pine in the United States was exhausted, excepting in the Northern States, and a prohibitive tariff on Canadian lumber would simply place the dealers and consumers in the Eastern States at the mercy of the American mill-owners. Mr. McLaurin stated that in Montreal it was anticipated that if the international conference met again the question would be settled on the basis of free lumber for free logs.

* * *

UPON a recent visit to Buffalo, in part to learn of the mysterious ways of the Hoo-Hoo or Black Cat Order (the concatenation, however, being unavoidably postponed), I chatted with a representative of the Buffalo Hardwood Lumber Company regarding trade matters. Of Canadian business, he said that they were buying practically nothing across the border, but were receiving quite a number of enquiries for lumber from Ontario, and were selling some in that direction. He regarded this as one of the indications of the improved times. "But," said he, "in the years of depression we sold nearly as much lumber as we are selling now. The trouble was there was no profit in the business; we were tumbling over each other to get orders, and seemed to think we had to sell so much lumber whether there was any money in it or not. Now we are doing about the same amount of trade and making lots of money." This seemed to be the opinion of other Buffalo dealers, who were all agreed as to the scarcity of hardwood stocks.

* * *

IT afforded the writer much pleasure to meet in Toronto a few days ago Mr. M. H. Glover, a director of the firm of C. H. Glover & Co., box manufacturers and timber importers, of London, England. Being Mr. Glover's first visit to Canada, he had something to say of his impressions upon leaving the steamer at Quebec. "I expected to find," he remarked, "great yards filled with deals, but scarcely a deal could be seen. In England we always favor Quebec goods, the name having become established in earlier years, and look upon shipments from Montreal as likely to be of inferior quality, but now that I understand the conditions I am prepared to purchase deals from any of the St. Lawrence ports, there being really no difference in quality." Mr. Glover's firm import annually in the vicinity of 6,000 standards, or nearly 12,000,000 feet, of spruce, pine and whitewood deals, and in the past about one-quarter of this supply has been of Canadian manufacture, the balance being obtained chiefly from Scandinavia. These deals, which are re-sawn for box-making and other purposes, are of the average widths, that is, seven, nine and eleven inches, but Mr. Glover is inclined to the opinion that, just as the log has given place to the deal of to-day, so will the present sizes give place to narrower dimensions, and that perhaps in the near future. He thinks there is now a tendency in that direction, so that freight will be paid on as little refuse as possible. Anticipating some changes in the business, Mr. Glover was on the look-out for modern wood-working machinery for their factory, and to that end left Toronto for Brantford and other western points. It was his purpose to spend a few weeks in the United States before returning.

* * *

Mr. R. Howland, senior member of the firm of R. Howland & Co., chair manufacturers, High Wycombe, England, visited Canada last winter for the purpose of placing orders for chair stock. At a banquet, after his return to England, he took occasion, while responding to a toast, to refer to his visit to Canada in the following words: "I have been accused of going away to foreign parts for supplies of raw, or partly converted material. Well, I have been in Canada recently, and I found that the people there look upon themselves as Englishmen. They are under the rule of the Queen, and I do not see the difference in obtaining supplies from Englishmen in Canada and Englishmen in Wiltshire, or any other part of the home country, but the main thing to remember is that it is impossible for the manufacturers of Wycombe, who now number some 130 or 140, to be supplied as they were in the old days from the immediate neighborhood, where timber is getting scarce. If we could not get it from other sonrces we could not compete with other places, and we should lose the trade, and workmen would lose their employment. I might say that my experience abroad was that in many things the Canadians are a hundred years ahead of us; and if we intend to keep our trade we must be up and doing, and take advantage of everything that lessens the cost of production. So far from Wycombe manufacturers being foolish in buying turned stuff from Canada, where the timber is almost valueless except for the labor spent upon it, I think if there is foolishness at all it is in Canadians selling the stuff so low that English manufacturers can beat their goods in the home market. This importation has kept down the price of English timber, and has enabled us to compete with makers in other towns. When Wycombe travellers go to Liverpool, Manchester, Birmingham, or other large towns, they have to meet the competition of manufacturers on the spot, who have no carriage to pay. We must have some advantage to enable us to meet the cost of carriage, or we should not be able to do any business."

---

For the benefit of their large and constantly increasing Canadian trade, the Magnolia Metal Company, of New York, have recently opened an office in Room 524, Board of Trade Building, Montreal.

Messrs. Hamelin & Ayers, manufacturers of tweeds, blankets, felts, etc., Lachute Mills, Que., have found it necessary to again increase their works. They make a specialty of felts for pulp and paper mills.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

PUBLISHED BY

The C. H. Mortimer Publishing Company of Toronto, Limited

CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

## PROSPERITY IN THE LUMBER TRADE.

IT is frequently difficult to fully understand the influences which cause the tide of commerce to ebb and flow. Changed conditions come about as if they were the result of a commercial undercurrent. Happily, the Dominion of Canada seems now to be entering upon an era of prosperity; money is circulating freely; industrial establishments are operating to their full capacity; labor is in demand everywhere.

The lumber trade, even amid adverse circumstances, has undergone a wonderful change within the past twelve months. In the face of the closing of the United States market, to a portion at least of the Canadian product, by the imposition of the duty, prices have continued to advance, until to-day manufacturers are, for the first time in several years, selling their lumber at a fair margin of profit. Dry stocks are practically cleaned up at the mills, and much of the cut of 1899 has been contracted for in advance.

It is a singular circumstance that this spring buyers from the Eastern States have paid fully three dollars per thousand more for mill culls on the Georgian Bay than during the days of free lumber. Our manufacturers have realized more for their stock, and the dealer or the consumer, probably the latter, has paid the duty.

There is, we believe, a bright future for the lumber trade of Canada. Heretofore we have depended largely upon the United States market, and consequently when there was an over-production of lumber and prices declined in that market, the result was disastrous to Canadian manufacturers. With a trade wider in its scope, and reaching to all quarters of the globe, this difficulty is not likely to be seriously felt. Business will be more certain, and devoid of the hazard which has always been experienced in catering to the United States trade.

## FREIGHT RATES ADVANCED.

As forecasted in our last issue, the Canadian Pacific and Grand Trunk railways have advanced freight rates on lumber. Although at time of writing the new schedule, which is to take effect on June 1st, has not been issued, it is given out authoritatively that the advance will be on the basis of one-half cent. per one hundred pounds from the Ottawa valley, Georgian Bay, Muskoka, Nipissing, St. Clair river and Lake Erie districts.

We can but reiterate our opinion that the policy of the railways is short-sighted. Every action of this character must result in further crippling an industry which has not been sufficiently developed in the past, and which has been productive of the most meagre profits. One-half cent per one hundred pounds is not a large increase, yet on a carload of lumber of 10,000 feet, weighing 30,000 pounds, it means an additional charge of one dollar and fifty cents, which to the small hardwood manufacturer, upon whom the burden will most heavily rest, it is of considerable moment. Many of the pine mills can ship by water, and are thus somewhat independent during the summer months at least, but the hardwood manufacturers must remain in the grip of the railway monopolists.

There is no disguising the fact that the two great railways in Canada have, to all intents and purposes, been given a free hand in the operation of their systems. They are steadily gaining power, and no one knows to what extent their greed will grow if not checked by governmental authority. Even in connection with the building of the Ontario and Rainy River railway, a line which was expected to provide relief for the people of western Canada, recent developments would seem to show that the C.P.R. are interested in the project, and that they may eventually control the road.

The bill, introduced in the Dominion parliament by Mr. Rutherford, to appoint a Board of Railway Commissioners to act in the public interest, is one which past experience proves to be necessary. Until such a measure is passed, the public may expect to remain in the grasp of the railway companies.

## THE TREND OF THE LUMBER BUSINESS.

THE CANADA LUMBERMAN has always maintained that the wholesale dealer, or middleman, was a useful and necessary agent in the lumber business. He performs duties and accepts responsibilities which the manufacturer is glad to be relieved of, and for which he is willing to allow a reasonable remuneration. Making the study of the market his special business, the wholesaler is constantly on the watch for new outlets for his goods, to the advantage of the manufacturer as well as himself.

While we believe that the middleman will always be a factor in the trade, we are equally convinced of the fact that the tendency of the times is towards more direct relations between the producer and the consumer, particularly with respect to trans-Atlantic trade. The present system of marketing Canadian lumber is as follows: The manufacturer sells his product to a shipper on this side of the water. He, in turn, sells to an importing firm in Great Britain, who again sells to the woodworking factories or saw mills, as they are called, some of which consume from ten to fifteen million feet annually. In passing from the manufacturer to the consumer, the commissions of two brokers is charged against the lumber. These commissions must be paid either by the consumer or by the manufacturer. The consumer refuses to pay a higher price than that for which he can obtain equally good lumber from other countries—in other words, the price is regulated by competition. Consequently, it devolves upon the manufacturer to accept a price for his lumber which will permit of the brokers' profits being paid and the stock sold at a price which will compete with the product of other countries. The producer alone suffers, and hence the desire for more direct trade between manufacturer and consumer.

In the British market Canadian lumber meets strong competition from the Norwegian product, which, we understand, is usually handled from producer to consumer by one broker only. He is recognized as a necessity in the trade. The manufacturer has his money invested in the logs and saw mills; when the lumber is cut the broker assumes the financial responsibility until it is delivered to the consumer, perhaps six months hence; the consumer has his capital invested in wood-working plant and facilities for manufacturing the lumber into the finished product. These three agents are potent factors in successfully conducting an export trade in lumber, but when the business passes through a greater number of channels, the profits of the manufacturer must suffer accordingly. It is not contended that the manufacturer must, of necessity, ship his goods through a broker. If he is in a position financially to take the responsibility, there is no reason why he should not ship direct to the consumer, appointing his own representatives in foreign countries to take the place of the broker.

It is vastly in the interest of Canadian manufacturers to become more closely associated with the consumers of their lumber, and to study the requirements of foreign markets. Within the past few years many changes have taken place in the export trade, and it is only reasonable to expect that changes will continue to take place in the future. Lumbermen should visit foreign countries as frequently as possible, and not be content with the meagre information which is furnished by agents and middlemen. It is encouraging to observe the strong disposition evinced by British importers of wood goods to become acquainted with the timber resources of Canada. Many of them have visited this country for that purpose alone, and as a result orders have been placed with our manufacturers. There is a remarkably large consumption in Great Britain of box shooks, a trade which is yet only in its infancy so far as Canada is concerned. In many other lines the outlook is quite as promising, as is evidenced by the numerous enquiries received at this office and by the High Commissioner for

Canada in London. With cheaper freight rates, which are now almost certain, the trade in forest products with European countries is certain to expand.

## EDITORIAL NOTES.

THE budget speech of Hon. Wm. Fielding, Minister of Finance, gives little encouragement to the lumbermen of Canada that an import duty will be placed on United States lumber. He announces the decision of the government not to disturb the tariff at the present time. These remarks, if taken literally, would settle the question for the time being, but it is possible that action will be taken in one or two instances where it is absolutely necessary, without affecting the tariff as a whole. In any case, the lumbermen should not give up the fight; they have a just cause, and eventually the government will surely accede to their wishes.

The double-acting band mill, although at first regarded by many as an impractical innovation, is undoubtedly one of the most important inventions yet introduced into the sawmilling business. By sawing when moving both forward and backward, the capacity of the mill is increased fully fifty per cent. over the ordinary mill, and with only a slight increase in the number of workmen. Successfully tested for the first time in the United States only last year, it is encouraging to learn that two of these mills have already been placed in Canadian sawmills, the first in the mill of Mr. J. D. Shier at Bracebridge, and the other in that of the Rat Portage Lumber Company. The telescopic band mill has come to stay, and its merits should be fully investigated by lumbermen when building new mills or increasing their equipment.

Deadman's Island, a part of Stanley park, adjoining the city of Vancouver, B. C., has lately been the scene of exciting incidents. The Dominion government granted a lease of the island to one Ludgate, representing a Chicago syndicate, for the purpose of erecting thereon a huge saw mill. This action, it is said, was approved of by a large majority of the citizens of Vancouver, who were eager to reap the benefits to be derived from such an establishment. By a few influential persons the granting of such a lease was opposed, resulting in the ownership of the island, and hence the right of the Dominion government to control the island, being called into question. There was much doubt as to whether the title was vested in the Imperial, the Dominion, or the provincial governments. On May 17th Mr. Ludgate, with a company of sixty men, commenced cutting timber, but was immediately placed under arrest by the provincial authorities. Some of his men remained on the island and continued to cut timber, whereupon the magistrate read the riot act, adding that unless thay dispersed they were liable to be shot down. This warning was effective. Mr. Ludgate has been given his liberty and the matter will likely be fought out in the courts.

THE National Hardwood Lumber Association of the United States, at its meeting in Chicago on the 4th ultimo, appointed a committee to devise a plan for organizing an inspection bureau, with a view to securing, as far as possible, the universal adoption of the rules of inspection in all markets. The plan to be recommended to the association at its forthcoming annual meeting is that the association shall issue a certificate of inspection on hardwood lumber, much as a board of trade issues a certificate of inspection on grain, this certificate to form a basis for sales and contracts, or, in other words, to be a guarantee of the quality of the lumber. A committee of nine shall have charge of the inspection bureau, they to appoint a chief inspector to supervise the work of subordinate inspectors, these latter to be recommended by the organization of hardwood lumbermen in the locality in which they are to operate, or in case there is no association in the locality, then by leading firms who are members of the National Association. The subordinate inspectors are to receive as remuneration a fee from the buyer and seller for the inspection done, said fee to be fixed by the parties interested, and ten per cent. of same to be paid by the inspector to the secretary of the association. Where the inspection is not satisfactory, an appeal may be made to the chief inspector, but in no case can the certificate be altered. The plan as outlined above is no doubt one of some merit, being the product of the brains of practical lumbermen, yet we doubt if it would be found successful in practice. For instance, as we understand the phraseology of the report, a certificate issued by the subordinate inspector must be final, even though he may have favored the buyer or the seller. It would be little satisfaction for the aggrieved party to know that the inspector had been dismissed, while the injury done was allowed to stand. Nevertheless, the movement is along the proper lines, and the efforts of the National Hardwood Lumber Association to secure uniform inspection rules should be encouraged. We would be glad to learn of a similar movement in Canada.

## TRADE OPENINGS.

The Ontario Forestry Department has received enquiries from Great Britain regarding the quality of birch timber to be found in Canada. There is said to be a good demand in Great Britain for Canadian birch for furniture manufacture.

At the office of the High Commissioner, London, Eng., the following enquiries have been received: For the names of exporters of birch spool wood from Quebec and the maritime provinces; from a firm of importers of turnery and joinery, for the address of Canadian exporters of basswood broom handles and ash rake and fork handles; from a Spanish house, for names of Canadian timber merchants; for names of exporters of birch cut in squares for making bobbins—in any lengths up to one foot square—other wood, such as oak or beech, might be quoted for instead of birch, so long as there is no bark in it; from a Swedish firm, for Canadians open to export aspen wood for the manufacture of match splints. Large quantities are already imported from Russia.

EXCELSIOR OR WOOD WOOL.—Previous reports have shown, writes Mr. Harrison Watson, that the main and almost insuperable obstacle lies in the necessarily heavy cost of transport, which would have the effect of limiting any trade which Canadians might possibly secure to the more expensive grades, for which, unfortunately, there is a much less demand than for the medium and coarse. Some transactions have resulted between a large importer in the Midlands and a Halifax, N. S., producer. Latterly the position has become rather more unfavourable. Several firms has commenced making excelsior in the United Kingdom, with the result that values have still further declined, and the continental supplies, even with low freights, have been shut out. It is stated that the results of manufacturing the material in Great Britain have not been profitable.

WOODEN SKEWERS.—Regarding wooden skewers, it is learned that the business in Great Britain is practically in the hands of an American corporation, which supplies the trade through resident London houses. Generally speaking, the principal demand is for the ordinary hickory round skewer, and about half the trade is in the 7 inch size. The "Gypsy" skewer used in Canada has not been adopted in Great Britain to any extent, although one or two lots have been sent over. Mr. Harrison Watson, curator of the Canadian section of the Imperial Institute, writes that some small lots of maple skewers from Canada have been well received, but the American hickory skewers practically hold the market. If Canadian makers can compete with the United States in price, there should be no lack of trade. Besides an immense trade in meat skewers, there is a very large number used by cotton manufacturers for holding bales while being hydraulically pressed, and by woollen manufacturers to fasten bags of wool.

PULP.—Mr. H. M. Murray, government agent at Glasgow, Scotland, gives the following as the views of an importer of Canadian pulp: "Canadian sulphite pulp is much in favor with our paper-makers as to quality of fibre, but they claim that sufficient care is not taken in screening to remove chips of bark, shines and other impurities. We believe that there is a great future for Canadian sulphite if manufacturers comply with the wants of the market." Mr. Amstead, manager of the Ely Paper Mills, the largest manufacturer of paper for newspapers in the United Kingdom, states that many mills in Scandinavia have a good reputation for turning out pulp of reliable quality, and this is a factor which will require reckoning in the Canadian calculations. The British paper-makers are somewhat prejudiced against some of the pulps supplied from America, because of the bad packing. They do not ship the stuff in good condition, and although some mills may think little of it, the bulk of the makers pass it by on this account.

In the last report of the High Commissioner of Canada to the Department of Trade and Commerce at Ottawa, particulars are given regarding wood-flour, for which there is a demand in Great Britain. It appears that wood-flour is used to some extent as an absorbant for nitro-glycerine in the manufacture of various explosives, and a finer grade is also required for the manufacture of a certain kind of linoleum. The manager of a large house engaged in the explosive business estimates the consumption of wood-flour in this trade at about 700 tons per annum. The wood-flour must be made from white wood, free from resin and impurities, special care being taken that no nails or other scraps of metal are present in it. The moisture must not exceed 5 per cent. The wood-flour must be ground to such a degree that it will pass through a sieve of fifty meshes to the lineal inch, but not more than one-third through one of one hundred meshes. The price paid is from £4 3s 10d to £4 10s per ton of 2240 lbs. at factory. Stout canvas bags containing about 200 weight each are used for packing. The High Commissioner has forwarded samples to the Department at Ottawa.

BOX WOOD.—The High Commissioner has also been making enquiries regarding the prospect of importing box wood from Canada. In reply to an enquiry, Messrs. Bryce, Junor & White, of 32 Bassinghall street, London, E.C., write: "There is, we understand, a very considerable trade done in box pieces in this country, but we have always found that the Canadians cannot deliver cheaply enough to compete with Scandinavian goods. Stock should be white Canadian hardwood, ⅜ inch thick, ¾ inch ends, ready cut to make up cases measuring inside 24 × 18 × 13, the wood to be similar to that used by the Quaker Oat Co." Messrs. Baker & James, 164 Corporation street, write that their single trade is box boards, which they are always open to buy, and subject, of course, to the price and quality, they could place sufficient trade to keep a number of saws going. With regard to the demand for tin-plate shooks, i.e., boxes in which tin-plates are packed, a firm writes that the chief tin-plate districts are Llanelly, Morrison, Neath, Port Talbot and Britain Ferry. It is probable that the pieces suitable for making boxes for packing tin-plates, measuring 14 × 10, 14 × 8¾, 14 × 20, 14 × 19¼ and 10 × 20, might be imported cut already for nailing together, but for a very large proportion of the trade boxes could not be made economically out of such pieces. Another correspondent writes that he is informed that the boxes are all made at the tin-plate works, the best of elm, and the second quality of birch. He believes that a trade might be done if the bottom, top and sides were cut in sizes and sent over in packages.

## DOMINION TIMBER LANDS.

The annual report of the Department of Interior of the Dominion of Canada states that the timber dues collected during the year 1898 amounted to $119,769.03, being an increase of $50,274.85 as compared with the previous year. Of this amount, $21,081.26 was for bonuses, ground rents, royalties and dues on timber cut from lands in the railway belt in the province of British Columbia. The total revenue received from timber in Manitoba, the North-West Territories, and the Yukon territory, up to July 1st, 1898, was $1,569,893.17, and the total revenue from timber within the railway belt of British Columbia up to same date, $326,086.19. During the year 39,096,407 feet B.M. of lumber were manufactured from timber cut under licence in Manitoba, the North-West Territories, and in the railway belt in British Columbia.

The Crown Timber Agent at Winnipeg gives the following information in regard to the quantity of lumber disposed of in Manitoba and as far west as Regina :

| | 1897. Feet. | 1898. Feet. |
|---|---|---|
| Red and white pine from the Lake of the Woods manufactured principally from logs brought from the State of Minnesota | 45,000,000 | 53,000,000 |
| Red and white pine from points lying east of Rat Portage, all cut from Canadian logs | 10,500,000 | 13,000,000 |
| United States pine (manufactured) imported from the State of Minnesota | 16,871,104 | 35,751,960 |
| Canadian spruce manufactured from timber cut in Manitoba | 14,241,909 | 15,267,041 |
| British Columbia products | 6,000,000 | 9,000,000 |
| Total | 92,613,013 | 126,019,001 |

Following is a comparative statement of the average price of lumber within the several Crown timber agencies during the past fourteen years :

| Agency. | 1885. Per M. | 1894. Per M. | 1895. Per M | 1898. Per M. |
|---|---|---|---|---|
| Winnipeg | $13.50 to $25 | $17 | $ 7 to $19 | $12 to $ 5.50 |
| Brandon | 20 to 2 | 15 | 15 | 13 to 15.00 |
| Whitemouth | 11 to 12 | ..... | 10 | 10 to 11.00 |
| Calgary | 25 to 30 | 8 to 16 | 8 to 16 | 8 to 6.00 |
| Fort McLeod | 30 | 10 | 10 to 16 | 7 to 16.00 |
| Lethbridge | ..... ..... | 9 to 16 | ..... | ..... |
| Prince Albert | 30 to 45 | 10 to 25 | 8 to 25 | 15 to 17.50 |
| Edmonton | 25 to 30 | 18 | 13 to 16 | 10 to 12.00 |
| British Columbia | ..... | 10 | 7 to 9 | 7 to 8.00 |

The number of timber berths granted in the province of Manitoba and the territories is 306, and within the railway belt in British Columbia 166. Fifty-one berths have been granted in the Yukon territory, covering a total area of 20½ sq. miles.

The report states that it has been decided not to issue permits to cut timber on Dominion lands along the eastern slope of the Rocky Mountains and the fonthill country adjacent thereto south of Bow river, and to preserve the timber as far as possible from being destroyed, with the view of securing a permanent supply of water for irrigation purposes.

Mr. E. F. Stephenson, Crown Timber Agent at Winnipeg, in a report to the Department, gives the following statement of importations of lumber from the United States since that commodity was placed on the free list :

| | Dressed. | Undressed. |
|---|---|---|
| October 31st, 1893 | 180,306 | 1,174,747 |
| " " 1894 | 647,388 | 3,073,195 |
| " " 1895 | 1,108,268 | 5,668,250 |
| " " 1896 | 2,103,857 | 9,853,883 |
| " " 1897 | 1,913,832 | 14,857,272 |
| " " 1898 | 4,219,438 | 31,532,522 |

## MARINE INSURANCE RATES.

BELFAST, May 15th, 1899.

Editor CANADA LUMBERMAN, Toronto :

DEAR SIR,—Referring to your article in this month's issue entitled "Discrimination in Marine Insurance Rates," we would say that our Underwriters assure us the extra charge from Montreal (which is very slight) is no more than is warranted by their experience of losses due to the difficulties of navigation incident to a long river voyage, and our experience bears out this contention.

With regard to the statement that "The extra rate charged in summer from St. John, N. B., as compared with Bangor, Maine, is said to be equal to a discrimination of ten shillings per standard on deals," this if a fact would be sufficiently alarming, but it is evidently a clerical error. The total cost of insurance of spruce deals by steamer from St John to British ports during the summer would not amount to more than seven cents per Petersburg standard, and we do not think the rate is any lower from Bangor, Maine.

Respectfully yours,
MUNSTER, SIMMS & Co.,
Timber and Insurance Brokers.

## WOODMEN'S LIEN ACT.

At the recent session of the Nova Scotia legislature Mr. E. McDonald, M.P., of Pictou, introduced in and carried through the House of Assembly a bill designed to protect workmen employed by lumbermen. The bill was defeated in the Legislative Council, but it is Mr. McDonald's intention to again bring it forward at the next session. For the information of lumbermen the chief clauses of the bill are given below, regarding which the CANADA LUMBERMAN invites an expression of opinion :

Any person performing any labor or services in connection with any logs or timber intended to be driven down rivers or streams, or hauled directly from the woods or brought by railway to the place of destination, shall have a lien thereon for the amount due for such labor, service or services, and the same shall be deemed a first lien or charge on such logs or timber, and shall have precedence over all other claims or liens thereon, except any lien or claim which the Crown may have upon such logs or timber for or in respect of any dues or charges, or which any owner of lands may have for the stumpage upon such logs or timber, or which any Streams Improvement Company or Boom Company, or person owning streams, improvements or booms, may have thereon for or in respect of tolls.

The lien provided for in section three shall not attach or remain a charge on the logs or timber unless and until a statement thereof in writing, duly verified upon oath by the person claiming such lien, or some one duly authorized on his behalf, shall be filed in the office of the clerk of the County Court in the county in which the labor or services, or some part thereof, have been performed.

The statement of claim shall, in respect of work done in the woods, be filed within forty days after the last day on which such labor or services were performed, and in respect to work done in stream driving or otherwise than in the woods, within twenty days after the last day on which such labor or services were performed ; provided that no sale or transfer of the logs or timber upon which a lien is claimed under this Act during the time limited for the filing of such statement of claim and previous to the filing thereof, or after the filing thereof and during the time limited for the enforcement thereof, shall in anywise affect such lien, but such lien shall remain and be in force against such logs or timber in whosesoever possession the same shall be found.

In case of the transfer by sale or chattel mortgage of any logs or timber which may become subject to a lien under this Act, the purchaser, before paying his purchase money or giving a mortgage or other security for any balance of such purchase money, or the mortgagee before advancing any money on the security of a chattel mortgage or otherwise, may require from the vendor in the case of a sale, or from the mortgagor in case of a mortgage, an affidavit or statutory declaration by such vendor or mortgagor (as the case may be) or his agent, stating that all claims for wages have been paid.

Any person or person having a lien upon or against any logs or timber, may enforce the same by means of the proceedings hereinafter stated.

Without issuing a writ of summons, the claimant may apply to a judge of the County Court of the county in which the logs or timber may be, and upon the production to the judge of an affidavit verifying his claim and showing that the same has been filed as aforesaid, also stating the particulars of the claim and showing that the claimant has fully performed his contract, and that the amount is justly due and owing to him, and that payment thereof has been demanded and refused, the judge may thereupon, if he thinks it in the interest of justice to do so, make an order under his hand, directing that a writ of attachment may issue to the sheriff of such county, commanding such sheriff to attach, take and safely keep such logs or timber, whereupon a writ of attachment may issue out of the County Court, which shall be in the form 2 in the schedule to this Act, or to the like effect.

Upon the delivery of the said writ of attachment to the sherriff, he shall act thereon according to the exigency of the said writ.

At the conclusion of the enquiry, the judge shall make his report and order, which shall state his finding, and direct the payment into a bank to be specified by him of the amounts (if any) so found to be due, and the costs, within ten days thereafter ; and in default of such payment, that the logs or timber shall be sold by the sheriff for the satisfaction of the amount found due to the several parties upon the enquiry.

In default of payment into a bank under the preceding section within the time named in the order therefor, the said logs or timber shall within twenty days thereafter be sold by the sheriff holding the same, in the same manner and subject to the same provisions of law as goods seized or taken under execution, unless the judge shall direct that additional publicity be given to the sale, and the amount realized by such sale, shall, after deducting the expenses thereof payable to the sheriff, be paid into a bank to the credit of the cause, and shall upon the application of the several parties found to be entitled thereto under the order of the judge, be paid out to them by the clerk of the said court by check drawn upon the said bank to the orders of the parties entitled thereto respectively.

## PAPER ON FORESTRY.

The Commissioner of Crown Lands for Ontario offers a prize of $10.00 for a paper on "The Forestry Problem as Applied to Ontario," to be written by a graduate of the School of Practical Science. No restriction is made as to choice of subject. It may relate to the engineering phase of forestry, to forest fires and prevention, timber cutting, forest reproduction, or any other allied subject.

Papers are not to exceed 2,000 words, and the successful manuscript is to become the property of the Bureau of Forestry for publication in the annual report. Manuscripts are to be sent in to the Bureau of Forestry on or before December 1st, 1899. The decision as to the merit of the manuscripts will rest with William Houston, M.A., McMaster College; Alexander Kirkwood, Crown Lands Department ; and Thomas Southwotrh, Clerk of Forestry.

## PERSONAL.

Mr. James Shearer, a director of the James Shearer Company, Montreal, was presented with a handsome silver service by the employees of that company on the occasion of his recent marriage.

Mr. Knowlton Mixer, of the wholesale lumber firm of Mixer & Company, Buffalo, was a recent caller at the office of the CANADA LUMBERMAN. Mr. Mixer was arranging for a tour through the Georgian Bay district, in search of pine lumber, shingles and lath.

Mr. J. R. Eaton, of Orillia, Ont., returned last month from a trip to Great Britain. Combining business with pleasure, he made arrangements to manufacture doors for the British market, and hopes soon to be turning out large quantities of these goods. His factory will be kept in operation the year round.

The CANADA LUMBERMAN observes that the membership list of the National Wholesale Lumber Dealers' Association includes the following Canadian representatives : Gillies Bros. Co., Braeside, Ont.; Hull Lumber Co., Hull, Que.; E. H. Lemay, Montreal ; E. C. Grant, Ottawa Lumber Co., Ottawa ; Keenan Bros., Owen Sound, Ont.

At a recent meeting of the town council of Woodstock, N.B., a complimentary address was presented to Mr. Wm. Fisher, who has been treasurer of the town for nearly twenty years, but who has been obliged to resign owing to business engagements. Mr. Fisher is now the head of the firm of the Small & Fisher Co., foundrymen and manufacturers of shingle machines, etc.

## TRADE NOTES.

John S. Mason & Co., wholesale dealers in hardwood lumber, 240 Eleventh avenue, New York City, are sending their friends a useful souvenir. It is a double pocket map of Greater New York, showing all the streets and points in the metropolitan lumber district.

The Dodge Manufacturing Co., of Toronto, are earning a well deserved reputation as power transmission machinery manufacturers. The Dodge wood split pulley has revolutionized the world on the pulley question, and the Dodge system of rope transmission of power has worked wonders in the way of economical distribution of powers from various points to a common centre. The Dodge patent split friction clutch pulley and cut-off couplings is said to be giving every satisfaction, and the "Orton" disc-clutch for small pulleys, while a comparatively new production of the Dodge Company, is claimed to be equally satisfactory wherever used. The company inform us that manufacturers and mill owners can now send in their specifications of shafting, hangers, pulleys and belting, and have them filled at once from stock. They have recently put in a modern shafting lathe, as well as a lot of other special machinery for their new lines, which are fully described and illustrated in a very complete catalogue to be had for the asking. The Dodge Manufacturing Company are manufacturers of everything in the transmission line, with works at Toronto Junction and offices at 74 York street, Toronto.

The Waterous Company, Brantford, advise us that they have recently shipped the following orders : To J. D. Shier, Bracebridge, the first telescopic band mill that has been erected in Canada, and the second one to the Rat Portage Lumber Co., Rat Portage ; a No. 3 Allis band to W. D. Lummis, Spragge, Ont., who is placing it in the Cook mill to cut some American stocks ; some eight car loads of machinery, consisting of two 200 h.p. engines, coupled, and six large boilers and other machinery, to the Columbia River Lumber Co., Beaver, B.C.; a large circular mill, with 150 h.p. engine and boilers, to Price Bros., Batiscan, P.Q., and a similar outfit, but with a band mill, to J. H. Dansereau, Vercheres, P.Q. The novelty of the latter mill is that it is built and designed entirely on a scow, which is to be towed from Vercheres to Montreal and operated at Montreal. In portable mills they have sent three to the Northwest this winter, one for the Elk Park Ranch Co., Elk Park, B.C., and another to Mr. Tetley, for Dawson city. A third has just been shipped to Louis Coste, engineer for the Dome (Yukon) Mining Co., also for Dawson City. These are the Waterous portable mills, specially adapted for easy transportation to mining districts. In marine work the Waterous Company have just completed an engine and boiler for a tug for Chew Bros., Midland, another for Captain Chapman, Lion's Head, and a third for the tug "Ann Long" to the Wiarton Tug Co., consisting of a boiler and steeple compound engine, and another Fitzgibbon boiler and fore and aft engine for Nickerson Bros., Midland.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN GREAT BRITAIN THE UNITED STATES AND OTHER FOREIGN MARKETS.*

VOL. V. TORONTO, ONT., MAY 31, 1899 No. 19.



## CANADA LUMBERMAN

PUBLISHED BY

**The C. H. Mortimer Publishing Co'y of Toronto, Limited**

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING,
MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and endencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.



LUMBERMAN'S

VEST-POCKET

INSPECTION BOOK

Containing Rules for the Inspection and Measuring of Pine and Hardwood Lumber in the leading markets of Canada and the United States. Embracing also many useful tables and calculations of everyday service to lumbermen.

*Prepared by the Editor of the "Canada Lumberman."*

Toronto, Canada
C H. MORTIMER, Publisher
1895

THE above is a fac simile of the title page of the latest and most complete Lumber and Inspection Book published.

We shall be pleased to send you a copy on receipt of four 3 cent Canadian postage stamps

THE CANADA LUMBERMAN,
*Toronto, Canada*


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type; 12 lines make one inch. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

WANTED.—SITUATION AS LUMBER INspector, Shipper, Culler or Bookkeeper. T. H. Buckerfield, Burk's Falls, Ont.

FOR SALE.

COMPLETE SAW MILL MACHINERY, PLANing, Sash and Door Machinery; modern and in good condition. Can be seen at Toronto. Apply PETER RYAN, Toronto.

**Washington Timber Land For Sale.**

I HAVE A NUMBER OF TRACTS OF TIMBER Land in the State of Washington for sale; from 1,000 to 40,000 acres in each tract; heavily timbered with Cedar, Fir and Spruce. CHARLES RICHARDSON, Tacoma, Washington.

WANTED.

FLOOR MANAGER FOR SASH AND DOOR Factory; also for Box Factory. Must be first class, practical men. Apply, stating age, experience and salary required. Send references. GILMOUR & Co., Trenton, Canada.

**BOX BOARDS FOR SALE**

CUT TO ANY DESIRED THICKNESS, AND lengths not exceeding 24" long, in Brown Ash, Basswood or Spruce.

J. E. MURPHY, Hepworth Station, Ont.

WANTED.

PRICE ON MAPLE, BEECH, BIRCH, ASH and Elm, 5/8, 1 and 2 inches. Also Basswood 5/8 and 1 inch, and pine 1 inch, all log run. Also on Spruce 1 inch, suitable for manufacturing boxes. Quote also on pine squares 9 x 2 x 2, 29 x 2¼ x 2¼, 9 x 2¾ x 2¾, 29 x 3¼ x 3¼. Quotations on cars at mill. Address, B. SOUTO & Co., 161 Front Street, New York.

### VENEERS WANTED.

A large furniture manufacturer in Belgium writes to the CANADA LUMBERMAN that he is in the market for veneers in 2, 3 and 5 ply, of various thicknesses, for panel and table work, and that he would like to make connection with some Canadian manufacturers of these articles. Interested persons may obtain the address of our correspondent at this office.

### LUMBER HANDLERS' SCALE AT BUFFALO.

On account of the differences existing between the grain shovellers and freight handlers at Buffalo, the lumber contractors took advantage of the situation and made a claim for an advance in the price for unloading forest products, also for stowing on the docks. After consultation, the stevedore committee of the Buffalo Lumber Exchange acceded to their demands. The following prices have therefore been agreed upon for unloading, effective May 22: Log run white pine, including strips and mill culls, 26 cents a thousand; shorts, 44 cents; 14 inch strips in lots in hold, 36 cents; Norway, 1 to 2 inches, not over 18 feet, 26 cents; Norway bill stuff, 3, 4 and 5 inches, 32 cents; hemlock same as for Norway. This is an advance of 4 cents per thousand all round. Lath, 7 ¼ cents a thousand, an advance of ¼ cent; shingles, 18 inch, 4⅛ cents; 16 inch, 3⅛ cents, an advance of ⅛ cent; cedar posts, 1 cent each; basswood, 30 cents a thousand; elm, 40 cents; ash, maple and oak, 45 cents. This is an advance of 5 cents on basswood, 15 cents on elm, and 10 cents on ash, maple and oak. The prices for stowing on dock remain the same.

### CURRENT TRADE CONDITIONS.

ONTARIO.

If the lumber situation has undergone any change within the past week, it has been in the direction of further improvement. Mills are busy shipping out stock, and orders now placed cannot be filled for weeks to come. Each day brings its business, and the volume of trade continues to swell. As building operations for the season have only fairly commenced, the lumber requirement for this purpose, for one month at least, is likely to expand rather than decline. There may be a falling off in trade during the summer months, but no one believes that the demand will slacken to any extent, as consuming industries have light supplies on hand and must continue to add to their stock. All grades of pine find a ready market, while pine lath is scarce and advancing in price; the wholesale price in Toronto is $1.60 for No. 1 and $1.25 for No. 2. Pine shingles, 16-inch XXX, sell at $2.40 wholesale, and XX at $1.50. Dealers still report a great scarcity of hardwoods. Prices have been well maintained generally, although maple is not being purchased to any extent, and consequently there is a possibility of weakening values. Manufacturers are asking $12 for mill run maple, a price which dealers believe to be out of proportion to the other woods, in view of the available supply. Soft elm, mill run, is selling in Toronto at $16 to $18 for inch and inch and one-half, and $17 to $19 for two to three inch. There has been an advance of about five dollars per thousand in quartered oak, which nows sells at $50 to $60 in Toronto.

QUEBEC AND NEW BRUNSWICK.

The lumber trade in Montreal is somewhat unsettled owing to the recent failures. The business conducted by John A. Bulmer & Co. was quite extensive, the liabilities being over $200,000. No sooner had this assignment become generally known than the embarrassment was announced of A. P McLaurin & Co. In both of these failures a number of lumbermen, in city and elsewhere, are interested. These occurrences are but another indication that lumber is being sold on a margin of profit altogether too small. So far as export trade is concerned, business is in good shape, and quite a large number of vessels have been chartered for June and July loading. The tendency of prices is to advance.

MANITOBA AND BRITISH COLUMBIA.

The strike in the building trade at Winnipeg has been settled, and lumber is likely to move actively in the near future. Trade at present is rather quiet both on city and country account, but the season promises well and dealers are pleased with the prospects. Tee production of lumber this year by the Lake of the Woods mills will be greater than ever before. In British Columbia the mills are unable to supply the demand for lumber, and as a result building operations have been kept back. Every day new building projects loom up, and it is feared that some of the cities will be overdone in this respect. Foreign trade is in a prosperous condition, but vessels are scarce.

UNITED STATES.

The transactions of the past week show conclusively that the lumber market of the United States is steadily improving. Prices at the mills have been maintained, and wholesale prices, which have been the weak spot in the trade, are getting into line. There has been a heavy movement of stock to the eastern markets, where trade has picked up wonderfully within the past month. The improvement is not confined to pine and hardwoods, but extends to all classes of lumber, and particularly to hemlock, which has undergone another advance of 75 cents per thousand. At New York the scarcity of dry lumber is becoming more marked day by day, and with a large amount of building arranged for, a season of great activity is assured. A scarcity of lath and shingles is still reported at Buffalo, although these are being received freely by vessel. The famine in hardwoods is still the feature of that trade. In many markets green lumber is being sold to consumers at practically the prices formerly prevailing for dry stock. As the season advances the opinion is gaining ground that there will be no weakening in hardwood prices this summer, especially as much of the production of this year is already contracted for. Several furniture manufacturers in the east are said to have ceased turning out certain lines of their output, simply because they cannot obtain the lumber necessary for their production.

FOREIGN.

The impression, prevalent in the British market earlier in the season, that the supplies forthcoming would prove the heaviest for some years, has been considerably modified, and instead merchants now entertain the possibility that the production at the various mills abroad may turn out to be quite limited. This fact is having an effect upon prices of both Baltic and Canadian stock. In Baltic whitewood a firming tendency is reported, and there seems a probability that prices may go 5s. higher before long. Spruce deals are also strengthening, and some contracts have recently been made at considerably advanced prices. At Liverpool

some stocks from Shediac have sold at £6 8s 9d c.i.f., and others in proportion. A point on which merchants are not unanimous is the course which spruce prices are likely to take later in the season. There are a few who believe that values will not go beyond their present basis, but those most closely in touch with the trade believe that the highest point has not yet been reached. The demand is so good at present that all the first imports will go direct into consumption. There is no material change in the pine market, while hardwoods are inclined to strengthen.

The German market is in good condition, but buyers in France are exhibiting much caution. A number of vessels have been chartered to load at maritime province ports for Cuba and other West India Islands, where trade is steadily reviving.

### STOCKS AND PRICES.

Sprague's saw mill at Winnipeg resumed operations last week, the first drive of logs having arrived.

The barque Cedar Croft cleared from St. John, N. B., last week for Rosario, with 955,914 feet of dry lumber, shipped by A. Cushing & Co.

The Assiniboine Lumber Company, of Brandon, Manitoba, are reported to have sold their mill, lumber in stock, and logs cut last winter, to John Hanbury, of that place.

The Department of Interior at Ottawa invites tenders up to June 26th for a license to cut timber in British Columbia on berths containing an area of 60 square miles.

It is reported that J. & T. Conlon, of Little Current, Ont., have disposed of all the lumber now in their yard, and that their mill will resume operations at an early date.

The logs cut on the St. Croix river, in New Brunswick, last winter, will contain about 13,000,000 feet. The owners are James Murchie & Sons. H. F. Eaton & Sons, Granville Chase and F. H. Todd & Son.

Raft towing from the Georgian Bay district to Michigan has commenced. It is now estimated that not over 75,000,000 feet of Canadian logs, cut prior to April 30, 1898, and on exempted lands, will be taken across the lake this season.

At Toledo, Ohio, a noticeable feature is the increased demand for good lumber. Shop and better, and 8/4 and 6/4 shop, are scarce, and 4/4 shop, dry, is about out of the market. No. 3 and No. 4 boards have advanced considerably, owing to short supply and large demand.

The Newfoundland Iron Ore Co., Limited, of Workington, Newfoundland, invite tenders for the delivery at Old Perlican, Trinity Bay, Nfld., of a large quantity of 10 and 12 inch square spruce timber. Particulars may be obtained from the superintendent, Mr. S. Herbert Williams.

The Newville Lumber Co. have chartered the schooners Avin, Susan, Annie, Hatty McKay and Sarah F. to load lumber at Parrsboro, N. S., for the United States. When these vessels are loaded it will make nine cargoes shipped by the above firm to the United States, besides a cargo to Port of Spain, Trinidad.

Maple lumber, log run, is being sold at about $16 on the Chicago market. There is a probability of somewhat lower prices for birch this season than existed earlier in the year. Supplies have been considerably augmented during the past season, and dry stocks have not run down to the low point observed in other kinds of hardwood.

Lath is in much demand at Buffalo, while as yet there is but a meagre supply. Pine lath sells at about $2.25. Shingles are being received more rapidly than lumber, which is an indication that trade is strong. Clear buts sell at $2.10 and upwards. Mixer & Co. recently received two cargoes, containing about 4,000,000 shingles.

In New York it is probable that another advance will be made in the price of northern pine. Mills are reported so full of orders that they cannot ship for a month. Spruce has gone up 50 cents and is still scarce. In Boston random cargo spruce ranges from $13 to $14.50, according to stock. Hemlock has reached the highest figure in its history in New York, being now on a basis of $13.25.

At the Canadian Government office, London, Eng., enquiry has been made for the names of lumber firms prepared to supply large quantities of wood blocks, suitable for paving purposes, and railway sleepers. A firm in Warsaw, Russia, desire to act as agents for the sale of Canadian produce. They point out that Warsaw is an important market for veneers, rolling boards, etc.

The Saginaw river wholesale market is firm. There is very little lumber offering except for stock to be cut for future delivery. Thus far this spring the Saginaw Lumber & Salt Company has sold 10,000,000 feet to be cut. C. K. Eddy & Sons have sold several million feet, which is now being manufactured. The Central Lumber Company has also sold ahead, and C. S. Bliss is behind with his orders.

At a recent auction sale held by, Foy, Morgan & Co., London, Eng., the following prices were realized : 16 ft. 3 x 11 in. first quality pine, £20 15s ; 6-7 ft. 3 x 11 in. spruce, £6 5s ; 6-8 ft 3 x 9 in. spruce, £5 17s 6d ; 13 ft. 3 x 9 second quality spruce, £7 15s ; 10-13 ft. 3 x 8 in. first quality spruce, £7 10s ; pine, ex Ashanti, from Quebec, sold as follows : 13-18 ft. 6 x 11 first quality, £15 ; 12-18 ft. 6 x 9, £14 ; 12-18 ft. 5 x 11, £15 ; 4 x 11 £15 5s; 12-18 ft. 5 x 9, £15.

The secretary of the Mississippi Valley Lumbermen's Association has made a canvass of stocks of dry white pine lumber in the territory covered by that association, and finds a total shortage of lumber, as compared with the stocks of one year ago, of 398,000,000 feet. This shortage is largely attributable to the large amount of business done in low grade lumber during the past winter and spring. The shortage shown on January 1 was 140,000,000 feet, which indicates the immense volume of business done since that date. A large portion of the season's cut of the mills at the head of the lakes is sold ahead. The demand for low grade lumber is phenominal.

A report from Fredericton, N. B., dated May 26th, says : Reports from up river state that unless there are some heavy rains soon to raise the water, a large number of logs will be hung up and cannot possibly be got out until next spring. W. J. Noble has between five and six million feet at Seven Islands, which can only be got out with a big rise of water. John Kilburn has about 10,000,000 feet hung up on Northwest rapids. Donald Fraser & Sons' drive of 8,000,000 feet on Green river is coming along slowly and will probably be brought out safely. Cunliff, with seven million, reached corporation limits last night. R. A. Noble, with 7,000,000, will probably reach corporation limits in a day or two.

Offerings of pine on the Chicago cargo market continue to be light, although considerable lumber is being sold. Short piece stuff sells at $11.50 to $11.75 for dry, and short green piece stuff on the basis of $11. Yard dealers are compiling a new list on the basis of $13 for short lengths of piece stuff f.o.b. Chicago, with the exception of 2×4, 10 ft., which is listed at $13.50. The advance in list prices during the past two weeks amounts to 50 cents per thousand on the lower grades and from $1 to $2 per thousand on the grades and thicknesses of shop lumber that are in most active demand. There has been no change in No. 1 and No. 2 12-inch stock boards. In shingles the yard dealers are asking from 5 to 10 cents more than ruling prices of two weeks ago, and prices on lath have been advanced to $2.50 for white pine, $2.40 for mixed, $2.30 for No. 1 Norway, and $2.15 for No. 1 hemlock. It is said that there never has been a time when lath were so scarce.

### LUMBER PRICES.

Lumber prices at the present time, says the American Lumberman, are about as high as they were in 1892, and in some cases higher. There should be a gradual advance in average prices as the years go by, for in spite of natural growth the quantity of available timber is decreasing and a carrying charge is to be added. But it is probable that the carrying charge since 1892 or the spring of 1893 and the present time has been covered by the advance.

It should be remembered that 1892 and the first few months of 1893 marked the culmination of a profitable business period that was followed quickly by the panic and a heavy decline in values, which are only now being restored. At the present time the country is not at the culmination of a "boom" period, if such it may be called, but apparently hardly begun on a period of industrial and commercial prosperity of indefinite length.

The change began in 1897 and with some fluctuations there has been on the whole a steadily swelling volume of business ever since. Lumber prices have moved upward since the summer of that year and the tendency is still upward. What will be the outcome? Prices are now at a point which yield a profit if properly distributed to all engaged in the business—manufacturers, all legitimate middlemen and distributors. This is as it should be, and is for what the Lumberman has always stood.

Incidentally, however, we might throw out a warning. There is a growing feeling through the country that prices of many commodities are being pushed too high. It is doubtful if this is the case with lumber ; but it certainly would be better to rest content with what already has been secured than to risk collapse by carrying the process of price increment to the point of inflation. Still, the warning may be unnecessary ; in fact, there is a feeling quite generally noticeable through the lumber trade that the top notch of average prices has nearly or quite been reached, though a few items or classes of stock may yet go higher.

### SHIPPING MATTERS.

From Montreal vessel rates on lumber rule about as follows : To Liverpool, 35s to 37s 6d ; Glasgow, 42s 6d ; London, 40s ; Bristol, 45s ; Leith, 50s ; Aberdeen, 50s ; Belfast or Dublin, 42s 6d to 45s ; Manchester, 42s 6d.

Following are current freight rates on lumber from British Columbia points : To Sydney, 37s 6d to 40s ; Melbourne or Adelaide, 47s 6d to 50s ; Port Pirie, 45s to 47s 6d ; Freemantle, 57s 6d to 60s ; Shanghai, 50s to 52s 6d ; Tientsin, 60s ; Valparaiso, f.o., 41s 3d to 42s 6d ; South Africa, 62s 6d to 65s ; U.K. or Continent, 65s.

As already announced, the Grand Trunk and Canadian Pacific Railways have issed new lumber tariffs, advancing by ½ cent per 100 lbs. the rate on pine and hardwood lumber to various points in Ontario. At time of going to press, the tariff of the C. P. R. had not been received. Elsewhere will be found reference to the G. T. R. rates.

The following additional charters are reported : Str. Wuotan, 1,200 tons, Pugwash, N.S., to w.c. England, deals, 45s ; str. Pawnee, 1,167 tons, St. John, N.B., to Liverpool, deals, 45s ; bark Altona, 491 tons, Bridgewater, N.S., to Buenos Ayres, $10.50 ; Beleverie, 573 tons, Montreal to Rosario, $11.50 ; bark Rosa, St. John, N.B., to Cork or Limerick, deals, 47s 6d, August or September loading ; bark Adelaide, Miramichi, N.B., to Oran, France, deals, 64 francs.

The Timber Trades Journal reports the following charters : St. Thomas, Que., to Garston, 800 stds., 46s 3d, June ; Three Rivers or Pierreville, Que., to London, 900 stds., 42s 6d, June ; Pierreville to London, 1,200 stds., 42s 6d ; Quebec or Three Rivers to e.c. London, deals at 43s 9d, timber at 65s; Quebec to London, 1,150 stds., 43s ; Bathurst, N.B., to Bowling, 1,000 stds., 45s, June ; St. John, N.B., to w.c. England, 1,000 stds., 43s 9d ; West Bay, N.S., to w.c. England, 1,000 stds., 42s 6d ; Miramichi, N.B., to w.c. England or e.c. Ireland, 1,100 stds., 45s ; Bathurst, N.B., to Bombay, deals, 45s, June ; several small sailers from Pugwash, West Bay, and other N.S. ports at 45s to 45s 6d, according to ports of discharge.

### BUSINESS NOTES.

A. P. McLaurin & Co., lumber merchants, Montreal, are announeed to have assigned, with secured and unsecured liabilities amounting to $64,871.65. The heaviest creditors are McLaurin Bros., partly secured, $41,558.

A statement of the affairs of J. A. Bulmer & Co., lumber merchants, Montreal, shows total liabilities of $229,254.69. Of this amount $167,454.69 is secured and the balance unsecured. Mr. Justice Mathieu has appointed Hon. A. W. Atwater provisional guardian, with authority to carry on the business until the appointment of a curator.


WANTED

Rock Elm, cut to order.
Soft Elm, all thicknesses.
Black Ash, all thicknesses.

State quantity you can supply, with lowest prices.

JAS. G. CANE & CO.,
35 Adelaide St. E., Toronto, Ont.

Sieveking, Podmore & Co.
WOOD AGENTS
7 CROSBY SQUARE, LONDON, ENG.
Cable Address : "Sieveking," London
Branch at LIVERPOOL.

HESSLER & CO.
WOOD AGENTS AND SHIP BROKERS
West Hartlepool, ENGLAND
Branch Offices in Hull and Newport, Mon.
Cable Address : 'Hessler," West Hartlepool.

H. D. WIGGIN BOSTON, MASS. 89 STATE ST.
will inspect at mill and PAY CASH for
LOG RUN
Elm, Ash, Bass and other Hardwoods
CORRESPONDENCE SOLICITED.

ORILLIA EXPORT LUMBER CO.
ORILLIA, ONT.
Wholesale Pine and Hardwood
Lumber Dealers
Cabinet Woods, Including Mahogany, A Specialty.
CORRESPONDENCE INVITED QUOTATIONS GIVEN

BUYERS AND EXPORTERS OF
WHITE PINE AND HARDWOOD
SWAN-DONOGH LUMBER CO.
WHOLESALE LUMBER DEALERS.
North Tonawanda N.Y.
Cable Address, "SWAN DONOGH—TONAWANDA
Lumberman's Code.

Do You Use Mahogany?
If so don't buy until you have seen or inquired about our now famous . .
TABASCO MAHOGANY
Finest figured wood on the market ; is hard and takes elegant finish. Brings highest prices in Europe, but we sell here about same prices as ordinary mahogany. Specially adapted for fine cabinet and interior finish . . . . . .
LAWRENCE & WIGGIN
Importers and Manufacturers BOSTON, MASS.

## LUMBER FREIGHT RATES.

### CANADA ATLANTIC RAILWAY.

Lumber freight rates on the Canada Atlantic Railway, according to the summer schedule effective April 1st, are as follows: Ottawa, Rockland, Hawkesbury and intermediate points to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse, $2.20 per M ft, (3,000 lbs. and under per M ft.); Ottawa to Montreal, $1.00 per M feet, lath 20 cents per M pieces; Quebec, $2.00 per M feet, lath 40 cents per M pieces; Arnprior to Montreal, $1.50 per M feet, lath 30 cents per M pieces; Quebec, 2 cts.; Pembroke to Montreal, $1.75 per M ft., lath 35 cents per M pieces; Quebec, $2 75 per M ft., lath 55 cents per M pieces; Ottawa to New York, $2.50 per M ft., lath 50 cents per M pieces; Arnprior to New York, $3.00 per M ft, lath 60 cents per M pieces; Pembroke to New York, $3.25 per M ft., lath 65 cents per M pieces; Parry Sound, track, $3.50 per M ft., lath 70 cents per M pieces; Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs.; Ottawa, Rockland and Hawkesbury to Boston and common points, local 15c.; exports 11c. per 100 lbs.; Arnprior to Boston and common points, local 17 cents, export 15 cts. per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cts. per 100 lbs.; Ottawa, Rockland and Hawkesbury to Portland, &c., 15 cts.; Arnprior to Portland, 17 cts.; Ottawa to Burlington, 6c. per 100 lbs.; Ottawa to Albany, 10 cts. per 100 lbs.; Arnprior to Albany, 12 cts. per 100 lbs.; Parry Sound to Albany 17 cts. per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N.Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N.B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N.S., and common points, 21 cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft.; minimum carloads 10 M ft., lumber not exceeding 3,000 lbs. per M ft.; lath 50,000 rates pieces, not exceeding 600 lbs. per M pcs. Ottawa apply on shipments from Rockland and Hawkesbury.

### GRAND TRUNK RAILWAY.

The freight tariff on lumber issued by the Grand Trunk Railway Company, effe tive June 1st, 1899, contains the following general instructions: Minimum weight 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination.

Excepting to Toronto and Hamilton, the rates on hardwood are the same as on pine. To these two points the rate on hardwood is one-half cent higher than on pine.

From Glencairn, Creemore, Aurora, Barrie, Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in groups B and C, to Toronto or Hamilton, 7c. on pine and 7½c. on hardwood; Bracebridge to Toronto or Hamilton 7½c. pine and 8c. hardwood; Utterson, Huntsville, Navor, Emsdale, Katrine to Toronto or Hamilton, 8c. pine, 8½c. hardwood; Burk's Falls, Berriedale Sundridge and South River, to Toronto or Hamilton, 8½c. pine, 9c. hardwood; Trout Creek, Powassen and Callender to Toronto or Hamilton, 9½c. pine, 9c. hardwood; Nipissing Junction and North Bay, 10½c. pine, 11c. hardwood Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto or Hamilton, 7c. pine, 7½c. hardwood. These rates are per 100 lbs. Rates from Toronto east to Belleville are 8c. per 100 lbs. The maximum rate from any point north or west to Montreal is 16½c. per 100 lbs. For rates on railway ties, tie timber, cedar lumber or posts, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.


## Short Line to Great Britain

The CANADIAN S.S. CO.'S

**Winter Sailings**

MILFORD HAVEN, PASPEBIAC, ST. JOHN'S, Newfoundland

Through Bills of Lading issued to and from all parts in Canada and Western States by G. H. Pugh, Foreign Freight Agent A. & L.S.R.R. Co., Room 16 Board of Trade Bldg., Montreal.

For further particulars and information as to Passengers and Freight apply to any Intercolonial Railway Agent, or to William Keating, Freight and Passenger Agent, 72 Yonge Street, Toronto.

Montague Yates

13 St. John St., MONTREAL

Please mention the CANADA LUMBERMAN when corresponding with Advertisers.

## CANADA ATLANTIC RAILWAY

Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE

H. B. MUSSEN, Contracting Agent.
M. A. OVEREND, Foreign Freight Agent, 115 Board Trade, Montreal.

. . . . Shortest and Quickest Route from . . . .
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PEMBROKE, PARRY SOUND and other Lumber Centres, TO BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
W. P. HINTON, Ass't General Freight Agent, Ottawa.
C. J. SMITH, General Traffic Manager, Ottawa, Ont.

## CANADIAN EXPORTERS AND WHOLESALERS

Keenan—Brothers
OWEN SOUND, ONT.

WANTED
1½ and 2" BASSWOOD, all Grades wanted, and especial price for winter cut stock, these sizes.
Please Advise, Stating Quantity and Quality.

JAS. PLAYFAIR & CO.
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . .
MIDLAND, ONT.

THE PEMBROKE LUMBER CO. LIMITED
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills
PEMBROKE, ONT.

A. & P. WHITE
Manufacturers of and Dealers in.....
*Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.*
*A Large Quantity of Dry Lumber in Stock* - PEMBROKE, ONT.

McLAURIN & MacLAREN
Lumber Manufacturers
Dimension Timber in White or Red Pine, Spruce, Hemlock, or Cedar.
PINE DEALS
Cedar Shingles, Cedar Ties, Posts and Poles, Pine Lath, Etc., Etc.
SHIPMENTS BY RAIL OR WATER. - EAST TEMPLETON, QUE.

ROBERT WATT • WIARTON
MANUFACTURER AND WHOLESALE LUMBER
Pine Lath, Cedar, and Pine Shingles.
CORRESPONDENCE SOLICITED. HEMLOCK BILLS A SPECIALTY. Mills at Wiarton

T. L. BAILIE
WHOLESALE HARDWOODS
Penetang, Ontario
Has Basswood, Oak, Birch, Maple, Ash, Soft Elm—cut to order, in car-load lots.
Wants to hear from mills having above woods to offer for sale.
Pays Cash for all shipments.
Correspondence Solicited and answered promptly.

MAITLAND, RIXON & CO. OWEN SOUND, ONTARIO.
Manufacturers and Dealers
LUMBER, LATH, TIES, POLES, SHINGLES, ETC.
Make a Specialty of Long Pine, Cedar and Hemlock Bill Stuff.
WE SHIP BY C.P.R., G.T.R. AND BY WATER

KILN-DRIED BIRCH FLOORING SHEETING .. and .. CEILING
Flooring from $12.00
Ceiling " 10.00
SAMPLES BY MAIL
KNIGHT BROTHERS CO.
Burk's Falls, Ont.

## FOREIGN IMPORTERS

WRIGHT, GRAHAM & CO.
7 Royal Bank Place, GLASGOW, SCOTLAND
WOOD BROKERS
Cable Address: "Brakridge," Glasgow.
Codes Used: Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of CANADIAN WHITE PINE AND SPRUCE, cut to all sizes—and all kinds of Hardwood in Log, Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

SMITH & TYRER - 14 Canada Dock, LIVERPOOL
. . Wood Agents . .
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax N.S.

C. H. GLOVER & CO., Ltd.
Importers of
SPRUCE, BOX SHOOKS, PINE, ETC.
From now we intend buying DIRECT from the Manufacturer. Offers Invited . . . . .
Wharves, Mills and Offices:
HATCHAM, LONDON, S. E., ENGLAND

Is it your wish . .
To Purchase or Sell as quickly as possible
A PARTICULAR LOT OF LUMBER
A MILL PROPERTY
SECOND-HAND MACHINERY

An Advertisement in the "Wanted" and "For Sale" Department of the . . .
CANADA LUMBERMAN WEEKLY EDITION
Will secure for you a Buyer or Seller, as the case may be. Address,
The Canada Lumberman
Toronto, Canada.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

**BELTING**
Canadian Oak Belting Co., Montreal, Que.
Fleming, W. A., Montreal, Que.
Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
McLaren, D. K., Montreal, Ottawa and Galt.
The Waterous Co., Brantford.
Young, J. S., Montreal.

**BRASS CASTINGS**
City Brass Foundry, Hamilton, Ont.
Magnolia Metal Co., New York.

**DRY KILNS**
McEachren Heating & Ventilating Co., Galt, Ont.
Standard Dry Kiln Co., Indianapolis, Ind.

**ELECTRICAL APPARATUS**
Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

**LUMBERMEN'S SUPPLIES**
Eckardt, H. P. & Co., Toronto.
Gartshore, John, Toronto.
Park, Blackwell & Co., Toronto.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

**MACHINERY**
Bell, Robt., Jr., Hensall, Ont.
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston Ont.
Carrier, Laine & Co., Levis, Que.
Darling Bros., Montreal.
Kennedy & Sons, Wm., Limited, Owen Sound, Ont.
Leonard & Sons, E., London, Ont.
Lloyd Manufacturing Co., Kentville, N. S.
Mershon, W. B. & Co., Saginaw, Mich.
Mowry & Son, Gravenhurst, Ont.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Waterous Co., Brantford.
The Oxford Foundry & Machine Co., Oxford, N. S.

**MAGNOLIA ANTI-FRICTION METAL**
Magnolia Metal Co., New York.

**PAPER AND PULP MILL ENGINEERS**
Tower & Wallace, New York.

**PULP AND PAPER MILL MACHINERY**
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.

**PULLEYS**
Dodge Wood Split Pulley Co., Toronto.
The Dominion Leather Board Co., Montreal, Que.

**RAILROAD BRASSES**
Magnolia Metal Co., New York.

**SAW MANUFACTURERS**
Burns, E. R., Saw Co., Toronto, Ont.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.
The James Robertson Co., Montreal, Que.

**TURBINES**
Barber, C., Meaford, Ont.
Kennedy & Sons, Wm., Limited, Owen Sound, Ont.
Madison Williams, Port Ferry, Ont.

**WHOLESALE LUMBER DEALERS**
Houston, G. T. & Co., Chicago, Ill, U.S.A.
Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

**MISCELLANEOUS**
Axes, Campbell Bros., St. John, N. B.
Axes, Jas. Warnock & Co., Galt, Ont.
Canadian Photo Engraving Bureau, Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Embossed Mouldings, Boynton & Company, Chicago, Ill.
Illinois Central R.R.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Lumber Inspector, John A. Bertram, Toronto, Ont.
Machine Knives, Peter Hay, Galt, Ont.
Mill Sites and Water Powers, Canadian Pacific Railway.
Pulp and Paper Felts, Hamelin & Ayres, Lachute Mills, Que.
Pumps, Northey Manufacturing Co., Toronto.
The Bradstreet Mercantile Agency, New York and Toronto.
Treatise on Care of Saws, Baldwin, Tuthill & Bolton, Grand Rapids, Mich.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, May 31, 1899.

CAR OR CARGO LOTS.

| | | | | |
|---|---|---|---|---|
| 1¼ 1½ and 2 inch cut up and better | $32 00 | $34 00 | 1 inch dressing and better | $20 00 | $22 00 |
| 2 inch picks and uppers | 34 00 | 36 00 | 1 inch siding mill run | 14 00 | 15 00 |
| 1x12 dressing and better, 60% 16 ft | 22 00 | 24 00 | 1 inch siding common | 11 00 | 12 00 |
| 1x10 fine dressing and better | 22 00 | 24 00 | 1 inch siding ship culls | 10 50 | 11 50 |
| 1x10 and 12 Canadian dressing and better | 18 00 | 20 00 | 1 inch siding mill culls | 8 50 | 9 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 | Cull scantling | 8 00 | 9 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 | 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 | 1 inch strips, common | 11 00 | 12 00 |
| 1x10 and 12 common | 12 00 | 14 00 | 1 1-4 inch flooring | | 16 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 | 1 1-2 inch flooring | | 16 00 |
| inch clear and picks | 28 00 | 30 00 | XXX pine shingles, 16 inch | | 2 40 |
| | | | XX pine shingles 16 inch | | 1 50 |
| | | | Lath, No. 1 | | 1 60 |
| | | | Lath No. 2 | | 1 25 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | |
|---|---|---|---|---|---|
| Ash, white, 1 to 2 in | $26 00 | $28 00 | Elm rock, mill run, 1 to 1¼" | 18 00 | 20 00 |
| " " 2½ to 4 | 30 00 | 32 00 | Elm, rock, mill run, 1½" | 21 00 | 23 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in | 20 00 | 22 00 | Hickory, 1sts and 2nds, 1½" | 28 00 | 30 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in | 22 00 | 24 00 | Maple, 1sts and 2nds, 1 " 1½ | 16 00 | 18 00 |
| Ash, M. R., 1 to 2 | 17 00 | 19 00 | Maple 1sts and 2nds, 2 " 4 | 17 00 | 18 00 |
| Birch, 1 in. | 18 00 | 20 00 | Oak, red, p'n, 1sts & 2nds 1 " 1½ | 26 00 | 30 00 |
| " 1½ " 2 | 20 00 | 23 00 | Oak, red, p'n, 1sts & 2nds 2 " 4 | 29 00 | 32 00 |
| " sqrs. 4x4 " 8 x824 | 00 | 26 00 | Oak, white, 1sts & 2nds 1 " 1½ | 28 00 | 30 00 |
| Basswood, 1sts and 2nds, 1 to 1¼ in | 18 00 | 20 00 | Oak, white, 1sts & 2nds 2 " 4 | 30 00 | 35 00 |
| 1½ to 2 | 21 00 | 22 00 | Oak quart'd, 1sts & 2nds 1 " 2 | 50 00 | 60 00 |
| " m. r. 1 " 1¼ | 15 00 | 17 00 | Walnut, 1sts and 2nds, 1 " 3 | 85 00 | 100 00 |
| Butternut 1 " 1½ | 23 00 | 25 00 | Whitewood, 1sts & 2nds 1 " 2 | 32 00 | 36 00 |
| " 2 " 3 | 25 00 | 28 00 | | | |
| Chestnut 1 " 2 | 24 00 | 2 00 | | | |
| Cherry, 1sts and 2nds, 1 " 1½ | 50 00 | 60 00 | | | |
| Cherry, 1sts and 2nds, 2 " 4 | 60 00 | 65 00 | | | |
| Elm, soft, mill run, 1 " 1½ | 16 00 | 18 00 | | | |
| Elm, soft, mill run, 2 " 3 | 17 00 | 19 00 | | | |

## OTTAWA, ONT.

OTTAWA, May 31, 1899.

| | | | | | |
|---|---|---|---|---|---|
| Pine, good sidings, per M feet, b.m | $31 00 | 36 00 | Pine, 8 s.c. and better stock | 11 00 | 12 50 |
| Pine, good strips | 25 00 | 27 00 | Pine, 8 & ups.c. sidings | 11 00 | 13 00 |
| Pine, good shorts | 17 00 | 28 00 | Pine, s.c. strips | 8 00 | 10 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m | 15 00 | 21 00 | Pine, s c. shorts | 7 00 | 8 50 |
| Pine, No. 1 dressing strips | 14 00 | 16 00 | Pine, box culls | 9 00 | 10 50 |
| Pine, No. 1 dressing shorts | 12 00 | 14 00 | Pine mill culls | 7 50 | 9 00 |
| Pine, 10 s.c. and better stock | 13 50 | 15 00 | Lath per M No. 1 | 1 00 | 1 25 |
| | | | Lath per M No. 2 | 85 | 1 00 |
| | | | 1x10 No. 1 barn | | 18 00 |
| | | | 1x10 No. 2 " | | 16 00 |
| | | | 1x8 & 9 No. 1 " | | 17 00 |
| | | | 1x8 & 9 No. 2 " | | 15 00 |

## QUEBEC, QUE.

QUEBEC, May 31, 1899.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Square white pine, measured off, 40 to 45 feet average | 30 | 32 |
| " good fair " " " | 32 | 34 |
| " first class " " " | 38 | 42 |
| First class Ottawa waney, 18 inch average, according to lineal | 36 | 42 |
| " " " 19 to 21 inch average " " | 38 | 44 |
| " Michigan " 19 to 21 in average " " & size | 43 | 48 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 26 |
| In shipping order, " " " | 23 | 27 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 32 | 35 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average and quality | 21 | 24 |
| To average 16 inch | 25 | 26 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 15 | 18 |
| 16 " " | 21 | 25 |
| 18 " " | 24 | 28 |

DEALS.

Bright spruce, according to mill specification, $39 to $42 for 1st, $25 to $27 for 2nd, $22 to $25 for 3rd, and $18 to $21 for 4th quality. F.O.B. batteau.

## NEW YORK CITY.

NEW YORK, N.Y., May 31, 1899

WHITE PINE TIMBER.

| | | | | | |
|---|---|---|---|---|---|
| Bridge timber | $28 00 @ | 40 00 | Building orders | $27 00 @ | 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in | 14 00 | 14 50 | 10 to 12 in | 16 25 | 17 00 |
| 6 to 12 in | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 o 12 in | 15 75 | 16 25 | | | |

HARDWOOD.

| | | |
|---|---|---|
| 1 inch, No. 1 and 2 Black Ash, 10 to 16 | 35 | 00 |
| 1¼ to 2 in. " " " " | 36 | 00 |
| 1 inch, " Soft Elm, " | 25 | 00 |
| 1¼ in and thicker, " " " | 26 | 00 |
| 4/4 " " Hard Maple, " | 24 | 00 |
| " " " Basswood, " | 25 | 00 |
| " " " Birch, " | 24 | 00 |
| " " Black Ash, Com. and Shipping Cull, M.C.O. | 14 | 00 |
| " " Soft Elm, " " " | 12 | 00 |
| " " Hard Maple, " " " | 14 | 00 |
| " " Basswood, " " " | 12 | 00 |
| " " Birch, " " | 14 | 00 |

## ALBANY, N.Y.

ALBANY, N.Y., May 31, 1899.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $51 | $53 | 1x12 inch shippers | $ | $16 |
| 2½ in. | 50 | 52 | 4/4 inch " 13" & up. | | 17 |
| 1 to 2 in. | 45 | 48 | 4/4 Box boards, 6" and up | 13 | 14 |
| 4 inch uppers | | 54 | 10-in. dressing and better | 26 | 32 |
| Selects, 2½ in. up | | 44 | 10-in. common | 14 | 15 |
| 1 to 2 in. | | 40 | 12-in. dressing and better | 25 | 34 |
| Fine common, 2½ in. and up | 39 | 42 | Common, 1x12 | 14 | 15 |
| 1 to 2 in. | 36 | 38 | No. 1 barn, 1x12 | 21 | 23 |
| No. 1 cuts, 1 to 2 inch | 28 | 32 | 1x10 | 19 | 21 |
| No. 2 | 20 | 25 | 1x8 | 17 | 19 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 17 | 18 |
| No. 1 molding, 1 to 2 in. | 30 | 36 | 1x10 | 16 | 17 |
| No. 2 molding, 1 to 2 in. | 24 | 27 | 1x8 | | 15 |
| Stained saps | | 23 | Shaky clear, 1 to 6/4 in. | 20 | 23 |
| Bracket plank | 30 | 35 | " " 2 inch | | 25 |
| Shelving boards, 12-in. up | 29 | 32 | Dressing | 16 | 18 |
| Dressing boards, narrow | 19 | 21 | Common | 13 | 15 |
| 1x10 inch shippers | | 15 | | | |

LATH.

| | | | | |
|---|---|---|---|---|
| Pine | $2 | 00 | Spruce | $2 00 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $4 00 | $4 25 | Bound butts, 6 x 18 | $5 50 | 25 |
| Clear butts | 3 00 | 3 25 | Hemlock | | 15 |
| Smooth, 6 x 18 | 5 00 | 5 50 | Spruce | | 2 20 |

## BOSTON, MASS.

BOSTON, May 31, 1899.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $10 50 | 12 00 | Boxboards, 1 inch | $10 00 | $11 00 |
| Coarse No. 5 | 15 00 | 15 50 | ⅞ inch | 9 00 | 9 50 |
| Refuse | 12 00 | 13 00 | ¾ inch | 9 25 | 9 50 |
| Outs | | 9 00 | 11-16 inch | 9 00 | 9 50 |
| | | | ⅝ inch | 8 00 | 8 75 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in | $50 00 | @52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in | 58 00 | 62 00 | 1¼, 1½ and 2 in | 30 00 | 32 00 |
| Selects, 1 in | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in | 53 00 | 56 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in | 24 00 | 38 00 |
| Fine common, 1 in | 40 00 | 41 00 | Coffin boards | 18 00 | 20 00 |
| 1¼, 1½ and 2 in | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SPRUCE CLAPBOARDS.

| | | | | |
|---|---|---|---|---|
| Extra 4 ft | $30 | 00 | 2nd Clears | $25 00 |
| Clears | 28 | 00 | | |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 2 00 | 2 15 |
| Cedar, extra | 3 00 | 3 10 | Extra No. 1 | 1 25 | 1 50 |
| Clear | 2 50 | 2 65 | | | |

LATH.

| | | | | |
|---|---|---|---|---|
| Spruce | | | By cargo | 1 80@ 1 90 |
| By car | 1 80@ | 2 00 | | |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., May 31, 1899.

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in | $47 00 | 48 00 | No. 3, 2 in | 18 00 | 20 00 |
| 2½ and 3 in | 55 00 | 56 00 | Shelving, No. 1, 13 in. and up, 1 in | 32 00@ | 34 00 |
| 4 in | 58 00 | 60 00 | Dressing 1¼ in | 27 00 | 30 00 |
| Selects, 1 in. | 41 00 | 42 00 | 1¼x10 and 12 | 28 00 | 30 00 |
| 1¼ to 2 in | 42 00 | 43 00 | 1½ in | 28 00 | 30 00 |
| 2½ and 3 in | | 50 00 | 2 in | 29 00 | 34 00 |
| 4 in | | 52 00 | Mold st'ps, 1 to 2 in | 31 00 | 33 00 |
| Fine common, 1 in | 36 00 | 37 00 | Barn, No. 1, 12 in | 23 00 | 24 00 |
| 1¼ and 1½ in | 36 00 | 37 00 | 6 8 and 10 in | 19 00 | 21 00 |
| 2 in | 36 00 | 38 00 | No. 2, 10 in | 16 00 | 16 00 |
| 3 in. | | 45 00 | No. 2, 12 in | 17 00 | 18 00 |
| 4 in | | 47 00 | No. 3, 10 in. | 13 00 | 13 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | No. 3, 12 in | 13 50 | 14 00 |
| 1¼ to 2 in | 33 00 | 34 00 | 6 and 8 in | 11 00 | 12 00 |
| No. 2, 1 in | 15 00 | 16 00 | Common, 1 in | 15 00 | 16 00 |
| No. 2, 1¼, & 1½ in | 23 00 | 25 00 | 1¼ and 1½ in | 17 00 | 18 00 |
| No. 3, 1¼ & 1½ in | 17 00 | 18 00 | 2 in | 18 00 | 20 00 |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 28 00 | 30 00 | 2½ to 4 in | 34 00 | 38 00 |
| 1¼ to 2 in | 31 00 | 33 00 | Strips | 20 00 | 22 00 |
| | | | Com. and culls | 12 00 | 14 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 25 00 | 26 00 | Com. & good culls | 12 00 | 14 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 28 00 | 30 00 | 1st & 2nd, white, 6" & up, | 18 00 | 20 00 |
| | | | Com & good culls | 10 00 | 11 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 20 00 | 22 00 | 1st & 2d, soft, 8 in. & up, | 18 00 | 20 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 18 00 | 20 00 | 1st & 2d, soft, 6in. & up, | 18 00 | 20 00 |

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., May 31, 1899.

UPPERS AND SELECTS.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $48 00 | | Selects, 1 in., 8 in. and up wide | $43 00 | |
| 1¼, 1½ and 2 in | 48 00 | | 1¼, 1½ and 2 in | 43 00 | |
| 2½ and 3 in | 56 00 | | 2½ and 3 in | 51 00 | |
| 4 in | 59 00 | | 4 in | 54 00 | |

FINE COMMON.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 8 in. and up wide | 35 00 | | 2½ and 3 in., 8 in. and up wide | 46 00 | |
| 1¼ and 1½ in | 35 00 | | 4 in | 49 00 | |
| 2 in | 36 00 | | | | |

B FINE COMMON OR NO. 1 CUTTING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 7 in. and up wide | 26 00 | | 2½ and 3 in., 7 in. and up wide | 39 00 | |
| 1¼ and 1½ in | 31 00 | | 4 in | 40 00 | |
| 2 in | 32 00 | | | | |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 36 00 | | 1 in., 4, 5 and 7 in. wide | 35 00 | |
| 6 in. wide | 40 00 | | 6 in. wide | 40 00 | |

FINE COMMON OR C.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 in. wide | 30 00 | | 1¼ in., 4, 5 in. wide | 32 00 | |
| 1¼ in., 6 in. wide | 35 00 | | in., 6 in. wide | 34 00 | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 26 00 | | 1 in., 4, 5, 6 in. wide | 22 00 | |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 in | 18 00 | | 1¼ in., 4, 5 and 7 in | 20 00 | |
| 1 in., 6 in | 19 00 | | 1¼ in., 6 in | 21 00 | |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 14 00 | | 1¼ in., 4 to 7 inch | 15 00 | |
| 1 in., 6 inch | 15 00 | | No. 3 Fencing, 1 in., 6 inch | 14 00 | |

SHELVING.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 29 00 | | No. 2, 1 in., 7 and 8in. stocks | 23 00 | |
| 1 in., 10 in. and up wide | 30 00 | | 1 in., 10 in. stocks | 23 00 | |
| 1 in., 12 in. stocks | 33 00 | | 1 in., 12 in. stocks | 27 00 | |
| 1 in., 12 in. and up wide | 34 00 | | 1 in., 10 in. and up wide | 24 00 | |
| 1¼ in. 1½ and 2in., 8in. and up wide | 32 00 | | 1 in., 13 in. and up wide | 29 00 | |

BARN BOARDS OR STOCKS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 12 in | 22 00 | | No. 2, 9 in | 13 50 | |
| 10 in | 19 00 | | 8 and 7 in | 15 00 | |
| 9 in | 18 00 | | No. 3, 12 in | 14 00 | |
| 8 and 7 in | 18 00 | | 10 in | 12 00 | |
| No. 2, 12 in | 16 00 | | 9 in | 12 00 | |
| 10 in | 15 00 | | 8 in | 12 00 | |

SHIPPING CULLS OR BOX.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4 and 5 in. wide | $12 00 | | 1 in., 13 in. and up wide | $12 00 | |
| 1 in., 6 in. wide | 12 00 | | 1¼, 1½ and 2 in., 7 in. and up wide | 12 00 | |
| 1 in., 7 in. wide and up | 12 00 | | | | |

SHAKY CLEAR.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9in. wide | 22 00 | | 1 in., 10 in. and up wide | 23 00 | |
| 1 in., 6 in. wide | 22 00 | | 1¼, 1½ and 2 in., 8in. and up wide | 24 00 | |

COFFIN BOARDS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 13in. and up | 22 00 | | No. 1, mill culls | 10 50 | |
| No. 2 | 17 00 | | No. 2, or red horse | 7 50 | |

TIMBER, JOIST AND SCANTLING.

| | | | | | |
|---|---|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $ 9 50 | | Hemlock, 2x4 to 10, 12 to 16 feet | 8 00 | |
| 18 ft | 10 50 | | 2x12 | 8 50 | |
| 20 ft | 11 50 | | Add $1 to each additional 2ft. in length. | | |
| 22 and 24 ft | 12 50 | | | | |

SHINGLES, 18-IN.

| | | | | | |
|---|---|---|---|---|---|
| Country brands, XXXX | 3 00 | | Standard brands, river made, XXXX | 3 25 | |
| Clear Butts | 2 00 | | Clear Butts | 2 25 | |

WHITE PINE LATH.

| | | | | | |
|---|---|---|---|---|---|
| No. 1 | 2 00 | | No. 2 | 1 50 | |
| | | | Hemlock | 1 25 | |

## PRICES OF COOPERAGE STOCK.

| | F.o.b. cars at Sutherland Innes Mills | F.o.b. Steinhoff & Gordon's Mills. |
|---|---|---|
| No. 1 28½ inch jointed elm staves, per net 1,000 | $5 50 | $5 00 |
| No. 1 30 " " " " " | 5 50 | 5 00 |
| No. 1 32 " " " " " | 5 75 | 5 50 |
| No. 1 24 " " " " " | 4 00 | 4 00 |
| No. 2 28½ " " " " " | 3 50 | 3 50 |
| No. 2 30 " " " " " | 3 50 | 3 50 |
| No. 2 32 " " " " " | 4 00 | 3 75 |
| No. 2 24 " " " " " | 2 00 | 2 00 |
| No. 1 14 in. to 14¾ in. kiln dried basswood heading, per set | 3½ | 3 |
| No. 1 15 " 16 " " " " | 3½ | 3¼ |
| No. 1 17½ " " " " | 3¾ | 3¾ |
| No. 1 18 " 18¼ " " " " | 4½ | 4½ |
| No. 1 19½ " " " " | 4¾ | 4¾ |
| No. 1 19½ " " " " | 5 | 5 |
| Mill run heading ½ct. per set less, No. 2 heading 1ct. per set less. | | |
| No. 1 5½ ft. patent coiled elm hoops, per net 1,000 | 5 75 | 5 40 |
| No. 1 6 " " " " " | 6 00 | 5 75 |
| No. 1 6½ " " " " " | 6 25 | 5 90 |
| No. 2 hoops about 50 cts. per thousand less. | | |
| No. 1 28½ in. jointed white ash staves, per net 1,000 | 6 50 | 00 |
| No. 2 28½ " " " " " | 3 50 | 0 |
| 34 in. to 35 in. elm syrup bbl. staves | 18 00 | 20 00 |
| No. 1 30 inch half syrup barrel staves | 16 00 | 16 00 |

(bent to shape, $2.00 per thousand more.)

## OBITUARY.

Mr. J. P. Mowatt, lumber merchant, Campbellton, N. B., died in the Royal Victoria Hospital, Montreal, a fortnight ago. He was about fifty years of age.

General regret was expressed in Toronto when the news was received of the sudden death of Mr. A. W. Belding, forest ranger for the Ontario government in the Biscotasing district. The cause of death was the bursting of a blood vessel. Deceased was forty-three years of age, and had been in the employ of the Ontario government for the past four years, prior to which time he was engaged in the lumber business.

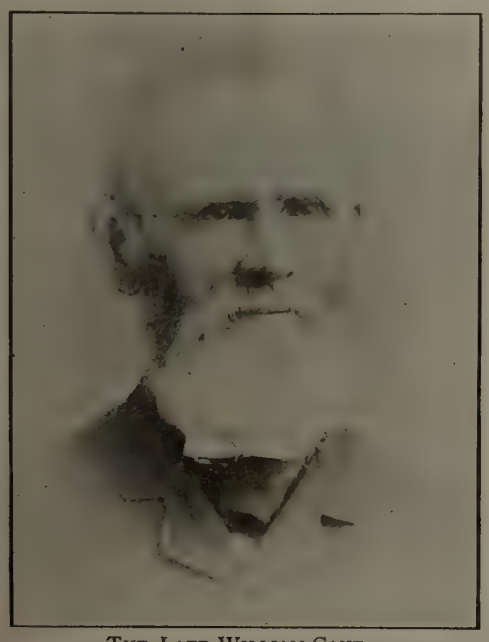
A highly respected resident of Ottawa passed away last month, in the person of Robert Rowley Booth, brother of J. R. Booth, the well-known Ottawa lumberman. Deceased was born at Waterloo, Que., sixty-six years ago, being the fourth son of the late John R. Booth, of that place. He removed to Ottawa about 1860, and was engaged in the lumber business for a number of years, but retired from active business some time ago.

## WILLIAM CANE.

After an illness extending over a period of fifteen months, the death took place on May 17th of Mr. Wm. Cane, founder of the extensive wood-working factory at Newmarket, Ont., now operated by the Wm. Cane & Sons Mfg. Company, Limited. Mr. Cane was a descendant of the Canes of Antrim, Ireland. His father, Mr. Samuel Cane, emigrated to America and settled in Albany, N. Y., where Mr. Cane was born on Octobor 8, 1822. When a child his father moved to Upper Canada and settled in the Township of Caven, about fifteen miles from Port Hope, both parents dying three or four years afterwards. He received an ordinary education, finished by private study.

The subject of this sketch lived for a time in Mariposa and Lindsay, and in 1840 located at Queensville, in the Township of East Gwillimbury, seven miles from Newmarket, where he had a shop making pumps, wagons and other wood-work. He also purchased a saw mill about a mile and a half north of Queensville. In 1864 he built a saw mill, boarding house and several other buildings on the fifth concession of East Gwillimbury, about three and a half miles southeast of the village of Queensville. Here he soon had a very extensive business, running a saw and planing mill, lumber yard and a large farm, besides engaging in several smaller lines. Here he met with his first great misfortune. The mill took fire, and was burned to the ground. He rebuilt the mill and soon had it running once more, but he was not left long in peace. The place was again visited by a disastrons fire, which consumed the saw mill and thousands of feet of lumber. This was a terrible loss, but here he showed the pluck and energy which kept him up through life. Again the men were set to work and the mill rebuilt. He ran this until 1874, when he decided to move to Newmarket.

In February, 1875, he erected the present family residence, a steam saw mill, a planing factory and several houses for his workmen. He also purchased the Sykes



THE LATE WILLIAM CANE.

foundry and engine works. In May, 1875, the foundry and engine works were burned. Shortly after he built the large tannery which he afterwards sold to Park & Co. In 1885 Mr. Cane suffered another terrible loss by fire. The large pail and woodenware factory, along with two large dry kilns, a store house, office, several lumber sheds and a large quantity of valuable lumber were consumed.

Mr. Cane and his sons decided to form a joint stock company. The present Wm. Cane & Sons Manufacturing Co., Limited, was formed, with Mr. Cane as president. A temporary factory was built and used during the season of 1884. The company then built the present large brick structure, which is really three factories, separated by solid brick fire walls. They also put in a splendid system of waterworks, built a fire hall, purchased a hose reel and full equipment for fighting fire. In 1887 the factory again caught fire, when the second storey of the pail factory was burned. To-day the company are among the largest manufacturers of woodenware in Canada, doing a large home trade and also shipping to foreign countries.

The late Mr. Cane held various public offices in East Gwillimbury, and when Newmarket was incorporated as a town, he was elected mayor by acclamation, serving in that capacity for nine years, and then resigning. He was prominently associated with the town's advancement, and aided greatly in pushing forward a number of local enterprises to completion. He was president of the North York Reform Association, but refused to accept further honors.

In private life the deeds of Mr. Cane were such as to command the highest esteem. He was a friend to the poor, of Christian character, and of noble impulses. In 1844 he was married to Miss Belfry, and his wife, six sons and two daughters survive him. Four of his sons are now connected with the business, Mr. H. S. Cane, the general manager, being mayor of Newmarket.

## JOHN A. CAMERON.

A widely known and most highly respected citizen of Ottawa passed away at his residence, Stadacona Hall, on May 14th, in the person of Mr. John A. Cameron.

THE LATE JOHN A. CAMERON.

For nearly 60 years he had been associated with the commercial and industrial development of the Ottawa valley, while at the same time giving liberally of his time and talent to public service.

The late Mr. Cameron was born in the county of Glengarry in the year 1820, was educated at the Baptist College at that time existing in Montreal, and as a young man began his business career with the late Stephen Tucker, then an extensive lumberman at Papineauville, P. Q. After being in his service for a few years, he entered the employ of the well known and extensive lumber concern of Gilmour & Co., in whose employ he remained for several years. In the early fifties, he, with his late brother, Mr. G. W. Cameron, established saw mills and a general lumber business on the Blanche river at Thurso, P.Q., which business a few years later passed into the hands of Gilmour & Co., the management, however, remaining in the hands of the subject of this sketch.

In 1862 Mr. Cameron formed a co-partnership with Mr. J. C. Edwards and purchased the Blanche limits and the mills at Thurso from Gilmour & Co., the firm name being Cameron & Edwards. Later this firm, together with the late James McLaren, of Buckingham, purchased the limits and mills belonging to Gilmour & Co. on the North Nation river, and for several years the business was carried on under the name of J. A. Cameron & Co. In 1871 Cameron & Edwards sold their Blanche limits and properties to W. C. Edwards & Co., of Rockland, the business of which firm was established there in 1868 by W. C. Edwards and James Wood, and each Mr. Cameron and Mr. J. C. Edwards, at the time of the sale of the Blanche properties, became partners in the firm of W. C. Edwards & Co. In 1882 W. C. Edwards & Co. purchased the limits, mills and other properties of J. A. Cameron & Co. on the North Nation river, and thus those properties finally became amalgamated in one business, and with the amalgamation Mr. Cameron retired from the active management of the business, and since that time has devoted himself to the management of his large farm and to giving attention to the various charitable and philanthropic interests to which he was so much devoted. In his earlier and middle life, however, he had much experience in the conduct of the various branches of the lumber industry, and perhaps more particularly the woods part of it, in which branch he was regarded as an authority.

During the many years that he resided in Thurso, Mr. Cameron was the leading man of his district, always taking a prominent part politically as well as in municipal and agricultural matters, and in fact, in every way in which he believed the general good of the community could be promoted. He was for many years the mayor of his town, was for some years captain of the Thurso infantry company of volunteers, and in 1878 was an unsuccessful candidate in the Liberal interest for the Dominion House against the late Alonzo Wright.

In 1884 Mr. Cameron moved with his family to Ottawa, where at Stadacona Hall, his beautiful residence, he lived until the time of his death. Mrs. Cameron having died some three years ago, and the greater share of his large family of ten children being scattered over the various parts of Canada, only two sons and one daughter remain to occupy the homestead.

In so far as a donor to various charities is concerned, Mr. Cameron pursued a course very different to most men. Instead of waiting till the time of his death to be a benefactor in this direction, he acted on the principle of being his own executor, and during his life he gave of his means as few men do in aid of religious and charitable objects. Few know to the full extent of his doing in this direction, and those few have always felt that, considering his very large family, his charities towards others went frequently too far. The Baptist denomination, to which he was strongly attached, profitted the most largely from his benevolence, but he was a never ending contributor to public charities generally, as well as to individuals. He was one of the pioneers of the Ottawa valley, and will be much and generally missed and his loss regretted in the many spheres of usefulness in which he lived.

## BRITISH COLUMBIA LETTER.

(Correspondence of the CANADA LUMBERMAN)

The lumbermen of the province are in better spirits than they have been for several years, due to the fact that their mills are crowded with orders and that prices have stiffened considerably. But considering the prices that are paid the jobbers for logs, the margin of profit in the business is yet too limited. Manufacturers south of the border continue to ship in low grade stock at ridiculously low prices, and until some protection is afforded Canadian lumbermen by the Dominion government, the conditions will not be materially improved. The increased demand for lumber has resulted in the starting up of several mills which have been idle for some time. The McLaren-Ross mill, on the Fraser river, about two miles from New Westminster, is about to be put in operation. For this purpose Mr. J. M. Portias arrived from Ottawa a fortnight ago. This mill is one of the best equipped on the coast, has a capacity of 125,000 feet per day, and is complete in every respect. Arrangements will probably be made to do an export trade, although the owners are offering for sale both the mill and timber limits. The limits comprise over 55,000 acres of virgin Oregon pine, cedar and spruce. The Port Moody plant, owned by the Canadian Pacific Lumber Co., which has not been operated for years, is to start up again under the management of Mr. P. D. Roe. Mr. Geo. Cassidy formerly operated this mill.

The city of Vancouver recently invited tenders for the annual supply of lumber. When the tenders, four in number, were opened, it was discovered that in each instance the prices quoted were the same, the tenderers having evidently come to an agreement in this respect. Robertson & Hackett were awarded the contract, but I have not learned at what figures.

The price list issued by the British Columbia Shingle Manufacturers' Association gives the following quotations on red cedar shingles delivered to dealers at Ontario railway points and Montreal: No. 1 shingles, 6 butts to 2 inches, $2.55; No. 2 shingles, 6 butts to 2 inches (5 in. clear), $2.25; No. 1 shingles, 6 butts to $2\frac{5}{8}$ inches, $2.70; No. 1 shingles, 5 butts to 2 inches, $2.95. For plain dimension shingles add 50 cents and for fancy butts add $1 per thousand.

The announcement has been made of a through rate of $136.50 per thousand feet for all classes of lumber, with the exception of fancy milled work, for Dawson, by the White pass route. This rate applies on all lots over 10,000 feet, and taking the first cost at British Columbia points at $16 per thousand, building material could be delivered at the Klondike capital in ten days' time for a total cost of $152.50. If lumber at Dawson is worth $250 per thousand, as reported, there should be a gold mine in the business of shipping lumber from this province.

### COAST CHIPS.

Christie & May have opened an office in Vancouver as lumber agents.

Houston & Co., manufacturers of sashes and doors, Golden, have been succeeded by W. L. Houston.

The Boundary Creek Milling and Lumber Company have purchased another plant, which will be erected in the vicinity of Rock Creek.

E. H. Heaps & Co., of Hastings, have recently put in a new shingle and saw mill plant. Thos. Kilpatrick, who has a shingle mill at Hastings, has put in saw mill for the manufacture of cedar.

Mr. Barnard Lequime has removed his saw mill plant from Kelowna to Midway. The plant, when complete, will include planers, stickers, band saws, mortising machines, turning lathes, etc.

NEW WESTMINSTER, May 15, 1899.

# THE NEWS.

—A. E. Howse is erecting a saw mill at Princeton, Ont.

—John Letherby has opened up in the lumber business at Midland, Ont.

—D. G. Loomis & Sons are erecting a box factory at Sherbrooke, Que.

—Blenkhorn & Sons, of Canning, N.S., are rebuilding their axe factory.

—The Granby Box Co. are enlarging their box factory and dry kilns at Granby, Que.

—The Midland Box Shook & Planing Co. have just erected a new mill at Midland, Ont.

—Coon Bros. are erecting a veneer factory at Morton, Ont., and will employ a large number of hands.

—John Morris is erecting a new planing mill at Goderich, Ont., to be fifty feet square, two storeys high, with engine room 16 × 20 feet.

—The Conger Lumber Co. are making considerable improvements to their mill at Parry Sound. The circular saw will be replaced by a band mill.

—W. C. Williams, of Midhurst, Ont., has put a new 30 h.p. boiler in his planing mill. It was manufactured by Dyment, Butterfield & Co., of Barrie.

—The Board of Examiners of Cullers for the province of Quebec will meet at Hull on June 12th, to examine candidates desirous of obtaining licenses as cullers.

—J. Clarkson, for many years foreman for the Rat Portage Lumber Co. at Norman, has gone to British Columbia, where he has secured a lucrative position.

—G. B. Housser & Co., lumber manufacturers, Portage la Prairie, Man., have opened branch yards at Bagot, on the C.P.R., and at Willow Range, on the Northern Pacific.

—It is reported that H. R. McLellan, the well-known lumberman of St. John, N.B., recently put on an additional $100,000 of life insurance, making the total amount carried $275,000.

—The steamer Bavaria recently loaded at St. John, N. B., the largest cargo of lumber ever moved from that port. It consisted of 1,700 standards of spruce deals, 500 tons of birch timber, and 100 tons of pine.

—The new mill of Wood, McKinley, Argue & Co., at Parry Sound, Ont., commenced operations recently, under the management of E. C. McKinley. It will cut about 12,000 feet per day, and will be enlarged next summer.

—J. J. Hill, of the Great Northern railway, recently acquired a logging railroad running north from the main line of the Great Northern to Hibbing, in the Rat Portage district. It is said that he intends to extend it northward to Koochiching.

—V. L. Emerson, of Ottawa, has received from the authorities of McGill University, Montreal, a report of the result of a test of his method of manufacturing calcium carbide from sawdust. It is said that the report is favorable to the project.

—The Rathbun Co., of Deseronto, Ont., are erecting a saw mill at Tweed, where they will cut railroad ties and small logs. This company recently invited tenders for freighting about 60,000 cedar railway ties from Manitoulin Island ports to Buffalo.

—Frank Laurie has been engaged for some time in overhauling the Parry Sound Lumber Co.'s shingle mill at Parry Sound, Ont. An addition to the mill has been built and a new Trevor shingle splitting machine put in. The output of the mill will be 150,000 shingles per day.

—W. H. Murray, W. M. Mackay, John E. Moore and others, of St. John, and Chas. T. and S. H. White, of Sussex, N.B., are seeking incorporation as the St. John Iron Works, Limited, to take over the business conducted by Waring, White & Co. The capital is to be $60,000.

—Incorporation has been asked for the General Chemical Carbide Co., of Ottawa, the petition being signed by Wm. C. Edwards, H. K. Egan and V. L. Emerson. The purpose of the company is to convert waste wood, shavings, sawdust and wood products into calcium carbide and other by-products.

—The annual meeting of the Lake St. John Railway Company was held in Quebec last month. The statement presented showed that there were carried during the year 1898, 4,043 cars of lumber, 347 cars of timber, 1,426 cars of pulpwood, 807 cars of ties, 258 cars of logs, and 2461 cars of pulp and paper.

—Allan Ritchie, of Newcastle, Ernest Hutchison, of Douglastown, Edward Eastman, of Petitcodiac, New Brunswick lumber merchants, together with a number of other capitalists, are applying for incorporation as the New Brunswick Oil & Gas Co., Limited, with a capital of $1,000,000 and head office in Moncton.

—E. H. Bronson and Levi Crannell, of the Bronson & Weston Lumber Co., Ottawa, are among the incorporators of the Union Match Company, of Trenton, N.J., which has an authorized capital of $10,000,000. The purpose is to manufacture and sell matches in the United States and Canada in competition with the Diamond Match Company and other concerns.

—A dispatch from Ottawa, dated May 11th, stated that C. Langelier, superintendent of forest rangers for the province of Quebec, was in Hull for the purpose of appointing special cullers and shippers at the various saw mills at the Chaudiere which cut logs taken from Quebec limits. It is understood that the returns heretofore handed into the government are believed in some cases to have been incorrect.

—Work is proceeding rapidly on the Restigouche and Western railway, which will extend from the town of Campbellton, N.B., to St. Leonards, on the St. John river, a distance of 110 miles. This railway will open up what has been pronounced the finest spruce areas in Canada, but which have been inaccessible on account of their remoteness from rail or river.

—The lumbering business carried on for many years on the Miramichi river, in New Brunswick, by Wm. Richards has been put into a joint stock company, known as Wm. Richards & Company, Limited. The headquarters will be at Boiestown, and the capital stock $500,000. Wm. Richards, Wm. D. Richards, David Richards, H. W. Gunter and Dow Shields are provisional directors.

—The summer activity at the Chaudiere mills has commenced. The mills of J. R. Booth, Hull Lumber Co. and Gilmour & Hughson are working to their full capacity, but it is improbable that those of Bronson & Weston and Mason & Sons will run this season. Large tows of logs arrived recently, although the first lot was three weeks later, owing to high water, than the first run made last year.

—We note the incorporation of the Lumbermen's Marine Insurance Co., of Norfolk, Va., with a capital of $50,000. The company is composed entirely of lumber firms who ship lumber by vessel, and the intention is to do a general marine insurance business. The formation of the company is said to have been made necessary by unsatisfactory conditions prevailing with the general marine insurance companies, who are claimed to have advanced rates to an unreasonable point.

—The Hardy Lumber Co. and Turner & Fisher, both Michigan concerns, recently made application to the Minister of Crown Lands to readjust the tolls levied by the Pickerel River Improvement Co. It follows that the longer the term the lighter the tolls. The charter of the Improvement Co. was for twenty-three years, but thirteen years had expired before application was made in 1895 for the arrangement of tolls. The commissioner then fixed the tolls on a basis of a ten years' sinking fund, representing the entire future life of the company. In view of this, the application of the above-named companies to adjust the tolls on a twenty-three year basis was refused.

## CASUALTIES.

—Fred Richards had one of his hands cut off in Kinlough's saw mill at Wingham, Ont.

—At Draper's saw mill at Millville, N. B., Weldon Stairs was caught in the shafting and injured to such an extent that he died in a few hours.

—Charles Dawson, foreman at Kennedy & Down's saw mill at Sycamore Siding, Ont., was instantly killed while taking a belt off the tightening pulley. As the pulley was relieved the belt struck deceased on the head.

## PUBLICATIONS.

Paul Leicester Ford, the historian and novelist, has gathered together from various sources a number of new stories of Washington, and publishes them in the May Ladies' Home Journal as "The Anectdotal Side of George Washington."

Entering upon the fifteenth year of publication, the publishers of the National Coopers' Journal, Philadelphia, Pa., have issued an appropriate and creditable anniversary number. The frontispiece is an artistic and striking design, surrounding the names of fifteen manufacturers of cooperage stock who have been represented in the advertising pages of that journal during the fifteen years of its existence. We bespeak for The Journal a future even brighter than the past.

## CANADA'S COMMERCIAL AGENTS.

FOLLOWING is the correct official list of Canada's Commercial Agents in Great Britain, British possessions and foreign countries :

J. S. Larke, Sydney, N.S.W., agent for Australasia.

G. Eustace Burke, Kingston, Jamaica, agent for Jamaica.

Robert Bryson, St. John, Antigua, agent for Antigua, Montserrat and Dominica.

S. L. Horsford, St. Kitts, agent for St. Kitts, Nevis and Virgin Islands.

Edgar Tripp, Port of Spain, Trinidad, agent for Trinidad and Tobago.

C. E. Sontum, Christiania, Norway, agent for Sweden and Denmark.

D. M. Rennie, Buenos Ayres, Argentine Republic, agent for Argentine Republic and Uruguay.

In addition to their other duties, the undermentioned will answer inquiries relative to trade matters, and their services are available in furthering the interests of Canadian traders :

J. G. Colmer, 17 Victoria street, London, S.W., England.

Thomas Moffat, 16 Church street, Cape Town, South Africa.

G. H. Mitchell, 15 Water street, Liverpool, England.

H. M. Murray, 40 St. Enoch Square, Glasgow, Scotland.

Harrison Watson, Curator, Imperial Institute, London, England.

# WOOD PULP DEPARTMENT

## THE PROCESS OF MANUFACTURING MECHANICAL WOOD PULP.*

BY W. A. HARE.

(Concluded.)

HYDRAULIC PRESSING.

DESCRIPTION OF PRESSES AND PUMPS.—When the pulp is cut off the wet machine, it contains a large amount of water. The per cent. of dry pulp in wet pressed pulp generally averages about 35 per cent. To ship pulp having this amount of water would be very expensive, as freight would have to be paid on 65 pounds of water for every 100 pounds of wet pulp shipped. In order to reduce this loss, the pulp, after coming from the wet machine, is sent to the baling room, where are situated heavy hydraulic presses, whose duty is to remove some of the water. In most of the mills in Canada the percentage of pulp is raised from 35 to 50 per cent. by means of these presses. It may be advantageous to take the pulp from the wet machine wetter than 35 per cent., relying on the hydraulic press to remove enough water to bring the percentage to 50 per cent. of pulp. Experiments should be conducted in each mill to determine the most economical degree of wetness that the pulp should be delivered from the wet machine. The style and capacity of the hydraulic press will make a difference in determining the above. Fig. 13 shows an hydraulic press, manufactured by I. Matheson & Co., Limited, New Glasgow, Nova Scotia. It is made especially for this work, and is used in a good many of the mills in the eastern provinces. The lower frame is of very heavy cast iron, containing the chamber and ram. Four large steel rods are situated, one at each corner of the frame, and serve to support the top casting, and also the whole strain of the ram. The ram is made of cast iron, of a suitable diameter, and on top of which is carried the platen. The pipes are connected to the chamber through the cast iron frame of the base.

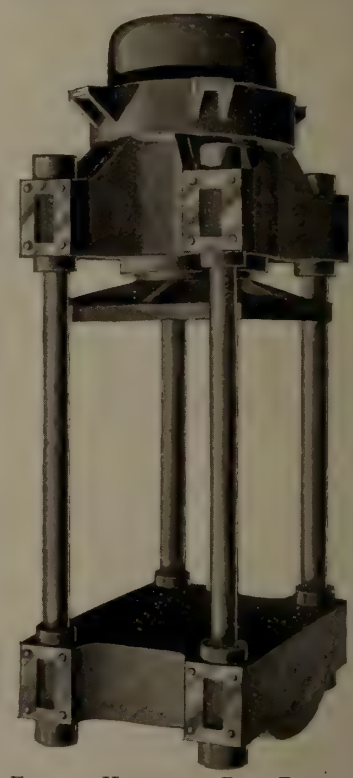


FIG. 13—HYDRAULIC PULP PRESS.
(Made by I. Matheson & Co.)

In erecting, the press is let down through the floor, so that the platen will be of a sufficient height from the floor to accommodate the trolleys. Owing to its weight, it is best to put the press on an independent foundation where possible, or else to introduce special bracing in the frame of the mill. The pressure which these presses use varies considerably, according to the size of ram and capacity of pump. In a large press a pressure of 150 tons on the ram is not unusual. The water is supplied to these presses by a triplex pressure pump, one of which is shown in Fig. 14. This pump is also manufactured by I. Matheson & Company. It is made for use in connection with the press shown in Fig. 13, and is constructed in a very substantial manner. The plunger shaft is made of steel, as shown, and is fitted with a spur gear for driving. The pump is back geared from a pinion shaft, which carries the driving wheel. The speed of the crank shaft is 40 r.p.m. The pressure at which it is capable of working is 5,000 lbs. per sq. inch. The standards, which carry the plunger shaft, are made very heavy, and are cast in one piece with the base. In order to give the plungers a true vertical motion, without creating a lateral strain on the glands, they are provided with cylindrical guides, mounted on a cross-bar which is bolted to the two standards. The pressure pump is usually placed upon the roof trusses of the wet machine room and driven from the main shaft. It is connected to the press by special hydraulic piping and fittings. A pressure gauge is placed near the press, which shows the pressure per sq. inch, and also the tons on the ram. A suitable valve is also connected near at hand for operating the press.

The overflow from the pump is led back to the water chamber of the pump, so that the water is used over

* Paper read before the Engineering Society of the School of Practical Science, Toronto, and published by permission.

again. In this way no attention is necessary to supply the pump with water. Some makers of hydraulic pumps prefer to make one of the plungers larger than the other two and arranged so that when the pressure reaches a certain limit this plunger is automatically cut out, the pump then becoming a duplex. The reason for introducing this feature is to raise the ram faster, thereby saving time and increasing the output of the press. The result is not very satisfactory, owing to various reasons. When the 3 plungers are working, they are acting 120° apart, giving an even strain on the gearing and belt. Now when one is cut out, the pump is simply a badly-

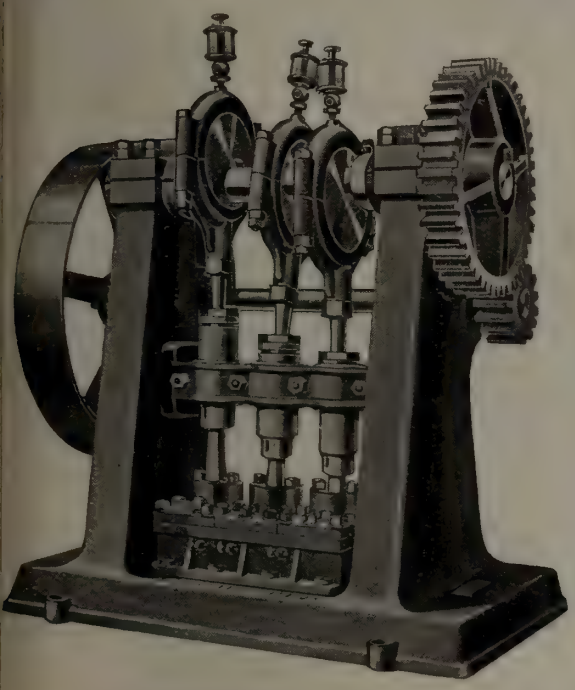


FIG. 14—HIGH PRESSURE TRIPLEX PUMP.
(Made by I. Matheson & Co.)

designed duplex, as the cranks of the remaining two plungers are not opposite each other. This causes uneven wear on the gear, and a periodic swing in the belt. If it is desirable to increase the output of the press by a special design in the pump, it would be better to have three of the plungers the same size and introduce a fourth one of larger diameter than the rest. As the three similar ones do the greater part of the work, they should be spaced 120° apart, as in an ordinary triplex, and the extra and larger one midway between any two of them. The strain on the gear and belt will not be even at first, when the load is light, but occurs when the pressure is heavy, when the pump is working properly as a triplex. There may be objections to this, but when it is remem-

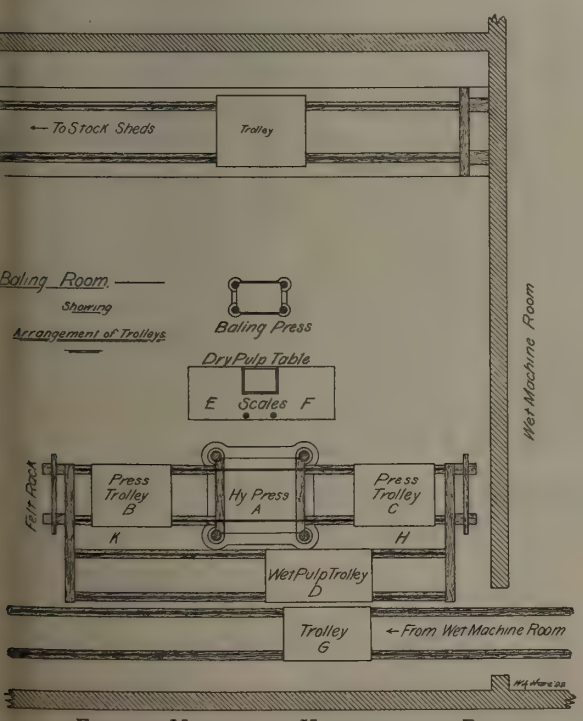



FIG. 15—METHOD OF HANDLING THE PULP.

bered that the extra plunger cuts out automatically before 10% of the total load on the pump is reached, it will be seen that it does not disturb the balance of the pump as much as it appears to do at first sight.

ARRANGEMENT OF TROLLEYS.—A very good method of handling the pulp is shown in Fig. 15. It is supposed, in this case, that the pulp is brought to the press by the trolley shown at G. The wet pulp is delivered from this trolley to trolley D, which is simply a large table mounted on a pair of wheels, so that it can be brought near to the press trolley that is being loaded, and within easy reach of the pressman. One press trolley with its load of pulp is always under pressure, the other one in the meantime being either discharging or loading with wet pulp again. The operation is somewhat as follows: The pressman, in loading trolley B, places on it first a layer of felts, then a layer of pulp, and so on alternately until the pile will just go under the top of the press. B is now run into the press and the pressure turned on. While this load is being pressed he proceeds to load trolley C, from the supply on the wet pulp table D. When B has been pressed sufficiently, the water is turned off, which lowers the trolley down on the rails again. It is now run out, and trolley C run in and the water turned on as before. B is now unloaded, the pressed pulp being thrown on the dry pulp table at E and the felts on the felt rack. When B is empty it is immediately loaded again, the trolley D being run up conveniently near for the purpose. In this way there is no carrying of the pulp by the workman, an advantage which will easily be seen when the quantity handled is considered. The rails for the press trolleys are laid across the plate of the press, and are cut at each side so that the ram can rise. The trolley is made with the distances between the centres of its wheels a few inches greater than the length of the press plate, so that when the ram rises the plate clears the axles, and bears up the trolley with its load, without causing any strain to come on the wheels or bearings. The trolley is, in this way, better able to stand the strain which otherwise would break it down at once. On lowering the ram again the wheels find the rails and it is rolled off as before stated. It is hardly necessary to mention that under these circumstances it is necessary to build the frame of the trolley very strong to stand the crushing load.

The felts used for the pressing are a good deal heavier than those used on the wet machine, sometimes being ½ inch thick. Some mills use coarse bagging instead of felts, and find them very serviceable. The open grain or texture of the material facilitates the flow of the moisture. One of the difficulties encountered by Canadian shippers to the English market is the variation in the moisture test. Export pulp is supposed to be 50 per cent. pulp and 50 per cent. water, but it will vary from time to time, even with the product of the same mill, as much as 4 or 5 per cent. above or below the standard. Steps should be taken to insure uniformity of moisture, not only in the product of any one corporation, but in that of all exporters. This is one of the many questions to be solved by pulp mill men who export. The percentage of 50 per cent. has been almost universally adopted as being the best, considering the present method of extracting the water. It is necessary, from the standpoint of freight and carriage, that the amount of water in the pulp should be reduced as low as possible. If this were all, the question would be much simpler than it is. It is extremely difficult, however, to press pulp much higher than 50 per cent. by present methods. It could be done, but the output of the press could not be maintained. Another consideration presents itself, i.e., that when the pulp is baled it is springy and often will burst the wires of the bundle when the pressure is removed. This springiness is found to increase as the percentage of pulp is increased. These difficulties can be met, but it is not along this line that the solution will be found. Inventors are at work now on the problem, and some already claim a solution of it.

BALING.

DESCRIPTION AND OPERATION.—After the pulp has been pressed to remove excess of water, it is next baled into flexible bundles for shipment. This part of the process is effected in a hydraulic baling press, which is somewhat similar in design to that shown in Fig. 13, though being of much lighter construction. On the platen of the press, and also on the under side of the cast iron cap, are bolted heavy blocks of hardwood, having grooves cut laterally in them, to accommodate the wire for binding the bundle. The same result could be arrived at by having slots or grooves cast in the cap and platen at the required places. In the process of baling, the operator weighs out a sufficient amount of pulp to contain 100 pounds dry. If the pulp is exported as 50 per cent. pulp, then the weight of the bundle will be 200 pounds. On the platen are put two wires, which lie in the grooves prepared for them. Two laths are next laid on, and on top of these a wrapper, if pulp wrappers are used. The 200 pounds of pulp being put in, then another wrapper, with two laths, is placed the same as before. The pressure is now turned on, which compresses the bundle firmly. The two wires are pushed through the top holes and twisted to the ends which pass below the bundle. On the pressure being removed the pulp expands and draws the binding wires tight, making a firm, compact bundle. It is now sent to the store sheds to await shipment.

The arrangement of the piping and connections are different in this press than in the larger one. Fig. 16 is a drawing showing the pipe connections. The accumulator is connected in the pressure pipe between the pump and the baling press valve. When the press is not in operation or the valve closed at the point H, the discharge from the pump forces the plunger and weight of the accumulator up to the top, where it is stopped. Should the pressure rise higher it will be relieved by the safety valve shown at D, the discharge from which is connected to the supply tank of the pump. If, for instance, a bale should be ready for pressing, the valve is thrown over to the position G, which connects the high pressure pipe to the chamber of the baling press, forcing the piston up and compressing the bale. This effect has been caused by the descent of the plunger and weight of the accumulator, very little coming direct from the pump. If the piston of the press is forced up far enough, simply by the direct fall of the accumulator weight, the valve may be turned to the point H, thereby stopping all communication between the pump and the press, allowing the pump to raise the accumulator plunger and weight so as to be ready for the next bundle. On the other hand, if the fall of the weight is not sufficient to run up the press piston, the valve may

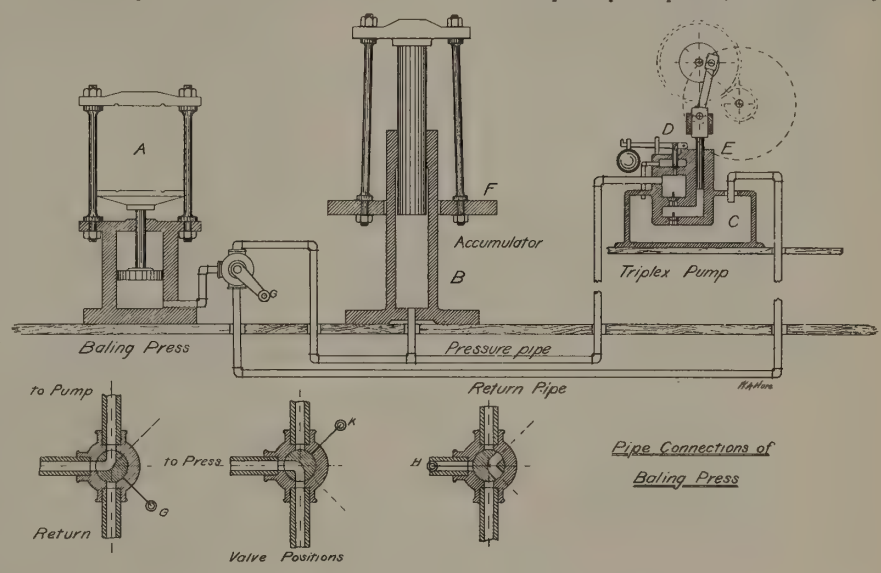



FIG. 16—PIPE CONNECTIONS OF BALING PRESS.

be left at the point G, and the pump will soon bring it up. The pressure will continue to rise until a point is reached which corresponds to that produced by the fall of the plunger, after which it will remain constant as the accumulator piston with its weight rises.

Fig. 17 shows a longitudinal cross section of the accumulator. Upon the base F stands the barrel E, which contains the plunger A, and is fitted with a gland at the top. The upper end of the plunger carries the crosshead, suspended from which is the platform D, by means of the rods B B. At G the pressure pipe is connected to the barrel. Weights are placed on the platform D D if necessary, until the pressure required to raise the plunger is equal to the pressure wanted at the press. By the use of

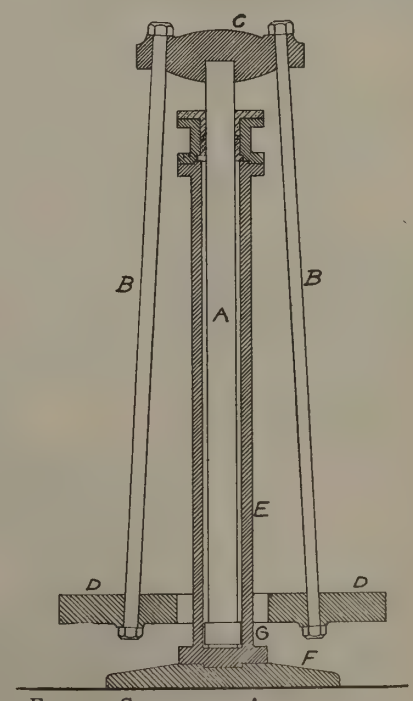



FIG 17—SECTION OF ACCUMULATOR.

this accumulator, the pump is doing effective work continually, thereby saving much time. Before the introduction of this reservoir, the operator, after opening the valve, would have to wait while the pump slowly raised the press piston and pressed the bale. Much valuable time was lost in this way, while the capacity of the press was very limited.

In Fig. 15 is shown a drawing of a baling press room. This shows a very convenient arrangement of the hydraulic press and trolleys, and also of the baling press.

The accumulator can be placed anywhere out of the way, and piped to the pump and press, the pipes running beneath the floor. The pulp table E F is situated convenient for loading and carries the scales in its centre. The size of the bale, if standard 72-inch wet machines are used, will be 24 inches long by 18 inches wide, while the height will vary according to the amount of pressing, generally about 12 inches to 14 inches. Its weight is 200 pounds if the pulp shows 50 per cent. in the moisture test.

WRAPPERS.—Owing to the loss by abrasion and dirt that is always met with when pulp is shipped without a covering of some sort on the bundles, there have been many attempts made by different manufacturers of pulp to produce a serviceable and cheap wrapper. These efforts have been made with various degrees of success, using many different materials. The best form of wrapper yet introduced is a cloth bagging of either jute or calico. In some mills where this wrapper was tried, it was given up on account of its expense. Wrappers are made in some mills of pulp. The wood used is the usual spruce, such as is used in making the ordinary grade of pulp, but after being sawn and barked, it is steamed in a steamer, under a pressure of 60 to 75 pounds per sq. in., until the wood is practically cooked. This steaming loosens up the fibres of the wood, which, when ground, produces a dark colored pulp with a longer fibre than is obtained from the raw wood. It is cut from the wet machine by a pin to secure a smooth edge, as the knife tends to crinkle the sheet. The wrappers are cut from the sheets and afterwards air dried. Two are placed on the bundle, one below and the other above, while their edges overlap. No covering is provided for the ends of the bundles when they are wrapped in this way. If more attention was given by Canadian manufacturers to secure a good cheap wrapper, which would insure their product landing in England in good condition, and also obtain uniformity in the moisture test, the demand for Canadian pulp would increase more than ever.

In conclusion, the writer desires to express his gratitude to the following firms for the privilege of presenting the accompanying illustrations :

The Waterous Engine Works Co., of Brantford, Ont.; the Jenckes Machine Co., of Sherbrooke, Que.; I. Matheson & Co., of New Glasgow, N.S.; the Northey Manufacturing Co., of Toronto; the Robb Engineering Co., of Amherst, N.S.

## PULP NOTES.

The Sturgeon Falls Pulp Co. are about to commence the building of a second paper mill at Sturgeon Falls, Ont.

It is reported that the project of building a pulp mill at St. Margaret's Bay, N.S., will be proceeded with this summer.

It is said that T. G. McMullen, M.P.P., of Truro, N.S., contemplates erecting a large pulp mill on the Salmon River, in New Brunswick.

Mr. S. A. Marks has about 17,000 cords of pulp wood to ship from the Blind river. This wood would make a pile four feet high and nearly twenty-six miles long.

The plans for the proposed pulp mill at St. John, N. B., in which Messrs. Cushing are interested, have arrived from England, and it is expected that the work of building the mill will be proceeded with at once.

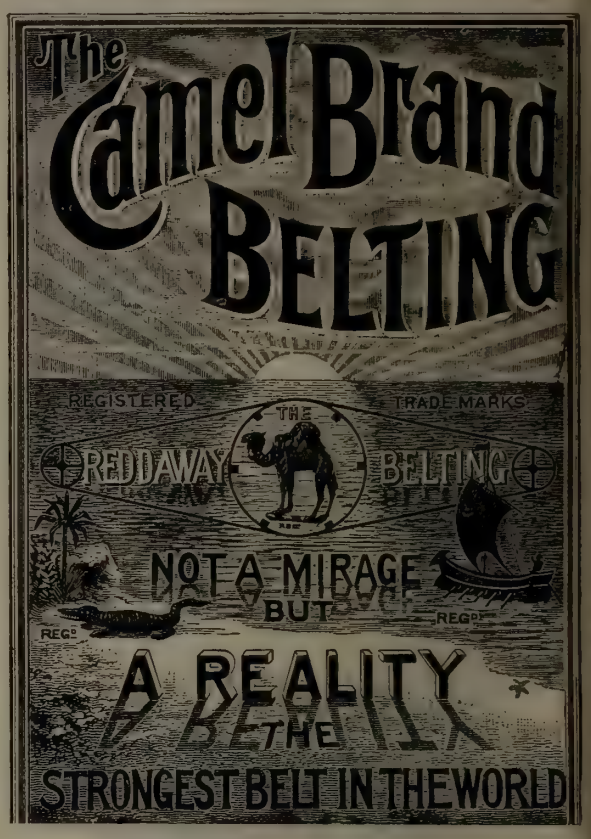
It is announced that an expert will shortly arrive from England in connection with the proposal to build a pulp mill at Parrsboro, N. S. The stock of the Parrsboro Pulp Mill Co. is now being floated in London.

The town council of Woodstock, N. B., will take $50,000 stock in a pulp mill. Mr. H. E. Gillis, of Annapolis, N. S., representing English capitalists, is said to be looking into the question of building a mill there.

Mr. Chas. McCombie, pulp expert from Sweden, has been in Canada looking into the question of developing the pulp industry. Mr McCombie is said to have inspected the timber limits held by the Muskoka Mill & Lumber Co., in Restigouche country, N. B.

Incorporation has been asked for the British American Pulp & Paper Co., with headquarters in Montreal. The applicants are: Raymond Prefontaine, Robert Bickerdike, A. A. Thibaudeau, D. A. McCaskill and, E. G. Penny, all of Montreal, and the capital is placed at $3,000,000. It is proposed to manufacture lumber, pulp and paper in the Lake St John district, province of Quebec.

One of the most important projects yet undertaken in Canada is that proposed by the New Brunswick Pulp & Paper Company. This company, which is backed up by English capital, has its head office at Perth, Victoria county, N. B., and a capital stock of $900,000. The directors are Frank Lloyd, of London, Eng., T. R. Hilyard, A. H. Hilyard and H. A. Hillyard, of St. John. The company purposes erecting pulp and paper mills on the Tobique river, and carrying on the manufacture of paper and pulp upon a large scale.


None Other Genuine
W. A. Fleming & Co. 57 St. Francois-Xavier Street MONTREAL
.. SOLE AGENTS ..

J. D. SHIER
MANUFACTURER OF
Lumber, Lath & Shingles
BRACEBRIDGE, ONT.

GEO. T. HOUSTON & CO. CHICAGO, ILLS.
HOUSTON BROS. CAIRO, ILLS.
HOUSTON BROS. BIGBEE, MISS.
HOUSTON BROS. COLUMBUS, MISS.

TELEPHONES

Send for our Illustrated Catalogue and Price List of

"UNIQUE" TELEPHONES

For Main Line and Warehouse Use.

Only Telephone made that does not get out of adjustment. Satisfaction guaranteed. Sold outright at low prices. No exorbitant royalties.

SOLE MANUFACTURERS
JOHN STARR, SON & CO., LIMITED
P. O. Box 448, HALIFAX, N. S.

EXTRAORDINARY

We are cleaning up numerous yards in connection with our Mills in the South, to make room for next year's new cut.

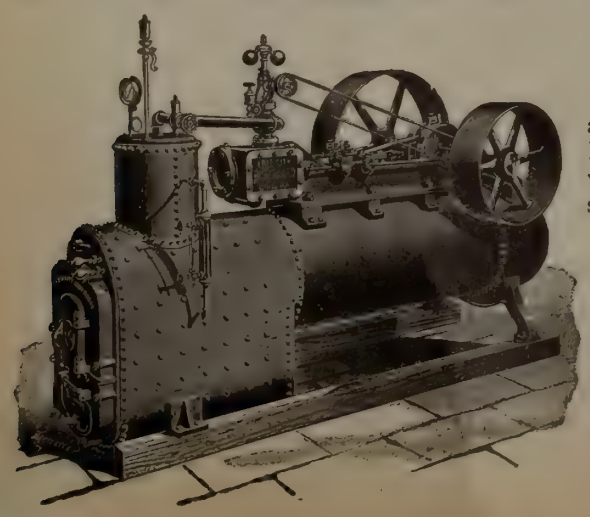
Stock consists of all grades and thicknesses Hardwood Lumber, Yellow Pine and Cypress, including a big surplus of No. 1 and No. 2 Common Yellow Pine, Select and Common Cypress. All of the above a year and over dry.

If you are in the market for any kind of Hardwood Lumber, Yellow Pine or Cypress, or expect to be in the future, send us your enquiries. The stock has to be moved, and if we can pick your orders out of any of the lots referred to, we will quote you prices to save additional handling expenses.

Address all Correspondence to our Main Office:

Cable Address, "HOUSTON."
Lumberman's and A.B.C. Codes.

GEO. T. HOUSTON & CO.
CHICAGO, ILLS., U.S.A.

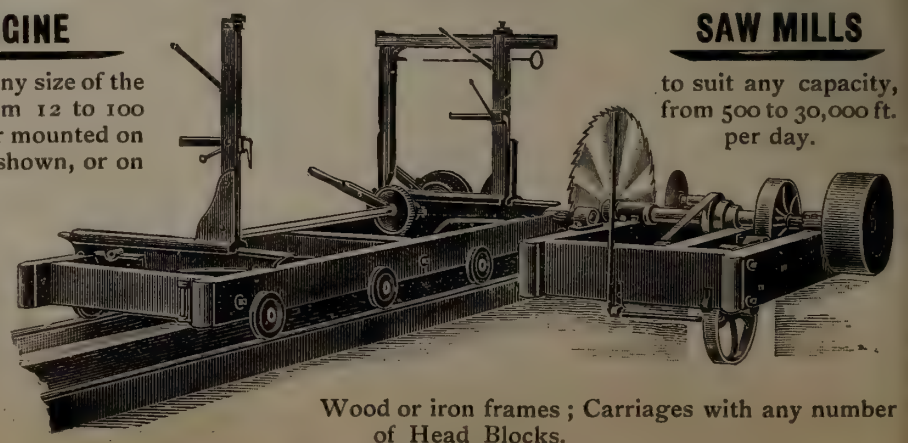


PORTABLE ENGINE

We can furnish you any size of the above style Engine from 12 to 100 H.P., either on Skids or mounted on wheels with Engine as shown, or on separate Frame.

• • •

Also Engines, Boilers, Double Edgers, Trimmers, Top Saw Rigs, Log Jacks, Niggers, Shafting, Pulleys, Gears, Saws, etc. We can save you money. Let us quote you prices. Catalogues free.



SAW MILLS

to suit any capacity, from 500 to 30,000 ft. per day.

Wood or iron frames; Carriages with any number of Head Blocks.

ROBT. BELL, JR., Box 35, HENSALL, ONT.

**John A. Bertram**
LUMBER INSPECTOR
. . . AND SHIPPER . . .
*Office: Room 35 Land Security Chambers*
*TORONTO, ONT.*

**RAILS FOR TRAMWAYS**
NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.
JOHN J. GARTSHORE,
83 Front St. West, Toronto.

**TOWER & WALLACE**
ASHLEY B. TOWER, M. Am. Soc. C.E.
CONSULTING ENGINEER.
Broadway and 26th St. - NEW YORK
ARCHITECTS AND ENGINEERS
PAPER AND PULP MILLS
MANUFACTURING AND
POWER DEVELOPMENTS
E. BRADLEY, C.E. - 3 Place d'Armes Hill, MONTREAL - Canadian Representative.

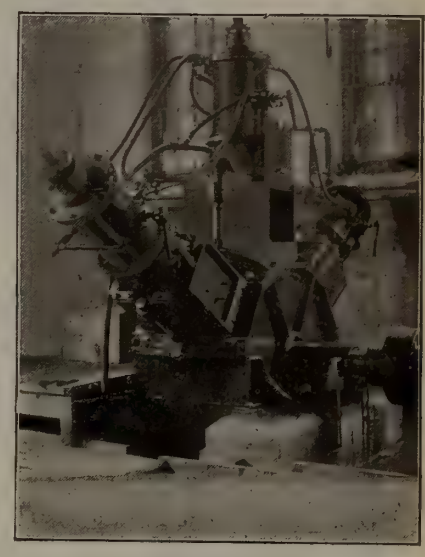
Felts for Pulp Mills.
Felts and Jackets for Paper Mills.
Felts for Fast Running on News.
Felts of any width up to 120 in.
Felts for Tissue Papers.
Felts for Boards and Roofing.
Try our Special **HARPER FELTS**
Every Felt Guaranteed.
**HAMELIN & AYERS**
LACHUTE MILLS, P.Q.

*The Leading European Lumber Paper*
**The Timber Trades Journal**
Published Weekly by WILLIAM RIDER & SON, Ltd.,
14 Bartholomew Close, LONDON, E. C.
SUBSCRIPTION: $5.00 PER ANNUM, POST FREE
The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .

**WHITE BEANS**
130 lb. Sacks.
CLOSE PRICES
H. P. ECKARDT & CO.
TORONTO

**PULP MILLS - ATTENTION!**
**Phosphor-Bronze Castings**
of any weight, for Pulp Mills (special mixture.)
All Bronze manufactured by us.
Quotations and References cheerfully given.
**CITY BRASS FOUNDRY - HAMILTON, ONT.**

**PULP AND PAPER MILL MACHINERY.**
CONTRACTORS FOR COMPLETE EQUIPMENT OF
**GROUND WOOD, SODA or SULPHITE PULP MILLS.**
We invite correspondence from those requiring anything of this nature. We build a full line of
Barkers, Chippers, Tanks, Digesters, Pumps, Jewell Filters, Conveying Machinery, Wet Presses, Screens, Screen Plates, Etc., Etc.
**OUR CROCKER TURBINE PLANTS** are driving some of the best mills in the Dominion.
Write for Circulars and Prices.



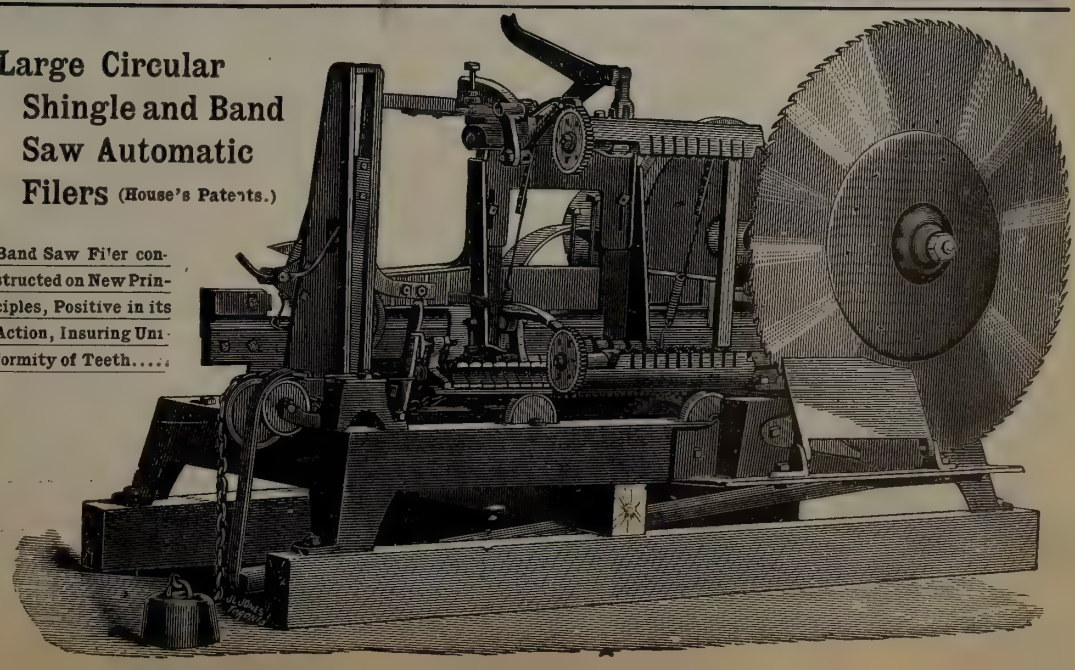
**THE PORT HENRY PULP GRINDER.**
With latest improvements; patented 1898.
Operation continuous and production large.
Most convenient in handling and thoroughly well built.
Ask for special bulletin No. 505.

The JENCKES MACHINE COMPANY.
*Branch Offices:*
*MONTREAL, TORONTO, RAT PORTAGE, ONT., ROSSLAND, B C.*
Head Office and Works:
36 to 40 LANSDOWNE ST.
SHERBROOKE, QUE.

**OAK TANNED BELTING**
TORONTO
20 FRONT ST EAST
TELEPHONE 475
THE J.C.McLAREN BELTING Co MONTREAL

**B. R. Mowry & Son**
Manufacturers of . . .
SAW MILL
AND
SHINGLE MILL
MACHINERY
Automatic Band Saw Sharpener
Shingle Machinery a Specialty
REPAIRING PROMPTLY AND CAREFULLY EXECUTED
Gravenhurst, Ont.

Large Circular Shingle and Band Saw Automatic Filers (House's Patents.)
Band Saw Filer constructed on New Principles, Positive in its Action, Insuring Uniformity of Teeth.....



# FRICTION PULLEY BOARD

The BEST Article Known for the Purpose

MANUFACTURED BY..... THE DOMINION LEATHER BOARD CO'Y. - MONTREAL, QUE.

CANADIAN OFFICE & SCHOOL FURNITURE CO. LIMITED
PRESTON ONT.
FINE BANK, OFFICE, COURT HOUSE & DRUG STORE FITTINGS.
OFFICE, SCHOOL, CHURCH & LODGE FURNITURE
SEND FOR CATALOGUE

THE CANADIAN Photo Engraving Bureau
TELEPHONE 2150
16 ADELAIDE ST. WEST
TORONTO
COPPER-WOOD-ZINC ENGRAVINGS FOR ALL KINDS OF ILLUSTRATING IN HALF-TONE OUR SPECIALTY

OUR EXTRA HAND-MADE
## AXE

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

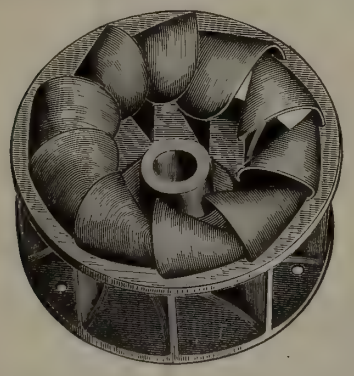
CAMPBELL BROS.
Mnfrs.
St. John, N. B.

RECISTERED CANDY'S TRADE MARK
BEST MAIN DRIVE. CANDY'S PATENT GUARANTEED.
AMERICAN COTTON BELTING

Sole Canadian Agents :-: Prices Reduced.
WATEROUS, BRANTFORD, CANADA.

## BARBER'S CANADIAN TURBINE

**As a Saw-Mill Wheel,** is by far the Steadiest Driver, varies less from light to full load and pulls steadily through the heaviest cut.



"Is by far the Best Wheel; pulls through the Heaviest Cut where the Leffell could not live."—WYLIE BROS.

Lowest Price and Highest Satisfaction.

C. BARBER - MEAFORD, ONT.

ESTABLISHED 1849.
CHARLES F. CLARK, President. JARED CHITTENDEN, Treasurer.

## BRADSTREET'S

Capital and Surplus, $1,500,000.

*Offices Throughout the Civilized World*

Executive Offices:
Nos. 346 and 348 Broadway, NEW YORK CITY, U.S.A.

THE BRADSTREET COMPANY gathers information that reflects the financial condition and the controlling circumstances of every seeker of mercantile credit. Its business may be defined as of the merchants, by the merchants, for the merchants. In procuring, verifying and promulgating information, no effort is spared, and no reasonable expense considered too great, that the results may justify its claim as an authority on all matters affecting commercial affairs and mercantile credit. Its offices and connections have been steadily extended, and it furnishes information concerning mercantile persons throughout the civilized world.

Subscriptions are based on the service furnished, and are available only by reputable wholesale, jobbing and manufacturing concerns, and by responsible and worthy financial, fiduciary and business corporations. Specific terms may be obtained by addressing the company at any of its offices. Correspondence invited.

THE BRADSTREET COMPANY
Toronto Office: Cor. Jordan and Melinda Streets.
THOS. C. IRVING, Sup't.

## THE PARK, BLACKWELL CO.
LIMITED

## Pork and Beef Packers
## Wholesale Provisions
—TORONTO

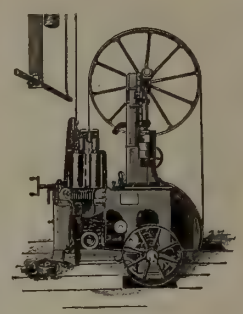
Orders solicited for Pork and Beef Products, Butter, Cheese, Lard, Dried and Evaporated Apples, White Beans, etc., at close quotations.

## WRITE TO US

For a List of the Canadian Saw-Mills using our Band Re-Saws.

A number of them are also in use in Canadian Planing Mills and Box Factories.

SIXTY
## Mershon Band Re-Saws, Edgers and Pony Band Mills
Sold since January 1st



## W. B. MERSHON & CO.
SAGINAW - MICH.

WRITE FOR A COPY TO-DAY

Our 1899 Edition—8 Tons of Books

## "Saw-Fitting Machinery and Tools"
A Treatise on the Care of Saws

For Mill and Factory Managers, Superintendents, Foremen and Saw Filers.

Contents—290 Pages. Weight—1 1-4 Pounds.

Illustrations—Between 100 and 200 Saw-Fitting Appliances for Bands, Gangs, Circulars and Re-Saws.

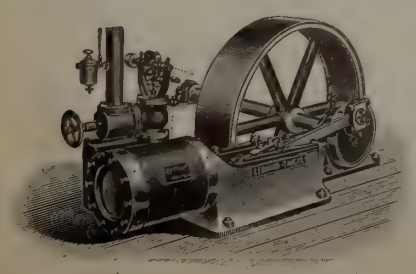
Postage—For the Edition, $1,200.

If you see this Ad. tell us where you saw it when you write us, and write us when you see it. Always—

## BALDWIN, TUTHILL & BOLTON
GRAND RAPIDS, MICH., U.S.A.

For Saw-Fitting Equipment

Please mention the CANADA LUMBERMAN when answering Advertisements.



LEONARD-TANGYE ENGINE.

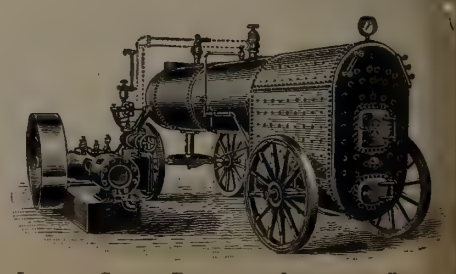
## E. LEONARD & SONS, LONDON, ONT.
. . . Makers of . . .
## *ENGINES and BOILERS*

For Lumbermen and Others. & For any Purpose, and of any Power.

We make Several Styles, but only One Grade—THE BEST.

*If you need Steam Power, write to us, stating your requirements, and we will quote you prices.*

*Write for Catalogue No. 35a.*



LEONARD CLIPPER ENGINE AND LOCOMOTIVE BOILER.

We do not acknowledge the possibility of better goods than ours being made in

# AXES
# GANT-HOOKS
# PEAVIES and
# SKIDDING TONGS

**And all Tools Used in Lumber Camps.**

EVERY ARTICLE BEARING OUR NAME FULLY GUARANTEED.

**James Warnock & Co., - Galt, Ont.**

# Water Powers and Mill Sites
# Pulp Limits
# Good Farming Land
# Hard Wood Timber

# L. O. Armstrong

Colonization Agent
Canadian Pacific Railway,

**MONTREAL, QUE.**

# JUNE—1899

The Saw Mill Man who increases his cut this year—especially in Hardwood—will have no reason to regret it. On the contrary, will be able to make at least the price of a new mill extra, and have a snug balance besides. The

## "LANE IMPROVED" Circular Mill

will either *cut more and better lumber* than any other, with a given number of men, or will *cut as much as any other (in better manner also) with fewer men.* The saving of two men's wages alone, to say nothing of the value of increased cut and quality of lumber, will pay for a first-class "LANE IMPROVED" outfit in one year. In that way the mill repays its first cost every time.

While writing about mills don't forget, if you have water power, that

## "LEFFEL," "VULCAN" AND "PERFECTION"
### TURBINES

cover the whole field; and *what they won't bring out in power and economy is not in the water to be brought out.*

Recent reliable tests show an efficiency 5% higher than was ever claimed for these wheels, and THAT AT ¾ to ⅞ GATE. No other Turbine ever approached such a record.

## MADISON WILLIAMS,

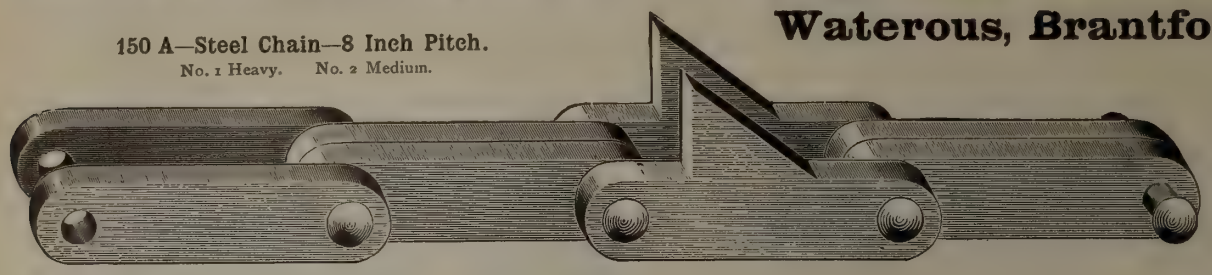
Successor to Paxton, Tate & Co.
PORT PERRY, ONT.

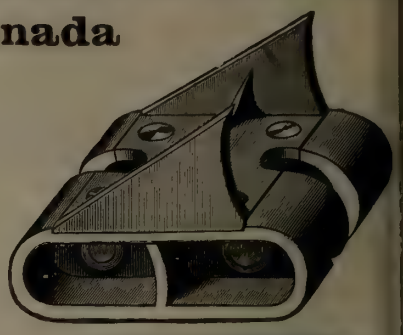
**LAURIE ENGINE CO., Agents, Montreal, Que.**

# Endless Chains for Log Jacks and Bullwheels

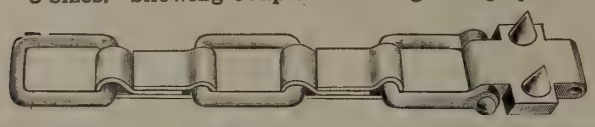
**Waterous, Brantford, Canada**

150 A—Steel Chain—8 Inch Pitch.
No. 1 Heavy. No. 2 Medium.

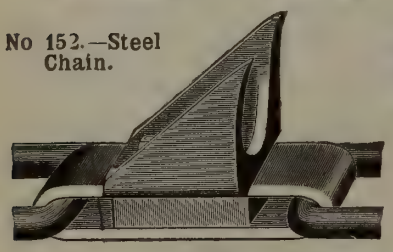


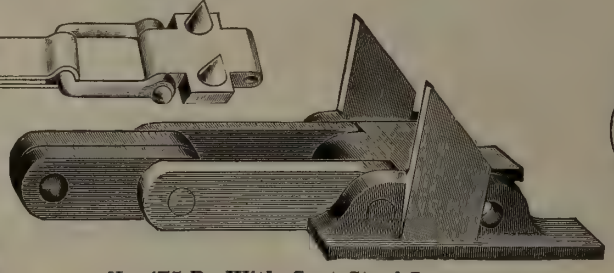


No. 105—Special Heavy Chain, 6″ Pitch. Made in 3 Sizes. Showing Coupler and Forged Log Spur.

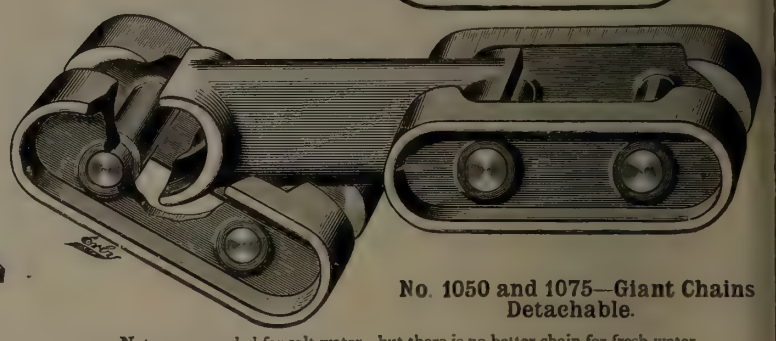


No 152.—Steel Chain.





No. 175 B—With Cast Steel Spurs.

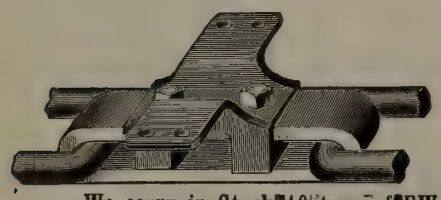


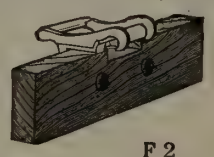
No. 1050 and 1075—Giant Chains Detachable.

Not recommended for salt water—but there is no better chain for fresh water.

# Refuse and Sawdust Carrier Chains

**Waterous, Brantford, Canada**

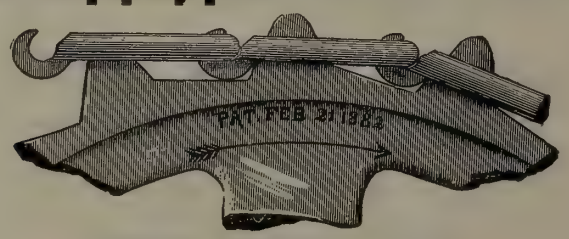




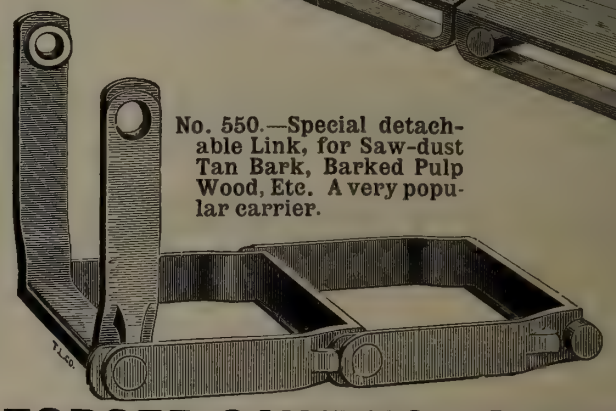
F 2
Scraper Attachment.

No. 500—Special detachable transfer Chain—strain 2,000 lbs.
(Made only in one Size.)

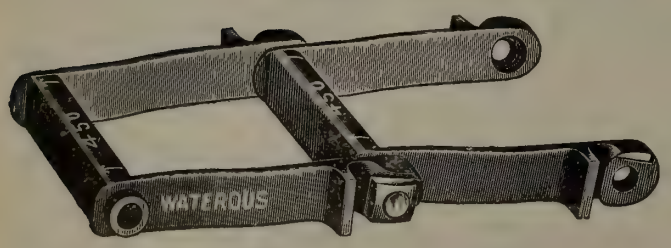
We carry in Stock 10 tons of EWART CHAIN in all the different sizes.



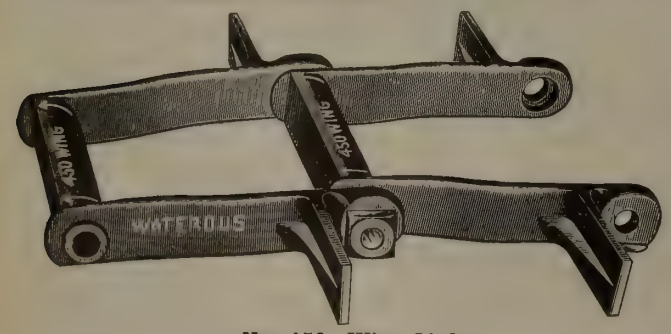

SPROCKET WHEELS OF ALL SIZES.



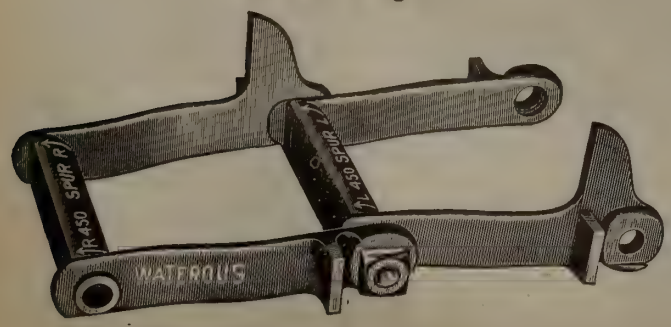
No. 550.—Special detachable Link, for Saw-dust Tan Bark, Barked Pulp Wood, Etc. A very popular carrier.




No. 450—Maleable Detachable Chain—Plain Link.

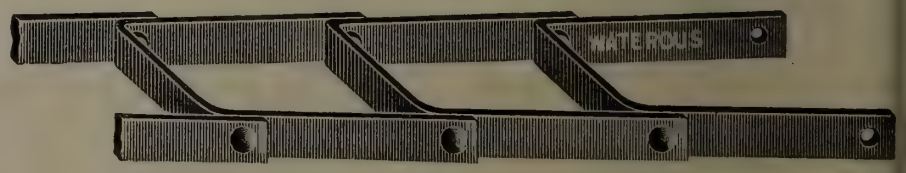



No. 450—Wing Link.

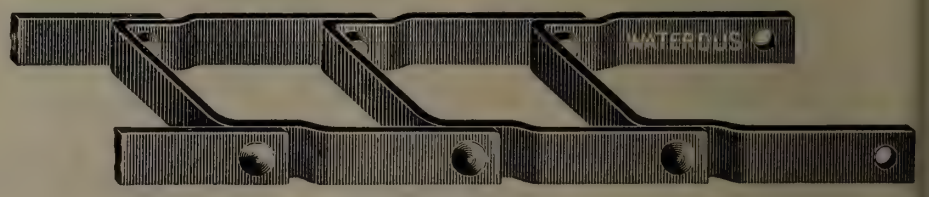



No. 450—Spur Link. (Right and Left.)

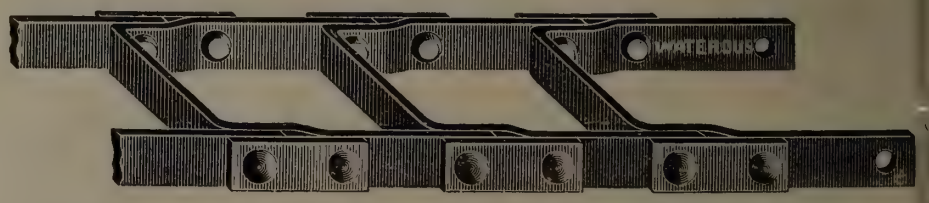
## FORGED SAWDUST CHAINS




Style A Box Link.




Style B Box Link.




Style C Box Link—with Strap.

Large Facilities. Prompt Delivery. Send for Circulars and Prices.

# WATEROUS, BRANTFORD, CANADA

McEachren's

# PROGRESSIVE LUMBER DRY KILN

Our Heaters and Fans are Economical with Steam and Power, are Safe as a Fire Risk. Plans and specifications furnished with each apparatus. . . . . .

Write for Prices and Particulars to

## McEACHREN HEATING & VENTILATING CO. - GALT, ONT.

## THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office : TORONTO, ONT.

Cable and Telegraph Address, "Royelectric."

MANUFACTURERS OF

# Electrical Machinery and Apparatus

. . . FOR . . .

**LIGHT and POWER**

SPECIAL ATTENTION GIVEN TO

**LONG DISTANCE TRANSMISSION OF ELECTRICITY**

FOR LIGHT AND POWER

ALSO FOR

## ELECTRIC PLANTS FOR MILLS

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

## *Warning . . . . .*

The "Standard" is the Dry Kiln that will best meet your requirements. No use investigating this statement after you buy another Kiln. It will be too late then. Now's the time. Our new Catalog No 45, tells all about . . . . . .

## THE STANDARD DRY KILN

How it is built; how it works; why it is the cheapest Kiln to buy; all about it. Your name on a postal card will get it . . . . . .

THE DRY KILN THAT DOES NOT Disappoint

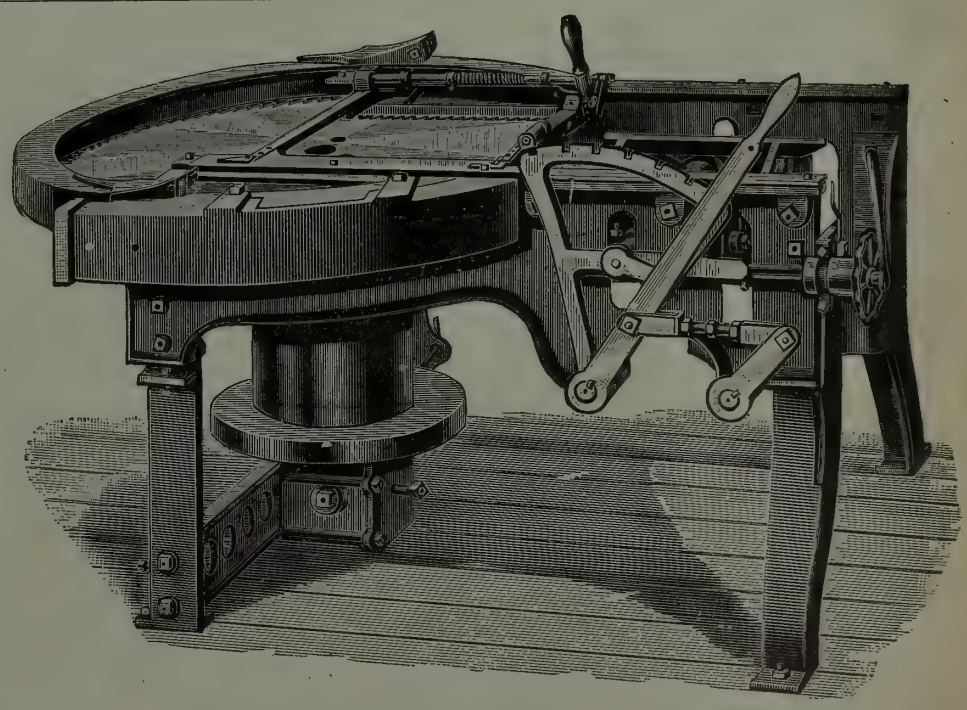
## THE STANDARD DRY KILN CO., INDIANAPOLIS, IND.

# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON - ONTARIO

Manufacture

- Band Saw Mills
- Gang Saw Mills
- Circular Saw Mills
- Portable Saw Mills
- Shingle Mills
- Lath Mills
- Saw Filers, and all of F. J. Drake's Patents



DAUNTLESS SHINGLE AND HEADING MACHINE.

Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter. Capacity 25,000 to 50,000 per day.

Our Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.

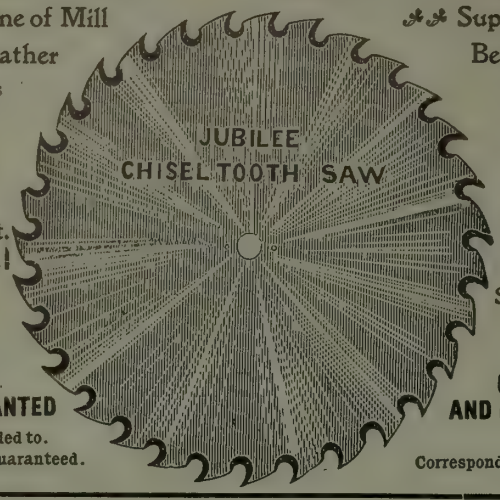
CORRESPONDENCE SOLICITED

# THE JAMES ROBERTSON CO., Limited.

Manufacturers of..... Saws of All Description

A Full Line of Mill Rubber and Leather Metal, &c., always

Supplies, including Belting, Babbit carried in stock.




Head Office: 144 William St. MONTREAL

Factories at MONTREAL, TORONTO, and ST. JOHN, N.B.

ALL OUR SAWS FULLY WARRANTED
Orders promptly attended to. Satisfaction Guaranteed.

CIRCULAR, GANG AND MILL SAWS A SPECIALTY
Correspondence Solicited.

# SUPPLIES
OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

# RICE LEWIS & SON
(LIMITED)
Cor. King and Victoria Sts. - TORONTO

# Galt Machine Knife Works

**MACHINE KNIVES** OF EVERY DESCRIPTION
FOR **Woodworking Machines**
...Send for Price List...
PETER HAY - - - - - Galt, Ont.

# Notice to Millmen

THE OXFORD FOUNDRY & MACHINE CO., Oxford, N. S., have rebuilt, and are better prepared to give satisfaction, and would solicit a share of the public's patronage.

We manufacture all kinds MILL MACHINERY; also TRAMWAY OUTFITS.

7 3 10

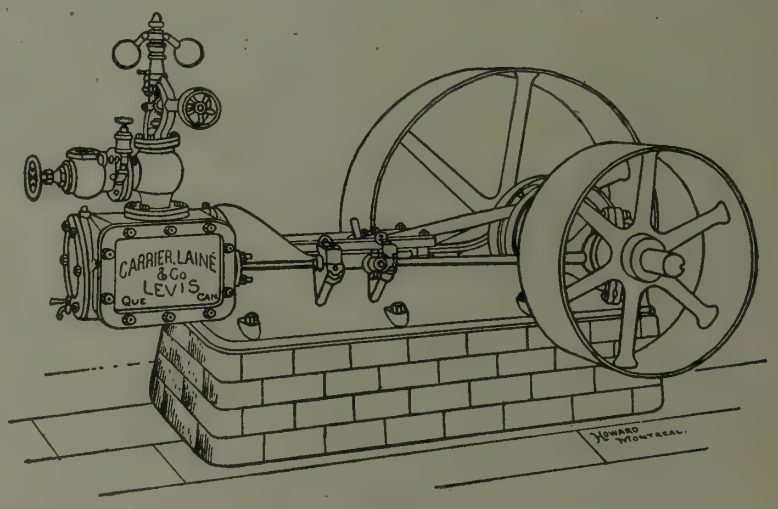
# "DEAD EASY"

But if that "3" represents Middlemen's commission on the Machinery you buy, you had better make a change and deal at headquarters.

**No better Mill Machinery is made in Canada or elsewhere than that supplied "DIRECT" from our Machine Shops.**

## Portable and Stationary Engines and Boilers

CIRCULAR SAW MILL PLANTS
GANG AND BAND SAW MILLS
SHINGLE MILLS, LATH MILLS
EDGERS,
PLANERS and
BUTTERS




Modern Patterns in Every Line.

Tools, Belting and Supplies.

We are equipped to build any special machine you may require.

IF YOU HAVE PLANT TO EXCHANGE GET OUR ESTIMATES

# CARRIER, LAINE & CO.,
LEVIS, QUE.

USE THE FAMOUS .. **PINK LUMBERING TOOLS**
Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks
Lowest Prices ◎ THOMAS PINK ◎ PEMBROKE, ONT.
Cant Hook Handles, Peavy Handles } By Car Load or Dozen
Pike Poles, Skidding Tongs, Boom Chains

# THE CANADA LUMBERMAN

WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XX. NUMBER 7. | TORONTO, CANADA, JULY, 1899 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.



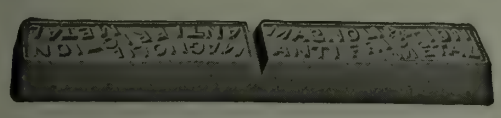
## MAGNOLIA METAL

In Use by All the Leading Governments

BEST ANTI-FRICTION METAL FOR ALL MACHINERY BEARINGS.

### BEWARE OF IMITATIONS

Genuine Magnolia Metal is made up in bars, of which this is a fac-simile :



The Name and Trade Mark appear on each box and bar, and besides this the words "Manufactured in U.S.," and "Patented June 3, 1890," are stamped on the under side of each bar.

**MAGNOLIA METAL CO.**

Owners and Sole Manufacturers — 266 and 267 West Street, NEW YORK

Canadian Office, 318 St. Paul Street, Montreal, Que.

Chicago Office, Fisher Building, 281 Dearborn St. — London Office, No. 49 Queen Victoria Street, London, E. C.

FOR SALE BY ALL DEALERS

## Ottawa Saw Works Co.

Middle Street - OTAWA, ONT.

"SANDVIK" SWEDISH STEEL.

We Manufacture

HIGHEST GRADE BAND SAWS

MADE FROM

Triple Refined Swedish Steel

.... IMPORTED DIRECT. ....

WE HAVE THE SOLE RIGHT FOR THE

**Dominion of Canada**

CORRESPONDENCE SOLICITED.

OIL TEMPERED

## MOORE STEAM PUMP

For Stationary, Traction and Marine Boilers.

High and Low or Special Duty.

Send for Illustrated Catalogue.

DARLING BROTHERS

Reliance Works - MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.

Frank Darling, Agent, Nelson, B. C.

## DICKS BELTINGS

Never is affected by wetness, and does not stretch.

Excels in Transmission Power.

Always Uniform.

LARGE STOCKS ON HAND.

WRITE TO SOLE AGENT:

J. S. YOUNG, 15 Hospital Street, MONTREAL

## JAMES W. WOODS

Manufacturer of LUMBERMEN'S SUPPLIES

Tents, Awnings, Tarpaulins, Sails, Etc., Overhauls, Top Shirts, Pants, all kinds of Underwear, Sox, Mitts, Moccasins.

75 QUEEN ST. - OTTAWA, ONT.

Tent Factory: 19 Elgin St., OTTAWA.

ALL ORDERS CAN BE EXECUTED ON THEIR RECEIPT.

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED*

C. C. CLEVELAND — G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING .... AND LACE LEATHER

Danville, Que.

MANUFACTURERS OF

# HIGH GRADE CIRCULAR AND LONG SAWS

UNEXCELLED

# SHINGLE SAWS

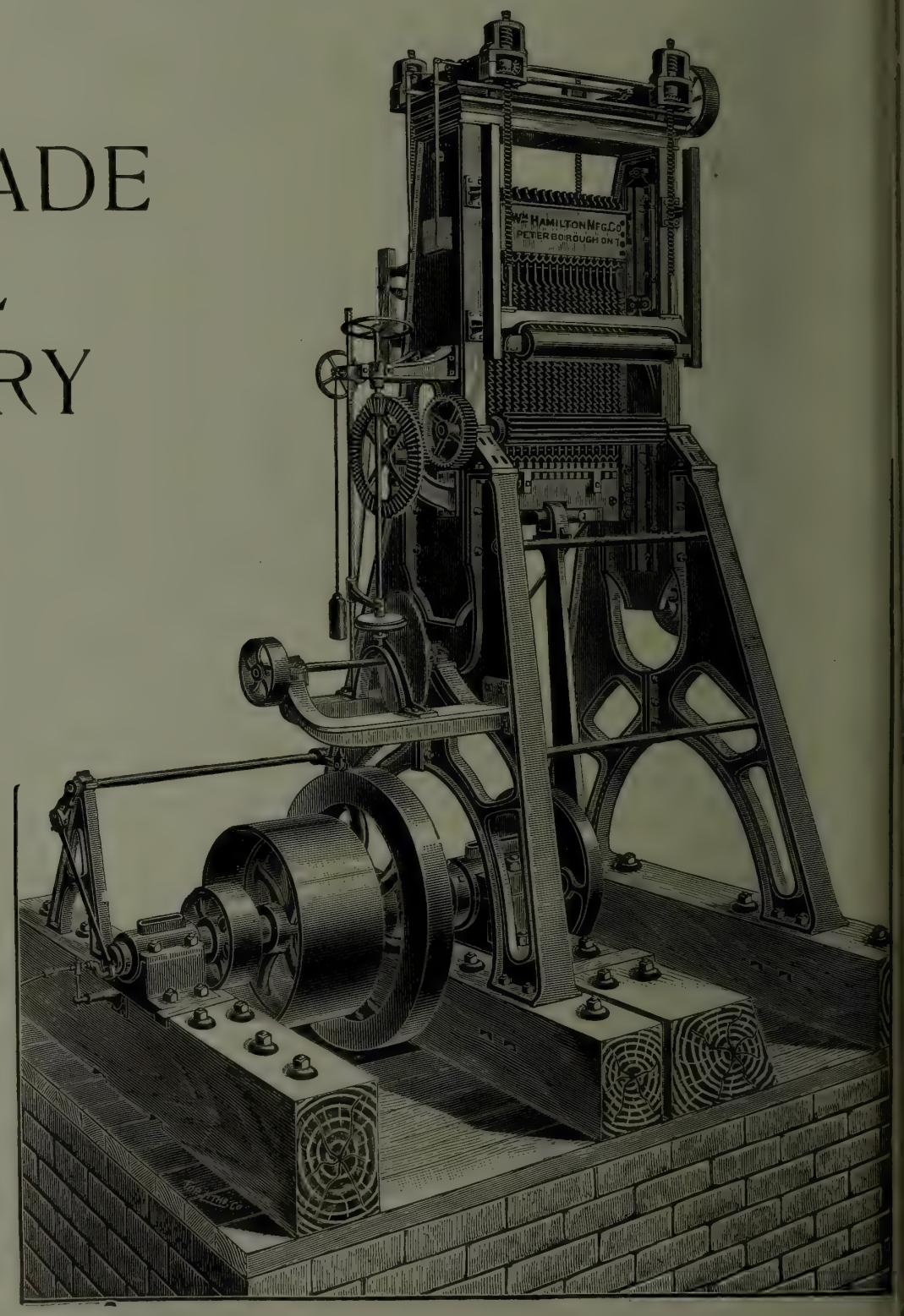
OUR INSERTED TOOTH SAW POSITIVELY THE BEST

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a
Complete Line of

HIGH GRADE
SAW-MILL
MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

WE are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Limited

**Branch Office: VANCOUVER, B.C.**

**PETERBOROUGH, ONT.**

# R. H. SMITH CO., LIMITED

## St. Catharines, Ont.

We are the Sole Manufacturers of Saws under the

## Simonds' Process

in the Dominion of Canada.

There is no process its equal for tempering circular saws. Other makers recognize this fact, as some of them, in order to sell their goods, claim to have the same process. **All such Claims are FALSE,** as the patentee in the U. S. and ourselves are the only firms in the world who use it.

MILL STREAM, QUE., on I. C. R'y, December 17th, 1894.

R. H. SMITH CO., LTD., St. Catharines, Ont.

DEAR SIRS,—Driving a 20 in. 13 gauge saw into frozen hardwood, using a 9 in. 4-ply belt, if it can be done satisfactorily, is a very severe test. Your saws have stood that test better than any I have tried. I have been experimenting with different makes—both home and imported—during the last five years, and give yours the preference. Last order is just to hand and will report on them by and bye.

Yours very truly, JAMES McKINLAY.

CAMPBELLTON, N.B., Nov. 17th, 1894.

R. H. SMITH CO., LTD., St. Catharines, Ont.

DEAR SIRS,—In regard to your Shingle Saws, you can say that I have been using Shingle Saws of your make (Simonds) for the past four years, and they have given good satisfaction. I am running nine machines and use a good many saws, but have never had a saw yet that did not work satisfactorily. Before using your saws I used saws of American make, which worked well, but after giving your saw a trial have continued to use yours, as they are cheaper, and in regard to working qualities are all that is needed.

Yours truly, KILGOUR SHIVES.

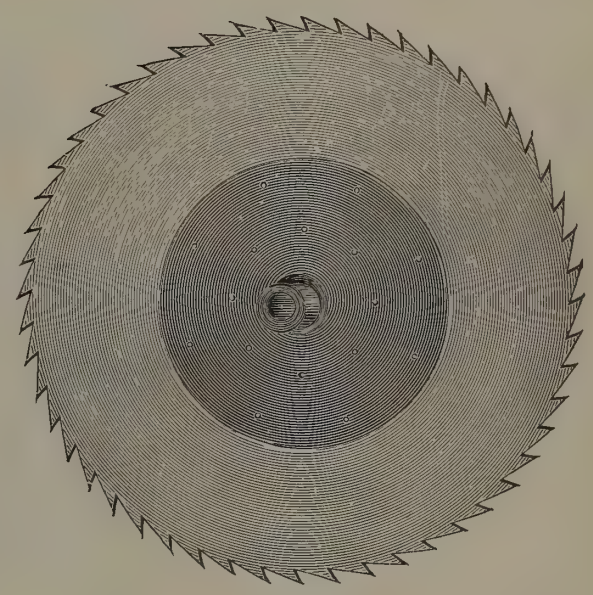
CLAVERING, ONT., May 3rd, 1897.

R. H. SMITH CO., LTD., St. Catharines, Ont.

GENTS,—In reply to your letter asking me how I liked the 62" SIMONDS Saw, I must say in all my experience I never had a saw stand up to its work like the one purchased from you last month. Having used saws for the last 22 years, and tried different makes, I can fully say it is the best saw I have ever had in my mill, and would recommend the SIMONDS' Process Saws to all mill men in need of circular saws.

Yours truly, W. G. SIMMIE.

P.S.—I am sending you my old saw to be repaired; please hammer to same speed as new one. W.G.S.



## THE "LEADER" CROSS-CUT SAW

These Saws are made from the best DOUBLE REFINED SILVER STEEL, warranted four gauges thinner on back than front, and the only Saws on the market that are a perfect taper from the points of the teeth to the back, and require less Set than any other Cross-Cut Saw.

They are tempered by the Simonds' Patent Process, insuring a perfectly uniform temper throughout the plate, and stand without a rival as the BEST, FASTEST, AND EASIEST-CUTTING SAW KNOWN. A gauge to regulate the clearing teeth is furnished with each saw.

Directions for Setting and Filing are plainly Etched on every Saw. None genuine without our Registered Trade Mark as shown in cut.

## THE "LEADER" SAW SWAGE

**Made in 3 Sizes—$2.00, $2.50, $3.00 Net.**

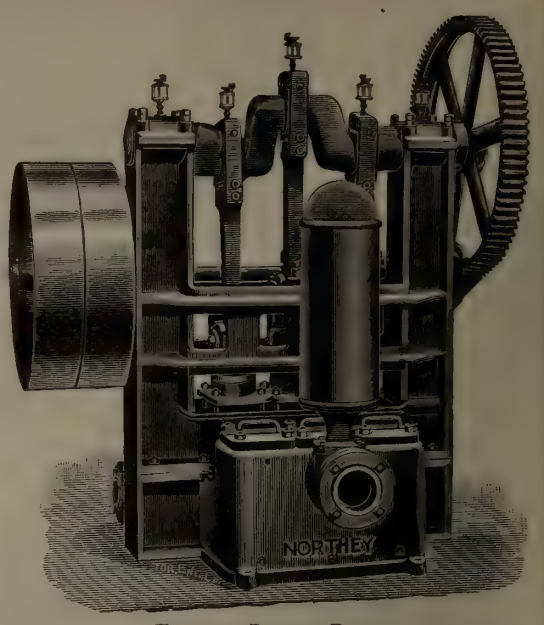
OUR PRICES ARE RIGHT. KINDLY ALLOW US TO QUOTE YOU BEFORE PURCHASING.

# R. H. SMITH CO., Limited, St. Catharines, Ont.

# Pumps "FOR ALL DUTIES"

**STEAM OR POWER**

All Types and Sizes




TRIPLEX POWER PUMP.

The Laurentide Pulp Co., of Grand Mere, Que., one of the largest Pulp Mills on this Continent, use our

STUFF PUMPS, SUCTION PUMPS, BOILER FEEDS AND CENTRIFUGAL PUMPS

The same remarks apply to the Riordan Paper Mills Co., Hawkesbury, Ont., the E. B. Eddy Co., Hull, Que., and also to other extensive mills in Canada.

**Send for Catalogue**

## NORTHEY MFG. CO., Limited, Toronto

CANADIAN OFFICE & SCHOOL FURNITURE CO. LIMITED
PRESTON ONT.
FINE BANK, OFFICE, COURT HOUSE & DRUG STORE FITTINGS.
OFFICE, SCHOOL, CHURCH & LODGE FURNITURE
SEND FOR CATALOGUE
J. L. JONES - TOR

## RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.

JOHN J. GARTSHORE,
83 Front St. West, Toronto.

Advertising Rates for this journal can be had on application to the publishers.

REGISTERED CANDY'S TRADE MARK
CANDY'S PATENT BEST MAIN DRIVE.
AMERICAN COTTON BELTING
GUARANTEED.

Sole Canadian Agents :-: Prices Reduced.
WATEROUS, BRANTFORD, CANADA.

*The Leading European Lumber Paper*

## The Timber Trades Journal

Published Weekly by WILLIAM RIDER & SON, Ltd.,
14 Bartholomew Close, LONDON, E. C.

SUBSCRIPTION: $5.00 PER ANNUM, POST FREE

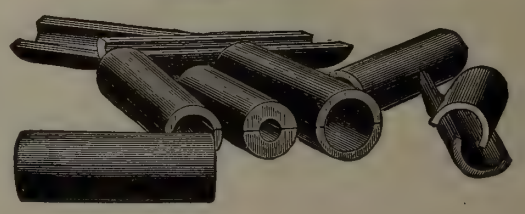
The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .

## THE PARK, BLACKWELL CO.
LIMITED

## Pork and Beef Packers
## Wholesale Provisions
TORONTO

Orders solicited for Pork and Beef Products, Butter, Cheese, Lard, Dried and Evaporated Apples, White Beans, etc., at close quotations.

**Dodge Patent Independence Wood Split Pulley with Patent Standardized Bushing System.**



# Dodge Pulleys

are now the recognized 'STANDARD' the world over.

We make them for Saw Mill Work

Much handier, can be got quicker, and Cost Less than any other Pulley made.

Every Pulley Guaranteed.

SEND FOR CATALOGUE.

. . . SOLE MANUFACTURERS. . . .

## DODGE MANUFACTURING CO.
of Toronto, Limited

WORKS: Toronto Junction. OFFICES: 74 York Street, Toronto, Ont.

TO BELT USERS:

Try Our . .

BRANCHES:
TORONTO, 88 Bay St
'Phone 374.
OTTAWA, Spark St.

GENUINE

# ENGLISH OAK-TANNED BELTING

# Lancashire Hair Belting

D. K. McLAREN, MONTREAL

# THE CANADA LUMBERMAN

VOLUME XX. NUMBER 7. | TORONTO, CANADA, JULY, 1899 | TERMS, $1.00 PER YEAR. SINGLE COPIES, 10 CENTS.

## CHARACTER SKETCH.

### HON. PETER WHITE.

IT affords THE LUMBERMAN much pleasure to present to its readers a portrait of Hon. Peter White, together with some particulars of his active and useful life. Mr. White is a son of the late Lieut. Col. Peter White, a native of Edinburgh, Scotland, who came tc Canada and founded the town of Pembroke in 1928, and was for years one of the principal lumber merchants of the Ottawa valley. Born at Pembroke in the year 1838, the subject of our sketch was educated at the local schools, receiving his business training in a mercantile house in Ottawa. In 1858, in partnership with his brother, Mr. A. T. White, he embarked in the lumber trade, the firm name being A. & P. White. This partnership has continued ever since. For many years their business was chiefly confined to the production of square and waney timber in the Ottawa valley, but latterly they have been engaged in the manufacture of sawn lumber. Their mills are located at Pembroke, and have a capacity of about six million feet per annum. The members of the firm are also shareholders and directors of the Pembroke Lumber Company, which have extensive saw mills in the same town.

Mr. White has devoted much time and energy to advancing the interests of the town of Pembroke, and aided very materially in promoting the Kingston & Pembroke railway. He was first elected to the House of Commons for North Renfrew at the general election in 1874, and with the exception of one session, continued to represent that constituency until 1896, when he was defeated by Mr. Thos. Mackie, M. P. For some years he was chairman of the Standing Committee on Agriculture and Mining, and during the Seventh Parliament, 1891 to 1896, held the office of Speaker. He was appointed a member of the Advisory Board of the Liberal-Conservative Union of Ontario in 1896, and in March of the following year was called to the Privy Council of Canada. He is president of the Pembroke Electric Light Company and of the Crystal Gold Mining Company, and a director of the Pembroke Lumber Company, Pembroke Navigation Company, and the Tobique Gypsum Company. His senior partner, Mr. A. T. White, M.P.P., was elected to the local legislature of Ontario at the general election of 1898.

## EXACTLY SO.

An "ad." in a trade journal will do what traveling men, as a rule, do not do. It will go to towns off from the railroad, where there are no hotels. It will work nights, Sundays and holidays, in wet weather or dry, hot weather or cool. It will talk to the merchant before some of the boys are out of bed in the morning and after they have gone to bed at night. It's one of the few things that has not as yet struck for eight hours.

## CANADIAN WOODS IN GERMANY.

IN a report on the subject of American woods in Germany, the Consul of the United States at Bremen writes to his Government pointing out some curious features of German trade. For example, in the April consular report, he says that the freights charged on non-European woods average from 41 to 47 per cent. higher than those on European woods. The longer the distance, the higher becomes this indirect tax. The difference is especially detrimental to American walnut and hickory, while American oak can be sent to South Germany only over the waterways. Mr. Lange gives some hints as to shipment of lumber which may be worth the observation of Canadian exporters. Although Canada's trade in lumber with Germany is very

HON. PETER WHITE.

small, it has shown signs of increase in the last three years. It is recommended by this American consul that: The boards and balks must be more carefully (i.e., slowly) dried, thus avoiding dry rot; that exporters must be more prompt in fulfilling their engagements; and that sea freight should be kept down as low as possible throughout the year. This might be accomplished by a combination of exporters. The woods cannot stand, he says, a freight of more than 18 cents per hundred pounds to Bremen and 15 cents to Rotterdam. Higher freights prevent a larger import.

As to what kinds of American wood the Germans want, Mr. Lange says that the white maple is liked, and the required white color can be obtained by a careful treatment of the wood, which will repay the trouble. It is imported in balks and blocks. The consumption of white wood (poplar) grows steadily in Germany. It is the most suitable material for many purposes, such as carriage making, construction of pianos, etc. Stout blocks of first-class quality are preferred. Small trunks are cut to much greater disadvantage in Germany than in the United States.

Hickory would be much more imported by the Germans if the exporters would adhere more to the wishes of the market. Split hickory for making spokes is hardly offered at all, although there is always a demand for it. American cherry makes very slow headway in Vaterland. The beautiful quality of this wood should make it more popular; but the prices asked for it are high. Pitch pine, yellow pine, and Carolina pine have a constant demand. It is highly advisable for exporters to take care in sorting these.

## TIMBER ELECTRICALLY SEASONED.

THE process of seasoning and preserving wood by electricity, which has of late attracted much attention, has many points of advantage which are likely to go a long way toward insuring the ultimate success of the method. One great recommendation of the new system is that certain woods which are at present used only for fire wood, since they will not stand seasoning in the ordinary way, can thus be rendered available for structural work. Among the specimens exhibited to illustrate this quality are some species of larch, very common in France, but hitherto quite unusable in carpentry, owing to the extent to which shakes developed in seasoning. The specimens were perfectly sound, and both heart and sap wood could be planed with equal ease and efficiency. The treatment makes the wood absolutely impervious to damp and prevents its decay. Another advantage of the method is that, so far, none of the large class of wood-destroying or wood-puncturing insects have been known to attack wood electrically seasoned. Even now more than 25 cubic feet can be cured for one cent, and the process is of the kind that will naturally be cheapened. The wood to be treated is placed on rests in a tank containing a solution of 10 per cent. of borax, 5 per cent. of resin and 5 per cent. of carbonate of soda. A heavy current is turned on, which causes the solution to be sucked from the bottom to the top, and the whole mass of wood permeated by the combined resin, borax and soda, through electrocapillary attraction. The resin seals the fibers of the wood after cooling, and the boric acid acts as an antiseptic. The sap displaced from the wood rises to the surface of the bath during the operation, and the resin in it mixes with that in the solution. The time required for the operation varies from five to eight hours, according to the nature and state of the wood under treatment, green wood being easier to treat than wood nearly dry.

## ONE DOLLAR PER YEAR.

This is the subscription price of the CANADA LUMBERMAN, including both weekly and monthly editions. Every lumberman in the Dominion should be a reader of this journal. Drop a postal card for sample copy.

## A LOGGING LOCOMOTIVE.

We illustrate on this page a logging locomotive of rather novel design. This machine was designed and built by the Robb Engineering Company, of Amherst, N.S., for Mr. Emile Stehelin, formerly of Paris, who has emigrated to Nova Scotia and taken up an extensive tract of timber land containing valuable spruce and other woods, which he manufactures into dimension timber and deals for export. The locomotive is used for hauling the lumber from the mills at Nouvelle France, N.S., to the point of shipment at the port of Weymouth, N.S., about 15 miles, over which Messrs. Stehelin & Sons have constructed their own railway and laid it with timber rails from the adjacent forest.

The boiler has a cylindrical shell and furnace, the smoke box end being set about two feet higher than the front end in order to assist the circulation and draught. The furnace is arranged for burning wood, and two-inch tubes connect the back end of the furnace with the smoke box in the ordinary way. The shell is completely filled with water around the furnace and tubes, steam space being provided in a large dome.

Logging Locomotive Built for Mr. Emile Stehelin, New France, N.S.

The water spaces and base of dome are so arranged as to give a rapid and continuous circulation; the ascending current of water and steam being around the furnace and tubes up to the dome, and the descending current flows from the sides of the dome around the tubes to the bottom of the boiler. This form of boiler has been manufactured for several years by the Robb Engineering Co. for portable purposes, and has proven to be a remarkably quick and economical steamer, its simplicity and freedom from stays rendering it very durable. The driving wheels are made to conform to the wooden rails, having flanges both outside and inside, the tread being slightly conical in order to run freely around curves.

The engines are of the ordinary side crank type, with balanced valves and link motion, both engines being attached to a frame which supports the boiler and rests upon the main driving axles. The engine shaft is fitted with a steel pinion geared four to one, with an intermediate shaft carrying sprocket wheels, which drive from it, by heavy forged steel sprocket chains, to the driving axles. The entire locomotive, except the driving wheels and axles, is carried on springs, which permit the wheels to follow the unevenness of the track and lessen the jar on the engines and other working parts, flexibility in the driving gear being provided by the sprocket chains.

The principal dimensions are as follows: Boiler shell diameter, 3 ft. 4 in.; length 10 ft. 6 in. Furnace diameter, 2 ft. 10 in.; length, 5 ft. 6 in. Number tubes, 109; diameter, 2 in.; length, 5 ft. Dome diameter, 3 ft.; height, 3 ft. 4 in. Total heating surface, 316 square ft.; working pressure, 125 lbs. per square in.; engine cylinders, diameter 9 in., stroke 10 in.; driving wheels diameter, 3 ft.; total weight, not including water in boiler, 22,000 lbs.

## A BANK MANAGER ON LUMBER.

Mr. Geo. A. Cox, general manager of the Bank of Commerce, in his annual address delivered in Toronto last month, spoke regarding lumber as follows: "Our lumber industry, after the effects of several years of general depression in trade and of unfriendly legislation on the part of the United States, has entirely recovered its tone, and apparently nothing hangs over the market except the threats of the United States lumber lobbyist to engineer further adverse legislation, in order, if possible, to keep the consumer in the United States at the mercy of the owners of the rapidly-diminishing supply of timber now left in that country. This unfriendly legislation hurt us for some years, but with the improvement in business the demand for low grades of lumber has been such as to clear out our yards to make the immediate outlook quite satisfactory. The demand for lumber of the higher grades continues to be good, and year by year the proportion we are able to export in a more advanced condition of manufacture than that of mere square timber or deals increases.

"The trade in doors, sashes, furniture, etc., is steadily growing, and with the exportation of sawlogs practically at an end, we may hope that out of our remaining forests in Ontario a much larger proportion of wage-earning from the same quantity of lumber will accrue to our people than in the past. As the best of our pine and hardwoods is being cut we are finding use as lumber for many woods hitherto despised, and with the development of our water-power for the making of cheap pulp, to be put doubtless to many uses not now thought of, we may look forward to national revenues and manufacturers' profits from our forests for all time to come. Permit me once more, however, to urge the necessity of adequate forestry laws. The Government is, I am aware, taking more advanced views than hitherto, but it seems very desirable, now that we have the sharp experience of provincial taxes resulting from declining crown dues from timber, to create a public sentiment which will demand forestry laws as advanced as those of any other country. In British Columbia, where, because for the moment timber seemed to have little realizable value, vast areas have been burned, the future of lumbering looks more prosperous than at any time in the past, and we may hope that it will take its place as one of the safe and permanent industries of that province."

## THE MANUFACTURE OF EXCELSIOR.

Excelsior is a staple article used largely for mattresses, upholstering, furniture, carriages, etc.; also for packing glassware, china, druggists' goods, hardware, toys, confectionery; in fact, its uses for packing are almost unlimited, and it is much preferred to hay or straw, as it is elastic, odorless and free from dust and dirt.

It is a wood shaving manufactured from basswood (which is the best), balm of gilead, white poplar and similar woods having a light colored, straight and tough fibre.

By far the greater quantity of excelsior is cut from 1/32 inch to ⅛ inch wide and about 1/100 inch thick. However, it is manufactured from 1/64 inch wide by 1/400 of an inch to ½ inch wide and 1/50 of an inch thick.

The wood should be cut in 38 inch lengths, and split into slabs 5 or 6 inches thick, the full width of the log, and then seasoned in the open air until dry. Green or damp wood is unsatisfactory; it does not work up good, clogging and otherwise interfering with the work, and molding in the bale when pressed. Wood should be full thickness that the machine will take to get full capacity of knives at each stroke.

To get the best results, open sheds with board roofs should be constructed so that the air will have free circulation, and at the same time keep the wood free from rain or snow.

After seasoning thoroughly, the 38 inch lengths are cut in two in the middle, and the ends trimmed square so as to make 18 inch lengths. The small pieces of bolts left from cutting excelsior are used for baling strips. Open air seasoned wood is preferred to kiln dried wood; the latter is more or less brittle.

An abundant supply of timber which can be handled without too great expense, together with proper shipping facilities, are, of course, the primary considerations. When the mill is located on the banks of a river, the logs may be cut many miles above, and "driven" when the water is high. Hauling by rail is also profitable when the distance is not too great.

There are many establishments throughout the country engaged in manufacturing that have a surplus of fuel for power which could be utilized for this purpose. When close to a supply of suitable timber, it is easily seen what a profit may be derived by adding an excelsior mill. Until recently, it was thought that this was the only way excelsior could be manufactured profitably, but the fact that plants erected exclusively for its manufacture find it necessary to enlarge from time to time to enable them to keep pace with the demand, proves conclusively that such is not the case. In fact, there are few better paying manufacturing businesses than this is when properly handled. — National Coopers' Journal.

I RECENTLY met a dealer who was a bold advocate of uniform inspection rules for the grading of hardwood lumber. In relating his experiences to show the necessity of such rules, he pointed out one case fresh in mind. A certain manufacturer had some hardwood lumber for sale, and the dealer visited the mill for the purpose of inspecting the stock and making an offer for it. When some boards with heart in the centre were reached, he proceeded to class them as culls, in accordance with the inspection adopted in the Eastern States, which distinctly states that all lumber containing heart defects must be classified as culls. To this the manufacturer took exception, contending that certain local industries accepted such boards as common, measuring out the strip in the centre containing the heart and rejecting it entirely. While the dealer pointed out that this was not the proper inspection, he had no authorized rules to prove his position, and was therefore somewhat at a disadvantage. He states that when lumber is shipped for inspection upon delivery, he frequently finds that the mill man has not been accustomed to selling upon any proper system of rules, and in cases where disputes over inspection arise, there are no standard rules which can be referred to to facilitate a settlement. His opinion is that if hardwood manufacturers would properly grade their lumber, they would in the end receive greater returns and would be saved the annoyance of many disputes such as now arise. Even if certain buyers continued to buy upon their own inspection, and the rules were not generally adopted, they would at least be of advantage in the way of providing proper rules as an authority to which to refer. The trouble, he thinks, with all rules in existence to-day, is that they are not explicit enough.

* * *

IN the Maritime provinces of Canada, and also in the state of Maine, there has been growing up for some time a new industry; more correctly speaking, perhaps, not a new one, but an old one assuming larger proportions. It is that of spruce gum gathering. Years ago the country lad who went into the city was highly indignant when called after by the small boy, "Johnny from the country, with his pockets full of gum." Literally, this was true then, "Johnny" usually having a few chunks with which to treat his friends. Now, however, many persons are engaged in this pursuit. There is a large market for the product, notwithstanding that the prejudice against gum chewing far outweighs anything that might be said in its favor. The gum picker usually goes into the woods with the lumbermen in December, and makes his home at the lumber camp. Before doing so, he provides himself with a ladder and a knife with a long blade. This is all the outfit required, excepting that, perhaps, when the snow is deep, use is made of snowshoes. The spruces usually are without branches at the base, and instead of climbing the trunks the ladder is used. Of course, the ladder could be made in the woods, but spare time is employed doing this before entering the forest. Once there, the picker finds plenty to do. He rises early from his bunk, and it is not very late in the afternoon when "the shadows of evening fall," and then his day's work is done; but the employment makes him quite tired and ready to retire early. Each day his work takes him farther from the camp, but, in truth, he need not be far away at any time, gum-bearing trees being all around. If the picker has had good success, he has made a fair day's pay. Spruce gum is sold at wholesale from 60 cents to $1 a pound, according to quality; and as it is not uncommon to gather from three to five pounds during the day, it can be seen that the work nets him a tidy income, the cost of living at the camp being comparatively small. The lumbermen, too, find time Sundays to turn their hands to this work. It is the custom then to go in a party of a dozen or more to where the logs are "browed." Here it is possible, with the aid of a peevie, to get at the gum more readily. The wholesale druggists in New York, Boston, and some of the other large cities, are the largest purchasers. Some of these firms employ pickers, while others depend on agents to purchase their supply. In the cities mentioned, spruce gum retails for about 16 cents an ounce. When the crop is being harvested, the dealers have difficulty in keeping pace with the demand. The other day a New York firm sent an order for a ton. Their agent was unable to fill the order, but sent all he had on hand—some 300 pounds—assurring his customer that he would be able to fill the balance of the order in a short time.

* * *

IT is always interesting to compare the customs in Canada with those prevailing in other countries, but particularly in Great Britain, to which country, it might be said, we look for counsel and instruction. A gentleman from England closely associated with the lumber trade who has recently travelled through Canada and the United States, in a letter to the scribe, comments on his trip, and for the benefit of readers of this page, I will give his concluding remarks, from which some ideas may be gathered. He writes: "I found trade good everywhere in lumber, and have visited quite a number of box and case-making manufactories both in Canada aud the United States. The courtesy and kindly interest shown to me on all sides will always conduce to very pleasant recollections and memories of my first visit to Canada and the States. I am taking back a few machines and labor-saving contrivances, which are more in evidence here than in England. Generally, however, owing to the greater advertising facilities of recent years, I have not found very many machines of whose merits I was not already acquainted, but I have been much struck with the intense energy evinced by all on this side of the water, greater in the States, and existing in a lesser degree in Canada also. Doubtless to this must be attributed much of the wonderful advances made here during the last twenty or thirty years. In the matter of lumber, I was struck with the fact that while in England we mostly deal with lumber in the form of planks, deals and battens, in Canada and the States it is almost all in the form of boards. Owing to your mills sacrificing quality to quantity, these boards are generally too roughly sawn to suit the English market, and to this in part I attribute the difference that exists in this respect. The extra labor of handling boards over deals and battens is offset here by great attention to labor-saving devices, while the advantage in the quicker drying is very obvious. In view of the preference given here for sawing the lumber into boards at the mills, with a little more care in the accuracy in size and chances of saving therefrom, I should not be surprised if the exports of the future tended more toward boards and less of deals, battens, etc."

## TO PREVENT SHRINKING OF FLOORS.

A WRITER on the above subject in the Mississippi Valley Lumberman says:

"The flooring mostly used for homes is oak and birch. Maple is used almost exclusively for stores and office buildings. As to which one of these woods is most liable to shrink when used on the floor I don't really know. Birch has the general reputation of freely contracting, and many think that maple being so hard and close grained will not shrink; but in my experience I have had some cases the equal reverse of this. I believe, however, that if extra care were exercised in keeping maple flooring from contact with the moisture in the air it would not shrink. The manufacture of maple flooring has been figured down to a science. I have a lot of No. 2 that has just come in. It is from 4 to 16 feet in length, and a few years ago it would have passed muster as No. 1 clear. The end matching permits the use of short lengths without serious detriment to the floor. This lot seems to have been kept in good condition and to be thoroughly dry. I have seen cars containing maple flooring that were open to the weather and pretty well soaked with rain. Some dealers store their stock in open sheds too, and I am only surprised that under such circumstances it proves as satisfactory as it does. Maple flooring is never put through a dry kiln after it leaves the factory and is often not laid for many months after it is manufactnred. Oak and birch flooring on the contrary are usually not made until the order is secured. Many carpenters think it necessary to take such flooring smoking hot from the dry kiln and lay it down before it is fairly cool. This is a mistake. All lumber after being kiln dried should be allowed to stand some time before being used. After coming from the kiln all wood will naturally absorb a certain amount of moisture from the air. This will expand it somewhat, but if allowed to remain in a dry place some days it will again contract and become very durable in staying qualities. Most of the sash and door factories appreciate this fact and act accordingly.


## ONE DOLLAR.

THE above sum represents the yearly subscription price of the CANADA LUMBERMAN, including both weekly and monthly editions, mailed to any address in Canada or the United States. Owing to postal charges, the subscription price to foreign subscribers is two dollars per year. Persons in foreign countries interested in Canadian timber products can invest that sum to no better advantage than by becoming a subscriber. Likewise every mill owner in Canada should read the columns of the CANADA LUMBERMAN. A sample copy will be furnished upon request.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS
PUBLISHED BY
The C. H. Mortimer Publishing Company
of Toronto, Limited

CONFEDERATION LIFE BUILDING, TORONTO
BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

## MANUFACTURING HARDWOOD LUMBER.

IN the production of lumber, manufacturers should aim to obtain from the log as much saleable stock as possible, and at the same time the greatest percentage of higher grades. Pine manufacturers, being engaged in the business on a comparatively extensive scale, generally manufacture their logs to the best advantage, and this may also be said of many hardwood manufacturers. But it is also true that some operators in hardwood give little attention to the question of manufacture, as is evidenced by the class of stock to be found in their yards. They frequently sacrifice, unknowingly, quality to quantity, and as a result are compelled to market their lumber at a much lower price than might be obtained if it were carefully manufactured.

The natural inference would be that the poorly manufactured stock would be found in the yards of persons who had but recently launched into the lumber business. This is not always the case, as persons of the last mentioned class give more attention to studying the market requirements than do some saw mill owners who have been in the business for years. These latter are averse to changing their established methods, and unless someone becomes sufficiently interested to go into the question very carefully with them, and point out how their annual profits can be increased, they continue to follow their own ideas.

A method of sawing hardwood lumber which some mill men adopt is to cut a slab and couple of boards from two sides of the log, than give it a quarter turn and saw continuously from one side until the log is cut up. The result of this method is that several boards contain heart in the centre, and must therefore be classed as culls.

A method of sawing which we believe to be an improvement on the one above referred to, is to turn the log to the saw and work down until the hearts defects are reached, then give the log a half turn and work down from the other side in the same way. This leaves a portion of the log on two sides of the heart to be sawn into strips, the heart being removed entirely from the lumber, to be thrown away if worthless. An objection to this manner of sawing is the great amount of edging it necessitates, taxing the capacity of the machine where only one edger is in use. In the case of large logs this may be overcome by cutting boards off the four sides until it is possible to get a perfectly square board, and then proceeding in the manner as above described. With small logs, however, the use of this method might so reduce the width of the lumber as to make its adoption undesirable, in which case we would recommend that the edging be done by a circular.

The method above advocated has additional advantages besides that of producing a greater quantity of high grade lumber. For instance, with birch it is desirable to obtain as much red faced lumber as possible, in view of its greater value. With this method this result is effected, the bulk of red face in the log coming out almost as separate boards.

There are some who contend that not more than from ten to twelve per cent. of red face can be obtained from birch timber, yet the writer is cognizant of an instance where, by careful sawing, ten thousand feet, or more than 17 per cent. of first-class red face lumber, was gotten out of a total cut of less than sixty thousand feet. When it is rembered that the commercial value of red birch is about double that of ordinary white birch, the wisdom of giving attention to the science of manufacturing becomes clearly apparent.

## LEGALITY OF THE MANUFACTURING CLAUSE.

The indications at the present time are that the courts will be asked to decide as to the legality of the Ontario legislation compelling the home manufacture of timber. Messrs. H. J. Scott, Q. C., and Christopher Robinson, Q. C., two emminent lawyers, have been engaged by the Michigan lumbermen to endeavor if possible to obtain a test case in the courts, and have applied to the Attorney-General for his consent to take such proceedings. This consent will in all probability be granted, and it is expected that the case will be heard in the Ontario courts in the fall, and will reach the Privy Council early in the winter.

This question as to the right of the Ontario government to impose restrictions governing the cutting of timber on crown lands has been the subject of more discussion than perhaps any question which has come up for some years, and it is indeed satisfactory to know that it promises to be finally disposed of in the near future. As to the result, Canadians generally have little fear, feeling confident that the course which has been taken will be upheld by the Privy Council. To the Michigan lumbermen who are now refused the right to export logs we extend our sympathy. At the same time, it is the United States Congress that is reponsible for their present position. This is very clearly set forth by the Toronto Globe in the following words:

"Until the passage of the Dingley bill the Dominion Parliament refrained from putting an export duty on logs, while Canadian lumber was admitted, sometimes free, sometimes at a rate of $1 per thousand. The Dingley act made a new arrangement. It placed a duty of $2 a thousand on lumber, and it provided that if Canada, or, to be strictly accurate, any country imposed an export duty on logs, an amount equivalent to that duty should be added to the import duty on lumber. That was a highly ingenious plan for taking all the advantages of the situation and giving none. But it is not a matter of surprise that the Ontario lumbermen chafed under it and were glad to find an equally ingenious method of meeting it. This was the provision requiring the manufacture of all logs cut on Ontario limits into lumber before export. It answered the same purpose as an export duty, and it did not involve the same consequence. It was, in our opinion, as a measure of defence and of meeting the unfair provision of the Dingley law, a perfectly justifiable measure, and the Ontario lumbermen were always willing to make a fair arrangement, namely, reciprocity in logs and lumber."

We believe the government of the United States have acted unwisely and against the interests of the country. With the forests rapidly becoming depleted, it is only a matter of a short time until the wood-consuming industries will be largely dependent upon Canada for a supply of timber. In the meantime, influenced by public sentiment and unfair legislation at Washington, the Dominion government may have passed a law preventing the export of logs from Canada under any conditions. This matter was last week brought up in the House by Mr. Bennett, who spoke strongly in favor of such action.

## EDITORIAL NOTES.

IN last issne reference was made to the dispute over the lease of Deadman's Island as a site for a saw mill. Within the past month the officials in the Militia Department at Ottawa have discovered the missing document, which shows that the title of the island belongs to the Dominion government. Meanwhile, however, Mr. Ludgate, tired of the fight, is reported to have gone to Puget Sound to establish a saw mill.

IT may be stated without fear of contradiction that no wood has as yet been discovered possessing the excellent qualities of spruce for producing mechanical pulp. It has qualities not found in other woods, particularly its long and tough fibre. Nevertheless, it is possible that science will yet make such discoveries as will permit of other woods being utilized for the manufacture of a good grade of pulp. At the present time many persons are turning their attention to hemlock, and experiments have been made with it by two or three Canadian mills, but with what success has not been learned.

THAT gigantic, but none the less desirable project, the Ottawa and Georgian Bay canal, may yet be carried to completion. When in England recently, Mr. Stewart, the promoter, claims to have formed a company to undertake

the work, and it is said that the company have since deposited with a Canadian bank the sum of $200,000, in accordance with the provisions of the statute incorporating the company. Further developments will be awaited with much interest, as the construction of the canal will certainly prove of much benefit to Canada, and be a boon to the lumber industry of the northern couutry.

It is indeed gratifying to learn that both the Imperial and Dominion governments have decided to grant Messrs. Pickford & Black substantial subsidies for a fast steamship service between Maritime province ports and the West India islands. These islands are gradually becoming of more importance from a commercial standpoint, and conditions being favorable to an interchange of products with Canada, a considerable increase in the volume of trade may be looked for. The appointment of a Jamaican commercial agent at Ottawa is also a step in the right direction.

## THE PATCHING OF CRACKS IN BAND SAWS.

By J. S. Jackson.

It is probable that there is no band filer who has not had considerable trouble in the fitting of band saws by reason of the cracks, which occur variously both on the back and toothed edges, and occasionally also in the central portions of the saw. It is unnecessary here to take up the question of the causes for the formation of these cracks, as they are many and varied, and a treatment of the subject would make in itself a long article. It is obvious that with any band filer having troubles of this kind the most important thing for him to do is to look to the prevention rather than to a remedy for the cracking. But having cracked saws, the question arises, "how can the cracks best be remedied?"

Where a few or a considerable number of short cracks form on the back edge of the saw, or perhaps also on the front edge, extending in but a short distance, one of the most common remedies is to shear the back edge, if that edge is affected, or to shear and retooth the front edge if that side is affected. There are instances where this process will prove the only successful remedy, and where it is necessary to remove only a very narrow strip it will not materially impair the saw by lessening its width. But there are occasions when these cracks extend in for a distance of an inch or an inch and a half, or perhaps further, and in such a case the remedy of shearing would work a serious loss to the saw, and the filer therefore resorts to cutting the saw in two and brazing it. But cutting and brazing band saws, if the process can be avoided, is highly objectionable, by reason of the fact that it involves a considerable amount of labor and skill to effect a successtul braze, and it leads to the shearing of the saw and usually to an impairment of the life of the saw.

It would seem, therefore, that any method calculated to reduce the necessity for cutting and brazing must recommend itself strongly to both mill men and saw filers. Such a process consists of putting a patch on the saw over a crack, in such a manner as to largely restore the integral character of the saw and at the same time in no way diminish its life or strength, as is likely to result from a complete cutting and brazing. A band saw patch is simply a short braze. The patching of band saws has been practiced by numerous filers for a number of years, but heretofore they have performed the process entirely by hand, having no machines or tools with which to render the process easy, simple and exact, hence the hand method has not been largely adopted and never will be.

The difficulty of patching a crack by hand will be readily apparent when one considers that two bevels must be filed in the saw plate, tapering to the crack on opposite sides, and also from the central portions toward the end of the crack, and a piece of steel filed accurately to fit this portion of the plate thus filed away, before the ordinary process of brazing is resorted to. In view of the fact that in a large number of band mill filing rooms there have hung in the racks, unused, band saws that have been condemned as worthless by reason of the cracks in them, it is perhaps a wonder that some makers of saw fitting machinery have not long before this developed a machine which would render the preparation of a cracked saw, and of suitable patches for same, a simple, easy and successful process. I am glad to learn that one of the concerns making filing room machinery has recently placed on the market a machine which will very quickly prepare a cracked saw ready for patching. By their method the surface of the saw along the edges of the crack is milled to the proper bevels, and strips of saw steel, of proper gauge, according to the requirement, are furnished in length as desired, so that the operator has nothing whatever to do except to prepare the crack and then apply the patch, brazing it on in the same manner as the ordinary braze is effected.

In brazing on a patch, the heated irons are applied only on the surface of the patch, and no other portions of the blade are affected. It is a much easier and quicker process to prepare the saw for a patch an inch long, more or less, than to prepare two laps the width of the saw. It is easier to straighten up a patch than a braze, as you have only from an eighth to a sixteenth as much surface, as if the patch is properly brazed on the saw becomes practically as good as new. I would advise any mill man or filer who is interested in this process to look into the machine referred to above, which is made by Baldwin, Tuthill & Bolton, Grand Rapids, Michigan, and which is illustrated in their catalogue for 1899. —The Wood-Worker.

The mill of the Riordan Pulp Company, at Hawkesbury, Ont., will commence operations at an early date. The daily output is to be forty tons up to the first of next January, after which it is to be eighty tons. There is a mistaken impression that the product of this mill is to be ordinary sulphite pulp, such as is used in news. It is, however, to be a superior book pulp. It appears that the Riordans discovered, when marketing in the United States the surplus of the Merritton mills, that the grades affording the most profit were the higher ones. They found competition too keen in the ordinary qualities, and therefore kept exclusively to the finer kinds. The twenty tons per day that they could spare from the Merritton mills have been disposed of in the United States for more than the last twelve months, and it was a class of pulp that could be used for book paper. This quantity from the old mill will continue to be marketed across the line, as well as the whole output of the new mill. At Hawkesbury, production will be cheaper than at Merritton. For the Merriton mill wood had formerly to be brought all the way from the north shore of the Georgian Bay, and cost about $6 per cord laid down. At Hawkesbury, contiguous to the company's own limits on the Rouge, wood will cost not more than $2.50 per cord delivered.

## TRADE OPENINGS.

The following were among the enquiries relating to trade matters received at the High Commissioner's Office in London, Eng., during the week ending June 17th, 1899:

An enquiry from Budgett Bros., 70 Bishopsgate St. Within, E. C., for a good manufacturer of dining tables made from birch, spruce, and basswood, in quantities and shipped in the white.

An enquiry from C. L. Miller, 117 Bothwell St., Glasgow, for shippers of hickory suitable for golf sticks, in lengths of 44" by ⅞" square. The goods are required immediately for wholesale trade.

## THE SONG OF THE SAW.

The song is the shriek of the strong that are slain—
The monarchs that people the woodlands of Maine;
'Tis the cry of a merciless war,
And it echoes by river, by lake and by stream,
Wherever saws scream or the bright axes gleam—
'Tis keyed to the sibilant rush of the stream,
And the song is the song of the saw.

Come stand in the gloom of this clamorous room,
Where giants groan past us a-drip from the boom,
Borne here from the calm of the forest and hill,
Aghast at the thunderous roar of the mill,
At rumble of pulley and grumble of shaft,
And the tumult and din of the sawyer's rude craft.

Stand here in the ebb of the riotous blast,
As the saw's mighty carriage goes thundering past,
One man at the lever and one at the dog,
The slaughter is bloodless and senseless the log,
Yet the anguish of death and the torment of hell
Are quivering there in the long, awful yell
That shrills above tumult of gearing and wheel
As the carriage roars down and the timber meets steel.

Scream! And a board is laid bear for a home.
Shriek! And a timber for mansion and dome,
For the walls of a palace, or toil's homely use,
Is reft from the flanks of the prostrate King Spruce,
And thus in the clamor of pulley and wheel,
In the plaint of the wood and the slash of the steel,
Is wrought the undoing of Maine's sturdy lords,
The martyrs that nature yields up to our swords.

The song is the knell of these strong that are slain,
The monarchs that people the woodlands of Maine,
And the fury that whirls by mechanical law,
With rioting teeth and insatiable maw,
Is the saw;
And this is the song of the saw.

—Holman F. Day, in Lewiston Journal

Referring to the old subject of the value of hardwood lumber cut in winter compared with that cut in summer, the American Lumberman says that, while some practical lumbermen do not believe it makes much difference in what part of the year it is manufactured, the general theory that when the tree is full of sap, fermentation and incipient decay are more likely to set in than at other times, finds acceptance and is reasonable. It also thinks that winter sawn lumber comes out whiter and of a more uniform color, while lumber sawn during the hot months, with alternating periods of heat and dampness, is likely to stain in a way likely to diminish its value for some purposes.

Chemically hardened railway sleepers—the idea of a Munich architect named Hasselman - are proving quite satisfactory on the Bavarian state railroads. The process, lasting about six hours, consists in a double baking of the wood and treatment with oil of vitrol and sulphate of iron, followed by placing in a bath of chloride of lime and milk of lime at a temperature of 100° to 125° C. and a pressure of about 2½ atmospheres. Tbe cost is about two cts. per tie. The first baking destroys the germs of fermentation and induces mechanical union of the preservatives with the fiber of the wood, aud the second imparts remarkable hardness and so changes the character of the wood that it remains dry even in damp places.

The Brockville Times defines the Canadian position thus happily:—

We don't want to retaliate,
But by jingo, if we do,
We've got the spruce,
We've got the pine,
And we've got the nickel too.

## WHAT CONSTITUTES A DEAL AND A BATTEN.

A case of much interest to lumber exporters was decided in London, Eng., recently. The proceedings were instituted by Messrs. Hine Brothers, of Maryport, as owners of the steamship Greta Holme, to recover the sum of £40 15s. 5d. from Messers (Ltd.), timber merchants, 79½ Gracechurch Street, E. C., for extra freight alleged to be due under a bill of lading dated October 30th, in respect of 65 standards of scantlings, strips and shorts wrongly shipped as deals on board the plaintiffs' steamship.

Mr. Batten, plaintiff's counsel, said that the defendants were shippers of a cargo of timber from Montreal by the plaintiff's vessel. The present proceedings were brought for damages for failing to load certain numbers of standards of deals as per a contract which was admitted between the parties. The contract, which was made in Montreal, was in the form of a letter dated May 21st. The letter was a promise by the shipowners to let space for 400 stds. of deals, Montreal to the Surrey Commercial Docks, and the price was 40s. It also stipulated that the deck portion was not to exceed 20 per cent. of the under-deck cargo. An agreed statement of the facts had been filed, but there would be some additional evidence, probably. According to the agreed statement of facts, of the 400 stds. of deals the defendants had alleged that 65 stds. were not deals, but battens. They were little pieces measuring 2 in. thick and 6 in. wide. The first question was this: Under the contract giving leave to the shippers to ship deals, were they at liberty to ship anything which was not known in the trade as a deal? The second question was, If not, what were the damages they must pay to the shipowners. In that case the freight was agreed at £2, but persons who had shipped smaller pieces than were contemplated were made to pay 12s. 6d. per std. more. That action was brought to recover the difference in the freight on £2 and £2 12s 6d. The reason was this: Small pieces of battens took up a great deal more room than the larger deals. Therefore one got a fewer amount of standards on which freight had to be paid in the same allotted space. There were witnesses who were conversant with the timber trade there in court to prove the reasonableness of their case. The bills of lading were signed by the master under protest and no doubt complaints were made. There were put on board 3,451 battens, measuring 21 stds., and which were 2 in. by 6 in., 4,584 measuring 23 stds., and which were 2 in. by 5 in.; 3,678 battens measuring 15 stds., 2 in. by 4 in.; 405 ends measuring one std. odd, 2 in. by 6 in.; 437 ends which were 2 in. by 5 in.; and 540 ends 2 in. by 4 in., about a standard each. The only questions between the parties were whether the plaintiffs were entitled to any, and if so, what amount of extra freight in respect of all or any of the pieces comprised in the 65 stds. beyond the freight already paid and the costs of the action. According to "Stevens on Stowage," a deal must be 7 in. broad. The law of Canada on the subject said: "The Quebec standard hundred of deals shall be 100 pcs. 12 ft. long, 11 in. broad, and 2½ in. thick. And deals of all other dimensions shall be computed according to the said standard; deals of all qualities shall not be less than 8 ft. long, 7 in. broad and 2½ in. thick; deal ends shall not be less than 6 ft. long, and shall be computed according to the Quebec standard." According to Webster's Dictionary, a deal could not be so described unless it was 7 in. broad. So they would have to start with the presumption in favour of the shipowners in that case.

Mr. Murray Kennedy, a member of the firm of Kennedy, McLean & Co., of Montreal, was called. He said they were shipbrokers, and he had had many years' experience as a shipbroker and in the timber trade in Great Britain, as well as at Montreal. The measurements given by the Surrey Commercial Dock Company applicable to that case had been before him. They were based, as was the plaintiff's case, on what was commercially known in the timber trade as "battens." They were not "deals." He was present in Montreal when the timber in question was shipped. At that time he protested to the shippers that they were shipping battens instead of deals. Other timber of the same dimensions was shipped on the Greta Holme on the same voyage. Messrs. Sharples, timber merchants, shipped a lot. The same complaint arose in reference to them, but Messrs. Sharples had paid the extra 12s 6d which the defendants were now resisting their liability for. The smaller wood took more space on the ship, and that accounted for the increased charge for freight. It would cost more to discharge, and took longer to handle. To use a phrase well known in the timber trade, it "blew the ship out." In cross-examination he said it was not true to say that the term "deals" was used in the trade to cover both deals and battens. His definition of a batten was that for shipping purposes it would be 2 in. to 3 in. thick, 10 ft. or so long, and 3 in. to 6 in. wide. Battens were not known to be 4 in. by 9 in. wide. Such a thing was certainly not known in the Canadian trade. A piece of wood 3 in. thick and 4 in. wide was a batten, and so it would be if it were 5 in. wide. They were not generally shipped 4 in. thick and 5 in. wide, but if they were he would call it a scantling. In the whole course of his experience of the timber trade he had never known of an action being brought to recover extra freight for carrying pieces of timber because they were 2 in. by 4 in., and not deals. Where the measurement was 2 in. by 5 in. or 6 in.—where they were battens—then an extra claim had been made.

Mr. Kennedy was cross-examined and other evidence taken, but decision was given as before stated, for the defendants.

The Timber Trades Journal gives the following definition of a deal: "A deal, roughly speaking, is understood to mean a piece of sawn wood over 6 to 8 feet long (8 feet are sometimes called deal ends), 9 and under 11 inches wide and 3 inches thick. Two-and-a-half inches thick by 9 inches wide would be called a deal, but 2 inches by 9 inches some would insist upon calling a board. Should 3 x 8 inches be termed a batten or a deal? and if a deal, how should 2½ x 8 inches be designated? These are not questions of vital importance, and that there should be any difference of opinion arises from the fact that of late years wood has been manufactured abroad into intermediate sizes other than the old-fashioned dimensions of 3 x 11, 3 x 9, 3 x 8, etc., and there is now a sort of border-land of dimensions which the most experienced may well hesitate to classify. But the true definition of a deal, according to the Petersburg standard, which forms the basis of all contracts made in this country, is 1½ x 11 inches wide and 12 feet long, or its equivalent in any dimensions. The distinction between deals and battens is regulated more by custom than anything else, and is quite apart from the cubical contents of the wood, the dividing line being drawn at 7 inches wide; all sawn wood above that width is reckoned as deals. The generally accepted definition of a batten is 2½ inches and 2 inches thick, and any width above 4 inches and not exceeding 7 inches, 3 x 3 and 3 x 2½ are usually termed scantlings, as well as 2 x 4, but the term batten would apply to them all. Taking into account the great diversity of sizes that now figure amongst the foreign imports, as well as from our American colonies, it will be safest to let the dividing line between deals and battens be drawn at 7 inches in width—if under 3 inches in thickness. This practically brings the 3 x 7 within the deal sizes, but it is the simplest way out of the difficulty."

## PROFIT IN GROWING TIMBER.

General Andrews, the Fire Warden and Deputy Forest Commissioner of the State of Minnesota, read at the last annual meeting of the Minnesota Forestry Association a paper prepared for him by Dr. C. A. Schenck, the Superintendent of Mr. Vanderbilt's forests at Biltmore, on the "Utilization of Waste Lands for Forest Purposes." There are now in Minnesota five million acres of public lands, two million acres of which are practically unavailable for agriculture, but are readily available for forestry. Supposing this land to be now bare, and to be planted by hand, cared for and guarded for eighty years, its value at the end of that period would be, under ordinary circumstances, nearly double the total cost, including taxes and compound interest at two per cent. If the land should already be partly wooded, so that it could seed itself, the original outlay would be much less, and if prices of lumber should be higher in eighty years than they are now, which is altogether probable, the profit would be proportionately greater; while Dr. Schenck allows nothing for profits from the sale of brush-wood, the lease of hunting and fishing privileges, and other incidental sources of income, which might, in the aggregate, form a considerable sum. Besides the direct profits, there would naturally be indirect gains through the conservation of streams and springs, all of which should count, and which would go far to make up for the charge for interest. Meanwhile, employment and comfortable homes would be provided for a large number of persons in and about the forests, and the cost of fire-wood and lumber would be lessened for all the inhabitants of the State, and the Commonwealth would possess, when its forests came to permanent productiveness, one of the best and safest investments known.


## "WANTED AND FOR SALE."

Persons having for sale or wishing to purchase a particular lot of lumber, a mill property, timber limits, second hand machinery, etc., in fact, anything pertaining to lumbering operations, will find a buyer or seller, as the case may be, by placing an advertisement in the "Wanted and For Sale Department" of the CANADA LUMBERMAN Weekly Edition. Testimonials to the value of this department by those who have given it a trial state that the results of advertisements were frequently better than anticipated. The cost is comparatively small. Mill owners might, with profit to themselves, make use of this method of advertising their stock to a still greater extent.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN GREAT BRITAIN, THE UNITED STATES AND OTHER FOREIGN MARKETS.*

VOL. V. TORONTO, ONT., JUNE 28, 1899 No. 23.



**CANADA LUMBERMAN**

PUBLISHED BY

**The G. H. Mortimer Publishing Co'y of Toronto, Limited**

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING,
MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and endencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type; 12 lines make one inch. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.


FOR SALE.

CEDAR, 8x10, 10x10, 12x12, from 10 to 24 feet long. Apply to W. A. PLAYFAIR, Playfair, Ont.

**PINE FOR SALE.**

45 M FT. GOOD PINE LUMBER, 12 and 14 ft. long, 2, 1½, 1¼ and 1 in. thick—sawn in May. At Baird's Mill, five miles from Markdale. J. RITCHIE, Glascott, Ont.

## SAW MILL MACHINERY FOR SALE

LARGE SAW AND SHINGLE MILL AT LONG Lake, capacity 30,000 ft., complete with first class machinery. Engine 22×26, 4 Boilers, Shafting, Belting, etc.

ALSO

VALUABLE SHINGLE AND PONY SAW MILL in the Village of Port Sydney, a Boarding House and 4 Lots adjoining. Excellent situation for buying Timber and Shipping. Must be sold at once.

THE UTTERSON CO., Limited.
Toronto, Ont.

## TO LUMBER DEALERS

THE NEWFOUNDLAND IRON ORE CO., Limited, of Workington, Newfoundland, invite tenders for the delivery at Old Perlican, Trinity Bay, Newfoundland, of a large quantity of

**12 AND 10 INCH SQUARE SPRUCE SAWN TIMBER**

Specifications may be obtained at the office of this paper.

The Company does not bind itself to accept the lowest or any tender.

S. HERBERT WILLIAMS,
Superintendent.

WANTED — Situation as Lumber Inspector, Shipper and Culler. D. SQUIRE, Hoath Head, Ont.

HAVE YOU ANY STOCK WHICH YOU WISH to sell? If so, make the fact known to probable buyers by placing an advertisement in this department. Address, CANADA LUMBERMAN, Toronto.

FOR SALE.

COMPLETE SAW MILL MACHINERY, PLANing, Sash and Door Machinery; modern and in good condition. Can be seen at Toronto. Apply PETER RYAN, Toronto.

FOR SALE.

ONE CARLOAD BASSWOOD, CUT ½-INCH thick, 5 to 7 feet long, 4 to 5 inches wide, dressed if desired to ⅜-inch thick. PATENT CLOTHBOARD COMPANY, Parry Sound, Ont.

SAW MILL MACHINERY FOR SALE.

THE COMPLETE MACHINERY OF A SAW Mill, consisting of a steam feed large carriage and frame, one rope feed ditto, double edger and trimmers, swing saws, automatic grinders, belts and saws in good order; all made by Watertous, Brantford. Will be sold cheap. Apply to J. K. WARD, Mona Mills, Montreal, Que.

**FOR SALE**

A FIRST-CLASS LUMBER AND SHINGLE Mill, average capacity per day 35 M. feet lumber, 70 M. shingles, and 15 M. lath; situated in Huntsville, close to the G. T. R. station, with sidings to mill; plenty of virgin pine. Also a first-class site for a tannery, plenty of tan bark. Will be sold at a bargain. Apply to T. WHALEY, Huntsville, Ont.


### CURRENT TRADE CONDITIONS.

ONTARIO.

Reports from lumbermen are again but a repetition of what has already been said regarding the almost unprecedented strength of the market. Everywhere buyers are found in search of stock, and their eagerness to purchase is causing prices of all grades to stiffen. Dealers from Michigan have visited Georgian Bay mills, and are reported to have contracted for some lots of lumber at figures which will leave a fair margin of profit to the manufacturers, even in the face of the two dollar duty; in fact, the buyer invariably pays the duty. A feature favorable to the Ontario lumber industry is the number of foreign importers who have this year personally visited the mills in this province for the purpose of satisfying themselves as to what quantity of lumber they could advantageously import from Canada. Last week Mr. L. R. Babbitt, representing Babbitt Brothers, wholesale merchants, of Buenos Ayres, visited the Ottawa mills for this purpose. While the trade may not realize any immediate results from these visits, it augurs well for the future of Canadian lumber. The above remarks, although applying more particularly to pine, also indicate the condition of the hardwood market. Buyers are numerous and stocks scarce—it is a sellers' market. Generally hardwoods are firm, maple being the only lumber which shows any weakness, and that is not such as to cause alarm.

QUEBEC AND NEW BRUNSWICK.

The local demand for lumber in Quebec is improving, building material representing a consiserable volume of stock. Many of the mills have orders in excess of their output, and all are running full time. Spruce log run is selling at from $8 to $12 f. o. b. cars at mill, and birch at $12 to $15. The Quebec merchants are busy shipping lumber and timber to foreign countries, and a number of vessels have been chartered for July loading.

In Quebec and New Brunswick the industry is in a healthier state than for years past, although high freight rates have interfered with shipments to some extent. The logs have been coming along slowly, and some of the mills have been compelled to close down uutil their drives were received. It is stated that not over 90,000,000 superficial feet of logs will pass through the Fredericton booms this season, as compared with 131,000,000 feet last year and 165,000,000 feet in 1897. St. John deals are worth about $11 per thousand, which is from $2.50 to $3 higher than the prices one year ago. There are no Bay of Fundy deals offering, as they have all been bought up. The prospect is that lumber will be scarce and prices higher as the season advances.

UNITED STATES.

As yet there are no evidences of a midsummer lull in the lumber trade of the United States; on the other hand, dealers and manufacturers alike report an increased number of orders for nearly all kinds of stock. Buyers have been very numerous at northern producing points, and it is predicted that by the end of August practically the entire seaon's cut of the mills at Ashland, Duluth, Menominee and other lake ports will have been sold. Prices are steady and buoyant, with an upward tendency, and some predict that there will be a further advance in the near future. Competition in buying is very keen, as the brisk demand since the spring opened has prevented wholesalers from accumulating their usual quantity of stock. At Ashland, Wis., it is expected that all widths of No. 2 stock will advance, as the difference at present between No. 2 and No. 3 is but $1 per thousand. As showing the position of the market, the Ashland Lumber Co. recently made a sale of 250,000 feet of Norway edge boards at $8 a thousand, while the price paid for similar stock last year was $4.75. An effort has been made to even up Buffalo and Tonawanda prices of pine. The price of uppers is now $51 for inch and $65 for four inch, $45 for inch selects, $38 for inch fine common, $30 for No. 1 cuts, $20 for No. 1 barn, $14 for No. 1 box and $12 for mill culls. Spruce lumber is gradually becoming a a more important factor in the Buffalo market. The Loud Company is preparing to send down quite an amount of spruce to the Black Rock yards from Munising, Mich. Generally spruce is improving, although some sizes still show signs of weakness.

The demand for hardwood lumber continues unabated, although the situation has been relieved in a slight degree by the movement of the new cut. It is expected that there will be a decline in prices for oak, ash and other woods that have been particularly scarce, but the generally accepted opinion is that hardwood values will remain firm during the balance of the season.

FOREIGN.

Speaking generally, the foreign markets are in a fairly prosperous condition. Stocks on hand are not too heavy, and there is little probability that the arrivals will be greater than will be consumed by the various manufacturing industries. In Great Britain the wood trade is undergoing a period of buoyancy almost without parallel in its past history. The opinion is freely expressed that exports from Sweden this year will be less than in 1898, while it is certain that the Canadian exports will not overburden the market. This points to a higher level of f.o.b. values than at present rule, and removes almost any probability of prices depreciating. British importers, however, express some dissatisfaction with the Canadian trade, owing to the custom adopted by some shippers of sending goods forward on consignment, these goods being subsequently sold at lower prices than paid originally by the direct importers, and creating an unfair competition, with a lowering tendency on values. At London a slightly firmer tone is apparent for 2½-inch battens; 2½×7 Quebec spruce has been tried, but the trade has not responded as expected, though in the north it is learned that the experiment has met with some success. In the hardwood market the situation has not changed, the demand continuing steady.

### STOCKS AND PRICES.

Goodwillie & Page, of Fonthill, Ont., recently shipped eight cars of chestnut and oak lumber.

Scatcherd & Son, of Buffalo, are said to have two men in Canada buying hardwoods, mostly soft elm.

The United Lumberman cleared last week from Playfair's dock at Midland for Tonawanda with a large cargo of lumber.

The attention of lumber manufacturers is directed to the advertisement of Messrs. Irvin & Sellers, on page 3, asking for maple squares.

The log cut on the Restigouche river in New Brunswick last winter was 29,000,000 feet. Only a small quantity of logs will be hung up.

McCormick Bros., of Saginaw, Mich., who deal extensively in hardwoods, report an active demand for elm and ash. There is plenty of maple and less call for it than for the other woods.

The A. P. Bliss Lumber Co., of Saginaw, is now towing logs from Parry Sound to Saginaw. These logs were cut by the Conger Lumber Co. in the season of 1897-98 and left in the woods.

On Wednesday, June 21, Alex. Fraser's raft of square timber from the Coulonge was towed to the head of the Calumet slides. This is the second raft to pass down the slides this season.

At Saginaw, Mich., log run is quoted at $18 to $24, and is scarce at these figures. There is a continued good demand for box lumber at $13, and for Norway at $10 to $12 for ordinary lengths.

Cedar shingles continue to be scarce in the Eastern States, and the manufacturers

are sold far ahead. Stocks of everything in the cedar line are exceedingly scarce, shipments being made about as rapidly as the stuff can be gotten out.

Geo. Rowlings, of Musquodoboit, has the contract for furnishing lumber to the Furness Withy Co. for the construction of their new wharf at Halifax. Three vessels are now engaged transporting the lumber to that city.

H. J. Crowe, of Bridgetown, N.S., has chartered a ship to load deals at Annapolis, N.S., for the United Kingdom. This will be the first shipment of the kind from that place. The bark Argentina is now loading lumber at Bridgewater, N.S., for South America.

Following is a comparative statement of timber, etc., measured and culled at Quebec to June 27th, as furnished by the Supervisor of Cullers :

| | 1897. | 1898. | 1899. |
|---|---|---|---|
| Waney white pine, cu. feet.. | 814,874 | 670,881 | 869,767 |
| White pine, cu. feet..... | 81,391 | 435,315 | 263,971 |
| Red pine, cu. feet..... | 56,630 | 77,456 | 87,429 |
| Oak, cu. feet..... | 593,172 | 479,220 | 288,683 |
| Elm, cu. feet..... | 262,723 | 260,262 | 313,925 |
| Ash, cu. feet..... | 68,786 | 22,234 | 42,790 |
| Basswood, cu. feet ..... | 15 | | |
| Butternut, cu. feet ..... | 293 | 795 | 60 |
| Birch and Maple, cu. feet... | 149,917 | 106,480 | 229,867 |

A raft containing over 3,000,000 feet of logs, consigned to the Saginaw Lumber & Salt Co., arrived at Saginaw on the 17th inst. This company has four more rafts to take over from the Georgian Bay, the logs being cut from Indian reservation lands. It is estimated by the American Lumberman that nearly 100,000,000 feet of logs which were gotten out in the Georgian Bay district for the Michigan market are being held in storage booms, in the expectation that some arrangements will be affected whereby they can be taken to Michigan.

The Board of Trade returns show that the imports of wood goods into Great Britain for the month of May of this year were considerably more than in the corresponding months of 1898, both in sawn and hewn wood, the increase amounting to 77,202 loads of hewn and 38,444 loads of sawn. The excess in sawn goods is chiefly the result of increased spruce shipments to the west coast of England and the arrival of cargoes from Riga, Windau, and other Russian ports. For the five months of this year, the imports also show an increase as compared with last year. Of timber there were imported up to the end of May last 1,788,280 loads, against 1,571,120 loads in 1898.

### THE BARBADOS MARKET.

Of the Barbados market, Messrs. Clairmonte, Man & Co. say :

LUMBER.—Since last advices, there have been no arrivals with lumber. White pine is in moderate supply ; last sale was the cargo ex Grace Rice, arrived on May 12th, at $21.50 for first and $15.50 for second quality. The spruce demand continues good, last saie $15 for first quality.

SHINGLES.—The market for long Gaspe cedar has sharply declined ; last sales ex Duart Castle, at $3.50 per M ; no recent import of laying shingles ; cypress, sales ex store $8.50 6-in. heart, saps $6.50. June 3rd: s.s. Duart Castle, from St. John, N.B., 388 M long Gaspe cedar shingles, $3.50 ; 23 M do. 6-in, $6.61 ; 5 M do. 5-in., $5.61 ; 3 M do. 4-in., $4.61 ; 1½ M do. 3-in., $3.61.

### SHIPPING MATTERS.

From St. John, N. B., it is learned that the following charters have been arranged: Str. Berax, Pugwash, N. S., to United Kingdom, deals, 44s; str. Dora, Cape Tormentine, N. B., to Manchester, deals 43s 9d ; Lettura, St. John, N. B., to w.c. England, deals, 43s 6d.

The Timber Trades Journal reports that there has been a large amount of tonnage chartered from Canada at increased rates, showing an advance of about 2s 6d for July. The fixtures include the following: Three Rivers to Hull, 1200 stds., 46s 3d ; Saguenay, St. Thomas or Batiscan to London, 1200 stds., 45s. June, 1400 stds., 44s, July ; Montreal to Hull, 1000 stds., deals, option half boards, 47s 6d, August ; Quebec or Montreal to w.c. England, 1100 stds, 46s 3d, June ; St. John, N. B., to Liverpool, Manchester or Barrow, 1600 stds, 45s, July and August ; West Bay to Manchester, 1200 stds, 46s 3d, July ; Miramiechi to Manchester, 1200 stds, 46s 6d, 1450 stds, 47s 6d, 1350 stds, 46s 6d, all July ; Miramiechi to e.c. Great Britian, 50s.

### BRITISH VIEW OF THE CANADIAN TRADE.

The Timber Trades Journal, of London, Eng., comments as follows regarding the Canadian pine and spruce trade:

THE PINE MARKET.—The London market for pine deals is, we regret to say, not any better than it was a year ago. We are told that large parcels have been sold overside ex ship, but we are also informed that these sales have been at such nominal profits that the business might just as well have been let alone. It is evident, if our information is correct, that pine business is by no means satisfactory. Old hands in the pine trade are gradually dropping out because there is nothing to be made in it, but there are always new men with less experience coming forward willing to step into the breach in the hope of finding the way to a more remunerative system, but they will be reckoning on a very insecure foundation in building their hopes of profit on an all round substantial improvement, without which it is impossible to make the pine business pay. Until there is a better system of cutting and selling in Canada, and less oddments consigned to this market, it will be impossible to make a remunerative one to the importer here. All the experienced firms in this trade are unanimous in the opinion that a reformation must be made if the pine business is to remain on its hitherto extensive scale, otherwise it will descend into a hand-to-mouth business, and the large importers of former times will seek other and more fertile fields for the outlay of their capital.

THE SPRUCE TRADE.—Regarding spruce, we hear that there is a strong demand round the coast, but we are sorry to say we cannot hear the same accounts of London. Prices, notwithstanding the talk about improvements, are not a whit better than last year, although shippers state they are getting more. On the Continent we have reason to believe the demand is still good, and that the sales reported last month have been supplemented by others at some small advance, but this in no way affects the demand on this side where the supply always exceeds the wants of the trade. We wish we could confirm the reports of improvements so long expected, but it is a well-known fact that the bulk of the spruce shipped to this market is used in the manufacture of boxes or packing cases, which, after service, are of comparatively little value. Therefore, there never can be a proportionate rise in spruce prices that appertains to other wood goods that become entirely absorbed in consumption.

### SALE OF CANADIAN WOOD GOODS.

Following is the result of a sale of wood goods held by Churchill & Sim, London, Eng., on Wednesday, June 14th :

PINE.—Ex Merriac, from Montreal—11 ft. 3 x 11 in. first quality (Gilmour's 1897 cut), £19 ; 19 ft. 3 x 11, £18 15s. Ex Emma, from Montreal—6-8 ft. 3 x 11 in. first quality (Hawkesbury cut), £18. Ex Cervona, from Quebec—9 ft. 3 x 11 first quality, £18. Ex Milwaukee, from Quebec—3 ft. 3 x 11 in. first quality, £11 ; 3 ft. 3 x 7-9, £9 5s.

SPRUCE.—Ex Turania, from Quebec—13 ft. 3 x 9 in. second quality, £8 and £7 15s. Ex Fremona, from Montreal—13 ft. 3 x 9 in. second quality, £7 15s. Ex Cameo, from Quebec—12 ft. 2½ in. unassorted, £7 ; 11-12 ft. 2½ x 7, £7 5s ; 12-13 ft. 3 x 10 fourth quality, £6 15s. Ex Eviline, from Quebec—9-16 ft. 2 x 10-11 unassorted, £7.

### LARGE PURCHASE OF TIMBER LIMITS.

It is reported that a large transaction in timber limits has just been negotiated, an American syndicate having purchased timber limits in the province of Quebec to the value of $1,850,000. It is stated that the purchasers represent the pulp trust formed in the United States. Mr. Chas. Lionais, mining engineer, of Montreal, negotiated the deal. The limits are situated on the north shore of the St. Lawrence and in the peninsula of Gaspe. The American company has a capital of $10,000,000, and will erect at once two pulp mills, to cost $1,000,000 each, and to have a capacity of 600 tons per day. A party of engineers is said to be now engaged in making the necessary surveys.

The shingle mill of the Cambridge Lumber Co., at McDonnell's Siding, three miles west of South Indian, Ont., was burned recently, at a loss of $3,000. It is the intention to rebuild, as the company owns a considerable limit of pine in the immediate vicinity suitable for the manufacture of shingles.

### LUMBERMEN'S INSPECTION BOOK.

Send four 3-cent Canadian postage stamps for a copy of the LUMBERMAN'S VEST-POCKET INSPECTION BOOK, containing rules for the inspection of Pine and Hardwood Lumber in the leading markets of Canada and the United States.

The shingle mill of Duff Bros., in Beckwith township, was destroyed by fire last week, together with machinery and some timber and shingles.

### LUMBER FREIGHT RATES.

CANADA ATLANTIC RAILWAY.

Lumber freight rates on the Canada Atlantic Railway, according to the summer schedule effective April 1st, are as follows: Ottawa, Rockland, Hawkesbury and intermediate points to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents ; Ottawa to Oswego, $1.90 per M ft. ; Ottawa to Syracuse, $2.20 per M ft , (3,000 lbs. and under per M ft.); Ottawa to Montreal, $1.00 per M feet, lath 20 cents per M pieces ; Quebec, $2.00 per M feet, lath 40 cents per M pieces ; Arnprior to Montreal, $1.50 per M feet, lath 30 cents per M pieces ; Quebec, 12 cts. ; Pembroke to Montreal, $1.75 per M ft., lath 35 cents per M pieces; Quebec, $2 75 per M ft., lath 55 cents per M pieces ; Ottawa to New York, $2.50 per M ft., lath 50 cents per M pieces ; Arnprior to New York, $3.00 per M ft , lath 60 cents per M pieces ; Pembroke to New York, $3.25 per M ft., lath 65 cents per M pieces ; Parry Sound, track, $3.50 per M ft., lath 70 cents per M pieces ; Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs.; Ottawa, Rockland and Hawkesbury to Boston and common points, local 15c.; exports 11c. per 100 lbs.; Arnprior to Boston and common points, local 17 cents, export 15 cts. per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cts. per 100 lbs.; Ottawa, Rockland and Hawkesbury to Portland, &c., 15 cts.; Arnprior to Portland, 17 cts.; Ottawa to Burlington, 6c. per 100 lbs.; Ottawa to Albany, 10 cts. per 100 lbs.; Arnprior to Albany, 12 cts. per 100 lbs.; Parry Sound to Albany 17 cts. per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N.Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N.B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N.S., and common points, 21 cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft.; minimum carloads 10 M ft., lumber not exceeding 3,000 lbs. per M ft.; lath 50,000 rates pieces, not exceeding 600 lbs. per M pcs. Ottawa apply on shipments from Rockland and Hawkesbury.

GRAND TRUNK RAILWAY.

The freight tariff on lumber issued by the Grand Trunk Railway Company, effective June 1st, 1899, contains the following general instructions: Minimum weight 30,000 lbs. per car, unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be the minimum weight. Exceptions—Cedar posts in box cars, dry basswood and light pine or cedar lumber, dry cedar shingles, charcoal and sawdust, which cannot be loaded up to 30,000 lbs. or up to the marked capacity of car, will be carried at actual weight, minimum 24,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight run than from the first named point beyond to the same destination.

Excepting to Toronto and Hamilton, the rates on hardwood are the same as on pine. To these two points the rate on hardwood is one-half cent higher than on pine.

From Glencairn, Creemore, Aurora, Barrie, Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in groups B and C, to Toronto or Hamilton, 7c. on pine and 7½c. on hardwood ; Bracebridge to Toronto or Hamilton, 7½c. pine and 8c. hardwood ; Utterson, Huntsville, Navor, Emsdale, Katrine to Toronto or Hamilton, 8c. pine, 8½c. hardwood ; Burk's Falls, Berriedale Sundridge and South River, to Toronto or Hamilton, 8½c. pine, 9c. hardwood ; Trout Creek, Powassen and Callender to Toronto or Hamilton, 9½c. pine, 10c. hardwood ; Nipissing Junction and North Bay, 10½c. pine, 11c. hardwood. Rate from Goderich, Kincardine, Owen Sound and Wiarton to Toronto or Hamilton, 7c. pine, 7½c. hardwood. These rates are per 100 lbs. Rates from Toronto east to Belleville are 8c. per 100 lbs. The maximum rate from any point north or west to Montreal is 16½c. per 100 lbs. For rates on railway ties, tie timber, cedar lumber or posts, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

CANADIAN PACIFIC RAILWAY.

To Toronto and Hamilton—from Klock, Mattawa, Bonfield, North Bay, Sturgeon Falls, Cache Bay and Warren, 9 cents ; from Sudbury Jct., Rayside and Chelmsford, 10 cents ; from Cartier and Geneva Lake, 10½ cents; from Spanish Forks, Biscotasing, Massey, Cutler. Spragge and Algoma, 12 cents ; from Dean Lake, Thessalon, Desbarats, and Isbester, 14 cents per 100 lbs. on pine and soft woods, the rate on hardwoods being one cent per 100 lbs. higher ; from Ottawa, Hull, Aylmer and Dechenes Mills, Arnprior, Braeside and Pembroke, to Toronto, the rate is 10 cents both on pine and hardwood.

To Albany and points taking Albany rates—from Ottawa, Hull, Aylmer and Deschenes Mills, 10 cents ; East Templeton, Buckingham, Calumet and Carleton Jct., 11 cents ; Arnprior, Braeside and Renfrew, 12 cents ; Pembroke and Eganville, 13 cents per 100 lbs. These rates are based on a minimum of 30,000 lbs. per car.

To New York, for track delivery and all points on the Hudson river, or the New York Central and West Shore railways from Ottawa, Hull, Aylmer, Deschenes Mills, 15c. per 100 lbs.; from Carleton Junction, 16c.; from Arnprior, Braeside and Renfrew, 17c.; from Eganville and Pembroke, 18c. The rates to New York, including lighterage within the free lighterage limits of New York harbor, are 2 cents per 100 lbs. additional.

To New York via barge line from Albany—from


WANTED

Rock Elm, cut to order.
Soft Elm, all thicknesses.
Black Ash, all thicknesses.

State quantity you can supply, with lowest prices.

JAS. G. CANE & CO.,
35 Adelaide St. E., Toronto, Ont.

Sieveking, Podmore & Co.
WOOD AGENTS
7 CROSBY SQUARE, LONDON, ENG.
Cable Address : "Sieveking," London
Branch at LIVERPOOL.

HESSLER & CO.
WOOD AGENTS AND SHIP BROKERS
West Hartlepool, ENGLAND
Branch Offices in Hull and Newport, Mon.
Cable Address : "Hessler," Westhartlepool.

H. D. WIGGIN BOSTON, MASS. 89 STATE ST.
will inspect at mill and PAY CASH for
LOG RUN
Elm, Ash, Bass and other Hardwoods
CORRESPONDENCE SOLICITED.

TELEPHONE POLES
The undersigned have in stock a large number of Telephone Poles, all lengths, 25 to 60 feet ; also Fence Posts. Quotations given promptly by mail or wire when required.
GEORGE & McGREGOR,
Killaloe Station, Ont.

WANTED FOR EXPORT
All kinds of Logs and Lumber
Payment by Montreal Bankers.
DENNY, MOTT & DICKSON - LONDON, ENG.

BUYERS AND EXPORTERS OF
WHITE PINE AND HARDWOOD
SWAN-DONOGH LUMBER CO.
WHOLESALE LUMBER DEALERS.
North Tonawanda
Cable Address, "SWAN DONOGH—TONAWANDA
Lumberman's Code.

Do You Use Mahogany?
If so don't buy until you have seen or inquired about our now famous . . .
TABASCO MAHOGANY
Finest figured wood on the market ; is hard and takes elegant finish. Brings highest prices in Europe, but we sell here about same prices as ordinary mahogany. Specially adapted for fine cabinet and interior finish . . . . . .
LAWRENCE & WIGGIN
Importers and Manufacturers BOSTON, MASS.

Aylmer, Buckingham, Deschenes Mills, East Templeton, Hull and Ottawa, pine and shorts in lots of 50 M feet and upwards, $2.50 per M feet, under 50 M feet $3.25; lath in lots of 250 M feet and upwards, 50 cents per M pieces, under 50 M pieces, 60 cents; hardwood in lots of 50 M feet and upwards, $4 per M feet, under 50 M feet, $4.25; from Carleton Jct., 25 cents per M feet lumber and 5 cents per M pcs. lath higher than Ottawa rates; from Arnprior and Braeside, 50 cents and 10 cents higher; from Renfrew, Eganville and Pembroke, 75 cents and 15 cents higher. Lumber and lath not to exceed 3,000 lbs. per thousand feet pine, 4,000 lbs per thousand feet hardwood lumber, or 600 lbs. per thousand pieces lath. Above rates include lighterage within regular lighterage limits in New York harbor, in lots of lumber 50 M feet and over, and lath 250 M pcs. and over; under that amount subject to extra towage. Seasoned pine shorts under 5 feet in length will be charged 50 cents per M feet over rates named on seasoned pine lumber.

To Cape Vincent, Clayton, Fulton and Oswego, N. Y.—from Ottawa, Hull and Carleton Jct., softwood $1.90 per M feet, lath 38 cents per M pcs., shingles 19 cents per M, hardwood 9½ cents per 100 lbs.; from East Templeton, Aylmer and Deschenes Mills, softwood $2, lath 40 cents, shingles 20 cents, hardwood 10 cents; from Arnprior, Buckingham and Braeside, softwood $2.05, lath 41 cents, shingles 20½ cents, hardwood 10½ cents; from Renfrew, Eganville and Pembroke, softwood $2.30, lath 46 cents, shingles 23 cents, hardwood 11½ cents.

To Charlotte, Rochester, Rome and Utica, N.Y.—from Ottawa, Hull, and Carleton Jct., softwood $2.20 per M feet, lath 44 cents per M pcs., shingles 22 cents per M, hardwood 10½ cents per 100 lbs; from East Templeton, Aylmer and Deschenes Mills, softwood $2.30, lath 46 cents, shingles 23 cents, hardwood 11 cents; from Buckingham, Arnprior and Braeside, softwood $2.35, lath 47 cents, shingles 23½ cents, hardwood 11½ cents. From Renfrew, Eganville and Pembroke, softwood $2.60 per M feet, lath 52 cents per M pieces, shingles 26 cents per M, hardwood 12½ cents per 100 lbs. To Sacketts Harbour and Syracuse, N.Y., rates on softwood, lath and shingles are same as to Charlotte, and rates on hardwood same as to Cape Vincent. Hardwood lumber rates will also apply on shipments of box shooks, bolts, chair stock (rough), clapboards, hoops, hoop and hop poles, lath, last blocks, posts and rails, shingles, staves and heading, wood pulp, pulpwood, timber and wood ashes.

MINIMUMS: Softwood lumber carloads, 10,000 feet; lath carloads, 50,000 pieces; shingle carloads, 100,000 shingles; hardwood lumber carloads, 30,000 lbs.

Summer rates effective April 1st are: To Montreal and points taking same rates—from Ottawa, Hull, Aylmer, Deschenes Mills, East Templeton and Buckingham, softwood $1.00 per M feet, lath 20 cents per M pieces, hardwood or dimension timber 4 cents per 100 lbs.; to Quebec and Three Rivers—from Ottawa, Hull, Aylmer and Deschenes Mills, softwood $2.00, lath 40 cents, and hardwood and dimension timber 8 cents: from Carleton Jct., softwood 15 cents, lath 5 cents, and hardwood and dimension timber 1 cent higher than Ottawa rates; from Arnprior and Braeside, softwood 50 cents, lath 10 cents, and hardwood and dimension timber 2 cents higher; from Renfrew, Eganville and Pembroke, softwood 75 cents, lath 15 cents, and hardwood and dimension timber 3 cents higher. Dimension timber rates will apply on lumber over 3 inches thick and over 16 feet in length.

To Boston and points taking Boston rates for local delivery—from Aylmer, Deschenes Mills, Ottawa Hull and points east thereof in Ottawa Valley 15 cents, Carleton Junction 16 cents, Arnprior, Braeside and Renfrew 17 cents, Pembroke and Eganville 18 cents per 100 lbs. To Boston, Mystic Wharf, East Boston, Mass., and Portland, Me., for export—from Ottawa, Hull and Buckingham 11 cents, Aylmer and Deschenes 12 cents, Arnprior and Braeside 13 cents per 100 lbs. Rates for export will ex Nov. 30th, 1899, unless sooner cancelled.

To Buffalo, Black Rock and Suspension Bridge, N. Y.—from Ottawa, Hull and Aylmer 12 cents, Carleton Junction 13 cents, Arnprior and Braeside 14 cents, Pembroke and Eganville 15 cents per 100 lbs

To Detroit, Mich.—from Ottawa, Hull, Aylmer and Deschenes Mills 14 cents, Buckingham 15 cents per 100 lbs


## CANADA ATLANTIC RAILWAY

**Ottawa, Arnprior & Parry Sound Ry.**

- - operating - -

OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE

H. B. MUSSEN, Contracting Agent.
M. A. OVEREND, Foreign Freight Agent, 115 Board Trade, Montreal.

. . . . Shortest and Quickest Route from . . . .
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PEMBROKE, PARRY SOUND and other Lumber Centres, TO BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
W. P. HINTON, Ass't General Freight Agent, Ottawa.
C. J. SMITH, General Traffic Manager, Ottawa, Ont.

## Short Line to Great Britain

The

# CANADIAN S.S. CO.'S

Sailings Between { MILFORD HAVEN / PASPEBIAC / ST. JOHN'S, Newfoundland

Through Bills of Lading issued to and from all parts in Canada and Western States by G. H. Pugh, Foreign Freight Agent A. & L.S.R.R. Co., Room 16 Board of Trade Bldg., Montreal.

For further particulars and information as to Passengers and Freight apply to any Intercolonial Railway Agent, or to William Keating, Freight and Passenger Agent, 72 Yonge Street, Toronto.

## Montague Yates

Board of Trade Bldg., Room 16 ✠ MONTREAL

Please mention the CANADA LUMBERMAN when corresponding with Advertisers.

## *CANADIAN EXPORTERS AND WHOLESALERS*

## THE PEMBROKE LUMBER CO. LIMITED

MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT.

## McLAURIN & MacLAREN

Lumber Manufacturers

Dimension Timber in White or Red Pine, Spruce, Hemlock, or Cedar. PINE DEALS
Cedar Shingles, Cedar Ties, Posts and Poles, Pine Lath, Etc., Etc.
SHIPMENTS BY RAIL OR WATER. EAST TEMPLETON, QUE.

## T. L. BAILIE

WHOLESALE HARDWOODS
Penetang, Ontario

Has Basswood, Oak, Birch, Maple, Ash, Soft Elm—cut to order, in car-load lots.
Wants to hear from mills having above woods to offer for sale.
Pays Cash for all shipments.
Correspondence Solicited and answered promptly.

## Is it your wish . .

To Purchase or Sell as quickly as possible
A PARTICULAR LOT OF LUMBER
A MILL PROPERTY
SECOND-HAND MACHINERY

An Advertisement in the "Wanted" and "For Sale" Department of the . . .
CANADA LUMBERMAN WEEKLY EDITION
Will secure for you a Buyer or Seller, as the case may be. Address,
The Canada Lumberman
Toronto, Canada.

## JAS. PLAYFAIR & CO.

Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . . MIDLAND, ONT.

## A. & P. WHITE

Manufacturers of and Dealers in.....
*Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.*
*A Large Quantity of Dry Lumber in Stock* - PEMBROKE, ONT.

## ROBERT WATT • WIARTON

MANUFACTURER AND WHOLESALE LUMBER
Pine Lath, Cedar, and Pine Shingles.
CORRESPONDENCE SOLICITED. HEMLOCK BILLS A SPECIALTY. Mills at Wiarton

## MAITLAND, RIXON & CO.

OWEN SOUND, ONTARIO.
Manufacturers and Dealers
LUMBER, LATH, TIES, POLES, SHINGLES, ETC.
Make a Specialty of Long Pine, Cedar and Hemlock Bill Stuff.
WE SHIP BY C.P.R., G.T.R. AND BY WATER

## KILN-DRIED BIRCH FLOORING SHEETING .. and .. CEILING

Flooring from $12.00
Ceiling " 10.00
SAMPLES BY MAIL
KNIGHT BROTHERS CO.
Burk's Falls, Ont.

## *FOREIGN IMPORTERS*

## WRIGHT, GRAHAM & CO. WOOD BROKERS

7 Royal Bank Place, GLASGOW, SCOTLAND
Cable Address: "Brakridge," Glasgow.
Codes Used: Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of CANADIAN WHITE PINE AND SPRUCE, cut to all sizes—and all kinds of Hardwoods in Log, Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

## C. H. GLOVER & CO., Ltd.

Importers of
SPRUCE, BOX SHOOKS, PINE, ETC.
From now we intend buying DIRECT from the Manufacturer. Offers Invited . . . . .
Wharves, Mills and Offices:
HATCHAM, LONDON, S. E., ENGLAND

## SMITH & TYRER - 14 Canada Dock, LIVERPOOL

. . Wood Agents . .
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax N.S.

## IRVIN & SELLERS HARDWOOD IMPORTERS

Forge Street, Bottle, LIVERPOOL, ENG.
Cable Address: "Primus Liverpool."

WANTED: MAPLE SQUARES—Free of knots, splits and defects, and three parts dry, of the following sizes; large quantities could be used; price to be c.f.i. Liverpool; quality guaranteed: 10 per cent. 12½ x 2¼ square; 25 per cent. 12½ x 2⅛ square; 25 per cent. 9¼ x 1⅞ square; 15 per cent. 9¼ x 2⅛ square; 5 per cent. 9 x 1½ square; 5 per cent. 9 x 1⅝ square; 5 per cent. 12 x 1⅞ square; 5 per cent. 12 x 1 15-16 or 2 square; 5 per cent. 10¼ x 1⅞, or multiples of these sizes.

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

**BELTING**
Fleming, W. A., Montreal, Que.
Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
McLaren, D. K., Montreal, Ottawa and Galt.
The Waterous Co., Brantford.
Young, J. S., Montreal.

**BRASS CASTINGS**
City Brass Foundry, Hamilton, Ont.
Magnolia Metal Co., New York.

**DRY KILNS**
McEachren Heating & Ventilating Co., Galt, Ont.
Standard Dry Kiln Co., Indianapolis, Ind.

**ELECTRICAL APPARATUS**
Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

**LUMBERMEN'S SUPPLIES**
Eckardt, H. P. & Co., Toronto.
Gartshore, John, Toronto.
Park, Blackwell & Co., Toronto.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

**MACHINERY**
Bell, Robt., Jr., Hensall, Ont.
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston Ont.
Carrier, Laine & Co., Levis, Que.
Darling Bros., Montreal.
Leonard & Sons, E., London, Ont.
Lloyd Manufacturing Co., Kentville, N. S.
Mowry & Son, Gravenhurst, Ont.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Waterous Co., Brantford.
The Oxford Foundry & Machine Co., Oxford, N. S.

**MAGNOLIA ANTI-FRICTION METAL**
Magnolia Metal Co., New York.

**PAPER AND PULP MILL ENGINEERS**
Tower & Wallace, New York.

**PULP AND PAPER MILL MACHINERY**
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.

**PULLEYS**
Dodge Wood Split Pulley Co., Toronto.
The Dominion Leather Board Co., Montreal, Que.

**RAILROAD BRASSES**
Magnolia Metal Co., New York.

**SAW MANUFACTURERS**
Burns, E. R., Saw Co., Toronto, Ont.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.
The James Robertson Co., Montreal, Que.

**TURBINES**
Barber, C., Meaford, Ont.
Madison Williams, Port Ferry, Ont.

**WHOLESALE LUMBER DEALERS**
Houston, G. T. & Co., Chicago, Ill, U.S.A
Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

**MISCELLANEOUS**
Axes, Campbell Bros., St. John, N. B.
Axes, Jas. Warnock & Co., Galt, Ont.
Canadian Photo Engraving Bureau, Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Embossed Mouldings, Boynton & Company, Chicago, Ill,
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Lumber Inspector, John A. Bertram, Toronto, Ont.
Machine Knives, Peter Hay, Galt, Ont.
Mill Sites and Water Powers, Canadian Pacific Railway.
Pulp and Paper Felts, Hamelin & Ayres, Lachute Mills, Que.
Pumps, Northey Manufacturing Co., Toronto.
The Bradstreet Mercantile Agency, New York and Toronto.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, June 28, 1899.

CAR OR CARGO LOTS.

| | | | | |
|---|---|---|---|---|
| 1¼ 1½ and 2 inch cut up and better | $32 00 | $34 00 | 1 inch dressing and better | $20 00 | $22 00 |
| 2 inch picks and uppers | 34 00 | 36 00 | 1 inch siding mill run | 14 00 | 15 00 |
| 1x12 dressing and better, 60% 16 ft. | 22 00 | 24 00 | 1 inch siding common | 11 00 | 12 00 |
| 1x10 fine dressing and better | 22 00 | 24 00 | 1 inch siding ship culls | 10 50 | 11 50 |
| 1x10 and 12 Canadian dressing and better | 18 00 | 20 00 | 1 inch siding mill culls | 8 50 | 9 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 | Cull scantling | 8 00 | 9 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 | 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 | 1 inch strips, common | 11 00 | 12 00 |
| 1x10 and 12 common. | 12 00 | 14 00 | 1 1-4 inch flooring | | 16 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 | 1 1-2 inch flooring | | 16 00 |
| inch clear and picks | 28 00 | 30 00 | XXX pine shingles, 16 inch | | 2 40 |
| | | | XX pine shingles 16 inch | | 1 50 |
| | | | Lath, No. 1 | | 1 60 |
| | | | Lath No. 2 | | 1 25 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | |
|---|---|---|---|---|---|
| Ash, white, 1 to 2 in. | $26 00 | $28 00 | Elm, rock, mill run, 1 to 1¼" | 18 00 | 20 00 |
| " " 2½ to 4 in. | 30 00 | 32 00 | Elm, rock, mill run, 1½" 3 in. | 21 00 | 23 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in. | 20 00 | 22 00 | Hickory, 1sts and 2nds, 1½" 2 in. | 28 00 | 30 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in. | 22 00 | 24 00 | Maple, 1sts and 2nds, 1 " 1½ | 16 00 | 18 00 |
| Ash, M. R., 1 to 2 in. | 17 00 | 19 00 | Maple, 1sts and 2nds, 2 " 4 in. | 17 00 | 18 00 |
| Birch, 1 in. | 18 00 | 20 00 | Oak, red, p'n, 1sts & 2nds 1 " 1½ | 26 00 | 30 00 |
| " 1½ " 2 in. | 20 00 | 23 00 | Oak, red, p'n, 1sts & 2nds 2 " 4 in. | 29 00 | 32 00 |
| " sqrs. 4x4 " 8 x8 24 | 00 | 26 00 | Oak, white, 1sts & 2nds 1 " 1½ | 28 00 | 30 00 |
| Basswood, 1sts and 2nds, 1 to 1¾ in. | 18 00 | 20 00 | Oak, white, 1sts & 2nds 2 " 4 in. | 30 00 | 35 00 |
| 1½ to 2 in. | 21 00 | 22 00 | Oak quart'd, 1sts & 2nds 1 " 2 in. | 50 00 | 60 00 |
| " m. r. 1 " 1¾ | 15 00 | 17 00 | Walnut, 1sts and 2nds. 1 " 3 in. | 85 00 | 100 00 |
| Butternut 1 " 1½ | 23 00 | 25 00 | Whitewood, 1sts & 2nds 1 " 2 in. | 32 00 | 36 00 |
| " 2 " 3 in. | 25 00 | 28 00 | | | |
| Chestnut 1 " 2 in. | 24 00 | 2 00 | | | |
| Cherry, 1sts and 2nds. 1 " 1½ | 50 00 | 60 00 | | | |
| Cherry, 1sts and 2nds. 2 " 4 in. | 60 00 | 65 00 | | | |
| Elm, soft, mill run 1 " 1½ | 16 00 | 18 00 | | | |
| Elm, soft, mill run 2 " 3 in. | 17 00 | 19 00 | | | |

## OTTAWA, ONT.

OTTAWA, June 28, 1899.

| | | | | | |
|---|---|---|---|---|---|
| Pine, good sidings, per M feet, b.m. | $31 00 | 36 00 | Pine, 8 s.c. and better stock | 11 00 | 12 50 |
| Pine, good strips, | 25 00 | 27 00 | Pine, 8 & ups. c. sidings | 11 00 | 13 00 |
| Pine, good shorts, | 17 00 | 28 00 | Pine, s.c. strips | 8 00 | 10 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m. | 15 00 | 21 00 | Pine, s c. shorts | 7 00 | 8 50 |
| Pine, No. 1 dressing strips, | 14 00 | 16 00 | Pine, box culls | 9 00 | 10 50 |
| Pine, No. 1 dressing shorts, | 12 00 | 14 00 | Pine mill culls | 7 50 | 9 00 |
| Pine, 10 s.c. and better stock, | 13 50 | 15 00 | Lath per M No. 1 | 1 00 | 1 25 |
| | | | Lath per M No. 2 | 85 | 1 00 |
| | | | 1x10 No. 1 barn | | 18 00 |
| | | | 1x10 No. 2 " | | 16 00 |
| | | | 1x8 & 9 No. 1 " | | 17 00 |
| | | | 1x8 & 9 No. 2 " | | 15 00 |

## QUEBEC, QUE.

QUEBEC, June 28, 1899.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Square white pine, measured off, 40 to 45 feet average, | 30 | 32 |
| " good fair " " " " | 32 | 34 |
| " first class " " " " | 38 | 42 |
| First class Ottawa waney, 18 inch average, according to lineal | 36 | 42 |
| " " " 19 to 21 inch average " " | 38 | 44 |
| " Michigan " 19 to 21 in average " " & size | 43 | 48 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 26 |
| In shipping order, " " " | 23 | 27 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 32 | 35 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average and quality | 21 | 24 |
| To average 16 inch | 25 | 26 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 15 | 18 |
| 16 " " | 21 | 25 |
| 18 " " | 24 | 28 |

DEALS.

Bright spruce, according to mill specification, $39 to $42 for 1st, $25 to $27 for 2nd, $22 to $25 for 3rd, and $18 to $21 for 4th quality. F.O.B. batteau.

## NEW YORK CITY.

NEW YORK, N.Y., June 28, 1899.

WHITE PINE TIMBER.

| | | | | | |
|---|---|---|---|---|---|
| Bridge timber | $28 00 | @ 40 00 | Building orders | $27 00 | @ 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in. | 14 00 | 14 50 | 10 to 12 in. | 16 25 | 17 00 |
| 6 to 12 in. | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 o 12 in. | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | | |
|---|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, 10 to 16 | | | 35 00 |
| 1¼ to 2 in. | " " " " | | | 36 00 |
| 1 inch, | " Sott Elm, " | | | 25 00 |
| 1¼ in and thicker, | " " " | | | 26 00 |
| 4/4 " | " Hard Maple, " | | | 24 00 |
| " " | " Basswood, " | | | 25 00 |
| " " | " Birch, " | | | 24 00 |
| " " | Black Ash, Com. and Shipping Cull, M.C.O. | | | 14 00 |
| " " | Soft Elm, " " " | | | 12 00 |
| " " | Hard Maple, " " " | | | 14 00 |
| " " | Basswood, " " " | | | 12 00 |
| " " | Birch, " " | | | 14 00 |

## ALBANY, N.Y.

ALBANY, N.Y., June 28, 1899.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $51 | $53 | 1x12 inch shippers | $ | $16 |
| 2½ in. | 50 | 52 | 4/4 inch " 13" & up. | | 17 |
| 1 to 2 in. | 45 | 48 | 4/4 Box boards, 6" and up | 13 | 14 |
| 4 inch uppers | | 54 | 10-in. dressing and better | 26 | 32 |
| Selects, 2½ in. up | | 44 | 10-in. common | 14 | 15 |
| 1 to 2 in. | | 40 | 12-in. dressing and better | 25 | 34 |
| Fine common, 2½ in. and up | 39 | 42 | Common, 1x12 | 14 | 15 |
| 1 to 2 in. | 36 | 38 | No. 1 barn, 1x12 | 21 | 23 |
| No. 1 cuts, 1 to 2 inch | 28 | 32 | 1x10 | 19 | 21 |
| No. 2 | 20 | 25 | 1x8 | 17 | 19 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 17 | 18 |
| No. 1 molding, 1 to 2 in. | 30 | 36 | 1x10 | 16 | 17 |
| No. 2 molding, 1 to 2 in. | 24 | 27 | 1x8 | | 15 |
| Stained saps | | 23 | Shaky clear, 1 to 6/4 in. | 20 | 23 |
| Bracket plank | 30 | 35 | " " 2 inch | | 25 |
| Shelving boards, 12-in. up | 29 | 32 | Dressing | 16 | 18 |
| Dressing boards, narrow | 19 | 21 | Common | 13 | 15 |
| 1x10 inch shippers | | 15 | | | |

LATH.

| | | | |
|---|---|---|---|
| Pine | $2 00 | Spruce | $2 00 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $4 00 | $4 25 | Bound butts, 6 x 18 | $5 50 | 25 |
| Clear butts | 3 00 | 3 25 | Hemlock | | 15 |
| Smooth, 6 x 18 | 5 00 | 5 50 | Spruce | | 2 20 |

## BOSTON, MASS.

BOSTON, June 28, 1899.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $10 50 | 12 00 | Boxboards, 1 inch | $10 00 | $11 00 |
| Coarse No. 5 | 15 00 | 15 50 | ⅞ inch | 9 00 | 9 50 |
| Refuse | 12 00 | 13 00 | ¾ inch | 9 25 | 9 50 |
| Outs | | 9 00 | 11-16 inch | 9 00 | 9 50 |
| | | | ⅝ inch | 8 00 | 8 75 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in. | $50 00 | @52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in. | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in. | 58 00 | 62 00 | 1¼, 1½ and 2 in. | 30 00 | 32 00 |
| Selects, 1 in. | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in. | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in. | 53 00 | 56 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in. | 24 00 | 38 00 |
| Fine common, 1 in. | 40 00 | 41 00 | Coffin boards | 18 00 | 20 00 |
| 1¼, 1½ and 2 in. | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in. | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SPRUCE CLAPBOARDS.

| | | | |
|---|---|---|---|
| Extra 4 ft. | $30 00 | 2nd Clears | $25 00 |
| Clears | 28 00 | | |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 2 00 | 2 15 |
| Cedar, extra | 3 00 | 3 10 | Extra No. 1 | 1 25 | 1 50 |
| Clear | 2 50 | 2 65 | | | |

LATH.

| | | | |
|---|---|---|---|
| Spruce | | By cargo | 1 80@ 1 90 |
| By car | 1 80@ 2 00 | | |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., June 28, 1899.

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in. | $47 00 | 48 00 | No. 3, 2 in. | 18 00 | 20 00 |
| 2½ and 3 in. | 55 00 | 56 00 | Shelving, No. 1, 13 in. and up, 1 in. | 32 00@34 00 | |
| 4 in. | 58 00 | 60 00 | Dressing 1¾ in. | 27 00 | 30 00 |
| Selects, 1 in. | 41 00 | 42 00 | 1¼x10 and 12 | 28 00 | 30 00 |
| 1¼ to 2 in. | 42 00 | 43 00 | 1½ in. | 28 00 | 30 00 |
| 2½ and 3 in. | | 50 00 | 2 in. | 29 00 | 34 00 |
| 4 in. | | 52 00 | Mold st'ps, 1 to 2 in. | 31 00 | 33 00 |
| Fine common, 1 in. | 36 00 | 37 00 | Barn, No. 1, 12 in. | 23 00 | 24 00 |
| 1¼ and 1½ in. | 36 00 | 37 00 | 6 8 and 10 in. | 19 00 | 21 00 |
| 2 in. | 36 00 | 38 00 | No. 2, 10 in. | 16 00 | 16 00 |
| 3 in. | | 45 00 | No. 2, 12 in. | 17 00 | 18 00 |
| 4 in. | | 47 00 | No. 3, 10 in. | 13 00 | 13 00 |
| Cut'g up, No. 1, 1 in. | 28 00 | 29 00 | No. 3, 12 in. | 13 50 | 14 00 |
| 1¼ to 2 in. | 33 00 | 34 00 | 6 and 8 in. | 11 00 | 12 00 |
| No. 2, 1 in. | 15 00 | 16 00 | Common, 1 in. | 15 00 | 16 00 |
| No. 2, 1¼, & 1½ in | 23 00 | 25 00 | 1¼ and 1½ in. | 17 00 | 18 00 |
| No. 3, 1¼ & 1½ in | 17 00 | 18 00 | 2 in. | 18 00 | 20 00 |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 28 00 | 30 00 | 2½ to 4 in. | 34 00 | 38 00 |
| 1¼ to 2 in. | 31 00 | 33 00 | Strips | 20 00 | 22 00 |
| | | | Com. and culls | 12 00 | 14 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 25 00 | 26 00 | Com. & good culls | 12 00 | 14 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 28 00 | 30 00 | 1st & 2nd, white, 6" & up, | 18 00 | 20 00 |
| | | | Com & good culls | 10 00 | 11 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 20 00 | 22 00 | 1st & 2d, soft, 8 in. & up, | 18 00 | 20 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 18 00 | 20 00 | 1st & 2d, soft, 6in. & up, | 18 00 | 20 00 |

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., June 28, 1899.

UPPERS AND SELECTS.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in., 10 n. and up wide | $48 00 | | Selects, 1 in., 8 in. and up wide | $43 00 | |
| 1¼, 1½ and 2 in. | 48 00 | | 1¼, 1½ and 2 in. | 43 00 | |
| 2½ and 3 in. | 56 00 | | 2½ and 3 in. | 51 00 | |
| 4 in. | 59 00 | | 4 in. | 54 00 | |

FINE COMMON.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 8 in. and up wide | 35 00 | | 2½ and 3 in., 8 in. and up wide | 46 00 | |
| 1¼ and 1½ in. | 35 00 | | 4 in. | 49 00 | |
| 2 in. | 36 00 | | | | |

B FINE COMMON OR NO. 1 CUTTING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 7 in. and up wide | 26 00 | | 2½ and 3 in., 7 in. and up wide | 39 00 | |
| 1¼ and 1½ in. | 31 00 | | 4 in. | 40 00 | |
| 2 in. | 32 00 | | | | |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 36 00 | | 1 in., 4, 5 and 7 in. wide | 35 00 | |
| 6 in. wide | 40 00 | | 6 in. wide | 40 00 | |

FINE COMMON OR C.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 in. wide | 30 00 | | 1¼ in., 4, 5 in. wide | 32 00 | |
| 1¼ in., 6 in. wide | 35 00 | | in., 6 in. wide | 34 00 | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 26 00 | | 1 in., 4, 5, 6 in. wide | 22 00 | |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 in | 18 00 | | 1¼ in., 4, 5 and 7 in. | 20 00 | |
| 1 in., 6 in. | 19 00 | | 1¼ in., 6 in. | 21 00 | |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 14 00 | | 1¼ in., 4 to 7 inch | 15 00 | |
| 1 in., 6 inch | 15 00 | | No. 3 Fencing, 1 in., 6 inch | 14 00 | |

SHELVING.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 29 00 | | No. 2, 1 in., 7 and 8 in. stocks | 23 00 | |
| 1 in., 10 in. and up wide | 30 00 | | 1 in., 10 in. stocks | 23 00 | |
| 1 in., 12 in. stocks | 33 00 | | 1 in., 12 in. stocks | 27 00 | |
| 1 in., 12 in. and up wide | 34 00 | | 1 in., 10 in. and up wide | 24 00 | |
| 1¼ in. 1½ and 2 in., 8 in. and up wide | 31 00 | | 1 in., 13 in. and up wide | 29 00 | |

BARN BOARDS OR STOCKS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 12 in. | 22 00 | | No. 2, 9 in. | 13 50 | |
| 10 in. | 19 00 | | 8 and 7 in. | 15 00 | |
| 9 in. | 18 00 | | No. 3, 12 in. | 14 00 | |
| 8 and 7 in. | 18 00 | | 10 in. | 12 00 | |
| No. 2, 12 in. | 16 00 | | 9 in. | 12 00 | |
| 10 in. | 15 00 | | 8 in. | 12 00 | |

SHIPPING CULLS OR BOX.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4 and 5 in. wide | $12 00 | | 1 in., 13 in. and up wide | $12 00 | |
| 1 in., 6 in. wide | 12 00 | | 1¼, 1½ and 2 in., 7 in. and up wide | 12 00 | |
| 1 in., 7 in. wide and up | 12 00 | | | | |

SHAKY CLEAR.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9 in. wide | 22 00 | | 1 in., 10 in. and up wide | 23 00 | |
| 1 in., 6 in. wide | 22 00 | | 1¼, 1½ and 2 in., 8 in. and up wide | 24 00 | |

COFFIN BOARDS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 13 in. and up | 22 00 | | No. 1, mill culls | 10 50 | |
| No. 2 | 17 00 | | No. 2, or red horse | 7 50 | |

TIMBER, JOIST AND SCANTLING.

| | | | | | |
|---|---|---|---|---|---|
| Norway, 2x4 to 10, 12 to 18 ft. | 10 50 | | Hemlock, 2x4 to 10, 12 to 16 feet | 8 00 | |
| 20 ft. | 11 50 | | 2x12 | 8 50 | |
| 22 and 24 ft. | 12 50 | | Add $1 to each additional 2ft. in length. | | |

SHINGLES, 18-IN.

| | | | | | |
|---|---|---|---|---|---|
| Country brands, XXXX | 3 00 | | Standard brands, river made, XXXX | 3 25 | |
| Clear Butts | 2 00 | | Clear Butts | 2 25 | |

WHITE PINE LATH.

| | | | | | |
|---|---|---|---|---|---|
| No. 1 | 2 00 | | No. 2 | 1 50 | |
| | | | Hemlock | 1 25 | |

## PRICES OF COOPERAGE STOCK.

| | F.o.b. cars at Sutherland Innes Mills | F.o.b. Steinhoff & Gordon's Mills. |
|---|---|---|
| No. 1 28½ inch jointed elm staves, per net 1,000 | $5 50 | $5 00 |
| No. 1 30 " " " " " " | 5 50 | 5 00 |
| No. 1 32 " " " " " " | 5 75 | 5 50 |
| No. 1 24 " " " " " " | 4 00 | 4 00 |
| No. 2 28½ " " " " " " | 3 50 | 3 50 |
| No. 2 30 " " " " " " | 3 50 | 3 50 |
| No. 2 32 " " " " " " | 4 00 | 3 73 |
| No. 2 24 " " " " " " | 2 00 | 2 00 |
| No. 1 14 in. to 14¾ in. kiln dried basswood heading, per set | 3¼ | 3 |
| No. 1 15 " 16 " " " | 3½ | 3¼ |
| No. 1 17⅞ " " " " | 3¾ | 3½ |
| No. 1 18 " 18¾ " " " | 4¼ | 4½ |
| No. 1 19⅞ " " " " | 4¾ | 4¾ |
| No. 1 19½ " " " " | 5 | 5 |

Mill run heading ½ct. per set less, No. 2 heading 1ct. per set less.

| | | |
|---|---|---|
| No. 1 5½ ft. patent coiled elm hoops, per net 1,000 | 5 75 | 5 40 |
| No. 1 6 " " " " " | 6 00 | 5 75 |
| No. 1 6½ " " " " " | 6 25 | 5 90 |

No. 2 hoops about 50 cts. per thousand less.

| | | |
|---|---|---|
| No. 1 28½ in. jointed white ash staves, per net 1,000 | 6 50 | 00 |
| No. 2 28½ " " " " " | 3 50 | 0 |
| 34 in. to 35 in. elm syrup bbl. staves | 18 00 | 20 00 |
| No 1 30 inch half syrup barrel staves | 16 00 | 16 00 |

(Add 1c. per thousand more.)

# THE NEWS.

—John McCrae expects to dispose of his sawmill in Gosfield South, Ont.

—Mr. Wm. Mitchell has just completed a new saw mill at Tweed, Ont.

—P. Gennelle & Co., of Nakusp, B.C., are opening a lumber yard at Rossland.

—Mr. John Kalbfieisch, of Tavistock, Ont., is shipping large quantities of butter boxes.

—Mr. A. D. Callin has sold his lumber business at Russell, Man., to Mr. James McKay.

—Chew Bros., of Midland, Ont., are having an electric light plant installed in their mill.

—Mr. Cowan, of Brandon, has purchased from Mr. Keith a saw mill at Prince Albert, N. W. T.

—Mr. McLean, of Bryson, Que., is about to commence the erection of a sawmill at Fort Coulogne.

—The Firstbrook Box Company, Limited, of Toronto, has been incorporated as successors to Firstbrook Bros. The capital stock is $300,000.

—The Keewatin Lumber Co., of Keewatin, Ont., have found it necessary to put on a night shift, and have therefore equipped their mill and yard with electric light.

—The Signal Towing & Rafting Co., of Wiarton, Ont., has been incorporated, with a capital of $3,000. Messrs. Robert Watt and A. A. Mackenzie are interested.

—A new sawdust slide has been erected at J. R. Booth's mill at Ottawa. The affair is 200 feet long, two feet wide and provided with the latest steel machinery to carry the sawdust.

—The shingle mill at Maxwell, Ont., owned by Mr. J. Hickling, was struck by lighting on May 30th and badly damaged. Two horses in the mill at the time were killed.

—Mr. H. L. Elliott has formed a partnership with Wm. Armstrong, to engage in the retail lumber business at Portage la Prairie, Man. The firm will be known as Wm. Armstrong & Co.

—A six hundred pound shaft attached to the driving wheel of one of the large engines in Gilmour & Hughson's saw mill at Hull, Que., flew to pieces recently. Luckily, no person was injured.

—It is claimed that the mills of the Columbia River Lumber Company at Golden, Beaver and Kault, in British Columbia, will have a larger output this season than any other lumbering concern in British Columbia.

—It is reported that a new company has made arrangements to build the Lindsay, Bobcaygeon and Pontypool Railway. This road, already subsidized by the Dominion Government, will open up a rich lumber country.

—The Imperial and Canadian Governments have agreed to each pay Messrs. Pickford & Black $60,000 a year for a fortnightly steamship service between St. John, Halifax and the West Indies, beginning next year.

—The residents of the municipality of St. Josephs, in Algoma district, are negotiating with Mr. Peter Chesterfield for the erection of a steam power saw mill and a sash and door factory, the whole to cost not less than $10,000.

—Incorporation has been granted to the Windsor Bent Goods Company, of Windsor, Ont., to manufacture bent goods, hubs, spokes, lumber, etc. James Samson, E. S. Spashett and J. E. O'Connor are provisional directors.

—As a result of the recent fire at Dawson City, the White Pass Railway and Canadian Development Company's route recently carried half a million feet of lumber and a quarter of a million shingles from Victoria to the Klondike capital.

—Messrs. Le Maine, Neilson & Co., 135 St. Peter street, Quebec, announce that they are acting as selling and purchasing agents for timber and pulp wood lands in the Dominion. They will also explore timber limits and report as to their value.

—Messrs. Knight Bros., of Burks Falls, Ont., are reported to have purchased the old saw mill and water power site on the east side of the dam from Mr. J. T. Harvie and the Dominion Bank. It is understood to be their intention to erect a saw mill on the property.

—The mill of A. & P. White, at Pembroke, Ont., commenced operations recently, after having been thoroughly overhauled. The principal improvements include new carriers, live rolls, trimmers and edgers, and two new boilers. The capacity is now about 40,000 feet per day.

—Mr. J. J. Whaley, late of the Whaley Lumber Co., Huntsville, Ont., has formed a partnership with Messrs. Passmore & Cobourn, of Guelph, to carry on a wholesale lumber business. Attention will be given to both local and export trade, and it is hoped to cultivate an extensive business with Great Britain.

One of the features of the coming Industrial Fair in Winnipeg will be a special exhibit of minerals, fruit, etc., from British Columbia. For this purpose special buildings will be erected, the lumber for which will be donated by the British Columbia lumbermen. The C.P.R. have offered to carry the lumber and exhibits free of charge.

—Mr. H. G. Ross and W. S. Hurst announce that they have opened an office at 515 Hastings street, Vancouver, B. C., for the adjustment of losses by fire, to be known as the Adjustment Agency of British Columbia. Mr. Hurst has been a building contractor, valuator and appraiser for thirty-four years, while Mr. M. Ross is a practical book-keeper and accountant, and is well known by many lumbermen of the western province.

—The Calhoun Lumber Co., of Calhoun, N.B., has been formed, with a capital stock of $40,000, to acquire mill properties, mill sites, water powers, etc., and to conduct general lumbering operations. The charter members are: Josiah Wood and Herbert M. Wood, of Sackville, N B.; Thomas B. Calhoun, of Calhoun, N.B.; John C. Calhoun, Albert, N.B.; and Mariner G. Teed, Dorchester, N.B.

—Mr. J. R. Booth has again shown his interest in his employees by arranging with the Canadian Railway Accident Insurance Company to introduce the employee collective system of accident insurance, which gives the men the advantage of paying the dues fortnightly without cost of collection. This policy has been adopted by the employees of the Eddy Company at Hull and McLachlan Bros. at Arnprior, and is said to have been found very satisfactory.

—The value of certain timber cut on lots 32 and 33, in the township of Oneam, Ottawa county, has been the subject of litigation in the Superior Court at Hull, Que. Mr. A. Proulx, owner of the timber, placed the value at $800, whereas the defendant, Mr. Chas. Logue, contended that the timber was entirely worthless, and would not have been cut by him only that he happened to be carrying on lumbering operations in the immediate vicinity of the lots in question. It was claimed that money was lost in taking the timber out, owing to the long haul.

—A question of no little interest to lumber manufacturers and shippers was raised in the case of Berube vs. the Hull Lumber Co., heard in the Hull Superior Court. It was as to whether raised projections on the sides of lumber rollers would be serviceable in lessening the possibility of accidents to men working on the rollers. Mr. McDougall, Q. C., for the company, endeavored to prove that the projections mentioned would be impractical and altogether useless. Mr. Major, counsel for plaintiff, undertook to uphold his contentions by having a lumber slide and a stock of lumber in the court room.

## CASUALTIES.

—John Allen, of Salem, became entangled in a belt in McClure's mill near Truro, N. S., and was drawn into the machinery and instantly killed.

—Word has been received of the drowning at the Cascades, on the Schyan river, of Eauchere Ladroulet, who was working on J. R. Booth's drive. He was a native of Westmeath, Ont.

—While M. W. H. Fowlds, proprietor of a sawmill at Hastings, Ont., was putting a board through the edging saw, a knot flew out, striking him in the right eye and injuring the ball.

## PERSONAL.

Hon. J. H. Ward and family, of Montreal, will again occupy their seaside residence at St. Patrick this season.

Mr. Isaac Cockburn, of Winnipeg, has been appointed secretary of the Western Retail Lumbermen's Association, as successor to Mr. John Dick.

Mr. Alexander Ferguson, of the firm of Kernahan, Webster & Ferguson, lumber merchants, London, Ont., died on May 31st, at the age of forty-one years. Deceased was an able business man.

Mr. Amos Laurence, one of the lumber kings of Cumberland county, Nova Scotia, died at his home at Southampton last month. He was head of the firm of Amos Laurence & Sons, and was engaged for many years in lumbering operations.

Among the saloon passengers by Elder Dempster & Co's. magnificient S.S. Mount Royal, which sailed for London on June 6th, was Mr. William A. Goodday, younger son of Mr. H. G. Goodday, of Quebec. He has entered the office of the well known London brokers, Messrs. Foy, Morgan & Co.

## TRADE NOTES.

The Stuart & A. R. Williams Machinery Company, of Winnipeg, Man., has been incorporated, with a capital of $490,000, to manufacture mill machinery, boilers and engines.

The Robb Engineering Company, of Amherst, N. S., have just sold, through their British Columbia representative, to the Brunette Saw Mill Company, a boiler for their steamer Vulcan.

Messrs. Long & Thompson, of Orillia, Ont., who manufacture an improved shingle machine, have just increased their plant by a 50 inch gap lathe, manufactured by John Bertram & Sons, of Dundas, Ont., and weighing 10 tons.

The business of Mr. Madison Willians, Port Perry, Ont., has been transferred into a joint stock company, to be known as the Madison Williams Turbine Company. The maunfacture of turbine water wheels, saw mill and other machinery will be continued.

## SHUTTING OFF STEAM.

"Shall we stop our advestising for a while now?"

This is a question that some business men are apt to ask themselves, particularly in the summer, or during what they regard as their "dull season."

Suppose your engineer asked you:

"Shall I stop putting coal on my fires, sir?'

What would you reply?

"Why no—unless you want the engines to stop."

The advertiser who thinks of discontinuing may argue, "We have been advertising so long and so steadily that our name and specialities are well known, and we intend to advertise again when business is better in our line than it appears to be now; in the meantime our business won't stop."

No; neither will the engine stop the minute the men suspend shovelling in the coal. The point is, however, that when the engine is to be started again, ten times as much will have been lost in power as has been saved in fuel or feed.

Using up reserve force never pays.

It is a loss, however it may be looked at. The buying public is prone to forget. It is, moreover, much more difficult and much more expensive to regain a lost customer than to prevent his straying away.—Money Maker Magazine, Chicago.

## CANADA'S COMMERCIAL AGENTS.

FOLLOWING is the correct official list of Canada's Commercial Agents in Great Britain, British possessions and foreign countries:

J. S. Larke, Sydney, N.S.W., agent for Australasia.

G. Eustace Burke, Kingston, Jamaica, agent for Jamaica.

Robert Bryson, St. John, Antigua, agent for Antigua, Montserrat and Dominica.

S. L. Horsford, St. Kitts, agent for St. Kitts, Nevis and Virgin Islands.

Edgar Tripp, Port of Spain, Trinidad, agent for Trinidad and Tobago.

C. E. Sontum, Christiania, Norway, agent for Sweden and Denmark.

D. M. Rennie, Buenos Ayres, Argentine Republic, agent for Argentine Republic and Uruguay.

In addition to their other duties, the undermentioned will answer inquiries relative to trade matters, and their services are available in furthering the interests of Canadian traders:

J. G. Colmer, 17 Victoria street, London, S.W., England.

Thomas Moffat, 16 Church street, Cape Town, South Africa.

G. H. Mitchell, 15 Water street, Liverpool, England.

H. M. Murray, 40 St. Enoch Square, Glasgow, Scotland.

Harrison Watson, Curator, Imperial Institute, London, England.

The international exhibition at St. John will open on September 11th and continue until September 20th. $13,000 will be offered in prizes and the amusement features will be especially attractive.

The Beecher family is one whose branches are very many and whose lines of work are as varied as the individuals. It is a grandneice of Henry Ward Beecher, Mrs. Charlotte Perkins Stetson, who is at present very much to the fore in relation to the enonomic emancipation of women. In the July number of The Cosmopolitan Mrs. Stetson will wage a pen warfare with Prof. Harry Thurston Peck over an article in the June number of The Cosmopolitan, "The Woman of To-day and To-morrow."

## WHAT IS WASTE IN LUMBER MANUFACTURING.

THIS is a pertinent question, in view of the oft-repeated assertion that our lumbermen are the most wasteful set of men in any industry. For years the cry has gone forth that the lumberman is wasting much of the forest product. The ordinary mind has come to accept this assertion as gospel truth, and most people actually believe that the average lumber manufacturer is outrageously wasteful and extravagant in his method of turning the greatest and noblest of natural products into a commercial article.

There is scarcely an instance of anyone disputing this commonly-received opinion, and it may be considered bold to do so at this late date. Nevertheless, the so-called fact is to a great extent no fact at all, but simply a mis-statement, or a misunderstanding of economic conditions.

Literally and strictly speaking, waste is that which is needlessly thrown away; that which might be saved by proper management.

A thing thrown away that could not have been saved except at an expense equalling its value after it had been saved is not really wasted when thrown away.

It is claimed that from 20 to 40 per cent. of the gross forest product goes into refuse in the process of manufacture, but to say that this 20 to 40 per cent. is wasted is a stretching of terms. In utilizing any natural product only so much of it will be turned into merchandise as can be sold above cost of manufacture. No business can or will continue long on a bare cost basis.

With this understanding, the only question that arises is, does the lumber manufacturer throw away anything which he can market? Or the question may go farther: Does he throw away anything that he could market at bare cost?

Much material, handled at a good deal of cost for labor, becomes mere refuse, and is thrown away. Every lumber manufacturer aims to sell every bit of product for which he can get back the bare cost of the labor he has been obliged to put into it in order to separate it from that part of the product from which his profit comes. The cost of labor expended on any portion thrown away must be added to the price of the merchantable part before there can be any profit in that. Hence, every bit of the product that can be sold for the cost of the labor put into it, adds that much to the average value of the profitable part of the product; and carrying this reasoning still farther, it follows that this latter part can be sold cheaper in proportion to the smallness of the amount thrown away as unsalable except at a loss.

### NO AVAILABLE MARKET.

There is very little of the forest product that is not usable or salable. The only question is whether it can be used or sold so as to cover cost or make a profit in the handling. The lumberman's slabs and edgings are all salable, and all be eagerly bought if in the market; and every lumberman would be glad to sell them, instead of consigning them to his "hell"; but when a cord of white or yellow pine or maple slabs and edgings that actually costs, say $3 a cord, to cut into lengths and load on cars at the mill, and $3 a cord for freight, besides switching charges and cost of unloading, sells at $6 a cord, carload lots, in some town like Chicage, St. Louis, or Milwaukee, it is nonsense to call the mill-man wasteful for running these slabs and edgings into the "hell," instead of shipping them to market.

If piling up and holding the sawmill refuse until such a time as a profitable market could be found were possible, then the question of waste might arise, but this is very seldom possible, for all mill refuse is exceedingly perishable and soon loses whatever value it might have had in the first place. It deteriorates much faster than market conditions ever improve.

But slabs and edgings are a small part of the refuse of lumbering. A large part never leaves the forest. Another large part is in broken bits, bark and the dust made by the saws. This latter substance is now much utilized in making steam where soft woods are manufactured, but with the hardwoods that is almost out of the question and the furnace fires are fed with the heavier refuse, such as slabs and edgings. To that extent in hardwood mills the slabs and edgings, and in pine mills the sawdust are of real value, and they to that extent ought to be deducted from the total of the refuse.

If lumbering could always be carried on close to towns, the question of what is waste and what is not would be greatly simplified; there would be almost no refuse, as nearly the entire forest product could be turned to merchantable account, at cost, anyhow; and to that extent the average cost of the more valuable product of the lumber would be lessened.

But in the nature of things that is impossible. The necessities of civilization, especially of the rushing, pushing, somewhat hurly burly civilization of the United States, has demanded the manufacture of lumber under conditions that absolutely forbid utilizing more than 60 to 80 per cent. of the forest product. To say that the other 20 to 40 per cent. has been wasted, is to dispute the necessity for those conditions, which is quite another thing.

### WASTE WAS INEVITABLE.

Had the timber in the great forest states of the northwest been cut and utilized only under conditions that would have permitted the merchandising of practically all the forest product, where would the great empire of the central west be to-day, and what would be the condition of the great prairie states now teeming with millions of population, busy industries and happy homes. That there has been some waste in the destruction of the forest is beyond dispute. Occasionally this may be laid at the door of the lumbermen, who, in their haste to get rich, utilized only that part of the forest product which would yield large profits. But those instances have been rare, and were happily confined to a very few years as far as the great pine states have been concerned. Under present conditions there is really little actual waste. That is, little or none of the gross forest product is thrown away which can be sold even at cost, and as civilization with its wants and its small industries is crowding closer and closer around the sawmill, every year shows a great decrease in the amount of actual refuse or worthless product.

In the old eastern states there is little refuse, little of the forest bulk but that yields at least cost, and the percentage that pays a profit has grown very large there compared with the newer northwest. The time is not far distant when in all states where any lumbering will continue, there will be practically no forest material thrown away except the bare twigs and leaves, and perhaps they too may, in the near future, be utilized to the extent at least of the cost of gathering them, either for fertilizers or for use in some chemical processes whereby valuable substances may be extracted at a profit.

There is undoubtedly at present a larger proportion of the southern forest going into refuse than elsewhere east of the Rocky mountains, and this results from conditions stated heretofore, such as want of market for anything but the regular products of lumbering, and the absence of a crowding population and small industries to utilize the refuse.

But even in the south there is an improvement in some respects, industries are making in that direction, and certain processes for the conversion of refuse into merchantable products are being introduced which bid fair to change the conditions greatly. What is waste under one condition is not under another. For instance, with corn high and coal cheap and within easy reach, it would be wasteful for the western farmer to burn his corn; but that question was reversed when the conditions were.

There is much the same condition in mining coal as in the manufacture of lumber. Around the great mines of Pennsylvania and Ohio there are doubtless millions of tons of coal dust that are practically refuse and worthless at present because not marketable under present conditions, even at cost. Still, the production of such refuse is a necessary concomitant of that business, and no one claims it is a waste to run that dust into ravines and out-of-the-way places, to lie there unused. Why not apply the same reasoning to the sawdust heaps and slab piles, or the refuse burners of the lumberman, and stop the everlasting hue and cry of the lumberman's extravagance and criminal waste?

The real waster of the forests of this country has been the settler, the farmer who has chopped down and burned upon the ground many times the amount of timber that all the lumbermen of the couutry have ever run into their refuse heaps. The settler or farmer has been a much more wanton destroyer of the forests than the most reckless lumberman ever known.—O. S. Whitmore, in The Tradesman.

## CORRESPONDENCE

Letters are invited from our readers on matters of practical and timely interest to the lumber trades. To secure insertion all communications must be accompanied with name and address of writer, not necessarily for publication. The publisher will not hold himself responsible for opinions of correspondents.

### ENQUIRY FOR BROOM HANDLES AND SKEWERS.

LONDON, ENG., June 15th, 1899.

Editor CANADA LUMBERMAN:

DEAR SIR,—A London firm of importers asks me for names of Canadian producers of basswood handles, wood blocks of red pine for flooring and paving, and manufacturers of skewers (wooden). I have given several names, but should be pleased to hear from any firms who would like to be placed in communication with the house making the enquiry.

Another recent enquiry which might interest your readers is from a house in the Midlands claiming a large connection in the chair trade, who wish to hear from Canadian producers of chair parts cut out from birch and sawn to shapes ready for cutting up. The firm in question considers that there is an opening for just development in this line. Canada already does trade in chair parts, but there are probably houses which might like to take the matter up.

Any communication or information addressed to me will be placed before my correspondents.

Yours faithfully,
H. WATSON,
Curator Canadian Section, Imperial Institute.

## PROTECTION OF LIMITS FROM FIRE.

A meeting of the timber limit holders, district No. 1, of the province of Quebec, called by Mr. M. McCuaig, superintendent of fire rangers, was held in Ottawa recently. Mr. Robert Henderson was appointed chairman, and Ald. R. J. Davidson secretary. There were present Messrs F. P. Bronson, representing the Bronson-Weston Lumber Company, Ottawa; Robt. Hurdman, representing the Sheppard-Morse Lumber Company, of Burlington, Vt.; Hon. Peter White, representing the Pembroke Lumber Company; David Gillies, M.P.P., representing Gillies Bros. Lumber Company, of Braeside; W. H. Rowley, representing the E. B. Eddy Co., Hull; Armon Burwash, representing McLachlin Bros., Arnprior; Ald. R. J. Davidson, representing Davidson & Thackray, Ottawa, and John Charlton, M.P., representing Charlton Bros.

It was moved by Messrs. Gillies and Hurdman that a committee, consisting of H. K. Egan, R. Hurdman and D. Gillies, be appointed to obtain the signatures of the license holders of the Ottawa Valley in district No. 1, to a petition to be presented to the commissioner of crown lands and the Quebec Government, asking that the regular number of fire rangers be increased to at least 50 to protect Ottawa limits as far as possible from fire.—Carried.

It was also moved by Messrs. White and Gillies, that, in view of the fact that the Province of Quebec is equally interested with the license holders in the prevention of forest fires, the Government be requested to adopt the system prevailing in Ontario in the appointment of fire rangers.—Carried.

## A SAWDUST MACHINE.

A new machine designed to convert sawdust into commercial products was recently brought to the attention of a number of Ottawa lumbermen by the inventor, Mr. H. Spurrier, of Montreal. The inventor says that his machine has passed the experimental stage, and has been successfully worked. He says it is about the most economical method yet discovered. The machine is like a large cylinder, and is usually covered in with bricks. Running through the centre of the cyclinder is a large hollow shaft with a worm shaped like the flanges of a bolt. The screw-shaped shaft is covered with metal, but around this is another screw-like contrivance enclosed in metal. The sawdust is introduced into the spaces betwen the flanges on the inner shaft and in turning the dust is carried along the shaft to the other end and there escapes to the outer shaft, and after passing along to the end escapes by an outlet into a receptacle where the dust—which is charcoal after the above process—is deposited. The dust in going through the cylinder passes over heated surfaces, and as the screws keep turning the dust is kept moving and the heat is well distributed through the mass.

The gas separated from the sawdust by the heat passes through a pipe into a condenser and issues from this as acetic acid and wood tar. These two products can be further refined and other valuable products secured. Mr. Alfred Benn, commercial agent of Montreal, is associated with Mr. Spurrier. They expect to organize a company, with headquarters either in Montreal or Ottawa, to use the machines in manufacturing commercial products from sawdust.

## SUCCESSFUL CULLERS.

The annual examination of cullers for the district of Ottawa was held at Hull, Que., on Saturday, June 17th, the examining officers being Messrs. Gilson, Derome and Pozie, of Quebec. Mr. F. A. Gendron, crown timber agent, acted as superintendent. A roll-way of logs was prepared on the shore of the Ottawa river, and the candidates were called upon to measure and cull them.

The list of successful candidates is as follows: J. H. Cameron, Buckingham; Alph. Martel, Three Rivers; Louis French, Hammond, Ont.; J. R. Rene, St. Gabriel de Brandon; Olivard Robitaille, Gatineau Point; F. G. Woonsdorf, Pembroke; Herbert Carr, Point Alexander, Ont.; Nap. Charest, Gatineau Point; E. J. Belisle, St. Andre Avellin; Telesphore St. Jean, Gatineau Point; R. C. Perrier, Buckingham; Jeremie Alix, Chute Aux Iroquois; S. Richardson, L'Orignal; Peter Le Roy, Grenville; Henry Row, Buckingham; Chas. Major, Montebello; J. P. Sarisan, Buckingham; A. T. Buchan, L'Orignal; Hugh Martin, Buckingham; S. Pouliot, Rockland; S. Surtees, Rockland; M. Galibeau, Hull; John Miller, Ottawa; W. B. Bertram, Billings Bridge; Ovice Latullup, N. Desmarais, Alf. Sauve, N. A. Sauve, John McGreen, Buckingham, Hull; A. R. McLachlan, G. A. Berminer, Arnprior; J. L. Close, John Yuill, H. Cailler, Arnprior; M. Beland, Gatineau Point.

## ONE HUNDRED YEARS IN BUSINESS.

The firm of Messrs. Irvin & Sellers, sawmillers and timber importers, Liverpool, Eng., enjoy the unique distinction of having celebrated its one hundredth year of unbroken existence in business. The business was first established by Mr. John Irvin, who in the closing year of the last century commenced the manufacture of shuttles in the small town of Preston. In those early days of shuttle making box-wood was almost entirely used, and to those accustomed to the shuttle of the present day and its manufacture by modern machinery, but little of the arduous labor then involved in its construction by hand labor can be appreciated. Hand labor soon gave place to steam power, and the business gradually extended, the manufacture of bobbins being entered upon. In January, 1851, the founder of the firm died and was succeeded by his youngest son David, who is now the senior partner of the firm. Although at the ripe age of eighty-three years, he is still in the enjoyment of vigorous physical and mental powers. At the present time the firm is composed of Mr. David Irvin and his grandson, Mr. W. B. Irvin, who have built up an extensive business as sawmillers and timber manufacturers, having their mills at Preston, head office at Bootle, Liverpool, and branches at London, Glasgow, Birmingham and New York. At the present time they are giving considerable attention to the Canadian trade, and will pe pleased to receive correspondence from manufacturers in this country.

Work on the development of the water power at Shawinigan Falls, Que., has been commenced. A syndicate, promoted by Messrs. Greenshields, has guaranteed to spend a large sum of money on calcium carbide works, and a United States concern, it is said, propose to erect large paper and pulp mills.

## PRACTICAL NOTES.

In the latest patent barrel the stave is wedge-shape, tapering from end to end rather than from the middle to the ends, and in making the barrel the wide and narrow ends are placed alternately. By this arrangement the barrel is given the essential swell at the center. For handling commodities of finer composition it is proposed to make a barrel consisting of two layers of these staves, one within the other, the staves of the outer layer being reversed with relation to those of the inner section.

The most objectionable of all methods of emptying and cooling a boiler is to blow it out under pressure, and afterwards run cold water in, in order to cool the shell still more rapidly. This arrangement really consists of emptying the boiler as described in the preceding and then cooling the plates by running cold water in. This plan should never be adopted; it is always likely to seriously injure the boiler. The sudden strains which are set up by the cold water running on to the hot plates may set up concealed fractures through the line of rivet holes forming the seams, which cannot be detected in the ordinary way, and which may lead to explosion and loss of life when the boiler is again worked.

CARE OF FILES.—If files have been used for working on wrought iron and are clogged with iron filings, says an American exchange, the file should be immersed for a short time in a dilute solution of sulphate of copper. The solution will completely remove the objectionable filings without affecting the file itself. Zinc filing can be dissolved with dilute sulphuric acid. Files which have been used in filing copper, or in filing the spelter from around frame joints, may be cleaned and sharpened by dipping in dilute nitric acid. It must be understood that before the files are immersed in the acid as much of the coarser filings as possible be removed with a file cleaning brush, and that the files be cleaned so that there shall be no grease of any kind present to hinder the action of the acid. Grease can be best removed from files by treating them in a dilute caustic alkali.

BELTING.—When a belt becomes badly oil soaked, and the pulleys have oil on them, it is well to sprinkle fuller's earth or prepared chalk on the belt. This will absorb the oil. Scrape off the residue with a piece of flat wood, slightly sharpened. A solution of salt on pulleys roughens the leather and helps to overcome some of the slip. Anything that acts as an unguent should be kept from a belt. If oil comes in contact with gum belts it softens them. If water gets between the canvas and the seams, and then freezes, it separates the layers. Even a frosty pulley in contact with a gum belt tears the seams from the canvas. Boiled linseed oil lightly applied on the pulley side of a gum belt will help to overcome slipping, caused by dust, etc. Gum belts are now used with success in damp or wet places in preference to leather ones. These belts cannot be successfully used at half cross or on cone pulleys.

JOINTING BELTS.—Endless belts while not in general use on lathes or similar machinery, are of great advantage and deserve to be used more than they are. A slight drawback is the lack of means ot taking up the slack, such as is obtained with dynamos and motors, instead of requiring the joint to be opened and reglued, which is something of a nuisance. A means of avoiding this, says American Machinery, is to glue the joint with a piece of paper the full size of scarf intervening. While the pull of the belt lengthwise is easily resisted by the paper, it can readily be split by opening the corner of the joint sufficient to get a grip with the finger and thumb, a moderate pull from which will open the joint, when the belt can be shortened, rescarfed, and glued up with paper in between. Another way to open such joints is to place a moderately small sized wire in the middle of the joint and allow sufficient length to project out, so that the two ends can be folded over the outside of the belt and twisted. When the joint is to be opened the ends of the wires can be pulled steadily by pliers, and half of the joint is soon opened, then the other half can be opened by pulling by hand or by a second wire inserted in the joint. Of the two methods of opening the joint, as proposed by our contemporary, the first method, by paper in the joint, appears to us preferable, but care would have to be taken to use a paper that would split readily. A wire on outside of the belt would be inconvenient, and liable to tear the hands of the workman, in the case of a lathe belt for instance, that has to be shifted so much by hand.

Mr. Madison Williams, Port Perry, Ont., reports recent bookings of orders as follows: 30½ inch Vulcan for Toronto Lime Co., Limehouse; 40 inch Leffel for C. Spencer, Ursa, Ont.; 13¼ and 23 inch Leffel for Austen Bros., Halifax, N. S.; 52 inch Special Leffel for F. Sanford, Fenelon Falls, Ont., and two 61 inch Vulcans for the monastery of The Good Shepherd, Parc Laval, Que., making five turbines of this size for the same institution within 8 months; also several saw mills and orders for heavy gearing, pulleys, etc., for the Eastern provinces. Mr. Williams has recently remodelled his machine shop, adding greatly to the facilities for handling the different parts of the very heavy wheels under way.

# WOOD PULP DEPARTMENT

## PULP MILL OF THE ST. JOHN SULPHITE FIBRE COMPANY.

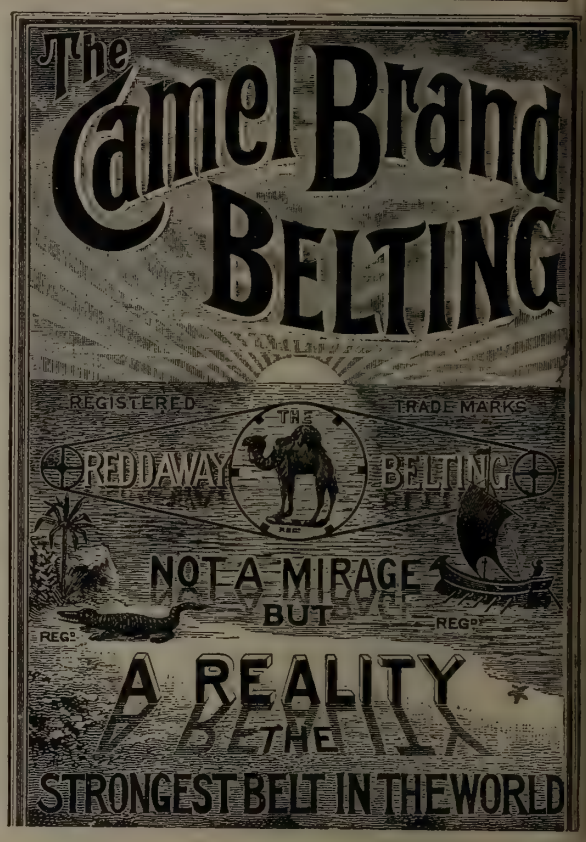
THE new mill of the St. John Sulphite Fibre Company, at Mispec, St. John N. B., has just been completed, under the supervision of Mr. M. F. Mooney. The mill has a capacity of 30 tons per day, but provision has been made for increasing the capacity. Additional machinery can be placed in all the principal buildings and the output greatly augmented without changes in the buildings themselves.

The mill was planned by Mr. Mooney, who was for a time the manager of one of the pulp mills at Chatham. It was built by B. Mooney & Sons, of which firm M. F. Mooney is a member. Having made the necessary arrangements for the site, Mr. Mooney sent the plans to Scotland, where the scheme found favor in the eyes of a number of capitalists.

The mill is situate on the bank of the Mispec stream, about 15 miles from Loch Lomond, and a distance of some 10 miles from St. John. The buildings, which are of brick, are substantially put together and cover an immense area. Nearest the stream is a building with a frontage of 430 feet and extending back 68 feet. It contains the wood room, machine room and boilers. Back of the wood room and above it is the acid system, which extends back about 120 feet. This structure is 150 feet in length. Above this department is the sulphur room, which is one story high and 120x40 feet. The digester building occupies a still higher level, and is 130x36 feet. The main portion of this structure is 100 feet high. The blow tank building and filtering plant are between the digestor building and the paper making department. It is one story above the machine room and one floor below the digestor department, which places the blow tanks sufficiently below the digestors to cause the pulp to flow by gravity into them from the digestors.

The logs will be taken up into the wood room by means of a patent haul up, and cut by two steam jump saws into lengths of 2 feet 6 inches. These pieces will be carried by a conveyor to the barkers' machines, fitted with knives which will remove the bark. From the barkers the cut up logs will be moved along on a conveyor to the chippers, machines which will cut them up into chips. Immediately under the chippers and on the floor beneath are chip breakers which will break these chips up into the desired sizes, five-eighths of an inch long and from one-sixteenth to one-eighth of an inch thick. These small pieces of wood will next pass through the shaker, which will separate the sawdust and slivers from the chips and deposit the latter on a conveyor which will carry them up to the chip loft in the digestor building. This loft is spacious enough to hold 160 cords of chips, which will be sufficient to keep the mill going when increased to its fullest output for 24 hours. The chips will be placed in the digestors, two immense iron tanks, each capable of turning out ten tons of pulp at each cook. The digestors will be filled with chips and 20,000 gallons of sulphurous acid put in. Then the digestors will be made steam tight, and steam will be admitted at the bottom and the temperature brought up to the desired point and kept at that till the wood is cooked into pulp, which will occupy from 10 to 14 hours. The pulp will flow from the digestors to the blow tanks, which are 20 feet beneath the bottom of the digestors. These tanks are hard pine vats, 28 feet long and 18 feet in diameter. The pulp will be washed in them and acid and resinous matters removed. Then it will go to the pulp opener, where the fibre will be opened up, and next to the riffler or sand trap to be further cleaned, and after to the stuff chest in the machine room. From this chest the pulp will pass on to the first screens and from them to the paper machine, which will run it out and dry it in sheets similar to paper. At the end of the last mentioned machine there is a reel which will wind the pulp up into rolls. The slitting and cutting machines having done their part, it will go into the baling press, where it will be made ready for shipment.

That there is ample water power to run the mill is apparent. The stream has been dammed at a spot where the greatest power possible to be obtained can be had. The dam, which is built of solid masonry, is 54 feet high and 240 feet long at the top. Its length at the bottom of the gorge is 80 feet. It is 120 feet wide at the base, and tapers off to eight feet at the top. The stone work is faced with timber on the water side. The flume, which is made of iron, is five feet in diameter. It leads from the dam on the surface of the ground down to the water wheels in the mill, and is 830 feet long. There are four water wheels in all, one for each department,


None Other Genuine
W. A. Fleming & Co. 57 St. Francois-Xavier Street MONTREAL
.. SOLE AGENTS ..

J. D. SHIER
MANUFACTURER OF
Lumber, Lath & Shingles
BRACEBRIDGE, ONT.

TELEPHONES
Send for our Illustrated Catalogue and Price List of
"UNIQUE" TELEPHONES
For Main Line and Warehouse Use.
Only Telephone made that does not get out of adjustment. Satisfaction guaranteed.
Sold outright at low prices. No exorbitant royalties.
SOLE MANUFACTURERS
JOHN STARR, SON & CO., LIMITED
P. O. Box 448, HALIFAX, N. S.

GEO. T. HOUSTON & CO. CHICAGO, ILLS.
HOUSTON BROS. CAIRO, ILLS.
HOUSTON BROS. BIGBEE, MISS.
HOUSTON BROS. COLUMBUS, MISS.

EXTRAORDINARY

We are cleaning up numerous yards in connection with our Mills in the South, to make room for next year's new cut.
Stock consists of all grades and thicknesses Hardwood Lumber, Yellow Pine and Cypress, including a big surplus of No. 1 and No. 2 Common Yellow Pine, Select and Common Cypress. All of the above a year and over dry.
If you are in the market for any kind of Hardwood Lumber, Yellow Pine or Cypress, or expect to be in the future, send us your enquiries. The stock has to be moved, and if we can pick your orders out of any of the lots referred to, we will quote you prices to save additional handling expenses.

Address all Correspondence to our Main Office:
Cable Address, "HOUSTON."
Lumberman's and A.B.C. Codes.
GEO. T. HOUSTON & CO.
CHICAGO, ILLS., U.S.A.

which will develop 600 horse power. In addition to this the company have a 250 horse power compound steam engine as an auxiliary in case the steam gets blocked up at any time. In the boiler room they have 500 horse power of steam boilers for use in the cooking and drying of the pulp. A pipe runs through the flume, by means of which the water required for the boilers is taken into the mill.

A most complete electric lighting plant has been put in. There are 350 incandescent lamps distributed throughout the establishment, and the yards will be lighted by 10 arc lamps. The mill is fitted with steam heating apparatus, and there is an excellent system of automatic water sprinklers for use in case of fire. Two pumps have been installed, each of which will throw 1,000 gallons of water per minute. The water for the sprinkling apparatus is stored in tanks in the tower of the digestor building, which have a capacity of 20,000 gallons.

The Dufferin Falls Pulp and Paper Company, which begins operations this season, will be one of the largest pulp producing concerns in Canada. This company, composed of Messrs. W. and F. P. Currie, James T. Shearer, M. S. Foley, Hon. J. A. Ouimet, W. T. Fee, and others, of Montreal, has secured an area of 1,410 square miles along the Du Lievre river for the sum of $130,000, including mills at Buckingham, and last year, during Mr. Foley's trip abroad, he is said to have made arrangements for a yearly delivery of 50,000 tons of sulphite pulp.

## A RUMORED PULP COMBINE.

On the authority of "Paper," of New York, it is stated that steps are being taken by Mr. J. Laurence Whitcomb, a London promoter, to form a combine of ten Canadian pulp mills, having a production of about 400 tons per day. The proposition is to increase the capacity within a year to 600 tons per day. The journal above referred to says :

"A company is to be organized to purchase the properties of the various concerns to be included in the combination, and this company will, in all probability, be known as the Canadian Pulp Company. It is to be capitalized at $10,000,000, and will operate under a special charter granted by the Canadian Parliament. The capital stock is to be divided into $5,000,000 preferred, bearing 7 per cent. cumulative dividends, and $5,000,000 common stock, which, it is thought, will pay all the way from 5 to 10 per cent.

"The new company will send the majority of its pulp abroad to be manufactured into paper, but it is quite likely that contracts will be made with a number of United States paper mills outside of the news trust to supply them with pulp, providing the United States and Canadian Joint High Commission make it possible to import the pulp at a profit. In such a case the company would be, to a certain extent, a competitor of the International Paper Company.

"The capital stock has been all subscribed for in London and Berlin, and the company expect to be in operation within a few months.

"The following is a list of the mills which Mr. Whitcomb would like to include in his combination :

| Name. | Capacity Per Day. Tons. | Proposed Increase. Tons. |
|---|---|---|
| Chicoutimi Pulp Co., Chicoutimi, Que.... | 30 | 50 |
| Canada Paper Co. (2 mills)— | | |
| 1. St. Raymond mill..... | 10 | . |
| 2. St. Antonin mill..... | 20½ | .. |
| Hamelin & Ayres, Lachute, Que..... | 30 | .. |
| Sault Ste. Marie Pulp & Paper Co., Sault Ste. Marie, Ont..... | 250 | .. |
| Sturgeon Falls Pulp Co., Sturgeon Falls, Ont..... | 20 | 100 |
| Sissiboo Falls Pulp Co., Weymouth Bridge, N.S..... | 12 | 30 |
| Acadia Pulp & Paper Mills Co. (2 mills)— | | |
| Milton, N.S..... | 65 | .. |
| New Germany, N.S..... | .. | ... |
| Nova Scotia Wood Pulp & Paper Co., Mill Village, N.S..... | 10 | .. |
| Totals..... | 429½ | 180 |
| Grand total..... | | 609½ |

The inquiries of the Laurentide Pulp Company for iron pyrites in Ontario, carrying a high percentage of sulphur, have elicited the fact that A. W. Carscallan, M. P., has a mine at Marmora, Hasting County, that is nearly pure sulphur, and that H. Corby, M. P., has one at Malone, in the same county, that will considerably exceed 40 per cent.


**TOWER & WALLACE**
ASHLEY B. TOWER, M. Am. Soc. C.E.
CONSULTING ENGINEER.
Broadway and 25th St. - NEW YORK

ARCHITECTS AND ENGINEERS
PAPER AND PULP MILLS
MANUFACTURING AND
POWER DEVELOPMENTS

E. BRADLEY, C.E. - 3 Place d'Armes Hill, MONTREAL - Canadian Representative.

**PULP MILLS - ATTENTION !**

**Phosphor-Bronze Castings**

of any weight, for Pulp Mills (special mixture.)

All Bronze manufactured by us.
Quotations and References cheerfully given.

**CITY BRASS FOUNDRY - HAMILTON, ONT.**

Felts for Pulp Mills.
Felts and Jackets for Paper Mills.
Felts for Fast Running on News.
Felts of any width up to 120 in.
Felts for Tissue Papers.
Felts for Boards and Roofing.

Try our Special **HARPER FELTS**

Every Felt Guaranteed.

**HAMELIN & AYERS**
LACHUTE MILLS, P.Q.

**BOYNTON & COMPANY**
MANUFACTURERS OF
EMBOSSED AND TURNED MOULDINGS, WOOD GRILLES,

SEND FOR

CATALOGUE

AND AUTOMATIC TURNINGS

67 W. Washington St., - CHICAGO, ILL.

ESTABLISHED 1849.
CHARLES F. CLARK, President. JARED CHITTENDEN, Treasurer.
**BRADSTREET'S**
Capital and Surplus, $1,500,000.
*Offices Throughout the Civilized World*
Executive Offices :
Nos. 346 and 348 Broadway, NEW YORK CITY, U.S.A.
THE BRADSTREET COMPANY gathers information that reflects the financial condition and the controlling circumstances of every seeker of mercantile credit Its business may be defined as of the merchants, by the merchants, for the merchants. In procuring, verifying and promulgating information, no effort is spared, and no reasonable expense considered too great, that the results may justify its claim as an authority on all matters affecting commercial affairs and mercantile credit Its offices and connections have been steadily extended, and it furnishes information concerning mercantile persons throughout the civilized world.
Subscriptions are based on the service furnished, and are available only by reputable wholesale, jobbing and manufacturing concerns and by responsible and worthy financial, fiduciary and business corporations. Specific terms may be obtained by addressing the company at any of its offices. Correspondence invited.
**THE BRADSTREET COMPANY**
Toronto Office: Cor. Jordan and Melinda Streets.
THOS. C. IRVING, Sup't.

**PULP AND PAPER MILL MACHINERY.**

CONTRACTORS FOR COMPLETE EQUIPMENT OF

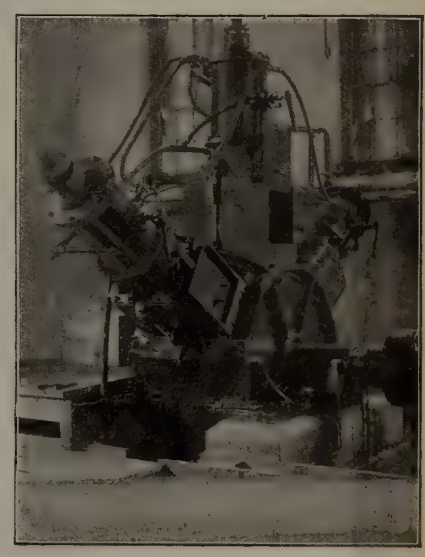
**GROUND WOOD, SODA or SULPHITE PULP MILLS.**

We invite correspondence from those requiring anything of this nature. We build a full line of

Barkers, Chippers, Tanks, Digesters, Pumps, Jewell Filters, Conveying Machinery, Wet Presses, Screens, Screen Plates, Etc., Etc.

**OUR CROCKER TURBINE PLANTS** are driving some of the best mills in the Dominion.

Write for Circulars and Prices.



**THE PORT HENRY PULP GRINDER.**

With latest improvements; patented 1898.

Operation continuous and production large.

Most convenient in handling and thoroughly well built.

Ask for special bulletin No. 505.

The JENCKES MACHINE COMPANY

*Branch Offices:*
*MONTREAL, TORONTO, RAT PORTAGE, ONT.*
*ROSSLAND, B.C.*

Head Office and Works :
36 to 40 LANSDOWNE ST.
SHERBROOKE, QUE.

**CAMP SUPPLIES**

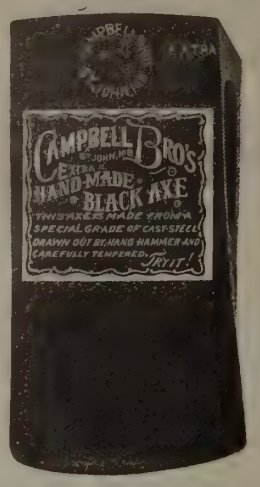
**H. P. Eckardt & Co.**
Wholesale Grocers TORONTO

**Lumberman's Inspection Book**

Send four 3-cent Canadian postage stamps for a copy of the LUMBERMAN'S VEST-POCKET INSPECTION BOOK, containing rules for the Inspection of Pine and Hardwood Lumber in the Leading Markets of the United States and Canada.

Address: The CANADA LUMBERMAN, Toronto, Ont.

**John A. Bertram**
LUMBER INSPECTOR
. . . AND SHIPPER . . .
*Office: Room 35 Land Security Chambers*
*TORONTO, ONT.*



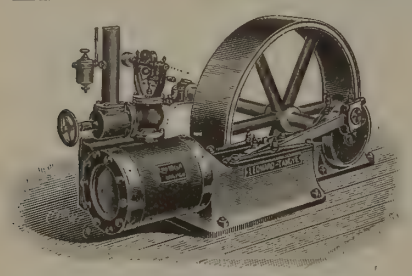

OUR EXTRA HAND-MADE
**AXE**

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N. B.

**FRICTION PULLEY BOARD**
The BEST Article Known for the Purpose
MANUFACTURED BY..... THE DOMINION LEATHER BOARD CO'Y. - MONTREAL, QUE

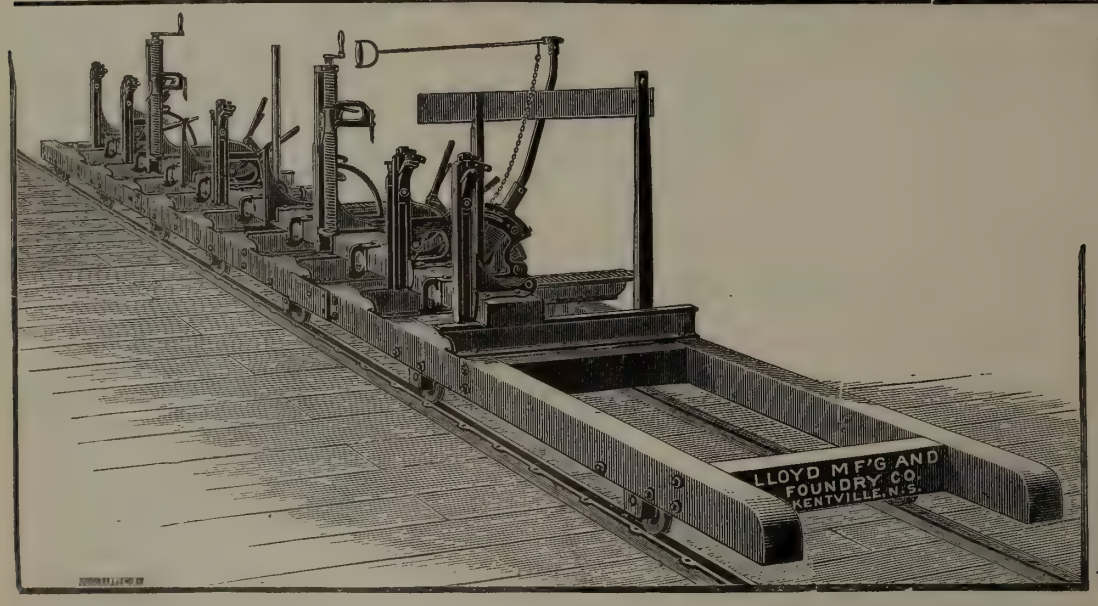
**ONE DOLLAR**
will pay your subscription to the weekly and monthly CANADA LUMBERMAN for
**ONE YEAR**


LEONARD-TANGYE ENGINE.

**E. LEONARD & SONS, LONDON, ONT.**
. . . Makers of . . .
***ENGINES and BOILERS***
For Lumbermen and Others. & For any Purpose, and of any Power
We make Several Styles, but only One Grade—THE BEST.
*If you need Steam Power, write to us, stating your requirements, and we will quote you prices.*
*Write for Catalogue No. 35a.*

LEONARD CLIPPER ENGINE AND LOCOMOTIVE BOILER.

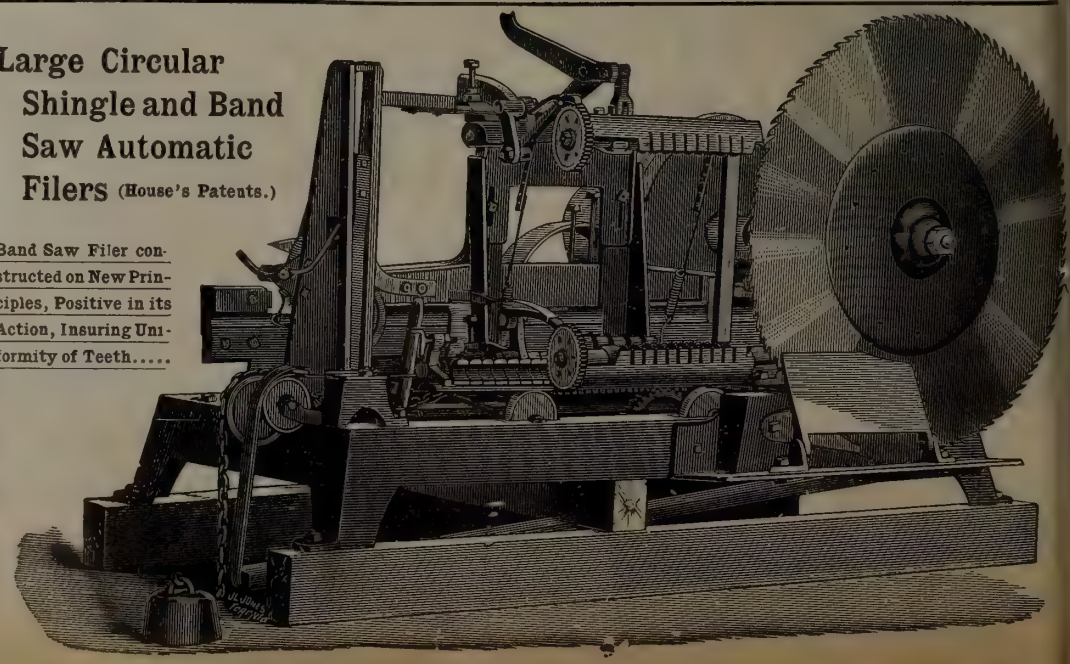
**OAK TANNED BELTING**
**TORONTO**
50 Colborne Street
Telephone 475.
**THE J.C.McLAREN BELTING Co MONTREAL**




**Lloyd Manufacturing Co'y** JOHN I. LLOYD, Proprietor
**SAW MILL OUTFITS**
**Pulp Machinery, Belting, Etc.**
OUR SPECIALTIES:
Band Saw Mill Machinery,
Improved Rotary Saw Mills, with Green Mountain Dogs,
Also Screw Post Dogs,
Turbine Water Wheels,
Power Feed Gang Edgers,
Buzz and Surface Planers,
Heading Rounders,
Stave Machines, Stave Jointers,
Stave Planers.
KENTVILLE, N.S.

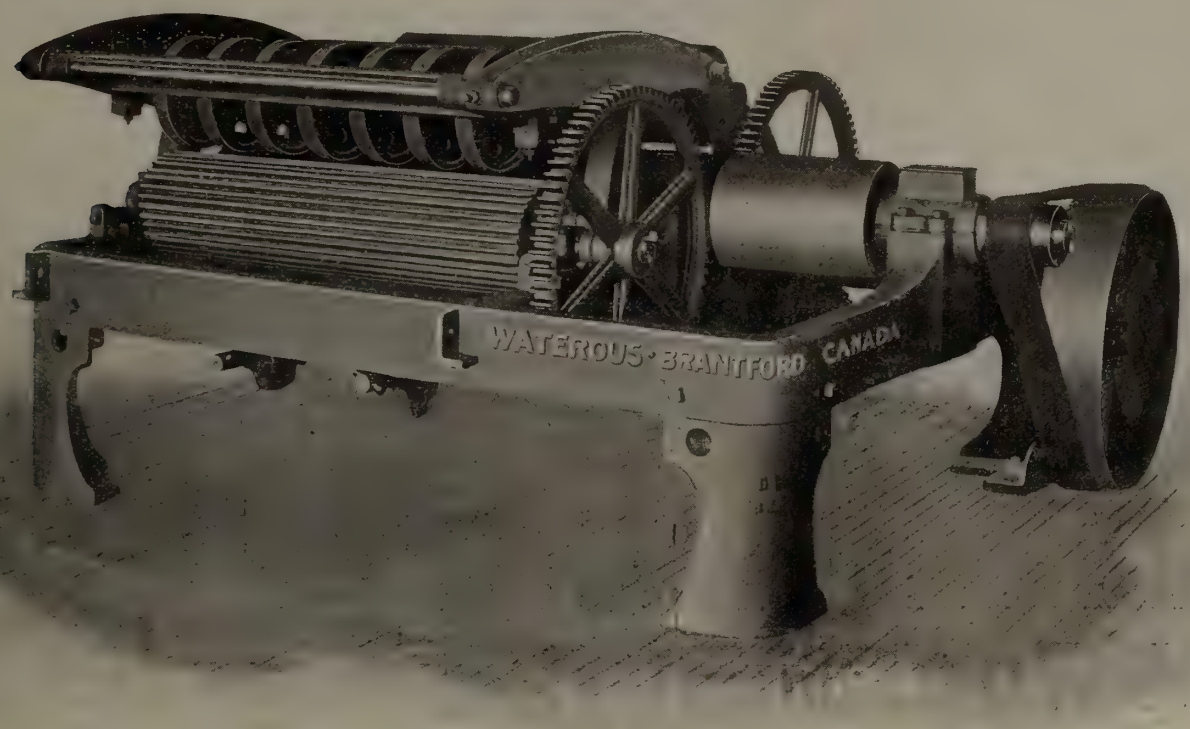
**B. R. Mowry & Son**
Manufacturers of . . .
**SAW MILL AND SHINGLE MILL MACHINERY**
**Automatic Band Saw Sharpener**
Shingle Machinery a Specialty
REPAIRING PROMPTLY AND CAREFULLY EXECUTED
**Gravenhurst, Ont.**

**Large Circular Shingle and Band Saw Automatic Filers** (House's Patents.)
Band Saw Filer constructed on New Principles, Positive in its Action, Insuring Uniformity of Teeth.....



# .. WATEROUS ..
# IMPROVED CHAMPION DOUBLE EDGER

**All Manufacturers are forced in these days of sharp competition to invest in up-to-date Machinery, increasing the output per man, thus lowering the cost of production—Lumbermen are no exception to this rule.**




## THIS IMPROVED DOUBLE EDGER

is made in three grades—Light, Heavy and Extra Heavy. **Press and Feed Rolls** are of large diameter. Feed rolls fluted, bearings adjustable, front press rolls made in sections, both front and back hung in stiff open frames LIFTING WITH FEED NOT AGAINST IT—a new and important feature—ADJUSTABLE BOTH WAYS FOR ALIGNMENT WITH MANDREL. Rolls sufficiently large to be used for return of stock over edger, and still view of saws is not obstructed—all have bridgetree quickly removable to take off saws—Saws are moved by guides and guides are removable to take off Saws.

**The Light Champion Edger** has strong box frame cast in one piece, supported with four legs. Mandrel, 2 7-16 steel, supported on two long bearings.

No. 1 Champion has two Saws, one movable ; range between Saws from 1¾ to 22 inches.

No. 2 Champion has three Saws, two movable ; range between stationary and first movable Saw, 1¾ to 18¾ inches, and between movable Saws 4 inches.

Both are provided with front tables, with 4½″ rolls and guide, movable with lever up to 4 inches inside of stationary Saw.

**The Heavy Champion Edger** shown in illustration has heavy box frame supported on six legs. 2⅞ steel mandrel supported in three bearings of ample proportion, reducing the pressure to the square inch of wearing surface to a minimum, permitting the greatest speed.

The Pulley is carried between two heavy bearings cast in one solid box-shaped frame.

**Front and Back Press Rolls** arranged as in the Light Edger, are carried in box-shaped uprights connected and braced together to prevent springing and twisting of frame.

No. 3 Heavy Champion has 3 Saws, 2 movable ; range between stationary and movable Saws 1¾ to 24¾″, and third Saw 4″ from second.

No. 4 Champion range is 1¾″ to 28¾″, and third Saw 4″ from second.

No. 5 Champion range is 1¾″ to 36¾″, and third Saw 4″ from second.

A fourth Saw can be added te these Heavy Edgers, reducing the extreme opening 4″.

**The Extra Heavy Champion Edger** has a box frame in appearance much the same as the Heavy Edger.

No. 6 Champion has 3 7-16 mandrel, with 5 saws—2 stationary, 3 movable—divided press rolls, for two men to edge at once ; two movable guides on front table. Greatest width between first and second Saws, 34 inches.

No. 7 Champion has 3⅞ steel mandrel, with 6 Saws, and otherwise same as No. 6.

**All the latest ideas in Direct Steam-Driven Log and Lumber Handling Machinery.**

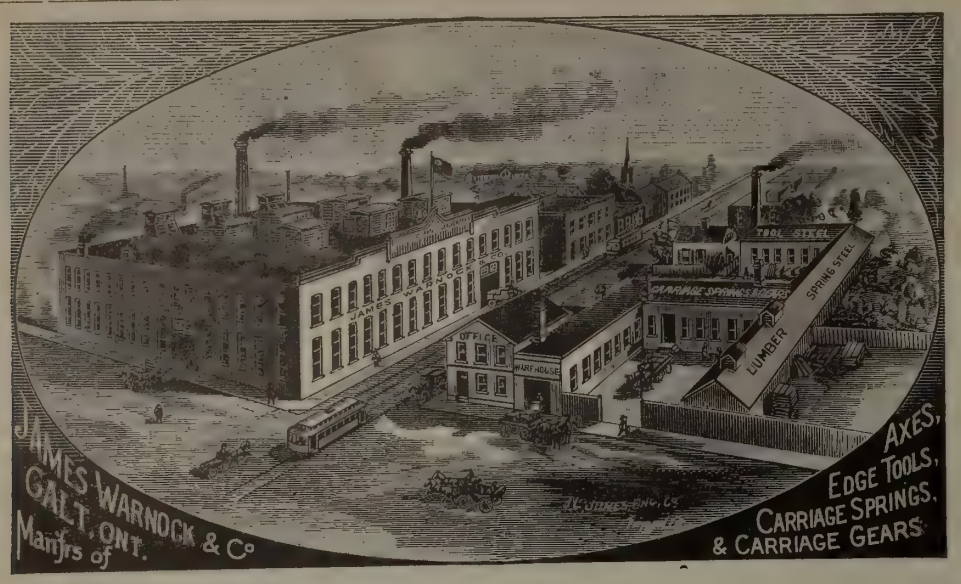
**Steam Drag Saws.**

**Sole Manufacturers in Canada of the Allis Band Mills, Plain and Telescopic.**

*Send for Circulars and Price List*

**WATEROUS**

**Brantford, Canada**




We do not acknowledge the possibility of better goods than ours being made in

**AXES**
**GANT-HOOKS**
**PEAVIES and**
**SKIDDING TONGS**

**And all Tools Used in Lumber Camps.**

EVERY ARTICLE BEARING OUR NAME FULLY GUARANTEED.

**James Warnock & Co., - Galt, Ont.**

---

**Water Powers** and **Mill Sites**
**Pulp Limits**
**Good Farming Land**
**Hard Wood Timber**

**L. O. Armstrong**

Colonization Agent
Canadian Pacific Railway,

**MONTREAL, QUE.**

---

A SEVERE test of a Turbine is to place it under an abnormally low head. Such a condition brings out pre-eminently the virtues of

**"LEFFEL"**
**"VULCAN"**
AND
**"PERFECTION"**
**TURBINES**

We have these wheels operating with the utmost satisfaction under heads as low as three feet. They are equally brilliant in performance under average or very high heads, and the measure of their adaptability is *the utmost that can be required of them.*

We make special designs for situations calling for unusual combinations of speed and power. Such occur frequently in the development of Electrical Energy and the installing of Pulp Machinery, and can be provided for with either vertical or horizontal wheels, singly or in units of pairs.

If you do not use a Turbine it may be to your interest to learn something of

**THE "LANE IMPROVED" SINGLE AND DOUBLE CIRCULAR SAW MILLS**

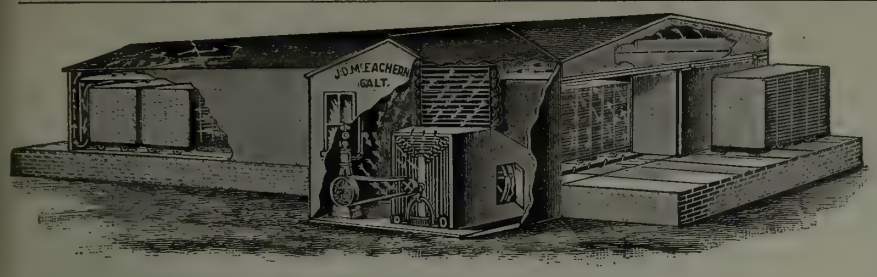
of which we are the original manufacturers in Canada. These mills stand very high in the consideration of all who have used them, and you can very easily repeat their experience to your own satisfaction and benefit. We manufacture also **Vertical and Horizontal Automatic and Hand-fed Shingle Machines** of great capacity and excellence of work ; **Gears, Shafting, Hangers,** all kinds of **Bearings, Pulleys, Shingle Packers, &c.** For printed matter address

**MADISON WILLIAMS**

**H. E. PLANT, Agent**
Common and Nazareth Sts., MONTREAL.

Successor to Paxton, Tate & Co.

**PORT PERRY, ONT.**




McEachren's

# PROGRESSIVE LUMBER DRY KILN

Our Heaters and Fans are Economical with Steam and Power, are **Safe as a Fire Risk.** Plans and specifications furnished with each apparatus. . . . . .

Write for Prices and Particulars to

## McEACHREN HEATING & VENTILATING CO. - GALT, ONT.

## THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office : TORONTO, ONT.

Cable and Telegraph Address, "Royelectric."

MANUFACTURERS OF

# Electrical Machinery and Apparatus

... FOR ...

**LIGHT and POWER**

SPECIAL ATTENTION GIVEN TO——

**LONG DISTANCE TRANSMISSION OF ELECTRICITY**

FOR LIGHT AND POWER

ALSO FOR

## ELECTRIC PLANTS FOR MILLS

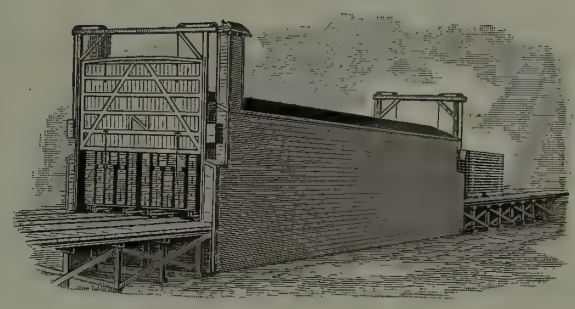
**Distant water powers utilized and Mills lighted and operated safely.**

CORRESPONDENCE SOLICITED.

## *Warning . . . . .*

The "Standard" is the Dry Kiln that will best meet your requirements. No use investigating this statement after you buy another Kiln. It will be too late then. Now's the time. Our new Catalog No 45, tells all about . . . . . .

## THE STANDARD DRY KILN



How it is built; how it works; why it is the cheapest Kiln to buy; all about it. Your name on a postal card will get it . . . . . .

THE DRY KILN THAT DOES NOT Disappoint

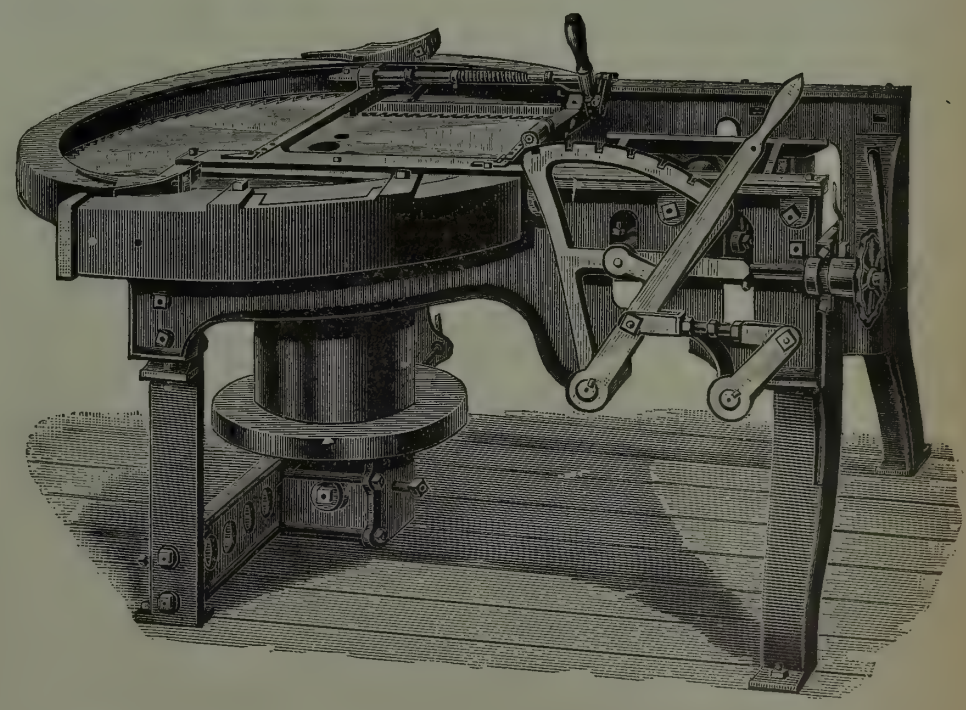
## THE STANDARD DRY KILN CO., INDIANAPOLIS, IND.

# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON - ONTARIO

**Manufacture**

- Band Saw Mills
- Gang Saw Mills
- Circular Saw Mills
- Portable Saw Mills
- Shingle Mills
- Lath Mills
- Saw Filers, and all of F. J. Drake's Patents



DAUNTLESS SHINGLE AND HEADING MACHINE.

Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter. Capacity 25,000 to 50,000 per day.

**Our Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.**

CORRESPONDENCE SOLICITED

# THE JAMES ROBERTSON CO., Limited.

Manufacturers of..... Saws of All Description

A Full Line of Mill Rubber and Leather Metal, &c., always

Supplies, including Belting, Babbit carried in stock.

Head Office: 144 William St. MONTREAL

Factories at MONTREAL, TORONTO, and ST. JOHN, N.B.

ALL OUR SAWS FULLY WARRANTED

Orders promptly attended to. Satisfaction Guaranteed

CIRCULAR, GANG AND MILL SAWS A SPECIALTY

Correspondence Solicited.

# Galt Machine Knife Works

**MACHINE KNIVES** OF EVERY DESCRIPTION FOR **Woodworking Machines**

...Send for Price List...

PETER HAY - - - - - Galt, Ont.

# SUPPLIES

OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

# RICE LEWIS & SON

(LIMITED)

Cor. King and Victoria Sts. - TORONTO

Every Lumberman wants it — **35** cents buys it

## Scribner's Lumber and Log Book

BRIMFUL OF EVERY-DAY, PRACTICAL INFORMATION

Address: THE CANADA LUMBERMAN, Toronto

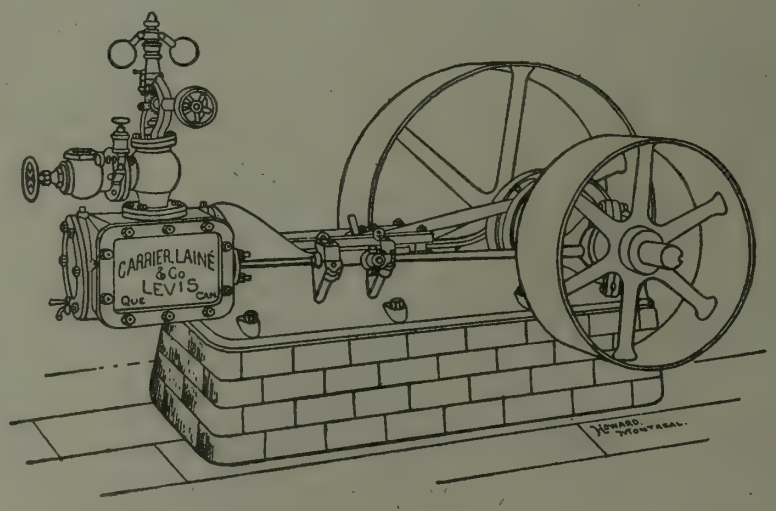
SAVES TIME SAVES MISTAKES SAVES MONEY

7 3 10

# "DEAD EASY"

But if that "3" represents Middlemen's commission on the Machinery you buy, you had better make a change and deal at headquarters.

**No better Mill Machinery is made in Canada or elsewhere than that supplied "DIRECT" from our Machine Shops.**




## Portable and Stationary Engines and Boilers

CIRCULAR SAW MILL PLANTS
GANG AND BAND SAW MILLS

SHINGLE MILLS, LATH MILLS

EDGERS, PLANERS and BUTTERS

Modern Patterns in Every Line.

Tools, Belting and Supplies.

We are equipped to build any special machine you may require.

IF YOU HAVE PLANT TO EXCHANGE GET OUR ESTIMATES

# CARRIER, LAINE & CO.,

LEVIS, QUE.

USE THE FAMOUS .. **PINK LUMBERING TOOLS**

Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks

Cant Hook Handles, Peavy Handles } By Car Load or Dozen

Pike Poles, Skidding Tongs, Boom Chains

Lowest Prices ◎ THOMAS PINK ◎ PEMBROKE, ONT.

# THE CANADA LUMBERMAN

WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XX. NUMBER 8. | TORONTO, CANADA, AUGUST, 1899 | TERMS, $1.00 PER YEAR. SINGLE COPIES, 10 CENTS.



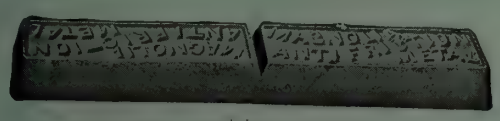
## MAGNOLIA METAL

In Use by All the Leading Governments

BEST ANTI-FRICTION METAL FOR ALL MACHINERY BEARINGS.

BEWARE OF IMITATIONS

Genuine Magnolia Metal is made up in bars, of which this is a fac-simile :



The Name and Trade Mark appear on each box and bar, and besides this the words "Manufactured in U S.," and "Patented June 3, 1899," are stamped on the under side of each bar.

MAGNOLIA METAL CO.

Owners and Sole Manufacturers 266 and 267 West Street, NEW YORK

Canadian Office, 318 St. Paul Street, Montreal, Que.

Chicago Office, Fisher Building, 281 Dearborn St. London Office, No. 49 Queen Victoria Street, London, E. C.

FOR SALE BY ALL DEALERS

## Ottawa Saw Works Co.

Middle Street - OTTAWA, ONT.

"SANDVIK" SWEDISH STEEL.

We Manufacture

HIGHEST GRADE BAND SAWS

MADE FROM

Triple Refined Swedish Steel

.... IMPORTED DIRECT. ....

WE HAVE THE SOLE RIGHT FOR THE

Dominion of Canada

CORRESPONDENCE SOLICITED.

OIL TEMPERED

## MOORE STEAM PUMP

For Stationary, Traction and Marine Boilers.

High and Low or Special Duty.

Send for Illustrated Catalogue.

DARLING BROTHERS

Reliance Works - MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.

Frank Darling, Agent, Nelson, B. C.

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED*

## DICKS BELTINGS

Never is affected by wetness, and does not stretch.

Excels in Transmission Power.

Always Uniform.

LARGE STOCKS ON HAND.

WRITE TO SOLE AGENT:

J. S. YOUNG, 15 Hospital Street, MONTREAL

## JAMES W. WOODS

Manufacturer of LUMBERMEN'S SUPPLIES

Tents, Awnings, Tarpaulins, Sails, Etc., Overhauls, Top Shirts, Pants, all kinds of Underwear, Sox, Mitts, Moccasins.

75 QUEEN ST. - OTTAWA, ONT.

Tent Factory: 19 Elgin St., OTTAWA.

ALL ORDERS CAN BE EXECUTED ON THEIR RECEIPT.

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING .... AND LACE LEATHER

Danville, Que.

THE E. R. BURNS SAW CO. CHISEL TOOTH TRADE MARK SAW TORONTO

MANUFACTURERS OF

# HIGH GRADE CIRCULAR AND LONG SAWS

UNEXCELLED

# SHINGLE SAWS

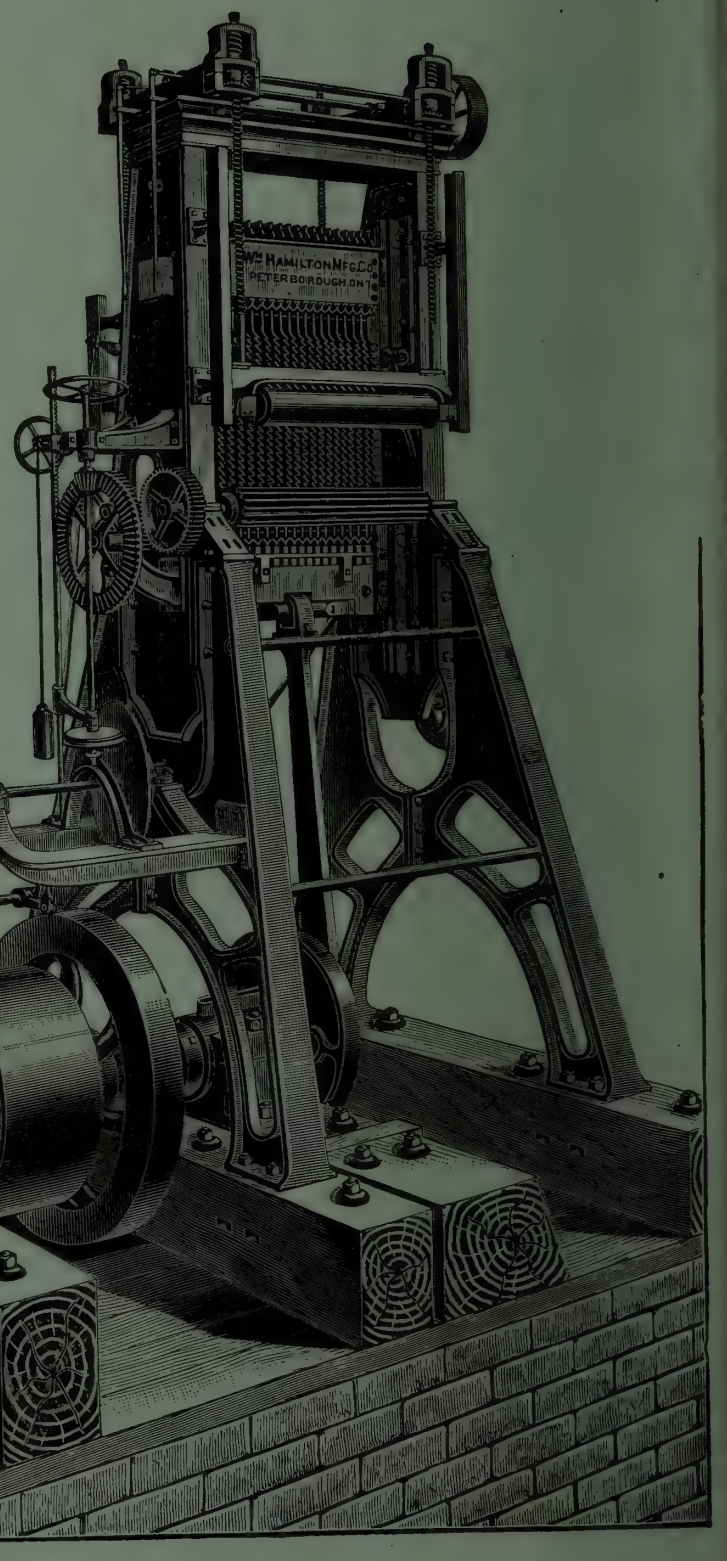
OUR INSERTED TOOTH SAW POSITIVELY THE BEST

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a
Complete Line of

HIGH GRADE
SAW-MILL
MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

We are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Limited

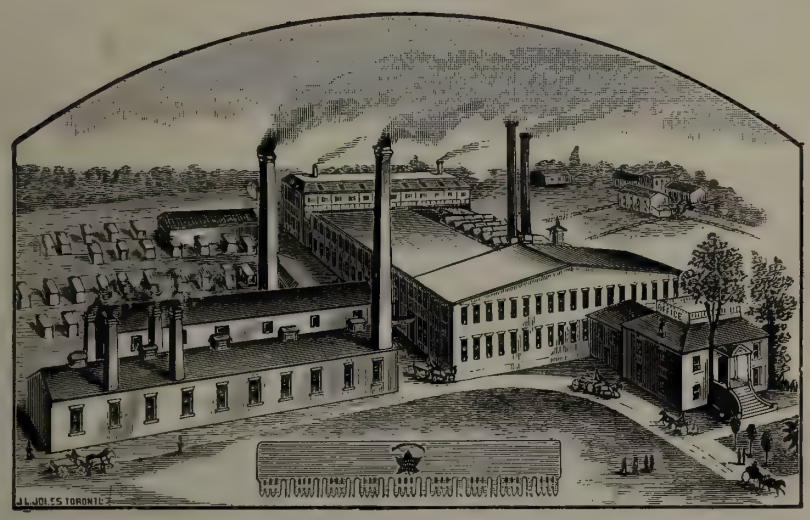
**Branch Office: VANCOUVER, B.C.** **PETERBOROUGH, ONT.**

# THE MAPLE LEAF SAW WORKS

# Shurly & Dietrich GALT, ONT.

Manufacturers of

**CIRCULAR SAWS**
**GANG SAWS**
**MILL SAWS**
**BAND SAWS**
**CROSS-CUT SAWS**



Manufacturers of

**HAND SAWS**
**BUCK SAWS**
**PLASTERING TROWELS**
**BUTCHER SAWS**
**STRAW KNIVES, &c.**

**GROUND THIN ON BACK**

**Save Labor** **Save Gumming**
**Save Time** **Save Files**

## This Saw Stands Without a Rival

AND IS THE

**FASTEST CUTTING SAW IN THE WORLD!**

Its Superiority consists in its Excellent Temper. It is made of "Razor Steel," which is the finest ever used in the manufacture of Saws. We have the sole control of this steel. It is tempered by our secret process, which process gives a keener cutting edge and a toughness to the steel which no other process can approach.

## Maple Leaf Saw Set

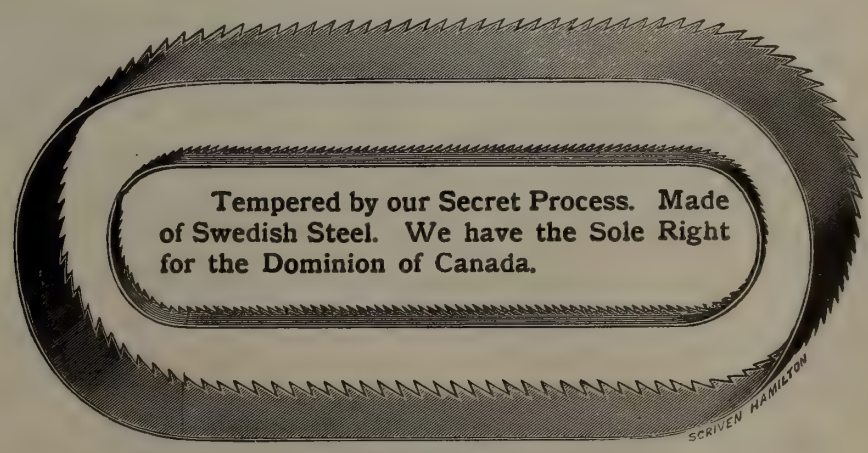
MANUFACTURED BY

**SHURLY & DIETRICH, Galt, Ont.**

**Directions.**—Place the set on the point of tooth, as shown in the accompanying cut, and strike a very light blow with a tack hammer. If you require more set, file the tooth with more bevel.

If you follow directions you cannot make a mistake. Be sure and not strike too hard a blow, and it will set the hardest saw. **On receipt of 40 cents we will send one by mail.**

We are the only manufacturers in the world who export Saws in large quantities to the United States.




We Manufacture

# HIGH GRADE BAND SAWS

of All Widths and Lengths.

These Saws are made of Refined Swedish Steel imported direct, and tempered by our Secret Process; for Fine Finish and Temper are not excelled.

# Pumps "FOR ALL DUTIES"

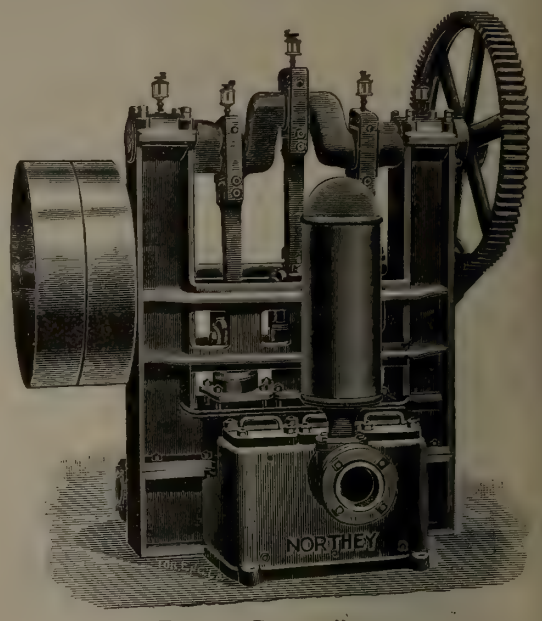
**STEAM OR POWER**

All Types and Sizes

The Laurentide Pulp Co., of Grand Mere, Que., one of the largest Pulp Mills on this Continent, use our

STUFF PUMPS, SUCTION PUMPS, BOILER FEEDS AND CENTRIFUGAL PUMPS

The same remarks apply to the Riordan Paper Mills Co., Hawkesbury, Ont., the E. B. Eddy Co., Hull, Que., and also to other extensive mills in Canada.




TRIPLEX POWER PUMP.

**Send for Catalogue**

## NORTHEY MFG. CO., Limited, Toronto

## RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.

JOHN J. GARTSHORE,
83 Front St. West, Toronto.

Advertising Rates for this journal can be had on application to the publishers.

Sole Canadian Agents :-: Prices Reduced.
WATEROUS, BRANTFORD, CANADA.

*The Leading European Lumber Paper*

## The Timber Trades Journal

Published Weekly by WILLIAM RIDER & SON, Ltd.,
14 Bartholomew Close, LONDON, E. C.

SUBSCRIPTION : $5.00 PER ANNUM, POST FREE

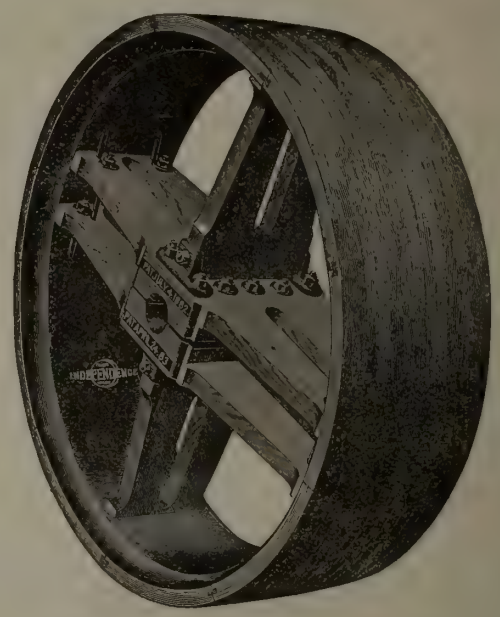
The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .

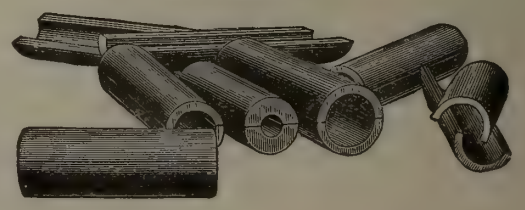
## THE PARK, BLACKWELL CO.
LIMITED

## Pork and Beef Packers
## Wholesale Provisions
TORONTO

Orders solicited for Pork and Beef Products, Butter, Cheese, Lard, Dried and Evaporated Apples, White Beans, etc., at close quotations.

**Dodge Patent Independence Wood Split Pulley with Patent Standardized Bushing System.**



# Dodge Pulleys

are now the recognized 'STANDARD' the world over.

We make them for Saw Mill Work

Much handier, can be got quicker, and Cost Less than any other Pulley made.

Every Pulley Guaranteed.

SEND FOR CATALOGUE.

. . . SOLE MANUFACTURERS. . . .

## DODGE MANUFACTURING CO.
of Toronto, Limited

WORKS: Toronto Junction. OFFICES: 74 York Street, Toronto, Ont.

TO BELT USERS:

Try Our . .

BRANCHES:
TORONTO, 88 Bay St
'Phone 374.
OTTAWA, Spark St.

GENUINE

# ENGLISH OAK-TANNED BELTING

# Lancashire Hair Belting

D. K. McLAREN, MONTREAL

# THE CANADA LUMBERMAN

VOLUME XX. NUMBER 8. | TORONTO, CANADA, AUGUST, 1899 | TERMS, $1.00 PER YEAR. SINGLE COPIES, 10 CENTS.

## A MODERN SAW MILL.

IT will be remembered that about one year ago the saw mill of Mr. J. D. Shier at Bracebridge, Ont., was completely destroyed by fire. Mr. Shier at once decided to rebuild, and in the winter of 1898-99 erected the mill shown in the accompanying illustration. This mill is 34 x 72 feet, with wing 26 x 64 feet, three stories high, and separate engine and boiler room. Power is furnished by three large boilers driving a 150 h.p. Waterous engine. In the lower story is situated the shafting, driving pulleys and carriers, and from this story the refuse of the mill is carried to the burner. The second flat contains the mill proper. Being desirous of erecting a mill modern in every respect, Mr. Shier investigated the merits of the recently invented double cutting mill, with the result that one of the Allis Telescopic band mills, as manufactured by the Waterous Co., of Brantford, was installed. It is worthy of note that this mill was the first one of the kind to be installed in Canada, and at that time was the second in operation in America, although other mills have since been put in. Mr. Shier appears to be well satisfied with his decision to put in a double acting mill, and states that he regards it as a model of perfection in saw mill construction. It is substantially built, easily operated, and does its work accurately, while its cutting capacity is very largely in excess of any single cuting mill, as it cuts nearly as much by the reverse motion as is done by the usual single saw. The lumber cut on the reverse motion passes by means of a system of rollers to the rear of the mill, returning to the edger by a carrier chain under log-way and back of band mill.

Situated on the same floor with the band mill are the edger, trimmer, and lath mill. The filing room on the third flat is fitted up with a complete set of band saw filing and fitting tools, the machines being driven by an engine located on the same flat.

Many persons have visited Mr. Shier's mill, and the generally expressed opinion has been that it is one of the most complete and up-to-date mills in Canada, and one with which the owner has reason to be pleased. Its cutting capacity has been tested with nearly all kinds of woods, both hard and soft, the tests having demonstrated that it will cut deals and half-inch boards with equal accuracy. The efficiency of this mill reflects credit on the Waterous company, who furnished nearly all the machiney.

We are pleased to present on this page a portrait of Mr. Shier.

MR. J. D. SHIER.

MR. J. D. SHIER'S NEW SAW MILL AT BRACEBRIDGE, ONT.

## WHY BAND SAWS CRACK.

BEING asked for an opinion as to why band saw blades, especially those narrower than two inches, crack, E. C. Atkins & Co., the saw-makers, furnished the following :

There are a great many causes for cracking in band saws. The character of the material may not be satisfactory for the work or the temper may be too hard or too soft. The teeth may be case-hardened from the use of the emery wheel, or the saw may be case-hardened on the side from the bearings of the guides. The very slightest case hardening is almost sure to crack a saw.

It is very necessary that narrow band saws have plenty of set, as they are almost sure to crack if run with a narrow set. Sometimes the guide stretches the back if the saw is run too loose on the wheels and is allowed to run against the back guide, and thus throws too much strain on the teeth edge and is apt to crack the saw.

Occasionally the machine is out of line and the wheels out of true, causing the saw to jump and have undue strain at certain points, which is another cause for cracking. The teeth should never be filed with square gullets. The gullets should be rounded off, for if left square they are almost sure to crack. The saw should be perfectly straight and true, should have no twists and should be kept in good order.

In reference to the best device for fixing a rubber or leather strip on the face of a band resaw wheel, we have found that these strips can be fastened on satisfactorily with ordinary shellac varnish, excepting that in warm weather the shellac is apt to become soft and allow the rubber to slip off. We use for our own band saw wheels prepared glue and have the rubber put on very tightly.

## TIMBER IN EUROPE.

IN countries where lumbering is a recognized industry the total area of timber lands amounts to 2,157,292,132 acres, according to official estimates. Of this total Europe has 716,101,412 acres, Asia 186,200,000, and America, 1,254,990,720.

In Europe the acreage of timber lands with the percentage to the whole is as follows : Portugal, 1,163,841 acres, 5.25 per cent. of total area ; Belgium, 1,243,507 acres, 17.08 per cent.; Greece, 2,025,400 acres, 12.60 per cent.; Switzerland, 2,259,018 acres, 20.12 per cent.; United Kingdom, 2,695,000 acres, 4 per cent.; Bulgaria, 3,291,100 acres, 12 per cent.; Turkey, 3,500,000 acres, 8.93 per cent.; Roumania, 4,942,000 acres, 15.22 per cent.; Servia, 5,763,163 acres, 48 per cent.; Italy, 10,131,235 acres, 14.31 per cent.; Spain, 16,354,941 acres, 13.03 per cent.; Hungary, 18,777,771 acres, 23.52 per cent.; Norway, 19,288,626 acres, 24.53 per cent.; France, 23,466,450 acres, 17.92 per cent.; Austria, 24,172,360 acres, 32.58 per cent.; Germany, 34,347,000 acres, 25.70 per cent.; Sweden, 44,480,000 acres, 40.65 per cent.; Russia, 498,200,000 acres, 37.15 per cent.

The British Columbia shingle manufacturers have a wise clause in their price lists as to the thickness of their shingles. It runs as follows : Sawn thicknesses are understood and are subject to whatever slight shrinkage may occur in drying. The mills get all the underweights.

## THE FRENCH MARKET FOR AMERICAN OAK.

It is well known that in consequence of the almost universal use of oak parquet flooring in France, the consumption of oak for this purpose is exceedingly large, and the trade shows continued signs of progression. Up till a few years back the forests of Austria-Hungary and Sclavonia were the principal sources of supply of the oak used for this purpose, the shipments being made principally through the ports of Trieste and Fiume. The wood, both in quality and color, being of that yellow tint dear to the French contractor, is admirably suited to the purpose, and the home-grown French oak, although always used to a large extent, being of a harder nature, could not compete with it, bearing in mind that in this country it is the custom for the builder or carpenter who lays the floor to guarantee it for ten years.

To this day much of the wood shipped from these forests is of the very finest quality, notably that which comes into France under the auspices of La Societe d'Importation de Chene and two or three other leading importers who from long experience know exactly what is wanted for this market, and take care to send nothing else. But the price is high, and in the nature of things competition was to be expected sooner or later, and it is therefore not to be wondered at that during the last few years a determined effort has been made by the London dealers to capture a portion of this large market for the magnificient oak production of the United States. Much of the wood grown is in character very suitable for the French parquet floor trade, and although perhaps in color it is rather too red for the liking of the connoisseur, this is in practice not proved to be an insurmountable object, and for the last few years the competition offered by the American to the Austrian wood has been gradually increasing, until to-day it is recognized by the shippers of the latter as a very serious rival.

The Timber Trades Journal, of London, than which there is no more competent authority, is of the opinion that there is room for a very considerable increase in this trade, and that it rests entirely with the shippers in the United States to bring this about by getting into closer touch with buyers at the British metropolis, and very properly urges the point that it is worse than useless to send anything but wood which in every respect suited to the market.

This journal says: "In the first place, the wood must be of first quality and free from sap. Let it be understood once and for all that sap-wood will not be used here for this purpose, and besides that, the greatest care must be used to send only wood which is free from knots and which has been properly dried and seasoned. The other point to which we would direct shippers' attention is the sawing, which must be carefully done, as any departure from the standard thickness entails extra and unnecessary work on this side, which is greatly resented. The standard sizes for thickness are 27, 35, 41 and 54 milimeters on boards 6 inches and upwards wide, lengths 6 feet to 9 feet and upwards. At the present moment the size 27 milimeters has been a little overdone, and the others are in better request. As to prices, good stuff is now fetching about 130 francs, c. i. f. Havre, per cubic meter —35 English cubic feet. The duty, charges and transport to Paris cost about 30 francs, making the price 160 francs, landed in the capital; but the business is generally done c. i. f. to the seaport, buyers paying freight and deducting from invoice.

"The Austrain wood is at the present time time fetching about ten per cent. better prices, and it enjoys a distinct advantage in being shipped by the direct regular line of steamers, Fiume Rouen, which is in many respects a cheaper port than Havre; in fact, these oak planks could be delivered in Paris something like ten francs per cubic meter cheaper through the latter port. We think this is worth the attention of some enterprising firm of shipowners."

The article quoted touches on but one of the uses for oak in France. A great deal of it is employed for furniture, interior decoration, cabinet work, etc., while the trade in oak stairs is in itself a very large business capable of great development.

With commendable enterprise the Journal puts its Paris office entirely at the disposition of American shippers who are anxious to share in this large trade, and states that it will be pleased to give any further information which they may require, or even to put them in communication with responsible agents and sellers in that country.—The Tradesman.

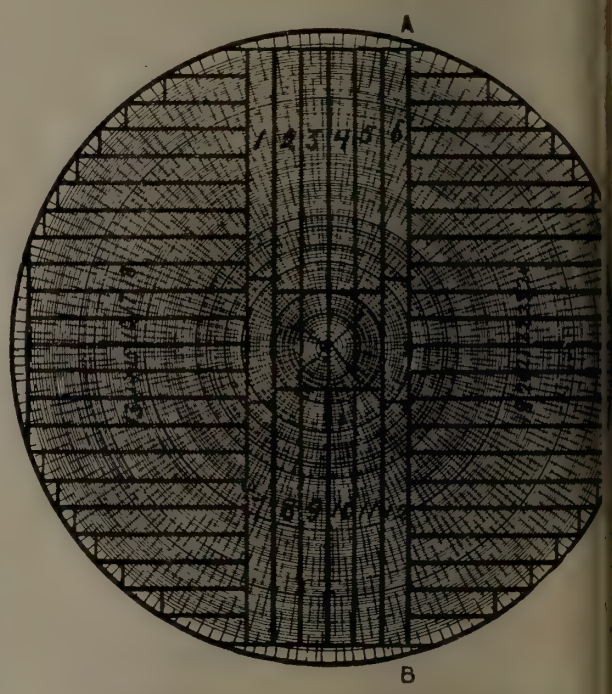
## QUARTER-SAWING OAK WITH A CIRCULAR SAW MILL.

The high prices that are now being paid all over the country for quarter-sawed oak make it particularly desirable that some plan be devised by which the saw mill man who is not specially fitted up for this class of work should be enabled to get some of the benefit of these gilt-edged prices.

The idea that oak timber cannot be quarter-sawed profitably with a circular saw mill, and without the use of special dogs to hold the quarters, seems to have got generally fixed in the minds of circular saw mill men. While there can be no doubt that the band mill is the best mill for this kind of work, and the duplex dogs are necessary when it is desired to make all the quarter-sawed lumber there is in the log, we have proven from our own experience that we can get 50 to 60 per cent. of the cut of the log, in a fine grade of quarter-sawed lumber, with no loss of timber, and with very little loss of time, with a double circular mill. Moreover, that portion of the lumber which will not pass as quarter-sawed lumber will cure better in this trying southern climate, and be more satisfactory, than if plain-sawed the usual way. Our plan may not be original, but we do not remember to have seen it published, and on that account we send you a drawing showing it, thinking it might benefit some one.

At the outset, no logs should be quarter-sawed, by any plan, out of a stock of large and small logs, that are less than twenty-six inches, or at the least twenty-four inches in diameter. While a fair average width of quarter-sawed can be got by this plan by using logs a little smaller, it would make the average widths of the plain-sawed firsts and seconds run too narrow. The primary object in quarter-sawed oak is not to bring the edge of the grain to the surface of the board, as it is in what is called rift-sawing in pine, but is to bring into view the peculiar glistening figure which comes from cutting the medullary ray or grain that runs from the center to the circumference of the log. Cutting this ray nearly or quite parallel with its line of direction will show the figure large, and as the angle of the saw cut becomes more obtuse the smaller the figure will show until it disappears entirely. And herein lies one feature of this great beauty of quartered oak. The variations of figure are almost endless. It would be almost impossible to pick out two boards figured just alike, and to find one board figured alike from end to end is not an easy thing to do. Any method of sawing oak that will get lumber which shows this figure is quarter sawing, no matter whether it is done by the orthodox way of opening and quartering the log and edging a bevel piece off each board or not. The drawing shows about the proportions of a twenty-six-inch log cut as we are now doing.

We first slab the log lightly on three sides, working the log down small enough one way so the lower saw will reach through from A to B. We then split the log at A and B, and let the portion at the right in the drawing back on the




Cross-Section of Log in Daniels' System of Quarter-Sawing.

log deck. This piece is not slabbed in the beginning, although it can be done if preferred. We do not, as it saves the time of one turning. We then cut off wide boards as long as the figure shows wide enough on the top and bottom edges; we take out the heart, or any portion that does not show the desired figure, with the edger; we turn what is left down on the flat side and saw it up, after which the piece lying on the deck is turned on the flat side and sawed up in the same way. We have no market for oak scantling or we would make a piece from each edge of these flat pieces, and not narrow strips as shown.

The numbered pieces in the drawing will usually show the figure, but the amount will vary in different logs. If a piece should not show the figure it is not lost, but makes desirable plain-sawed lumber, inasmuch as it does not check in seasoning and keeps its place better when put into work. Of course, a top saw is absolutely necessary in quarter-sawing with a circular mill, but no special dogs or devices are necessary by this method. We have tried all the various plans, and we doubt very much if we should work on any other plan than this, even if we had a band mill.—Howard Daniels, in Dixie.

## MR. JAMES M. MACOUN.

It is with much pleasure that we present the accompanying portrait of Mr. James M. Macoun, Assistant Naturalist of the Geological Survey of Canada, and who is in charge of the Canadian forestry exhibit for the Paris Exposition. Mr. Macoun has been connected with the Geological Survey since 1883. During the past sixteen years he has travelled over much of the unexplored portions of Canada from Labrador and Hudson Bay and the northern wooded country to British Columbia. During these years he has paid particular attention to the forests and possible forest products of the regions traversed. His acquaintance with these little known regions

Mr. James M. Macoun,
Superintendent of Canadian Forestry Exhibit for Paris Exposition.

and the interest he has always taken in all matters pertaining to forestry were his chief recommendations for the position to which he has been appointed. We feel assured that no effort will be spared by Mr. Macoun to make a display creditable to Canada. Mr. Macoun was the Canadian Commissioner during the recent Behring Sea seal investigations, and represented Canada at the Washington conference in 1898.

## QUESTIONS AS TO INSPECTION.

A reader of the Canada Lumberman asks: "Is a board that will work up more than one-half good a mill cull, even if it has a show of heart in it?"

Another lumberman has submitted the following questions: "(1) In log run, can a buyer measure out the defects; if so, to what extent? (2) If there are two or more splits in the end of a board, can a buyer measure them out; if so, in what grade? (3) In purchasing a lot of elm logs "log run," can the hearts be measured out if they are not sawed out? (4) Should it be necessary to give the manufacturer orders to saw the hearts out? (5) Are there any persons appointed by the government or by the Lumbermen's Association for the inspection, grading and measuring of lumber?"

We would be pleased to receive from our readers answers to any or all of the above questions.

Steps are being taken to oppose the application recently made to the government of British Columbia for the lease of timber limits exceeding many thousands of acres on the north fork of Kettle river. It is contended that the syndicate, far from proposing to operate sawmills, simply requires a grant for speculative purposes.

ELI

Mr. L. G. LittleJohn, a member of the colonial firm of Scott, Henderson & Co., Sydney, N. S. W., was in Toronto last month. His visit to this country was to stimulate trade between Canada and her sister colony. Speaking of the trade from the United States to Australia, he stated that doors manufactured in the United States of Canadian lumber were quoted by the manufacturer at a lower price on board vessel at New York than by the Canadian mill owner at his own siding, notwithstanding that the United States manufacturer had to pay a duty of $2 per thousand feet upon the lumber which he used.

* * *

The recent foreign visitors to Canada included Mr. L. R. Babbitt, of Babbitt Bros., wholesale merchants, Beunos Ayres, South America, his purpose being to arrange for shipments of Canadian lumber. Mr. Babbitt states that the Argentine Republic offers a good market for Canadian timber products, and that last year that country imported 48,000,000 feet of white pine, 68,000,000 feet of spruce, and 88,000,000 feet of pitch pine. The Argentine Republic is probably the most highly protected country in the world. It has no timber of any account, yet some 200,000,000 feet of North American lumber imported last year had to pay a high tax. The freight, he says, from Portland, Boston and other ports averages about $9.50 a thousand, so that, with the original cost added, the lumber is laid down in the yards at Buenos Ayres at a fancy figure. The lumber retails from $40 to $80 per thousand feet, according to grade.

* * *

A welcome visitor to Toronto a few days ago was Mr. Donald Podmore, member of the firm of Sieveking, Podmore & Co., timber importers, of London, Eng. Mr. Podmore visited the chief lumber producing centres of Eastern Canada for the purpose of arranging for increased shipments from this country in future. Speaking of trade matters he said: "There is an unlimited market for Canadian lumber in England. We can use all you can send us, because we no longer cut hardwoods in England, and we have no soft woods. The factory laws now require that the floors be constructed of hardwood, in order to insure protection against fire, which has often been caused by splintered floors. English merchants are expecting to see a great development of the transportation facilities between Canada and the old land, and they hope that the proposed fast steamship line will soon be an accomplished fact. The British tradespeople have been very careless about their foreign commerce of late years, but they are now awakening to the fact that trade is slipping away from them. The imports of the United Kingdom have been increasing rapidly, while the exports have been decreasing. The merchants will in future seek further openings for their goods, in order to maintain their commercial supremacy over foreign competitors. British capital would be freely invested in Canada if the moneyed classes over there could be made to realize what a grand country this is. Money is cheap in the old country, but it will not be invested here until the financial pubic becomes satisfied of the safety of the field. English shareholders in colonial concerns have often been swindled, and do not show great anxiety to continue the experience."

* * *

In discussing the improvement in vessel freights this season as compared with recent years, a Canadian lumberman spoke as follows: "We are getting better freight rates now than have been paid in several years. The heavy demands of the iron and steel companies for ore has been a feature of the season, and a great drawback to the vessel owners in meeting this demand has been the contract made by American vessel owners early in the spring to carry ore from the head of the lakes throughout the season for 65 cents. The ruling price now is about an even dollar. This contract, of course, does not affect Canadian vessel owners, who are not greatly interested in the ore trade, except in the small business carried on between Lake Superior and Deseronto. We who are engaged in the lumber transportation business are beginning to realize the splendid effect of the government's regulations regarding the cutting of Canadian lumber in Ontario. Now any Canadian vessel can take a cargo from a Georgian Bay port to Buffalo, and the business is a new one for Canadian boats. Formerly the trade all went to United States bottoms trading between United States ports. The rates have also increased from 30 cents, which was paid on traffic to Georgian Bay last year, to 60 cents, which is paid this year. The lumber rate last year from Georgian Bay to Buffalo or Tonawanda was $1.25 per thousand, and it has grown to $2 already this season. The giving of this trade into the hands of Canadian owners has proved a great boon to us. Another cause to which I ascribe the demand for boats is that a large amount of tonnage left the lakes last season. Some thirty odd vessels, of an average of 2,000 tons capacity each, left the fresh water for the salt, and this reduced the local offerings of tonnage to quite a considerable extent. The boats having passed the rapids could not get back if they wished to."

## NEW HARDWOOD FIRM.

Messrs. Wm. Cooke, of St. Catharines, and A. A. Scott, of Toronto, have just formed a partnership and purchased the stave, heading and hoop mill of George Neibergall & Son at McGregor, Ont. The purchase embodies a large quantity of standing timber, including elm, basswood, white and red oak, sycamore, whitewood, birch and soft maple. It is said that this firm are now owners of more hardwood timber than any other firm in Western Ontario. They will manufacture all kinds of hardwood timber, staves, hoops and heading, and will export quite extensively to the British market. The mill is situated on two lines of railways, the Michigan Central and Detroit River and Lake Erie Railways, thus affording excellent shipping facilities. At present sixty hands are employed. Mr. Scott has removed his family to McGregor, where he will give his personal attention to the business. As both Mr. Cooke and Mr. Scott are practical men, we bespeak for the new firm a prosperous career.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS
PUBLISHED BY
The C. H. Mortimer Publishing Company
of Toronto, Limited
CONFEDERATION LIFE BUILDING, TORONTO
BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:
One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the tr Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

## SENTIMENT ON THE LOG QUESTION.

There was a time in the history of Canada when the people were willing to give concessions to the United States for the privilege of marketing lumber in that country. They placed too low a price upon their forest wealth, and were satisfied to allow the timber to be cut down and taken to the United States for the building up of industries there, while at the same time paying a duty of one dollar per thousand feet on all Canadian lumber exported to that country. Later there came about a greater appreciation of the value of our timber possessions, and the people demanded nothing short of reciprocity in logs and lumber. This was not conceded, and consequently the exportation of logs from Ontario was prohibited. The result of the working of this restrictive clause has been to cause a new light to dawn upon the people of Canada, and to-day we find public sentiment strongly in favor of husbanding our timber resources and disallowing the exportation of logs and pulp wood under any conditions.

While twelve months ago the Lumbermen's Association unanimously declared itself in favor of reciprocity in forest products with the United States, we doubt if such a measure would now be favorably received, while the public generally are beyond question opposed to giving the Americans our timber at any price. Recent developments have shown that our timber products are wanted in nearly every part of the civilized world, that we are practically independent of the United States for a lumber market, and that there is a great future for the lumber trade of Canada. What the public desires is the establishment of box and door factories, planing mills, and other wood-working industries on the Georgian Bay and in other parts of the Dominion which will give employment to our people and result in building up a great commercial and manufacturing country. The growing feeling is that this can be accomplished only by husbanding our resources and protecting the interests of Canadian citizens.

The Michigan lumbermen who purchased timber limits in Ontario have filed a bill of damages against the Ontario government, claiming the sum of $936,500. The chief ground for the claim is the loss sustained by the compulsory shutting down of their mills in Michigan, by being deprived of the logs hitherto secured in Ontario under Crown license. The Ontario government have granted to these lumbermen permission to sue for damages, and the decision of the courts will be awaited with much interest. Should it be decided that these lumbermen are entitled to be recompensed on account of the position in which they have been placed by the Ontario legislation, we believe the people will back up the government in paying the amount of damages fixed upon, rather than submit to the removal of the manufacturing clause.

Our contemporary, the American Lumberman, does not seem to be well versed on the various stages of the Canadian-American situation with respect to the exportation of logs. That journal maintains that the manufacturing clause was omitted from the regulations governing the sale of Ontario limits in the year 1892 with a view to encouraging competition from Michigan lumbermen, and in the hope of obtaining higher prices for the limits. Having disposed of the limits without any restriction as to where the timber should be manufactured, the editor claims that the government of Ontario has now violated the contract. We would ask our contemporary to study the exact facts. In the summer of 1890 the Ontario government held a sale of timber limits, the regulations of which contained the manufacturing clause. In the fall of the same year the Blaine-Macdonald agreement was signed on behalf of the governments of the two countries, by which the duty on Canadian lumber was reduced from two dollars to one dollar per thousand in exchange for the abolition by Canada of the export duty on logs. It will thus be seen that before the sale of 1892, at which the Michigan lumbermen purchased large tracts of timber limits, the question of the exportation of the logs had already been settled. The above conditions remained until 1894, when lumber was declared free by the Wilson Bill. In 1897 the Dingley Bill restored the duty on all kinds of lumber to two dollars, thus violating the agreement which had been entered into between the two countries. Anticipating that the Dominion government would take steps to place Canadian owners of timber limits on an equal footing with American owners, the United States government sought to prevent this by placing in the Dingley Bill what is known as the retaliatory clause, with which our readers are familiar. This barrier was effectually overcome by the legislation of the Ontario government.

No further arguments are necessary to convince any intelligent person that the violation of contract was on the part of the United States government, and not the Dominion or Ontario governments. It is to the United States Congress that the Michigan lumbermen who feel aggrieved should look for redress, as through its action they find themselves in their present position.

## THE CANADIAN FORESTRY EXHIBIT AT PARIS.

THOUGH less than one thousand square feet of space has been allotted to Canada at the Paris Exposition, we understand that well-directed steps are being taken to make the Canadian exhibit as complete and attractive as possible. Nearly every industry will be represented, but we are pleased to learn that it is the intention to give special attention to the forestry exhibit. In British Columbia, Manitoba, Ontario and Quebec the provincial governments have undertaken to collect the necessary specimens for a complete representation of the woods of these provinces, while the entire exhibit is under the supervision of an official of the Dominion government.

While all the usual features of such an exhibit will be retained—sections of trees, square timber, deals, pulp wood, etc.—it is understood that a special effort is being made to secure material which may lead to an extension of trade in lines now only partially developed, or to the opening up of new industries. That there is an extensive field for development in this direction is demonstrated almost daily by enquiries received by Canadian firms from European houses. To make this portion of the exhibit complete, the co-operation of those interested in the lumber business is essential, and it is hoped that manufacturers will accept this intimation and not wait for a personal solicitation before contributing to the exhibit. Material can only be procured from the manufacturers, and in some special lines those charged with the collection of specimens may have difficulty in informing themselves of the mills from which such material can be procured, or may indeed in some cases be quite ignorant of the existence of establishments manufacturing goods which would go a long way towards increasing the value and interest of the exhibit. This applies particularly to new methods of utilizing waste and small stuff from large saw mills, and to hardwoods, such as maple, birch, ash, basswood, etc. As the exhibit will include all such material as is shipped in a condition short of a completely manufactured article, hardwood specimens especially will be shown in a great variety of forms, although the bulk of the exhibit will, of course, consist of coniferous woods. No doubt pulp and products of pulp will form an interesting part of the display.

Ample wall space will, we understand, make it possible to show a large number of photographs illustrating lumbering operations in the woods, on the rivers, and at the mills. For these the government will be largely dependent upon those actively engaged in the business. These views will go far towards making the exhibit attractive, and will give it an individuality that would otherwise be lacking. The fine collection of photographs of native trees framed in their own woods which was sent by the Geological Survey to the World's Fair at Chicago will again be used, and

will be supplemented by photographs of exceptionally large trees if they can be procured.

The government will prepare a bulletin for distribution at the exhibition. This will contain information of interest to purchasers and consumers of forest products and to those who may contemplate investing capital in Canada. Much benefit is almost certain to accrue to Canada from a creditable display of native woods and products.

## CANADIAN LUMBER AND PULP.

Upon the return of commercial prosperity to Canada, after several years of depression and unprofitable trade, it is natural to give some thought to a study of the conditions existing in the lumber business and allied industries, and to the prospects for the future.

The present is a time when nearly all manufacturers find their accommodation and facilities taxed to the utmost to supply the demand for goods, and in many instances their capacity is being increased in order to handle the business in sight. In Western Canada building operations have been retarded by a scarcity of brick and other materials, while in Ontario and Quebec, where more structural iron and steel enter into the construction of buildings, great difficulty is being met with in obtaining the necessary supply. There is a veritable "boom," but one devoid of speculation and resulting largely from a growing development of our natural resources.

In what relation to this general improvement in commerce do we find the lumber trade? Reports from lumbermen in every section of the Dominion give a most decisive and satisfactory answer to this question. Of the many industries of the Dominion none have shown greater improvement within the past twelve months than that of lumber. It is not, perhaps, in a condition equally prosperous with some other lines of commerce, but it must be remembered that in the years of depression few other industries suffered to the same extent. The present healthy revival is the more remarkable in view of the discrimination against Canadian lumber shipped to the United States. Any lumber thus shut out of that country has been marketed locally or in other foreign countries, and at prices which have netted more to the manufacturer than when there was free lumber.

Without being too optimistic, we venture the opinion that the future of Canada as a timber supplying country is one of the brightest. No one who gives the question any consideration can but fail to arrive at the conclusion that our timber resources are bound to go a long way towards making us a great manufacturing nation. True, we have always possessed the timber, but it is in the evidences of development that we find encouragement and ground for our contentions.

We believe that more British timber merchants have this year visited Canada than ever before. They have come solely with the object of acquainting themselves with the manufacturing methods in vogue in this country, and of increasing, if possible, their purchases of Canadian timber products. They have met the Canadian manufacturers more than half way, and have given them every encouragement and assistance looking to the extension of trade with the mother country. There is an almost incredible desire on the part of European importers and manufacturing firms to learn more of the Canadian trade, apparently due to some extent to a feeling in favor of trading with a British colony. As an illustration, we might point to the large number of foreign merchants who have recently became subscribers to this journal.

The future of the pulp industry is quite as promising as that of lumber; in some respects the outlook is even more hopeful, inasmuch as no other country in the world possesses such an abundance of raw material and suitable water powers for the manufacture of pulp. These advantages are gradually becoming recognized, and foreign capitalists are showing more faith in Canadian enterprises.

Just how many pulp mill projects are under way and contemplated in Canada at the present time it is difficult to say. We should judge that there are more than a dozen that are likely to be carried out immediately, including those at Keewatin, Hawkesbury, Sturgeon Falls and Frankford, in Ontario; at Shawenegan, Calumet, Dufferin Falls and the Lake St. John district, in Quebec; at Tobique Narrows, Salmon River and Mispec, in New Brunswick. Some of these enterprises are very extensive in character, involving an expenditure of over one million dollars.

It is with pleasure that we learn of a contemplated visit to Canada next month of a number of the leading British paper makers for the purpose of inspecting our pulp mills. The tour is to last one month, and arrangements are being made to entertain the party in a royal manner. The suggestion has been made that the provincial governments should assist in entertaining our British friends by giving excursions through some of the best spruce belts. The opportunity is one which should not be allowed to pass unimproved. That it would be of advantage to the province is certain.

The growth of the pulp wood industry is said to be enhancing the value of spruce lands. When we consider the recent purchase by Mr. Lionais of pulp wood property in Quebec, valued at over one and three-quarter million dollars, this is not to be wondered at.

## WOOD PULP IN FRANCE.

The importation of wood pulp into France continues to increase, though not at a very great rate. The latest figures available are those for the four months ended April 30 last, and for that period the importations of mechanical pulp into France reached a total of 27,980 1/5 tons, as compared with 27,124 9/10 tons in the same period of last year, and 20,293½ tons in the first four months of 1897. The import of chemical pulp is just about half that of the mechanical sorts, reaching, in the period under notice, 14,125 4/5 tons, against 13,265 tons last year, and 12,589 1/5 tons in 1897. The exportation of pulp is comparatively trifling, only amounting in the four months of this year to 157 1/10 tons of mechanical and 100 4/5 tons of chemical; in 1898 the figures were, mechanical, 10 3/5 tons; chemical, 168 9/10 tons; and in 1897, mechanical, 67 3/10 tons; chemical, 126 1/10 tons.

Seasoning timber by electricity promises wonderful results. It is claimed that twenty-five cubic feet can be treated at the cost of only one cent. Timber thus treated will not absorb dampness and does not decay. The treatment requires only from five to eight hours.

## THE LATE HON. WM. B. IVES.

Hon. W. B. Ives, M. P. for Sherbrooke, Que., breathed his last in St. Luke's Hospital in Ottawa on July 25th, death resulting from hemorrage of the brain. Deceased was born in the township of Compton, Que., on Nov. 17, 1841. His parents came to Stanstead from Connecticut, and were among the first settlers at Lake Memphremagog. He was educated at Compton Academy, and in 1857 was called to the bar. For many years Mr. Ives successfully practised his profession, and in 1880 was created a Q.C. In 1869 he married Elizabeth E., only daughter of the late Hon. J. H. Pope, Minister of Railways and Canals under Sir John Macdonald. In addition to the pursuit of law, Mr. Ives largely interested himself in railway building and in manufacturing. He was one of the principal proprietors of the Cookshire Mill Company, president of the Hereford Railway Company, of the Royal Pulp and Paper Company, of the Salmon River Pulp Company, and of the Scots-

The Late Hon. Wm. B. Ives.

town Lumber Company, and vice-president of the Dominion Cattle Company.

Mr. Ives also devoted much attention to politics, and, after having been mayor of Sherbrooke, was elected as a Conservative to the House of Commons for Richmond and Wolfe at the general election in 1878. He continued to hold that seat up to the general election of 1891, when he was chosen as member for Sherbrooke, which he represented up to the time of his death. On December 5, 1892, he entered the government as President of the Privy Council. In December, 1894, he was appointed Minister of Trade and Commerce, and continued to hold that portfolio until the defeat of the Conservative party in 1896. Mr. Ives was one of the seven members who resigned from the government of Sir Mackenzie Bowell.

The Wm. Hamilton Mfg. Co., of Peterboro, Ont., have recently remodelled and increased their office accommodation. New hardwood floors have been laid, the wainscoting grained and varnished, walls and ceilings papered, and a new staircase put in to reach the upper floors and draughting rooms. The company are experiencing a large demand for their various lines of machinery.

## NOTHING MORE IMPORTANT THAN PULLEYS.

There is nothing more important that is used around the mill than the pulleys, and yet how few people pay any attention to them, says a correspondent of the St. Louis Lumberman. A wagon without a wheel is of no use, and a machine without a pulley would stand in the same light. A man buying a machine will pay considerable attention to the make of the machine, to the size of the journals, the spindles, and its weight, and yet pay no attention at all to the pulleys—really the most important part of the machine.

Within the last thirty years wonderful strides have been made in the improvements of our wood working machines, yet no change in the pulley. Science and high degree of mechanical engineering have been brought into play to develop the machine to the highest degree, but when they came to the pulley—their science and skill suddenly cease and the same old pulley is adopted. In saw mills the change all through the machine is apparent. The mandrel is much larger, the journals are larger, the frame is heavier, but the size of the pulley remains the same. On engines the shaft is much larger, the wristpin is larger, the working parts are heavier throughout, but the old-style pulley is the same.

There has probably been more change and improvement in our planing mill machines than any others, but look at the pulleys. The same remark is applicable to gang edgers. Look at these machines and compare them with the edger of twenty-five years ago. At that time the idea of making railroad ties on an edger would have seemed preposterous, but to-day it is a common thing to see 4-inch to 6-inch cants run through gang edgers and heavy dimension made to save time with the big saw, yet the pulleys are the same size practically. The necessity of enlarging the pulley seems to have been overlooked or ignored. Some manufacturers seem to think that if they adopt large pulleys, people will not buy their machines. They overlook the fact that a large pulley enables a machine to do more work, as much so as any other heavy part of the machine.

To the practical mechanic or mill man a large pulley is, or should be, as much of a recommendation to the machine as a large journal or spindle. If the builders of the heavy, massive machines of to-day were to put a little less metal in their frames and a little more in the pulleys that go with the machine, the results would be better and the purchaser benefitted. There is not a planing machine built in the United States but what comes out with pulleys that are too small. Take the heavy dimension planer that dresses a stick 18 inches thick by 30 inches wide on all four sides at one operation. The pulleys are 6 x 6 on the cylinders and 5 x 5 on the matcher heads. Does any sane man doubt that the machine would do the work easier if the pulleys were at least three-fourths larger, not only in diameter, but in the face? Take the 4, 5 and 6-saw gang edgers; if their pulleys were 24-inch diameter instead of 14-inch, would they not do the work better? Would it not be easier on the belts?

On the saw mills of to-day, where in this country the saw is running on from 10 to 24-inch feed, would it not be better if the pulleys were 36 or 40 inches than 26 to 30? Some one may ask, where is the advantage and economy of the large pulley over the small one? The pulley bears the relation to the machine of a lever, and the larger the diameter of the pulley the greater the leverage. The longer the lever the easier it is to turn over the weight. Take a pulley 12 inches in diameter. One-half its circumference is 18 inches, which represents the surface to be gripped by the belt. Take another pulley 24 inches in diameter. One-half its circumference is 36 inches, which represents the surface to be gripped by the belt. Does it require any special amount of common sense to see that the belt will slip less on the big pulley than it will on the small one? And, slipping less, will not the belt last longer? The belt is benefitted in three ways by the larger pulley. First, it will slip less, it can be run slacker, and less weight is needed in the tightener, where one is used, to make the belt hug the pulley. The saving in belting alone is enough to recommend the large pulley. The saving of time, by belts not breaking, and the saving of vexation of spirit, are also obtained in this way.

If our planers were fitted with pulleys on the spindles 10 or 12 inches in diameter and 9 or 10-inch face, will any one say the belts would not last longer? Some may say that you would have more belt travel. Very true; but a belt, like an engine, will travel at a high rate of speed under proper conditions better than it will at a slow speed under improper conditions. The manufacturer of planers, gang edgers and other machines who will step out of the old rut and adopt larger pulleys on his machines will soon be regarded by the users of machinery as a public benefactor. In my acquaintance among the mill men I know one man only who, when he buys a machine, discards the small pulleys and puts on others that are larger in every way. This man uses a lower grade of belting in consequence, is never annoyed by belts breaking and never kicks about his belts being no account. He never "cusses" the belt drummer and says those belts "did not come up to the guarantee." He fixes his machines up in a business way and then the machines go ahead and attend to business.

The use of the large pulley over the small one is based on all the rules of theory and practice. I hope the thoughtful mill man and the thoughtful mechanic will look into this matter and at least give it a trial before condemning it and frowning it down.

## AN EXHIBITION OF AXES AND SAWS.

A TEST of axes and saws is to be held at Ulverston, a small town in Tasmania, under the auspices of the United Australian Axemen's Association, on November 20th, 1899.

British makers have for some time complained of the preference shown for United States saws and axes, so it has been decided, at the gathering this year of sawyers and axemen of Australia, to hold a contest, open to all British and American, and possibly Swedish and German saws and axes, and to all Australasian sawyers and axemen. The committee in charge of the trial will include Hon. Sir Edward Braddon, Prime Minister of Tasmania, and other gentlemen of standing. This should prove a valuable opportunity for opening up an export trade in Canadian products, if they are of as good quality as we believe them to be.

## THE FORESTRY LAWS OF INDIANA.

A STATUTE for the encouragement of forestry passed by the State of Indiana this year provides that any person may select from land owned by him a portion not exceeding one-eighth of the entire tract. The portion so selected may be original forest, and if upon each acre of this portion there are maintained not less than 170 growing trees, the law provides that it shall thenceforth be assessed at $1 per acre at the end of three years, if the owner plants 170 trees per acre and cultivates and maintains the same for that period. If the tract selected has a number of original forest trees growing upon it, but less than 170 to the acre, it may be brought within the act by planting a sufficient number to make up the 170 to the acre. In case any trees are removed or die, the owner, in order to avail himself of the act, is required to plant other trees to take their place, and to protect them until they are at least four inches in diameter. The act further provides that no land owner who shall permit cattle, horses, sheep, hogs or goats to pasture on the reservation before the trees are four inches in diameter shall receive the benefit of it. Before the land is specially rated as forest land the owner has to file a statement with the municipal authorities showing what portion of his land he selects for the purposes of the act. The assessor is required to personally examine the various reservations, and to note upon his return the condition of the trees.

The act of the Indiana legislature shows the growing public appreciation of the importance of forest preservation.

## THE HARDWOOD TRADE IN FRANCE.

Referring to the import of hardwood lumber into France, a United States Consul says: "Most of the trade in hardwood lumber products is done by English houses. Of course, the product originally comes from American mills. Wagons, spokes, and handles, and all turned goods in this district are, I think, imported from England, though the wood itself is mostly of American origin. Whether it would pay to seek to get this trade direct is a question which can only be determined by months of careful study on the part of one thoroughly familiar with every branch of the business. Thongh I have been a manufacturer in this line, and have consequently a particular inclination to the study of conditions affecting this trade, I should hesitate to advise any manufacturer to enter this field without some months of careful study of actual conditions, not of the market merely, but of the ultimate consumption. Judging from what I have learned, I should doubt the policy of competing with the English trade, which is carried on by customers of American producers." We trust this excellent advice will be followed.

An English syndicate, represented in New Brunswick by Fred. H. Hale, M.P., and George S. Murchie, purpose erecting a mammoth saw mill on the Tobique river. The promoters have been in negotiation with the Canadian Pacific Railway with a view to getting a low freight rate to St. Andrews, from whence it is proposed to ship the lumber. At last account it seemed probable that a favorable rate would be granted.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN GREAT BRITAIN, THE UNITED STATES AND OTHER FOREIGN MARKETS.*

VOL. V. TORONTO, ONT., JULY 26, 1899 No. 27.



## CANADA LUMBERMAN

PUBLISHED BY

**The G. H. Mortimer Publishing Co'y of Toronto, Limited**

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type; 12 lines make one inch. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

HAVE YOU ANY STOCK WHICH YOU WISH to sell? If so, make the fact known to probable buyers by placing an advertisement in this department. Address, CANADA LUMBERMAN, Toronto.

FOR SALE.

COMPLETE SAW MILL MACHINERY, PLANing, Sash and Door Machinery; modern and in good condition Can be seen at Toronto. Apply PETER RYAN, Toronto.

**PINE FOR SALE.**

45 M FT. GOOD PINE LUMBER, 12 and 14 ft. long, 2, 1½, 1¼ and 1 in. thick—sawn in May. At Baird's Mill, five miles from Markdale. J. RITCHIE, Glascott, Ont.

LUMBER FOR SALE.

60 M FEET IN. BASSWOOD; 10 M FEET 1 in. Ash; 60 M feet 1, 2 and 3 in Birch; 5 M feet Maple. Mill run on cars at Huntsville. S. H. JACOBS, Huntsville, Ont.

**RAILWAY TIES FOR SALE**

25,000 CYPRESS TIES, DELIVERED AT Murray Bay or Quebec. For particulars apply to LECLERC & LETELLIER, 104 and 106 St. Paul Street, Quebec.

WANTED—DRY BASSWOOD.

DRESSED TWO SIDES TO ⅜ THICK, CUT to dimension sizes. for export. This will prove an excellent outlet for common and cull basswood. Elm Strips, Rock Elm or Soft Elm (latter preferred) Strips, 1½×2, 1½×1, and ½×1; all lengths 6 ft. and up—Car-loads for export. For full particulars, address "EXPORTERS," P.O. Box 1040, New York City.

**FOR SALE**

A FIRST-CLASS LUMBER AND SHINGLE Mill, average capacity per day 35 M. feet lumber, 70 M. shingles, and 15 M. lath; situated in Huntsville, close to the G. T. R. station, with sidings to mill; plenty of virgin pine. Also a first-class site for a tannery, plenty of tan bark. Will be sold at a bargain. Apply to T. WHALEY, Huntsville, Ont.

## AUCTION SALE, SEPTEMBER 7TH, 1899

Will be sold at Auction, by order of the Supreme Court, under the direction of Austin B. Fletcher, Esq., Receiver, on Depot Square, at White Plains, N.Y., on THURSDAY, SEPTEMBER 7TH, 1899, at 11:30 a.m., the Lumber and Coal Yard formerly owned by the John W. Young & Sons Company, at White Plains, N.Y., the County Seat of Westchester County. Population 8,000 to 10,000, on the line of the New York & Harlem Railroad, 22 miles from Grand Central Depot, New York City.

**Two-Storey Frame Office Building, Iron Clad Elevator (capacity 35,000 bushels), Large Brick and Frame Planing Mill and Wood-Worker, ample Coal and Lumber Sheds, abundant Trackage, Wagon and Track Scales, located on two sides of the Square at the Station. Will be offered in parcels and as a whole.**

Also, at the same time and place and under the same order, the Lumber and Coal yard lately owned by the same Company, situate at the Station at Tuckahoe, also on the New York & Harlem Railroad, 16 miles from Grand Central Depot. A smaller yard than the former, but very complete in its appointments; Office Building, Coal and Lumber Sheds, comparatively new, in good order; side track, scales, etc.

**Two grand opportunities for a live man. For maps giving full particulars, terms of sale, etc., apply to**

**AUSTIN B. FLETCHER, Receiver, 32 Liberty St., New York City.** or **W. B. TIBBITS, Auctioneer, White Plains, N.Y.**

# Sale of Timber Licenses

## PROVINCE OF NEW BRUNSWICK

There will be sold at Public Auction, at the Crown Land Office, Fredericton, on

**WEDNESDAY, 30TH AUGUST, A.D., 1899,**

and following days, the vacant unlicensed Crown Lands in the Province of New Brunswick.

573 berths will be offered, ranging from 2 to 10 square miles each. Upset price $8.00 per square mile.

The present regulations provide for licenses to be renewed each year for a period of 18 years from 1st August, 1900, at a rate of $4.00 per square mile, in addition to stumpage.

Further information of Sale can be obtained from Crown Land Office, Fredericton, N B.

A. T. DUNN,
Surveyor General.

SAW MILL FOR SALE.

THIRTY-FIVE HUNDRED DOLLARS BUYS Saw mill worth double this amount, if taken at once; 2 Boilers 120 h.p., Engine 100 h.p., Iron Saw Frame, Three Block Carriage, 2 good Saws, Double Edger and Trimmer good as new, Slash Chain, all in good running order, run this season; size of Mill, 30×100 ft.; good Boiler House, Blacksmith Shop, House, Barn, etc.; 400 acres of good Birch and Hemlock, also thousands of acres of timber near by. For particulars, address ALLEN CRESSMAN, Berlin, Ont.

### CURRENT TRADE CONDITIONS.

ONTARIO.

Lumbermen in Ontario are much encouraged by the inquiries for stock that have been received from all quarters. It is believed that when the mills shall close down for the season there will be very little unsold stock in the yards, and dealers who do not secure their winter supply during the next couple of months will in all probability be obliged to pay higher prices, and they may find it impossible to obtain stock at any price. A correspondent in the Georgian Bay district writes that the present activity in trade has not been equalled for many years. Mill culls which two years ago sold at $5 per thousand now meet with a ready sale at an advance of $2.50 upon that figure, and none of the manufacturers have any large stock for sale. The lumbermen are already giving some attention to preparing for operations in the woods next winter. It is hoped that manufacturers will exercise precaution and restrict the log production. Although the market is strong, it would be a mistake to increase the production to any extent. The policy of each manufacturer should be to cut an average stock and obtain for it a remunerative price.

QUEBEC AND NEW BRUNSWICK.

In another column will be found a statement of timber measured at Quebec up to 25th July for three years, by which it will be observed that the receipts of waney white pine this year are about the same as last season, while square pine shows a large decrease. There has also been a slight decrease in the receipts of red pine and an increase in birch and maple. Nothing has transpired within the past week to cause the market to fluctuate, and prices generally are steady, with a moderate demand. The proposed harbor works at Montreal will require a large quantity of timber. Although the government has only granted $750,000 for these works, it is expected that over $2,000,000 will be expended before they are completed. The local demand for lumber is being restricted on account of the scarcity of structural iron, as work on large buildings has been suspended until next season.

Foreign trade is active and many vessels are loading.

Favorable reports continue to be received from New Brunswick and Nova Scotia, where much of this season's cut of deals has been contracted for. New Brunswick cedar shingles are stiffening in price. Some of the mills are said to be asking $3.20 and $3.25 for extras, $2.75 and $2.80 for clears, and $2.40 to $2.50 for second clears. Even at these prices many of the yards are still in want of shingles, as the mills have contracts in advance and are unable to fill new orders.

UNITED STATES.

Reports from every section of the United States are peculiarly unanimous as to the strength of the lumber market. Some of the northern operators are declining to consider orders for a time, having more business than they can properly look after. Although prices usually weaken during the months of July and August, this year the reverse has been experienced. Minneapolis manufacturers have just made an advance of 50 cents per thousand on lumber and 25 cents on lath, and a further advance is said to be very probable. In Chicago, short piece stuff is selling from the yards at $14, while a few years ago from $9 to $10 was about the average price. Eastern wholesale dealers report numerous orders which they are unable to fill on account of scarcity of stock. At Buffalo practically all stocks are low, and particularly low grade cutting-up pine. Box makers are using Norway to make up for the scarcity of white pine.

No material change has taken place in the spruce market. A meeting of manufacturers was held at Boston last week, at which an advance in prices was discussed, but beyond adopting more stringent terms of payment, no action was taken.

The hardwood situation has not been relieved to any extent. Stock is moving, from the mills as fast as manufactured, and dealers are unable to stock up in preparation for the fall trade. There is a brisk demand for all sorts of shingles and lath, the latter especially being very scarce. The prices adopted at Buffalo will be found elsewhere.

FOREIGN.

The general tone of the British trade is good. Building work is proceeding with unusual briskness, and there is a heavy retail demand for sawn and planed lumber. Merchants have so little stock to offer f.o.b. that few of them can quote prices. A writer in the Timber Trades Journal remarks that he never recollects a similar state of the market, and the general opinion is that next year prices will be even stronger than at present. The difficulty of getting good 3×9 and 11 inch Baltic deals is assisting the pine and spruce market.

The official returns published by the Board of Trade present some interesting figures. During the six months ending June 30th this year, the quantity of sawn and hewn wood goods imported into Great Britain was in excess of that of last year by 1,460,213 loads, valued at $1,825,889. From Canada there was imported during this period 368,611 loads of sawn timber and 25,744 loads of hewn timber, against 222,850 and 14,490 loads respectively in the first six months of last year. The total from all countries this year was 3,987,693 loads. Notwithstanding this heavy import, the stocks on hand at the present time are little in excess of those held at the same time last year, which shows the great volume of consumption.

In France trade is also active, goods having been sold during the past month at prices which have not been equalled in the memory of those engaged in the trade.

STOCKS AND PRICES.

John Dewar & Sons, of St. George, N. B., have loaded eleven vessels with lumber this season.

W. T. Quickfall, of Glen Allan, Ont., has just shipped a car-load of basswood lumber to Havre, France.

It is the intention of Alger, Smith & Company to continue operations next winter on their Pigeon river limits.

The Huntsville Lumber Co. have purchased from J. J. Long, of Collingwood, berth No. 8, Finlayson, paying $74,500 for the limits.

On July 14th the spruce manufacturers met at Boston and advanced the price of lath ten cents, making prices $2.35 for 1½ in., and $2.50 for 1⅝ in.

The Mikado Gold Mining Co., of Rat Portage, Ont., wants tenders for the delivery before the close of navigation of 2,500 cords of tamarac and jack pine cord wood.

A report from Quebec states that owing to the carrying away of bridges and the breaking of booms at St. Joseph and St. Francois, 900 cords of pulpwood are adrift.

G. O. Buchanan, of Kaslo, B. C., purposes establishing a saw mill at Duncan City. He has been given a contract to cut 2,000,000 of bridge timber for bridges along the Kaslo and Slocan railway.

Howard & Craig, of Sherbrooke, Que., have recently purchased 6,000 acres of choice timber lands in the counties of Beauce and Dorchester. The timber will be floated down the Chaudiere river to their mill at Beauce Junction.

The steamship Laburn cleared from Parrsboro, N. S., on July 17th for Manchester, with 3,447,496 feet of deals, ends and scantlings, shipped by M. L. Tucker for W. M. Mackay. This is the largest cargo of lumber ever shipped from Nova Scotia.

At Boston brown ash of the better grade is in good demand, and the supply is practically nil. Firsts and seconds bring $38 to $40. Very little thick elm is offered, and 3-inch is particularly scarce. 1-inch is quoted at $28 to $30, and thicker at $32 to $33.

There is an extraordinary demand in Michigan for cedar. It is almost impossible to get hold of the stock, in spite of the largest output last winter ever known, and prices have nearly doubled. The telegraph and telephone companies are using it in large quantities.

The steamer Morven sailed from Montreal on Saturday last for Glasgow, having on board 1,617 standards of deals and timber, consigned by McLean, Kennedy & Co. The steamship Hildawell is loading a cargo of timber and deals for U. K. on account of same firm.

Since last report the following rafts have been entered at the office of the Supervisor of Cullers, Quebec: By McArthur Bros., oak, pine, ash, etc., at New Liverpool Cove; Gillies Bros Co., square and waney pine, at Bridgewater Cove; McLeod & McNeil, waney pine, at Sharples Cove; James McBurney & Co., waney pine, at Upper Sillery.

In other seasons, considerable business has been done in Northern Wisconsin in the sawing of deals for export to Great Britain, but there has nothing whatever been done in white pine deals this season. The only transaction on foreign account has been 600,000 feet of Norway, which was cut to specified dimensions for a Canadian concern on Liverpool account. This is due to the prosperous domestic trade.

Shipments of lumber from St. John, N.B., to the United Kingdom and continent during the first six months of 1898 aggregated about 46,000,000 feet of spruce and 451,000 feet of birch. During the same months of this year, the spruce shipped to the United Kingdom alone amounted to 67,762,544 feet, and the birch to 2,603,674 feet.

Following is a comparative statement of timber, &c., measured and culled at Quebec to July 25th, 1899:

| | 1897. | 1898. | 1899. |
|---|---|---|---|
| Waney white pine, cu. feet. | 1,710,512 | 1,100,134 | 1,168,534 |
| Square white pine, cu. feet. | 447,653 | 750,720 | 276,935 |
| Red pine, cu feet | 107,188 | 133,329 | 88,351 |
| Oak, cu. feet | 1,038,466 | 589,401 | 429,559 |
| Elm, cu. feet | 479,841 | 345,487 | 475,824 |
| Ash, cu. feet | 86,085 | 25,826 | 54,146 |
| Basswood, cu. feet | 15 | | |
| Butternut, cu. feet | 673 | 795 | 60 |
| Birch and Maple, cu. feet. | 183,093 | 106,480 | 231,575 |
| Tamarac | | | 415 |

At a recent sale held by Churchill & Sim, London, Eng., Canadian goods sold as follows: 12-13 ft., 3 x 9 fourth quality pine, £6 15s; 9 11 ft., 3 x 9, £6 5s; 12-16 ft., 1½ x 10, first quality pine, $18; 12-16 ft., 1½ x 10-20, £17 10s; 12-16 ft., 1½ x 9, £17 15s; 16 ft., 1½ x 8, £17 5s. 12-13 ft., 3 x 11 third quality spruce, £7 15s; 8-13 ft., 2 x 4 assorted spruce, £7; 13 ft., 3 x 9, third quality, £8; 9 17 ft., 3 x 11, second quality, £9 15s.

The Saginaw Lumber & Salt Company, of Saginaw, Mich., last week sold 800,000 feet of box lumber at $13.50, which is the highest price at which box has yet been sold. Two years ago $9 would have been regarded as a high price for the same grade of lumber. Generally, box is quoted at $12 and $12.50. Log run is worth $15 to $17 for Canadian stock, and $16 to $22 for Michigan stock, according to quality. Norway is held at $9.50 and higher, and mill culls at $8 to $10.

A sale of dry stock was recently made at Duluth, Minn., which shows the extreme prices paid for lumber at the head of the lakes. The prices were as follows: 4 to 10 in. No. 2 common, $12.50; 12 in. and up, $13; 4 to 10 in. No. 1 common, $15; 12 in. and wider, $18; 4 in. and up No. 4 boards, $8.75—in all about 4,000,000 feet, besides which there was a lot of No. 4 boards in another sale at $9. In January last several firms sold their No. 4 boards at $6.50, and a bill of stuff sold in March this year showed as follows: 12 in. and wider No. 1, $16.50; 10 in., $14.25; 8 in., $13.50; 6 in., $14.25; 4 in., $12.50; No. 2, 12 in. and wider, $12; 10 in., $12.50; 8 in., $9.75; 6 in., $10.50; 4 in., $4.50.

The Liverpool correspondent of the Timber Trades Journal, referring to the pine and spruce market, says: Perhaps the weakest item in Quebec goods is still pine deals, boards, sidings, strips, and similar forms of partly-manufactured pine goods. The demand of last winter was not sufficiently large to make any notable impression upon the stock left over from the 1898 season. These now figure in the Liverpool stock at 15,649 standards, against 11,020 standards in 1898, and 5,834 in 1897. With such a load as this to carry, the market is feeling the effects of the overweight. Spruce deals continue on their upward move, and now shippers are not only asking 2s 6d to 5s per standard more, but are even indifferent sellers at this advance. It is the smaller ports round the coast where the pinch is felt more severely, for the great difficulty is now to secure small sailing vessels of 250 to 300 standards' capacity. The large centres of the trade, which can accommodate steamers of 1,500 to 1,750 standards, do not suffer in the same manner.

The saw mill of Richard Kirton at Grenville, near Newmarket, Ont., was burned recently, together with 20,000 feet of lumber. The damage is $1,500, with no insurance.


WANTED

Rock Elm, cut to order.
Soft Elm, all thicknesses.
Black Ash, all thicknesses.

State quantity you can supply, with lowest prices.

JAS. G. CANE & CO.,
35 Adelaide St. E., Toronto, Ont.

Sieveking, Podmore & Co.
WOOD AGENTS
7 CROSBY SQUARE, LONDON, ENG.
Cable Address: "Sieveking," London
Branch at LIVERPOOL.

HESSLER & CO.
WOOD AGENTS AND SHIP BROKERS
West Hartlepool, ENGLAND
Branch Offices in Hull and Newport, Mon.
Cable Address: "Hessler," Westhartlepool.

H. D. WIGGIN BOSTON, MASS. 89 STATE ST.
will inspect at mill and PAY CASH for
LOG RUN
Elm, Ash, Bass and other Hardwoods
CORRESPONDENCE SOLICITED.

TELEPHONE POLES
The undersigned have in stock a large number of Telephone Poles, all lengths, 25 to 60 feet; also Fence Posts. Quotations given promptly by mail or wire when required.
GEORGE & McGREGOR,
Kil aloe Station, Ont.

WANTED FOR EXPORT
All kinds of Logs and Lumber
Payment by Montreal Bankers.
DENNY, MOTT & DICKSON - LONDON, ENG.

WANTED
MESSRS. JOSEPH OWEN & SONS, Ltd., of Liverpool, Eng., are open to treat for regular supplies of large quantities of HARDWOOD LUMBER, and will be glad to hear from holders who have to offer WHITE ASH, WHITE OAK, SCALY BARK and SECOND GROWTH HICKORY, POPLAR and WALNUT, in logs, planks and boards, also prime fresh BIRCH LOGS of large dimensions.

BUYERS AND EXPORTERS OF
WHITE PINE AND HARDWOOD
SWAN-DONOGH LUMBER CO.
WHOLESALE LUMBER DEALERS.
North Tonawanda
Cable Address, "SWAN DONOGH—TONAWANDA
Lumberman's Code.

Do You Use Mahogany?
If so don't buy until you have seen or inquired about our now famous . .
TABASCO MAHOGANY
Finest figured wood on the market; is hard and takes elegant finish. Brings highest prices in Europe, but we sell here about same prices as ordinary mahogany. Specially adapted for fine cabinet and interior finish . . . . . .
LAWRENCE & WIGGIN
Importers and Manufacturers
BOSTON, MASS

### BUFFALO PRICES.

The trade at Buffalo and Tonawanda have adopted the following price list on shingles and lath :

Michigan white pine shingles—18 in. XXXX, $3.70; 18 in. C.B., $2.85; 18 in. sound butt, $1.50; 16 in. XXXX, $3.25; 16 in. extra A, $2.65; 16 in. A, $2.40; 16 in. C.B., $2.35; 16 in. 6 in. sappy C.B., $2; 16 in. sound butts, $1.50; 16 in. culls, $1.25.

Michigan white cedar shingles—18 in. XXXX, $3.40; 18 in. C.B., $2.55; 16 in. XXXX, $2.80; 16 in. extra A, $2.40; 16 in. A, $2.12½; 16 in. C.B., $1.90, 16 in. cull, $1.25.

White pine lath—1 x 1½ in. No. 1, $2.50; No. 2, $2.15; 1 in. No. 1, $2.50.

Norway lath—1 x ½ in. No. 1, $2.25; 1 x ½ in. mixed, $2.35.

Red cedar shingles are quoted by Haines & Company at $3.50 for 18 in. perfection, $3 for 16 in. extra clears, and $2.60 for extra A's.

### THE BARBADOS MARKET.

From circulars just to hand we obtain the following particulars of the Barbados lumber market :

On June 30th the schooner Mignonette arrived from St. John, N.B., with 49 M feet shipping white pine boards and planks. The boards were sold at $23.60 and the planks at $22.60. She also had on board 38 M feet second quality boards, sold at $17.60, and 5 M feet narrow spruce, which sold at $14.10. The steamship Taymouth Castle, from St. John, N. B., brought 242 M long cedar shingles, which sold at $3.26, and a smaller lot, which sold at $3. The cargo of the Herbert Rice, from Meteghan, N.S., which arrived on same date, had 146 M feet spruce lumber, sold at $17.15, and 48 M spruce laying shingles, sold at $2.11. The Alliance arrived from Gaspe, Que., with 127 M shingles, principally spruce laying, which had not been sold at last report. The demand for both lumber and shingles is good.

### SHIPPING MATTERS.

The recent advanced ideas of steamship owners is having more or less of a tendency to retard business, temporarily at least. Tonnage ings, however, continue limited, and with quite a number of vessels wanted for late July and August loading. The situation naturally favors vessels. Grain rates are fully sustained on a moderate volume of business. There has been little done in timber and deals, but tonnage is wanted and shippers show a willingness to pay an advance over recent fixtures.

From St. John, N.B., we learn of the following fixtures : Bark Bristol, West Bay, N. S., to w. c. England, deals, 51s; ship Savona, Grindstone Island, Que., to w. c. England, deals, 47s, birch, 50s; str. Vinermia, 1,745 tons, West Bay, N. S., to w. c. England, 48s 9d; str. Towhatan, 1,640 tons, St. John, N. B., to Liverpool or Birkenhead, 48s 6d; bark Alert, Hillsboro, N. B., to U. K., deals, 50s; str. Aldersgate, St. John to w. c. England, 48s 9d.

The Timber Trades Journal reports the following fixtures : Matane, Saguenay or St. Thomas, sailers to U. K.. 40s; Grindstone Island, Que., to w. c. Great Britain, 600 tons, 52s 6d, August; Miramichi to w. c. England, 1,250 stds., 48s 9d, August, 1,200 stds., with 100 stds. birch, 48s 9d; Miramichi to London, deals and birch timber, 800 stds., 52s 6d, August; St. John to Liverpool, 1,850 stds., deals, 41s 6d, and some birch logs at 17s 6d per load.

The sash and door factory of J & P. Nadeau at Grand Cascapedia, Que., was destroyed by fire last week.

### CANADA'S GREATEST FAIR.

This year will mark the coming of age of Canada's Great Fair and Industrial Exposition, which will be held in Toronto from August 28th to September 9th. It is just twenty-one years since Toronto Exhibition was established as an annual institution under the present management. During that time it has increased five-fold in every direction, and today can fairly lay claim to have assumed a national character. Last year upwards of 300,000 people attended, and this year such arrangements are being made as will warrant the expectation of a still larger attendance. Many entirely new features will be presented, while the exhibits, with an increased amount given in prizes (totalling $35,000), will undoubtedly crowd the six hundred thousand dollars' worth of buildings to their utmost. The usual brilliant military spectacles will be given, illustrating recent famous feats of arms on land and sea by both England and America, and arrangements have been made for an illustration of wireless telegraphy, wireless telephoning and the improved X rays. In short, the Exhibition will be more than ever up to date.

The Lavin saw mill, located at Salmo, B.C., on the Nelson & Fort Shepard Railway, was last week sold at sheriff's sale to G. O. Buchanan, of Kaslo. Mr. Buchanan will remove the plant to Duncan City.

### LUMBER FREIGHT RATES.

CANADA ATLANTIC RAILWAY.

Lumber freight rates on the Canada Atlantic Railway, according to the summer schedule effective April 1st, are as follows : Ottawa, Rockland, Hawkesbury and intermediate points to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse, $2.20 per M ft, (3,000 lbs. and under per M ft.); Ottawa to Montreal, $1.00 per M feet, lath 20 cents per M pieces; Quebec, $2.00 per M feet, lath 40 cents per M pieces; Arnprior to Montreal, $1.50 per M feet, lath 30 cents per M pieces; Quebec, 12 cts.; Pembroke to Montreal, $1.75 per M ft., lath 35 cents per M pieces; Quebec, $2 75 per M ft., lath 55 cents per M pieces; Ottawa to New York, $2.50 per M ft., lath 50 cents per M pieces; Arnprior to New York, $3.00 per M ft., lath 60 cents per M pieces; Pembroke to New York, $3.25 per M ft., lath 65 cents per M pieces; Parry Sound, track, $3.50 per M ft., lath 70 cents per M pieces; Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs.; Ottawa, Rockland and Hawkesbury to Boston and common points, local 15c.; exports 11c. per 100 lbs.; Arnprior to Boston and common points, local 17 cents, export 15 cts. per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cts. per 100 lbs.; Ottawa, Rockland and Hawkesbury to Portland, &c., 15 cts.; Arnprior to Portland, 17 cts.; Ottawa to Burlington, 6c. per 100 lbs.; Ottawa to Albany, 10 cts. per 100 lbs.; Arnprior to Albany, 12 cts. per 100 lbs.; Parry Sound to Albany, 17 cts. per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N.Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N.B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N.S., and common points, 21 cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft.; minimum carloads 10 M ft., lumber not exceeding 3,000 lbs. per M ft.; lath 50,000 rates pieces, not exceeding 600 lbs. per M pcs. Ottawa apply on shipments from Rockland and Hawkesbury.


**CANADA ATLANTIC RAILWAY**

Ottawa, Arnprior & Parry Sound Ry.

- - operating - -

OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE

H. B. MUSSEN, Contracting Agent.
M. A. OVEREND, Foreign Freight Agent, 115 Board Trade, Montreal

. . . . Shortest and Quickest Route from . . . .
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PEMBROKE, PARRY SOUND and other Lumber Centres, TO BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
W. P. HINTON, Ass't General Freight Agent, Ottawa.
C. J. SMITH General Traffic Manager, Ottawa, Ont.

## CANADIAN EXPORTERS AND WHOLESALERS

THE PEMBROKE LUMBER CO. LIMITED
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills — PEMBROKE, ONT.

JAS. PLAYFAIR & CO.
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . . — MIDLAND, ONT.

A. A. SCOTT. WM. COOKE.
COOKE & SCOTT
MANUFACTURERS
HARDWOOD LUMBER, HOOPS AND STAVES
McGregor, Ont.
*Red and White Oak Bills cut to order.* Correspondence Solicited from British Importers.

A. & P. WHITE Manufacturers of and Dealers in.....
*Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.*
*A Large Quantity of Dry Lumber in Stock* - PEMBROKE, ONT.

McLAURIN & MacLAREN
Lumber Manufacturers
Dimension Timber in White or Red Pine, Spruce, Hemlock, or Cedar.
PINE DEALS
Cedar Shingles, Cedar Ties, Posts and Poles, Pine Lath, Etc., Etc.
SHIPMENTS BY RAIL OR WATER. - EAST TEMPLETON, QUE.

ROBERT WATT • WIARTON
MANUFACTURER AND WHOLESALE LUMBER
Pine Lath, Cedar, and Pine Shingles.
CORRESPONDENCE SOLICITED. HEMLOCK BILLS A SPECIALTY. Mills at Wiarton

T. L. BAILIE
WHOLESALE HARDWOODS
Penetang, Ontario
Has Basswood, Oak, Birch, Maple, Ash, Soft Elm—cut to order, in car-load lots.
Wants to hear from mills having above woods to offer for sale.
Pays Cash for all shipments.
Correspondence Solicited and answered promptly.

MAITLAND, RIXON & CO. OWEN SOUND, ONTARIO.
Manufacturers and Dealers
LUMBER, LATH, TIES, POLES, SHINGLES, ETC.
Make a Specialty of Long Pine, Cedar and Hemlock Bill Stuff.
WE SHIP BY C.P.R., G.T.R. AND BY WATER

KILN-DRIED BIRCH FLOORING SHEETING .. and .. CEILING Flooring from $12.00 Ceiling " 10.00 SAMPLES BY MAIL KNIGHT BROTHERS CO. Burk's Falls, Ont.

## FOREIGN IMPORTERS

WRIGHT, GRAHAM & CO. WOOD BROKERS
7 Royal Bank Place, GLASGOW, SCOTLAND
Cable Address: "Brakridge," Glasgow.
Codes Used : Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of CANADIAN WHITE PINE AND SPRUCE, cut to all sizes—and all kinds of Hardwood in Log, Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

SMITH & TYRER - 14 Canada Dock, LIVERPOOL
. . Wood Agents . .
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax N.S.

C. H. GLOVER & CO., Ltd.
Importers of
SPRUCE, BOX SHOOKS, PINE, ETC.
From now we intend buying DIRECT from the Manufacturer. Offers Invited . . . . .
Wharves, Mills and Offices: HATCHAM, LONDON, S. E., ENGLAND

IRVIN & SELLERS HARDWOOD IMPORTERS
Forge Street, Bootle, LIVERPOOL, ENG.
Cable Address : "Primus Liverpool."
WANTED : MAPLE SQUARES—Free of knots, splits and defects, and three parts dry, of the following sizes; large quantities could be used; price to be c.f.i. Liverpool; quality guaranteed : 10 per cent. 12½ x 2¾ square; 25 per cent. 12½ x 2⅛ square; 25 per cent. 9¾ x 1⅞ square; 15 per cent. 9¾ x 2⅛ square; 5 per cent. 9 x 1½ square; 5 per cent. 9 x 5/8 square; 5 per cent. 12 x 1⅞ square; 5 per cent. 12 x 1 15-16 or 2 square; 5 per cent. 10¾ x 1⅞, or multiples of these lengths.

# DIRECTORY OF ADVERTISERS

In the Monthly Edition of "The Canada Lumberman."

**BELTING**
Fleming, W. A., Montreal, Que.
Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
McLaren, D. K., Montreal, Ottawa and Galt.
The Waterous Co., Brantford.
Young, J. S., Montreal.

**BRASS CASTINGS**
City Brass Foundry, Hamilton, Ont.
Magnolia Metal Co., New York.

**DRY KILNS**
McEachren Heating & Ventilating Co., Galt, Ont.
Standard Dry Kiln Co., Indianapolis, Ind.

**ELECTRICAL APPARATUS**
Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

**LUMBERMEN'S SUPPLIES**
Eckardt, H. P. & Co., Toronto.
Gartshore, John, Toronto.
Park, Blackwell & Co., Toronto
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

**MACHINERY**
Bell, Robt., Jr., Hensall, Ont.
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston Ont.
Carrier, Laine & Co., Levis, Que.
Darling Bros., Montreal.
Leonard & Sons, E., London, Ont.
Lloyd Manufacturing Co., Kentville, N. S.
Mowry & Son, Gravenhurst, Ont.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Waterous Co., Brantford.
The Oxford Foundry & Machine Co., Oxford, N. S.

**MAGNOLIA ANTI-FRICTION METAL**
Magnolia Metal Co., New York.

**PAPER AND PULP MILL ENGINEERS**
Tower & Wallace, New York.

**PULP AND PAPER MILL MACHINERY**
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.

**PULLEYS**
Dodge Wood Split Pulley Co., Toronto.
The Dominion Leather Board Co., Montreal, Que.

**RAILROAD BRASSES**
Magnolia Metal Co., New York.

**SAW MANUFACTURERS**
Burns, E. R., Saw Co., Toronto, Ont.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.
The James Robertson Co., Montreal, Que.

**TURBINES**
Barber, C., Meaford, Ont.
Madison Williams, Port Perry, Ont.

**WHOLESALE LUMBER DEALERS**
Houston, G. T. & Co., Chicago, Ill, U.S.A.
Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

**MISCELLANEOUS**
Axes, Campbell Bros., St. John, N. B.
Axes, Jas. Warnock & Co., Galt, Ont.
Canadian Photo Engraving Bureau, Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Embossed Mouldings, Boynton & Company, Chicago, Ill,
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Lumber Inspector, John A. Bertram, Toronto, Ont.
Machine Knives, Peter Hay, Galt, Ont.
Pulp and Paper Felts, Hamelin & Ayres, Lachute Mills, Que.
Pumps, Northey Manufacturing Co., Toronto.
The Bradstreet Mercantile Agency, New York and Toronto.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, July 26, 1899.

CAR OR CARGO LOTS.

| | | | | |
|---|---|---|---|---|
| 1¼ 1½ and 2 inch cut up and better | $32 00 | $34 00 | 1 inch dressing and better | $20 00 | $22 00 |
| 2 inch picks and uppers | 34 00 | 36 00 | 1 inch siding mill run | 14 00 | 15 00 |
| 1x10 2 dressing and better, 60% 16 ft | 22 00 | 24 00 | 1 inch siding common | 11 00 | 12 00 |
| 1x10 fine dressing and better | 22 00 | 24 00 | 1 inch siding ship culls | 10 50 | 11 50 |
| 1x10 and 12 Canadian dressing and better | 18 00 | 20 00 | 1 inch siding mill culls | 8 50 | 9 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 | Cull scantling | 8 00 | 9 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 | 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 | 1 inch strips, common | 11 00 | 12 00 |
| 1x10 and 12 common | 12 00 | 14 00 | 1 1-4 inch flooring | | 16 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 | 1 1-2 inch flooring | | 16 00 |
| inch clear and picks | 28 00 | 30 00 | XXX pine shingles, 16 inch | | 2 40 |
| | | | XX pine shingles 16 inch | | 1 50 |
| | | | Lath, No. 1 | | 1 60 |
| | | | Lath No. 2 | | 1 25 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | |
|---|---|---|---|---|---|
| Ash, white, 1 to 2 in | $26 00 | $28 00 | Elm rock, mill run, 1 to 1¼" | 18 00 | 20 00 |
| " " 2½ to 4 | 30 00 | 32 00 | Elm, rock, mill run, 1½" | 21 00 | 23 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in | 20 00 | 22 00 | Hickory, 1sts and 2nds, 1½" | 28 00 | 30 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in | 22 00 | 24 00 | Maple, 1sts and 2nds, 1 " 1½ | 16 00 | 18 00 |
| Ash, M. R., 1 to 2 | 17 00 | 19 00 | Maple 1sts and 2nds, 2 " 4 | 17 00 | 18 00 |
| Birch, 1 in | 18 00 | 20 00 | Oak, red, p'n, 1sts & 2nds 1 " 1½ | 26 00 | 30 00 |
| " 1½ " 2 | 20 00 | 23 00 | Oak, red, p'n, 1sts & 2nds 2 " 4 | 29 00 | 32 00 |
| " sqrs. 4x4 " 8 x8 | 24 00 | 26 00 | Oak, white, 1sts & 2nds 1 " 1½ | 28 00 | 30 00 |
| Basswood, 1sts and 2nds, 1 to 1¼ in | 18 00 | 20 00 | Oak, white, 1sts & 2nds 2 " 4 | 30 00 | 35 00 |
| 1½ to 2 | 21 00 | 22 00 | Oak quart'd, 1sts & 2nds 1 " 2 | 50 00 | 65 00 |
| " m. r. 1 " 1¼ | 15 00 | 17 00 | Walnut, 1sts and 2nds 1 " 3 | 85 00 | 100 00 |
| Butternut 1 " 1½ | 23 00 | 25 00 | Whitewood, 1sts & 2nds 1 " 2 | 32 00 | 36 00 |
| " 2 " 3 | 25 00 | 28 00 | | | |
| Chestnut 1 " 2 | 24 00 | 2 00 | | | |
| Cherry, 1sts and 2nds, 1 " 1½ | 50 00 | 60 00 | | | |
| Cherry, 1sts and 2nds, 2 " 4 | 60 00 | 65 00 | | | |
| Elm, soft, mill run 1 " 1½ | 16 00 | 18 00 | | | |
| Elm, soft, mill run 2 " 3 | 17 00 | 19 00 | | | |

## OTTAWA, ONT.

OTTAWA, July 26, 1899.

| | | | | | |
|---|---|---|---|---|---|
| Pine, good sidings, per M feet, b.m | $31 00 | 36 00 | Pine, 8 s.c. and better stock | 11 00 | 12 50 |
| Pine, good strips | 25 00 | 27 00 | Pine, 8 & ups. c. sidings | 11 00 | 13 00 |
| Pine, good shorts | 17 00 | 28 00 | Pine, s.c. strips | 8 00 | 10 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m | 15 00 | 21 00 | Pine, s c. shorts | 7 00 | 8 50 |
| Pine, No. 1 dressing strips | 14 00 | 16 00 | Pine, box culls | 9 00 | 10 50 |
| Pine, No. 1 dressing shorts | 12 00 | 14 00 | Pine mill culls | 7 50 | 9 00 |
| Pine, 10 s.c. and better stock | 13 50 | 15 00 | Lath per M No. 1 | 1 00 | 7 25 |
| | | | Lath per M No. 2 | 85 | 1 00 |
| | | | 1x10 No. 1 barn | | 18 00 |
| | | | 1x10 No. 2 " | | 16 00 |
| | | | 1x8 & 9 No. 1 " | | 17 00 |
| | | | 1x8 & 9 No. 2 " | | 15 00 |

## QUEBEC, QUE.

QUEBEC, July 26, 1899.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Square white pine, measured off, 40 to 45 feet average | 30 | 32 |
| " good fair " " " | 32 | 34 |
| " first class " " " | 8 | 42 |
| First class Ottawa waney, 18 inch average according to lineal | 36 | 42 |
| " " " 19 to 21 inch average " " & size | 38 | 44 |
| " Michigan " 19 to 21 in average " " | 43 | 48 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 26 |
| In shipping order, " " " | 23 | 27 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 32 | 35 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average and quality | 21 | 24 |
| To average 16 inch | 25 | 26 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 15 | 18 |
| 16 " " | 21 | 25 |
| 18 " " | 24 | 28 |

DEALS.

Bright spruce, according to mill specification, $39 to $42 for 1st, $25 to $27 for 2nd, $22 to $25 for 3rd, and $18 to $21 for 4th quality. F.O.B. batteau

## NEW YORK CITY.

NEW YORK, N.Y., July 26, 1899

WHITE PINE TIMBER.

| | | | | | |
|---|---|---|---|---|---|
| Bridge timber | $28 00 | @ 40 00 | Building orders | $27 00 | @ 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in | 14 00 | 14 50 | 10 to 12 in | 16 25 | 17 00 |
| 6 to 12 in | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 0 12 in | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | | | |
|---|---|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, 10 to 16 | | | | 35 00 |
| 1¼ to 2 in. | " " " " | | | | 36 00 |
| 1 inch, | " Soft Elm, " | | | | 25 00 |
| 1¼ in and thicker, | " " " | | | | 26 00 |
| 4/4 | " " Hard Maple, " | | | | 24 00 |
| " | " " Basswood, " | | | | 25 00 |
| " | " " Birch, " | | | | 24 00 |
| " | " Black Ash, Com. and Shipping Cull, M.C.O. | | | | 14 00 |
| " | " Soft Elm, " | " " " | | | 12 00 |
| " | " Hard Maple, " | " " " | | | 14 00 |
| " | " Basswood, " | " " " | | | 12 00 |
| " | " Birch, " | " " | | | 14 00 |

## ALBANY, N.Y.

ALBANY, N.Y., July 26, 1899.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $51 | $53 | 1x12 inch shippers | $ | $16 |
| 2½ in | 50 | 52 | 4/4 inch " 13" & up | | 17 |
| 1 to 2 in | 45 | 48 | 4/4 Box boards, 6" and up | 13 | 14 |
| 4 inch uppers | | 54 | 10-in. dressing and better | 26 | 32 |
| Selects, 2½ in. up | | 44 | 10-in. common | 14 | 15 |
| 1 to 2 in | | 40 | 12-in. dressing and better | 25 | 34 |
| Fine common, 2½ in. and up | 39 | 42 | Common, 1x12 | 14 | 15 |
| 1 to 2 in | 36 | 38 | No. 1 barn, 1x12 | 21 | 23 |
| No. 1 cuts, 1 to 2 inch | 28 | 32 | 1x10 | 19 | 21 |
| No. 2 | 20 | 25 | 1x8 | 17 | 19 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 17 | 18 |
| No. 1 molding, 1 to 2 in | 30 | 36 | 1x10 | 16 | 17 |
| No. 2 molding, 1 to 2 in | 24 | 27 | 1x8 | | 15 |
| Stained saps | | 23 | Shaky clear, 1 to 6/4 in | 20 | 23 |
| Bracket plank | 30 | 35 | " " 2 inch | | 25 |
| Shelving boards, 12-in. up | 29 | 32 | Dressing | 16 | 18 |
| Dressing boards, narrow | 19 | 21 | Common | 13 | 15 |
| 1x10 inch shippers | | 15 | | | |

LATH.

| | | | |
|---|---|---|---|
| Pine | $2 00 | Spruce | $2 co |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $4 00 | $4 25 | Bound butts, 6 x 18 | $5 50 | 25 |
| Clear butts | 3 00 | 3 25 | Hemlock | | 15 |
| Smooth, 6 x 18 | 5 00 | 5 50 | Spruce | | 2 20 |

## BOSTON, MASS.

BOSTON, July 26, 1899.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $10 50 | 12 00 | Boxboards, 1 inch | $10 00 | $11 00 |
| Coarse No. 5 | 15 00 | 15 50 | ⅞ inch | 9 00 | 9 50 |
| Refuse | 12 00 | 13 00 | ¾ inch | 9 25 | 9 50 |
| Outs | | 9 00 | 11-16 inch | 9 00 | 9 50 |
| | | | ⅝ inch | 8 00 | 8 75 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in | $50 00 | @52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in | 58 00 | 62 00 | 1¼, 1½ and 2 in | 30 00 | 32 00 |
| Selects, 1 in | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in | 53 00 | 56 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in | 24 00 | 38 00 |
| Fine common, 1 in | 40 00 | 41 00 | Coffin boards | 18 00 | 20 00 |
| 1¼, 1½ and 2 in | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SPRUCE CLAPBOARDS.

| | | | |
|---|---|---|---|
| Extra 4 ft | $30 00 | 2nd Clears | $25 00 |
| Clears | 28 00 | | |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 2 00 | 2 15 |
| Cedar, extra | 3 00 | 3 10 | Extra No. 1 | 1 25 | 1 50 |
| Clear | 2 50 | 2 65 | | | |

LATH.

| | | | |
|---|---|---|---|
| Spruce | | By cargo | 1 80@ 1 90 |
| By car | 1 80@ 2 00 | | |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., July 26, 1899

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in | $51 00 | 52 00 | No. 3, 2 in | | 22 00 |
| 2½ and 3 in | 58 00 | 60 00 | Shelving, No. 1, 13 in. and up, 1 in | | 35 00 |
| 4 in | 62 00 | 65 00 | Dressing 1¼ in | | 30 00 |
| Selects, 1 in | 43 00 | 45 00 | 1¼x10 and 12 | 30 00 | 32 00 |
| 1¼ to 2 in | 45 00 | 46 00 | 1½ in | 29 00 | 30 00 |
| 2½ and 3 in | | 55 00 | 2 in | 29 00 | 34 00 |
| 4 in | | 60 00 | Mold st'ps, 1 to 2 in | 31 00 | 33 00 |
| Fine common, 1 in | 38 00 | 43 00 | Barn, No. 1, 12 in | 23 00 | 25 00 |
| 1¼ and 1½ in | | 39 00 | 6 8 and 10 in | 21 00 | 22 00 |
| 2 in | | 40 00 | No. 2, 10 in | 16 00 | 18 00 |
| 3 in | | 50 00 | No. 2, 12 in | 18 00 | 19 00 |
| 4 in | | 55 00 | No. 3, 10 in | | 15 00 |
| Cut'g up, No. 1, 1 in. | | 30 00 | No. 3, 12 in | | 15 50 |
| 1¼ to 2 in | 35 00 | 37 00 | Common, 1 in | 15 00 | 16 00 |
| No. 2, 1 in | | 18 00 | 1¼ and 1½ in | 17 00 | 18 00 |
| No. 2, 1¼, & 1½ in | | 26 00 | 2 in | 18 00 | 20 00 |
| No. 3, 1¼ & 1½ in | | 22 00 | | | |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 28 00 | 30 00 | 2½ to 4 in | 34 00 | 38 00 |
| 1¼ to 2 in | 31 00 | 33 00 | Strips | 20 00 | 22 00 |
| | | | Com. and culls | 12 00 | 14 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 25 00 | 26 00 | Com. & good culls | 12 00 | 14 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 28 00 | 30 00 | 1st & 2nd, white, 6" & up | 18 00 | 20 00 |
| | | | Com & good culls | 10 00 | 11 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 20 00 | 22 00 | 1st & 2d, soft, 8 in. & up, | 18 00 | 20 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 18 00 | 20 00 | 1st & 2d, soft, 6in. & up, | 18 00 | 20 00 |

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., July 26, 1899.

UPPERS AND SELECTS.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $48 00 | | Selects, 1 in., 8 in. and up wide | $43 00 | |
| 1¼, 1½ and 2 in | 48 00 | | 1¼, 1½ and 2 in | 43 00 | |
| 2½ and 3 in | 56 00 | | 2½ and 3 in | 51 00 | |
| 4 in | 59 00 | | 4 in | 54 00 | |

FINE COMMON.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 8 in. and up wide | 35 00 | | 2½ and 3 in., 8 in. and up wide | 46 00 | |
| 1¼ and 1½ in | 35 00 | | 4 in | 49 00 | |
| 2 in | 36 00 | | | | |

B FINE COMMON OR NO. 1 CUTTING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 7 in. and up wide | 26 00 | | 2½ and 3 in., 7 in. and up wide | 39 00 | |
| 1¼ and 1½ in | 31 00 | | 4 in | 40 00 | |
| 2 in | 32 00 | | | | |

STRIPS, A AND B (CLEAR AND SELECTS).

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 36 00 | | 1 in., 4, 5 and 7 in. wide | 35 00 | |
| 6 in. wide | 40 00 | | 6 in. wide | 40 00 | |

FINE COMMON OR C.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 in. wide | 30 00 | | 1¼ in., 4, 5 in. wide | 32 00 | |
| 1¼ in., 6 in. wide | 35 00 | | in., 6 in. wide | 34 00 | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 26 00 | | 1 in., 4, 5, 6 in. wide | 22 00 | |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 in | 18 00 | | 1¼ in., 4, 5 and 7 in | 20 00 | |
| 1 in., 6 in | 19 00 | | 1¼ in., 6 in | 21 00 | |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 14 00 | | 1¼ in., 4 to 7 inch | 15 00 | |
| 1 in., 6 inch | 15 00 | | No. 3 Fencing, 1 in., 6 inch | 14 00 | |

SHELVING.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 29 00 | | No. 2, 1 in., 7 and 8in. stocks | 23 00 | |
| 1 in., 10 in. and up wide | 30 00 | | 1 in., 10 in. stocks | 23 00 | |
| 1 in., 12 in. stocks | 33 00 | | 1 in., 12 in. stocks | 27 00 | |
| 1 in., 12 in. and up wide | 34 00 | | 1 in., 10 in. and up wide | 24 00 | |
| 1¼ in. 1½ and 2in., 8in. and up wide | 31 00 | | 1 in., 13 in. and up wide | 29 00 | |

BARN BOARDS OR STOCKS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 12 in | 22 00 | | No. 2, 9 in | 13 50 | |
| 10 in | 19 00 | | 8 and 7 in | 15 00 | |
| 9 in | 18 00 | | No. 3, 12 in | 14 00 | |
| 8 and 7 in | 18 00 | | 10 in | 12 00 | |
| No. 2, 12 in | 16 00 | | 9 in | 12 00 | |
| 10 in | 15 00 | | 8 in | 12 00 | |

SHIPPING CULLS OR BOX.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4 and 5 in. wide | $12 00 | | 1 in., 13 in. and up wide | $12 00 | |
| 1 in., 6 in. wide | 12 00 | | 1¼, 1½ and 2 in., 7 in. and up wide | 12 00 | |
| 1 in., 7 in. wide and up | 12 00 | | | | |

SHAKY CLEAR.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9in. wide | 22 00 | | 1 in., 10 in. and up wide | 23 00 | |
| 1 in., 6 in. wide | 22 00 | | 1¼, 1½ and 2 in., 8in. and up wide | 24 00 | |

COFFIN BOARDS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 13in. and up | 22 00 | | No. 1, mill culls | 10 50 | |
| No. 2 | 17 00 | | No. 2, or red horse | 7 50 | |

TIMBER, JOIST AND SCANTLING.

| | | | | | |
|---|---|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $ 9 50 | | Hemlock, 2x4 to 10, 12 to 16 feet | 8 00 | |
| 18 ft | 10 50 | | 2x12 | 8 50 | |
| 20 ft | 11 50 | | Add $1 to each additional 2ft. in length. | | |
| 22 and 24 ft | 12 50 | | | | |

SHINGLES, 18-IN.

| | | | | | |
|---|---|---|---|---|---|
| Country brands, XXXX | 3 00 | | Standard brands, river made, XXXX | 3 25 | |
| Clear Butts | 2 00 | | Clear Butts | 2 25 | |

WHITE PINE LATH.

| | | | | | |
|---|---|---|---|---|---|
| No. 1 | 2 00 | | No. 2 | 1 50 | |
| | | | Hemlock | 1 25 | |

# PRICES OF COOPERAGE STOCK.

| | F.o.b. cars at Sutherland Innes Mills | F.o.b. Steinhoff & Gordon's Mills. |
|---|---|---|
| No. 1 28½ inch jointed elm staves, per net 1,000 | $5 50 | $5 00 |
| No. 1 30 " " " " " | 5 50 | 5 00 |
| No. 1 32 " " " " " | 5 75 | 5 50 |
| No. 1 24 " " " " " | 4 00 | 4 00 |
| No. 2 28½ " " " " " | 3 50 | 3 50 |
| No. 2 30 " " " " " | 3 50 | 3 50 |
| No. 2 32 " " " " " | 4 00 | 3 75 |
| No 2 24 " " " " " | 2 00 | 2 00 |
| No. 1 14 in. to 14¾ in. kiln dried basswood heading, per set | 3½ | 3 |
| No. 1 15 " 16 " " " " | 3½ | 3¼ |
| No. 1 17⅞ " " " " | 3¾ | 3¾ |
| No. 1 18 " 18¾ " " " " | 4¼ | 4½ |
| No. 1 19⅜ " " " " | 4¾ | 4¾ |
| No. 1 19½ " " " " | 5 | 5 |
| Mill run heading ½ ct. per set less, No. 2 heading 1ct. per set less. | | |
| No. 1 5½ ft. patent coiled elm hoops, per net 1,000 | 5 75 | 5 40 |
| No. 1 6 " " " " " | 6 00 | 5 75 |
| No. 1 6½ " " " " " | 6 25 | 5 90 |
| No. 2 hoops about 50 cts. per thousand less. | | |
| No. 1 28½ in. jointed white ash staves, per net 1,000 | 6 50 | 00 |
| No. 2 28½ " " " " " | 3 50 | 0 |
| 34 in. to 35 in. elm syrup bbl. staves | 18 00 | 20 00 |
| No. 1 30 inch half syrup barrel staves | 16 00 | 16 00 |

(Add $2.00 per thousand more.)

## LOCATION OF HEADS IN PLANERS AND MOLDERS.

By W. E. S.

If one hundred men were to design one hundred planers, I dare say not two of them would be just alike in all their details. Nor is it desirable that they should be; on the contrary, there should be a difference, taking in consideration the kind of wood and the kind of work they are expected to do. But there are certain principles and details that, to my way of thinking, should be alike on all planers. We will talk a little about the bottom head on a planer or heavy molder.

Glancing over the catalogues of the different manufacturers, we find the bottom head placed in the following positions: (a) Between the first two pairs of feeding-in rolls; (b) after the first two pairs of feeding-in rolls and before the top head; (c) after the top head and before the side cutter heads; (d) after the side cutter heads and before the feeding-out rolls; (e) after the feeding-out rolls or the end of the machine.

Now, from this list there is apparently, among the manufacturers of planers, a difference of opinion as to the proper position of the bottom cutter head. And why? Surely not all of them are right; one of the five ways must be the best way. It can't be that for planing pine the head should be at one end, and for planing mahogany at the other end of the machine. Just because it was first placed at the feeding-out end of planing machines built in this country should be no reason that we should continue to place it there, when by breaking away from custom we can do better work.

The argument advanced is old, but still as good as new. If a person had a board to plane up by hand, he would straighten it, take it out of wind, and then thickness it. If he did it any other way you would kick him out of the mill. At the same time you have in another part of the mill a machine that thicknesses your lumber before it is faced off.

It is a well-known fact that you cannot thickness lumber with the bottom head on a planer, and yet it is expected to do it where the said head does its cutting after the top head. If you will watch a kinked or warped board passing under the top head you will see that the board does not lay down on the platen in spots, and as it passes to the bottom head the thin places in the board will have a tendency to drop down from the pressure bar and are planed still thinner. Try your calipers on such a board and see for yourself.

In the last few years some of the prominent manufacturers have placed on the market planers with the bottom head just after the top head and before the side head spindles. I do not know why they made this change, unless the idea was to bring the top and bottom heads together as closely as possible. One of the manufacturers has the head, platen and rolls connected and arranged so that they may be raised or lowered for taking a light or heavy cut while the machine is in operation. Imagine a board to be passing through a machine of that kind, and you raise or lower the platen. Don't you see that you will have thick and thin places in your board at distances apart corresponding with the distance between the top and bottom heads, or nearly so?

After an extended experience with planers and heavy molders with bottom head cutting first and last, and with two bottom heads and two top heads, the writer has come to the conclusion that the proper place for the bottom head is just before the top head; also, on molding machines and on planers for certain kinds of work, it is necessary to have a second bottom head at the tail end.

For illustration, we run quantities of oak stepping out of five-quarter stock, plowed on both sides, to receive the risers and molded on one edge. The stock will run from one and three-sixteenth inches to one and one-half inches, kinked and warped so much that it is sometimes necessary to take off a quarter or more one side to clean it up. With such stock in view, and running face side down, don't you see the advantage of having the bottom head placed in front of the top head, and arranged to raise and lower while at work? If necessary, you can take off one-sixteenth inch on one board, a quarter inch on another, or an eighth inch on a dozen boards, thus varying the amount to be taken off to conform to the condition of the lumber. As the board passes on to the top head to be thicknessed, it will lay down and touch the platen at all points, allowing the top head to do its work smoothly and bring it to a positive thickness. If an extra smooth finish is desired, the second bottom head comes into play.

I prefer, when the greater part of the face of the pattern to be worked is a plane surface, to work the face side down, as in stepping, for instance. Often a board is thin in places and doesn't dress up, and had we been running face side up it would have been thrown out. The bottom side of a step will admit of a little roughness. And so in flooring; if we run the face side down a number of boards will be thick enough which otherwise would have been cast aside.

Nor is this all. We may have a thick board with a knot on one side. If we run the face side up we are not cutting enough off to cut the knot out, and if we run the other side up we will cut into the knot. A notable example of this class of lumber is North Carolina sap pine.

Were I to build my model flooring machine, I would have two bottom heads, one just before the top head and one at the tail end of the machine. I would have the first bottom head to raise and lower by a screw at the feeding-in end of the machine, convenient for the operator, and with a gauge to indicate the exact amount taken off at all times. I would run my flooring face side down, and hollow out the back side, even on the soft woods.

But, hark! I hear some one say: "You are putting too much work on your flooring. We don't get paid for that work." But I say to you fellows who are "hogging" out the work, while it may take me a little longer to keep my machine in order, I am doing better work than you are. I get a little more per thousand than you do, and my customers like my flooring. I can get more out of a board by taking a light cut off the best side for the face and leaving the excess come off the back side.

I have not originated this idea; it is an old one, followed in European countries as long as planers have been built, from all I can learn. If you were to attempt to sell an Englishman an American planer with bottom head cutting last he would laugh at you. Don't infer that I think an English planer superior to an American planer for general planing. I am speaking of the location of the heads.

Some few American manufacturers have been building planers with bottom heads cutting first, but why they do not take I cannot understand. I can recollect the first one I saw. I did not like the looks of it, but it was not long until I found out its advantages.

Admitting that the proper position for the bottom head is just before the top head, we must also admit that the inside cutter head, or the one next the guide, should cut first on a molding machine, and for the same reasons. I have yet to talk with the man, experienced in this matter, who says that a bottom head cutting first is not a good thing.—Wood-Worker.

## REQUISITES OF THE SUCCESSFUL FOREMAN.

The first requisite of the successful foreman is absolute and unimpeachable honesty. I do not like to hear a foreman tell his men certain things and then warn them not to tell the "old man." I have not time to mention all the undignified subterfuges to which some foremen resort by which to ingratiate themselves with their men, but will simply say abandon this line of tactics altogether and apply yourself to mastering all the details of the line of work it is your duty to direct.

Men very soon learn all your weaknesses and you may rest assured that they will not be slow to direct them to their own ease and advantage. Laboring men do not respect a foreman who does not understand his business, and the control of your men is greatly impaired by any weakness in this direction. The entire respect of your men is a very important adjunct to the successful and profitable accomplishment of your work, and to secure and retain it you must be honest. Men don't respect a dishonest foreman, even when the trait is exercised in their favor.

We will assume, of course, that the question of ability has been settled by your appointment to the position. Now let me enjoin the importance of dignity; but do not confound dignity with arrogance. A great many people imagine themselves dignified, when the truth is they are afflicted with a decided case of arrogance, or, in plainer words, the "big head." You do not have to be haughty and overbearing to be dignified; in fact, you can laugh and joke and be the very embodiment of good humor, and still be dignified. But true dignity will not permit undue familiarity, nor stooping to the recital of obscene stories; neither will it permit you to disparage your men in their absence.

Do not tell one man about the shortcomings of another; tell the man himself in a plain dignified way, and never under any consideration allow the idea to get into your head that your position is a "soft thing" or a "snap." If you have any such idea, dispel it at once, for you are surely neglecting your duty. I have just looked away out in retrospection over an immense industrial field for the place that is faithfully administered that can be called a "snap." Well, I couldn't find it. I don't think there is any such place; you can always find something profitable at which to busy yourself if you will try.

It is not very long ago that a foreman told me that he could do much better work if he was

paid better wages. This is one of the points I want to call your attention to. You must be satisfied with your wages until you fully prove your ability to earn more. If you expect to get one hundred dollars per month next year, you must earn it this year. The man who neglects his work because he considers his wages inadequate cannot reasonably expect to receive any better wages, and he cannot be a very desirable man at any price.

How is your employer to know you are worth more wages unless you demonstrate your ability by actually earning it? You will say that this is not fair. I agree with you; it is not fair, yet it is reasonable. This looks like an inconsistent proposition, but it's not. You certainly should have full remuneration for your services, and on the other hand you should not expect promotion until you have earned it; and you must be careful and not overestimate yourself. It sometimes occurs that a foreman considers himself overworked and underpaid, and gives up his position with the impression that he has been ill treated. A man from the ranks steps in, systematizes the work and does all that the disgruntled man did and more, and then thinks the task easy. The other fellow overrated himself; he was not able to do the work, and his excessive estimate of his worth blinded him to the fact.

You cannot place too high an estimate on the value of system. If you neglect to systematize your work, you will be obliged to deal with emergencies continuously. Your haphazard methods will wear you out and make heavy inroads on your employer's dividends. And this is another point you should hold in view—the "dividends." And do not get in the habit of letting things "pull through." If there is anything going wrong, check it at once. Don't get in the habit of waiting for things to adjust themselves, because they just won't adjust, not by a jugful; they are sure to get worse all the time.

When you have a man that cannot bear correction when he is not doing right, dissolve partnership with him at once, aasuming, of course, that the correction has not been given in the form of abuse. And do not forget that success is the reward of eternal vigilance and application.—D. H. Bloomer, in St. Louis Lumberman.

## SOME POINTS IN MILL MANAGEMENT.

THERE are some points in regard to the management of a lumber manufacturing business that are so evident that it seems unnecessary to call attention to them, and yet they are among the points which most frequently are ignored. Of more importance than the most modern machinery, of more importance than the arrangement of a mill, is the personnel engaged. In the saw mill there are three critical positions upon the proper filling of which largely depends the success of a saw mill management. These positions are those of sawyer, edger and trimmer. They are important for three reasons:

First, the importance of the work these men have to do in fixing the quality of the output of the mill. The sawyer is most important in every particular, for in the matter of quality he has the primary influence, as he handles the logs. The edger man can lose from 25 cents to $1 a thousand on the quality of all the lumber that passes through the edger if he be careless or ignorant. The man in charge of the trimmer can raise or lower the grade and the selling value of the stock in a marked degree.

Secondly, upon these men depend very largely the volume of the product, though most of all upon the sawyer. The lumber he cuts the rest must take care of, and a fast and yet careful sawyer can often increase the capacity of a single band or circular mill 25 per cent. above a man who is not first-class. In mills where there is no esprit de corps, where the ordinary hands about the establishment are intent on seeing how little they can do for their wages, the sawyer of the first class is thoroughly hated, for there is no getting away from the work he throws upon them. The lumber comes through and must be disposed of somehow, and the only way to dispose of it is to put it through the regular process. Yet this does not affect quality provided the edger and trimmer men are of efficiency in proportion to the sawyer.

The third reason why these men are of especial importance is that, locating the sawyer and trimmer at either end and the edger man at the centre of the mill, they form, if they are of the right sort and interested in the work they are doing, a sort of perpetually present set of deputy foremen. Nothing that is going on in the mill in relation to the running of the machinery, or the way it is handled, or the work of the other hands can escape them. In giving these men a pre-eminent place, we do not at all minimize the importance of the filer or the inspector. The former may command as high wages as the sawyer, but his work is that of the expert, done in seclusion, and beyond the furnishing of properly fitted saws he has no influence.

Many a mill fails to be satisfactory to its proprietors, simply because of a penny wise and pound foolish policy in the selection and handling of those principal men in a mill. An ordinary modern mill can better afford to pay $10 a day to either sawyer or edger man than to have a poor one. The foreman of a mill can have no more valuable assistants than these if they are efficient and well disposed toward him and the proprietors.

This question of good will is one that is not often given due consideration. A thoroughly well posted mill man said recently: "I would not have in my employ as superintendent or foreman of any department a man who was not on good terms with all the other foremen, or at any rate with those with whom he comes in contact. The woods foreman aud the mills foreman must be friends; the yard foreman and the planing mill foreman must each be in touch with the mill foreman, and the man in charge of the shipping must not be at outs with the head of any other department. I should expect them to form a sort of cabinet in my interest, always prompt to consult each other about any improvements to be made or defects to be remedied. If I had a foreman in my employ who would come to me with any complaint about any other department without first having gone to the head of that department in a friendly way I would 'fire' him instanter. If the yard foreman sees that stuff is coming out of the mill unevenly sawed, he will at once call the mill foreman's attention to it, provided the feeling between them is what it ought to be and I am to make money, and it will not be necessary for him to come to me with a thing like that; and so on through all the departments of the mill.

"Then, again, I believe in paying my men just a little more than anyone else in the neighborhood does. I know that this policy cannot be followed universally, for if all of us were trying to pay our men more than anyone else we would soon bury ourselves under expense, but there is no danger that men will be overpaid, and I believe that from the foreman down to the common laborer this policy is a money-making one. I need not pay my laborer more than four or five cents more than does my neighbor, but if I do that he appreciates the fact, and I get many times the extra expense out of him in the form of faithful work, and, besides that, have the pick of the men in the surrounding country."

These are ideas which are to be commended to the attention of many lumber manufacturers. There is a disposition to magnify the value of machinery and to underestimate the value of brains; while the fact is that the more costly and intricate the machinery, the higher the class of brains to control it and get from it the best results.—American Lumberman.

## LEGAL DECISION OF INTEREST TO LUMBERMEN.

AN important judgment was rendered at Quebec on June 30th by Judge Caron, in the case of John Livingstone, of Montreal, against Frank Ross, of Quebec. The plaintiff contended that he had an option from Mr. Ross upon all the Ross property, including mills, limits, etc., in Buckingham and elsewhere in the county of Ottawa, and that when he proffered the amount in payment therefor, Mr. Ross repudiated his written agreement. Hence the action which was to compel Ross to carry out the contract or to forfeit $500,000. The defendant denied certain allegations of the plaintiff's declaration, and further stated that prior to August, 1897, the plaintiff requested him to employ him as a broker for the sale of defendant's mills and limits in Buckingham; that the plaintiff was in communication with Messrs. Kenneth, Blackwell and Wilson, of Thos. Robertson & Co., of Montreal, and Mr. Wilson's father, a member of the Imperial House of Commons, all three reputed to be very wealthy, and desirous, according to plaintiff, to purchase property for the manufacture of pulp and paper. His letter giving the option to plaintiff was, he alleges, intended to be only an authority to the plaintiff to negotiate the sale of the Buckingham property to the above named parties and to no others, and it was never contemplated that it should be an option in favor of the plaintiff personally. Judgment was given for plaintiff. The case will be appealed.

## CANADA'S COMMERCIAL AGENTS.

FOLLOWING is the correct official list of Canada's Commercial Agents in Great Britain, British possessions and foreign countries:

J. S. Larke, Sydney, N.S.W., agent for Australasia.

G. Eustace Burke, Kingston, Jamaica, agent for Jamaica.

Robert Bryson, St. John, Antigua, agent for Antigua, Montserrat and Dominica.

S. L. Horsford, St. Kitts, agent for St. Kitts, Nevis and Virgin Islands.

Edgar Tripp, Port of Spain, Trinidad, agent for Trinidad and Tobago.

C. E. Sontum, Christiania, Norway, agent for Sweden and Denmark.

D. M. Rennie, Buenos Ayres, Argentine Republic, agent for Argentine Republic and Uruguay.

In addition to their other duties, the undermentioned will answer inquiries relative to trade matters, and their services are available in furthering the interests of Canadian traders:

J. G. Colmer, 17 Victoria street, London, S.W., England.

Thomas Moffat, 16 Church street, Cape Town, South Africa.

G. H. Mitchell, 15 Water street, Liverpool, England.

H. M. Murray, 40 St. Enoch Square, Glasgow, Scotland.

Harrison Watson, Curator, Imperial Institute, London, England.

# THE NEWS.

—Mr. Wm. Jennings is considering the building of a sash and door factory and planing mill at Fenwick, Ont.

—Mr. Jud. Saunders made a record cut of shingles at Longford Mills recently, cutting 70,600 in ten and three-quarter hours.

—Mr. Shields has submitted to the council of Kamloops, B.C., a proposition to establish a saw mill and sash and door factory there.

—Mr. H. G. Marsh, lumber merchant, of Tonawanda, will probably establish a mill at Welland, Ont., for the manufacture of staves and bolts.

—Messrs. G. Neibergall & Son have taken over O. R. Taylor's mill at Camp Palmer, giving in exchange fifty acres of land in Colchester South.

—It is understood that Mr. D. H. McDowall intends again starting his saw mill at Prince Albert, N.W.T. This mill gives employment to about fifty men.

—The National Hardwood Lumber Association, which assembled in Milwaukee last month, passed a resolution opposing the granting of reciprocity with Canada.

—Love & Drake, lumber merchants, of Red Deer, N.W.T., have dissolved partnership, Mr. Love continuing the business and Mr. Drake removing to British Columbia.

—Messrs. A. H. Edwards and H. N. Williams have formed a partnership as lumber dealers at Carleton Place, Ont., under the firm name of Williams, Edwards & Co.

—Messrs. Winnacott & Irons have rebuilt the planing mill at Burks Falls, Ont., owned by Mr. Duncan McCaffery, and which was almost totally destroyed by fire recently.

—The Rat Portage Lumber Co. has opened a yard at Brandon, with a view to supplying the western trade from that point. Mr. J. D. Kennedy will have charge of this branch.

—The directors of the Central Canada Fair, Ottawa, purpose making the log rolling contest a special feature of this year's exhibition. Contests will be held each day on the lake at the grounds.

—Mr. Walter Shanley, C.E., of Montreal, is making a government survey of the route of the proposed Ottawa and Georgian Bay ship canal, of which Mr. McLeod Stewart, of Ottawa, is the promoter.

—The body of the late C. W. Robertson, bookkeeper for Thomson Smith's Sons, Cheboygan, Mich., was found last month in a lake about ten miles from Webbwood, Ont. He had been missing since December last.

—The Rat Portage Lumber Co. have had plans prepared for a new warehouse to be built in Winnipeg. This warehoure will be 50 × 125 feet, of brick and stone, three stories and basement, and will cost about $13,000.

—The law-suit of Alexander Fraser vs. the Hull Lumber Co., in which the Table Rock property at Hull was interested, has been settled out of court by the Hull Lumber Co. paying the costs since the institution of the action. These amount to about $12,000.

—Andrew Haslam, of Nanaimo, B. C., has a novelty in the way of a dry kiln. The walls are made of sawdust and lime in the proportion of four parts sawdust to one part lime. The walls are six inches thick. Mr. Haslam thinks he has the best kiln on the coast.

—The Royal City Mills, New Westminster, B.C., has received an order from Australia for a sample shipment of ten thousand boxes suitable for shipping canned goods to Europe. This business is no doubt the result of the establishment by the company of an agency in Australia.

—Mrs. M. L. Rochon, of Rockland, is said to have issued a writ against the W. C. Edwards Lumber Co. for $5,000 damages for the death of her husband, who was killed by an accident in connection with the erection of a sawdust burner. The usual claim of negligence is made.

—The Conger Lumber Co.'s mill at Parry Sound, Ont., which has been closed down for the past year or two, is in operation this season, having been refitted and put in first-class shape. The company have a good supply of logs on hand, and expect to run steadily until the end of the season.

—Messrs. Geo. Perley, Fred Avery, Chas. E. Reid and Walter White, of Ottawa, have purchased the mill of the Ottawa Lumber Co. at Calumet, Que., together with an area of 640 square miles of spruce limits. It is the purpose of the purchasers to erect a large pulp mill at an early date.

—Mr. Geo. A. White, agent for the Peoples Bank of Halifax at Woodstock, N.B., is inviting tenders for the purchase of timber lands in Aroostook county, Maine, containing 8,200 acres, also saw mill, planing mill and shingle mill property at Woodstock, N. B. Tenders close on Tuesday, August 15th.

—It is reported that the J. A. Fay & Egan Company, of Cincinnati, Ohio, have been given a contract by Millar & McCromby, of Montrose, Scotland, for a large quantity of saw and planing mill machinery for installing in a proposed saw mill near Quebec. It is said that this mill will probably be the largest in Canada.

—Mr. Thomas Southworth, Clerk of the Ontario Bureau of Forestry, and Mr. Aubrey White, Deputy Commissioner of Crown Lands, have in preparation a history of the crown timber regulations both during the French regime and in the period which has since elapsed. The work will appear as an appendix to Mr. Southworth's forthcoming forestry report.

—An interesting decision is shortly expected in the case of the Dominion Bung Co. vs. the Queen City Bung Co., both of Toronto. A board of arbitrators was asked to decide the question of priority of invention between these companies upon a new machine for cutting bungs for barrels, etc., an industry about to be established in Toronto, and which is believed to be the first of the kind in Canada.

—The Ymir Sawmill Co., of Ymir, B.C., have completed a novel tramway running from the mill to a timber limit which the company recently purchased from the Great Northern Railway Co. The tramway is two miles in length, and trees with the bark peeled off are used for rails. These are firmly bolted together, and upon them runs a car with large grooved wheels some ten inches thick. This car is capable of taking to the mill between two and three thousand feet of logs.

—In the Dominion parliament Mr. Clarke Wallace called the attention of the Minister of Marine to the fact that the Ottawa river was full of sawdust, notwithstanding that there was a law on the statute books to prevent the dumping of mill refuse in such waters. Sir Louis Davies replied that any person who deposited sawdust in the river was liable to the penalty of the law. He pointed out, however, that experiments were being made with a view to utilizing the sawdust, and the result so far had been most satisfactory.

—Mr. Thomas Southworth, of the Ontario Forestry Department, has received from a Canadian proprietary medicine company an enquiry as to the possibility of obtaining tamarac gum in Ontario. Mr. Southworth states that in the highlands of New Ontario, north of the height of land, the tree grows everywhere, but throughout the older part of the province it is found only in swampy places. He suggests that residents in the neighborhood of tamarac swamps might find it profitable to gather the gum.

—As a result of the visit of Hon. J. M. Gibson, Ontario Commissioner of Crown Lands, to the Lake Temagamingue district, a forest reserve is likely to be established in that district. All round the shores of the lake there is a dense growth of white pine greatly in excess of what was believed to exist, and it is understood that the Commissioner will take steps to create it into a forest reserve. As the district is likely to be visited by many tourists, it is necessary that precautions against devastating forest fires should be taken.

—Mr. W. C. Edwards, M.P., president of the W. C. Edwards Lumber Co., recently entertained in shanty style about two hundred guests, including senators, members of parliament and newspaper men. Taking the steamer at Ottawa, the party sailed to Rockland, where, in a large marque erected in front of Mr. Edward's residence, a real shanty dinner was served. After this the demonstrations of life in a lumber camp were carried out. A shanty had been erected at the rear of the grounds, built of red pine logs, with roof of "scoops" and wooden chimney, and in the centre of the floor there was a real "caboose," whereon the wholesome fare of the shanty crew was cooked. The men, called out by a foreman, cut down a couple of pine trees, trimmed and sawed them into logs, skidded them onto the rollways, and loaded them onto sleds. The drive was next illustrated, and finally the booming of the logs at the mill to be cut into lumber.

## CASUALTIES.

—Frederick Dobson, shingle sawyer in Alexander's mill at Campbellton, N.B., had his right hand cut off by coming in contact with the saw.

—In Macdonald's saw mill at Montague, N.S., Thomas Hume was drawn under the saw of a shingle machine, receiving such injuries that he died in a short time.

—Frank Jones, working in a saw mill at Odessa, Ont., fell across a circular saw while it was in motion. The right arm was severed above the elbow, and his forehead cut.

## PERSONAL.

Mr. Richard R. Dobell, of Dobell, Beckett & Co., timber merchants, Quebec, sailed for England on June 15th.

The death took place recently of Mr. Frederick W. Taylor, senior member of the firm of Taylor & Crate, lumber dealers, Buffalo.

Mr. G. F. Stevenson, Dominion Crown Timber Agent at Winnipeg, has gone to the Yukon district on important departmental business.

The sympathy of friends is being extended to Mr. Geo. W. Nickels, of the hardwood firm of Regan & Nickels, Toronto, upon the death of his wife, which occurred on July 11th.

Mr. Arthur H. Campbell, who is engaged in the lumber business in New York city, recently spent his vacation with his parents, Mr. and Mrs. Paul Campbell, of Lorne Park.

Mr. John Durkin, an official in the woods and forests branch of the Ontario Crown Lands Department, died in the General Hospital at Toronto last month. Deceased was an expert in the subject of forestry, and was fifty-seven years of age.

Mr. Fred Dyke, representative in New Brunswick for Thomas B. Neale & Co., timber agents and importers, Liverpool, Eng., has taken an office in Winslow's Law Chambers, Water street, Chatham, N.B. Mr. Dyke is favorably known on the Miramichi.

Mr. L. H. Swan, of the Swan-Donogh Lumber Co., Morth Tonawanda, N.Y., sailed from New York on June 24th, per steamer Umbria, for England. It is Mr. Swan's intention to combine business with pleasure, and to spend a month or six weeks on the European continent.

Mr. J. M. Macoun, of the Geological Survey, Ottawa, has been commissioned by the Dominion government to prepare a Canadian forestry exhibit for the Paris Exposition in 1900. Mr. Macoun is already arranging for a complete collection of native woods, and hopes to prepare an exhibit which will surpass anything yet accomplished.

## TRADE NOTES.

Messrs. Duncan & McLellan, of Campbellton, N. B., recently sold one of their double edgers to Geo. Moffatt, of Dalhousie.

Messrs. Shurly & Dietrich, the well known saw manufacturers of Galt, Ont., are erecting a new bedstead factory, with the intention of concentrating all their works at Galt.

Mr. D. K. McLaren, of Montreal, has opened an office at 69 Bay street, Toronto, where he will keep on hand an assorted stock of the leading sizes in leather belting. He has lately introduced an excellent method of stretching the leather, and manufacturing, as he does, solely from imported English oak tanned stock, with the utmost carefulness, he guarantees entire satisfaction to users of the "genuine oak belting." Mr. J. T. Craig, late of Craig & McArthur, is in charge of the Toronto office.

Robt. Bell, jr., of the Hensall Engine & Machine Works, has just completed a large brick machine for making bricks from sand and cement. This is a want long felt in localities where brick clay is not to be found. These bricks are said to be much superior to clay bricks in every way, have a better appearance, and can be made almost as cheaply as the clay bricks. The machine has just been tested, and is being shipped to Vancouver, B.C. Mr. Bell is also doing a large trade in saw mill machinery, engines, boilers, etc.

# WOOD PULP DEPARTMENT

## FREIGHT ON PULP WOOD.

A new factor has appeared in the export tax controversy between the governments of the United States and the Dominion of Canada, says the Paper Mill. This new and very important factor is the matter of railroad freight charges. Rather than bring his pulp from Canada to his mill in the United States, the American manufacturer will take his mill to the pulp fields. This plan is well stated by the editor of the Canadian Trade Review, who says in a recent issue of his journal: "It is now believed that the desire to avoid the heavy rail charges upon pulp wood to the mills will soon do as much in forcing American pulp and paper mills across our border as an export tax. All those American mills depending on railway transportation for their supply of Canadian pulp wood will soon be induced by considerations of economy to bring their mills to Canadian limits. It is generally understood that the railway companies threw their influence against the agitation for an export duty, as they say it would kill their remunerative pulp wood traffic. Their own high rates may have the same effect. The great necessity nowadays is to lessen the cost of production, and we can trust to that necessity to bring mills to the fine spruce limits of this country. Legislation for the purpose will be unnecessary. Not only will pulp mills gravitate toward the limits, but also paper mills will develop from these, and all under the operation of the same cause, namely, the desire to eliminate as much as possible of the railways' heavy charges."

## USES FOR PULP.

Wood pulp has been used as a substitute for iron steel, wood, stone, glass, ivory and innumerable kinds of animal and vegetable fibre. As a material for car wheels the manufacturers have found it superior to any kind of metal, being about three times as durable as steel and much more elastic. It has been found available as a material for paving bricks, drain tiling and conduits for electric cables. For ivory, which is becoming scarcer every day, cellulose is the best substitute that has yet been found. When properly treated, it is practically proof against heat and moisture, hence it has been found superior to timber as a material for telegraph poles and screws. Cannon, too, and bicycles are made out of wood pulp in Germany and Chicago respectively, while a Frenchman has succeeded in producing a thread from the same substance which he declares can be worked up into all sorts of fabrics. A Vienna inventor declares that his wood pulp leather is superior to animal leather in fineness and durability. Among the other articles made of wood pulp are boats, canoes, cuspidors, pails, flowerpots, tables, chairs, bureaus, barrels, wagons, horseshoes and imitation porcelain ware. The manufacture of silk from wood pulp is now said to be an important industry in England and France.—Popular Science.

## PULP NOTES.

The Cushing Sulphite Fibre Co. have invited tenders for the erection of their pulp mill at St. John, N. B. Mr. Geo. S. Cushing is local manager.

Mr. Wagon, manager of the Dominion Pulp Company at Chatham, N. B., states that the capacity of the mill is being increased from 90 to 120 tons per week.

Mr. John Mather, of Ottawa, has still under consideration the establishment of pulp and paper mills at Keewatin. The proposed output is 100 tons daily.

Mr. T. G. McMullen, M. P. P., of Truro, N. S., has commenced work on the foundation of his new pulp mill to be built on the Salmon river, in New Brunswick.

The first cargoes of cedar for pulp were received at the Behring Paper Mills, Erie, Pa., on July 3rd. The wood was brought from Canada and cost $4.00 per cord.

Labrador is likely to possess a new pulp mill in the near future, Messrs. H. J. Crowe, M. Currie and W. R. Calder, of Bridgetown, N. S., being the promoters.

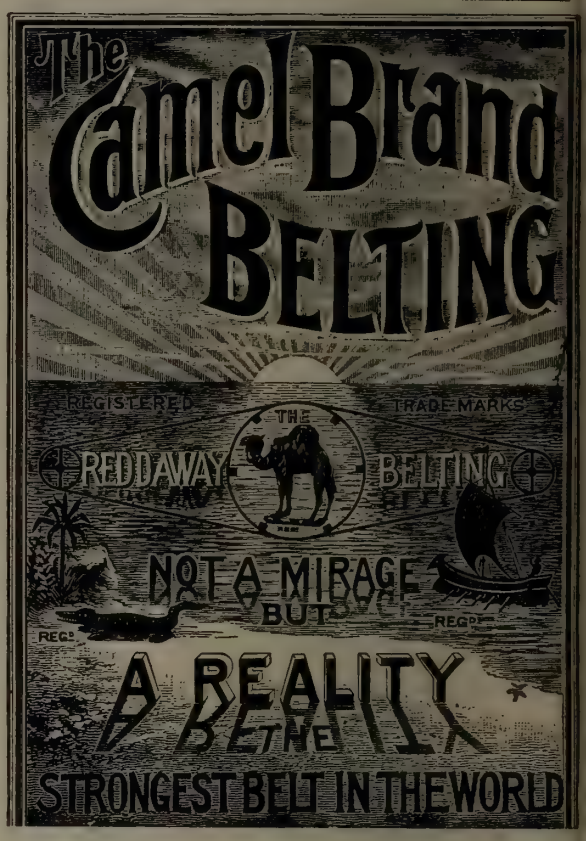
The pulp and paper mills at Port Rouge, about 40 miles west of Quebec, on the north shore of the St. Lawrence, have been sold to Mr. Goff Penny, of Montreal.

About sixty paper makers and wood pulp merchants of Great Britain left last month for Norway and Sweden, at the invitation of the Scandinavian Wood Pulp and Paper Makers' Association.

The St. John Sulphite Fibre Co. have their mill at Mispec in operation, and are turning out between 25 and 30 tons of pulp per day, which will be shipped to London, Eng. The mill gives employment to 120 hands.

The exportation of wood pulp from the United States is on the increase. Nearly twice as much was exported during May as during the previous similar month, while the period of nine months just ended shows an increase of about 25 per cent. over the preceeding period.—The Paper Mill.

Mr. C. LeBaron Miles, C. E., has recently been making surveys in connection with proposed pulp and paper mills to be established at the Narrows of the Tobique River,


None Other Genuine
W. A. Fleming & Co. 57 St. Francois-Xavier Street MONTREAL
.. SOLE AGENTS ..

J. D. SHIER
MANUFACTURER OF
Lumber, Lath & Shingles
BRACEBRIDGE, ONT.

TELEPHONES
Send for our Illustrated Catalogue and Price List of
"UNIQUE" TELEPHONES
For Main Line and Warehouse Use.
Only Telephone made that does not get out of adjustment. Satisfaction guaranteed.
Sold outright at low prices. No exorbitant royalties.
SOLE MANUFACTURERS
JOHN STARR, SON & CO., LIMITED
P. O. Box 448, HALIFAX, N. S.

GEO. T. HOUSTON & CO. CHICAGO, ILLS. HOUSTON BROS. CAIRO, ILLS. HOUSTON BROS. BIGBEE, MISS. HOUSTON BROS. COLUMBUS, MISS.
EXTRAORDINARY
We are cleaning up numerous yards in connection with our Mills in the South, to make room for next year's new cut.
Stock consists of all grades and thicknesses Hardwood Lumber, Yellow Pine and Cypress, including a big surplus of No. 1 and No. 2 Common Yellow Pine, Select and Common Cypress. All of the above a year and over dry.
If you are in the market for any kind of Hardwood Lumber, Yellow Pine or Cypress, or expect to be in the future, send us your enquiries. The stock has to be moved, and if we can pick your orders out of any of the lots referred to, we will quote you prices to save additional handling expenses.
Address all Correspondence to our Main Office:
Cable Address, "HOUSTON."
Lumberman's and A.B.C. Codes.
GEO. T. HOUSTON & CO.
CHICAGO, ILLS., U.S.A.

at Andover, N. B. Mr. A. H. Hillyard, of St. John, is the promoter, and Mr. Grover, of Oregon, Maine, is acting as hydraulic engineer.

The London correspondent of the Paper Mill, writing under date of July 1, states that recent arrivals of mechanical wood pulp at British ports included several hundred tons from Newfoundland. According to the customs declarations, the value of 2,100 tons to hand in one week was £3,540—certainly an under valuation.

A recent fire in the works of the Laurentide Pulp Company at Grand Mere, Que., destroyed the chip conveyor, acid and water tanks, building and equipment, sulphur house, sulphur fume cooler house, and acid tower. The loss is about $50,000, partially covered by insurance. The works will start up again about the end of August, when 75 tons of sulphite per day will be manufactured.

Speaking of the proposed pulp mills at Grand Falls, N. B., Senator Proctor, of Vermont, one of the promoters, said that surveys had been made and that prominent engineers in Montreal were at work on plans of mills, dams, canals, etc. The larger mills will be situated at the Falls, but it is the intention of the promoters to construct a smaller mill at the confluence of the St. John river.

Incorporation has been granted to the Trent River Paper Mill Company with head office at Frankford, Ont., and a capital stock of $50,000. The provisional directors are J. S. Lovell, Wm. Bain and E. W. McNeill, of Toronto. The company have purchased the Sills Bros'. water privileges on the Trent river near Frankford, and are engaged in deepening the river, constructing a dam and building a new paper mill.

American wood pulp is to be represented at the Paris Exposition. Mr. Tartleton Bean, director of the Department of Forestry and Fisheries for the United States, says the exhibit in his department will be remarkable for many reasons. There will be no display of natural specimens in the forestry division, but in lieu thereof there will be exhibits of finished lumber which have special uses. In this connection articles manufactured from wood pulp will have much prominence.

Referring to the undertaking of the Occidental Syndicate of London, Eng., at Sturgeon Falls, Ont., a correspondent writes that a large pulp mill has been built and is now in operation, and that daily shipments of large quantities of pulp are being made. Preparations are under way for the erection of paper mills, the intention being to manufacture completely the raw material in the near future. When their plans are fully carried out, the company will have expended nearly $1,000,000.

The charter incorporating the British America Pulp & Paper Co. sets forth that its objects are to acquire and develop timber limits, water powers and mill privileges, and to establish and operate pulp and paper mills, principally at the falls of the Peribonka, Mistassini, and Chamouchouan rivers, in the Lake St. John district, province of Quebec. The capital stock is to be $3,000,000, and Montreal the chief place of business. The applicants for incorporation are: Raymond Prefontaine, Robert Bickerdike, A. A. Thibaudeau, D. A. McCaskill and E. G. Penny, of Montreal.

United States Consul Manhain, of Riechenburg, quotes an account in a local newspaper of a process for making artificial cotton from the wood of the fir tree. It appears that the wood is reduced to thin shavings, which are placed in a washing apparatus, exposed to the influence of steam for ten hours. They are then subjected to a strong preparation of sodium lye and are heated under great pressure for thirty-six hours. The wood is now changed to pure cellulose, and to give this a greater resisting power some castor oil, caffeine, and gelatine are added. The substance is then put into an apparatus and made into threads, which are reeled.

Several Chicago capitalists are looking into the question ef establishing mammoth pulp and paper mills in Canada, and have appointed a representative to report on an available site. This gentleman, speaking of his trip to Canada, said: "You can hardly imagine what a great impetus that the paper business has received in Canada during the past year. Mills are starting up at many places not thought of a couple of years ago. Canada is simply, at its best, an awful, unending forest, and while the edges are being taken off, our grand-children will long be dead before a real beginning is made to clear them away. If there were more railroads in that country it would be easier to get started with such enterprises, but these will, of course, come in time. Meanwhile keep your eyes on Canada for a real, live big boom in the paper manufacturing business."


**TOWER & WALLACE**
ASHLEY B. TOWER, M. Am. Soc. C.E.
CONSULTING ENGINEER.
Broadway and 25th St. - NEW YORK

ARCHITECTS AND ENGINEERS
PAPER AND PULP MILLS
MANUFACTURING AND
POWER DEVELOPMENTS

E. BRADLEY, C.E. - 3 Place d'Armes Hill, MONTREAL - Canadian Representative.

**PULP MILLS - ATTENTION!**

**Phosphor-Bronze Castings**

of any weight, for Pulp Mills (special mixture.)

All Bronze manufactured by us.
Quotations and References cheerfully given.

**CITY BRASS FOUNDRY - HAMILTON, ONT.**

Felts for Pulp Mills.
Felts and Jackets for Paper Mills.
Felts for Fast Running on News.
Felts of any width up to 120 in.
Felts for Tissue Papers.
Felts for Boards and Roofing.

Try our Special **HARPER FELTS**

Every Felt Guaranteed.

**HAMELIN & AYERS**
LACHUTE MILLS, P.Q.

**BARBER'S CANADIAN TURBINE**

As a Saw-Mill Wheel, is by far the Steadiest Driver, varies less from light to full load and pulls steadily through the heaviest cut.

"Is by far the Best Wheel; pulls through the Heaviest Cut where the Leffell could not live."—WYLIE BROS.

Lowest Price and Highest Satisfaction.
C. BARBER - MEAFORD, ONT.

ESTABLISHED 1849.
CHARLES F. CLARK, President. JARED CHITTENDEN, Treasurer.

**BRADSTREET'S**
Capital and Surplus, $1,500,000.
*Offices Throughout the Civilized World*
Executive Offices:
Nos. 346 and 348 Broadway, NEW YORK CITY, U.S.A.

THE BRADSTREET COMPANY gathers information that reflects the financial condition and the controlling circumstances of every seeker of mercantile credit. Its business may be defined as of the merchants, by the merchants, for the merchants. In procuring, verifying and promulgating information, no effort is spared, and no reasonable expense considered too great, that the results may justify its claim as an authority on all matters affecting commercial affairs and mercantile credit. Its offices and connections have been steadily extended, and it furnishes information concerning mercantile persons throughout the civilized world.

Subscriptions are based on the service furnished, and are available only by reputable wholesale, jobbing and manufacturing concerns, and by responsible and worthy financial, fiduciary and business corporations. Specific terms may be obtained by addressing the company at any of its offices. Correspondence invited.

THE BRADSTREET COMPANY
Toronto Office: Cor. Jordan and Melinda Streets.
THOS. C. IRVING, Sup't.

**CAMP SUPPLIES**

Send for a Sample of fine make and draw JAPAN TEA, at 13½ cents. Just the thing for the Camps.

**H. P. Eckardt & Co.**

WHOLESALE GROCERS - Cor. Front and Scott St., TORONTO

**Lumberman's Inspection Book**

Send four 3-cent Canadian postage stamps for a copy of the LUMBERMAN'S VEST-POCKET INSPECTION BOOK, containing rules for the Inspection of Pine and Hardwood Lumber in the Leading Markets of the United States and Canada.

Address: The CANADA LUMBERMAN, Toronto, Ont.

**PULP AND PAPER MILL MACHINERY.**

CONTRACTORS FOR COMPLETE EQUIPMENT OF

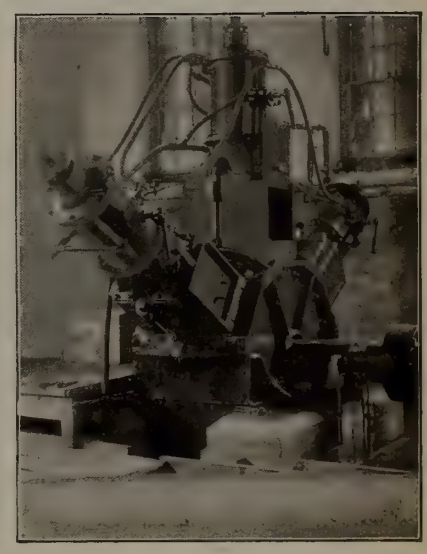
**GROUND WOOD, SODA or SULPHITE PULP MILLS.**

We invite correspondence from those requiring anything of this nature. We build a full line of

Barkers, Chippers, Tanks, Digesters, Pumps, Jewell Filters, Conveying Machinery, Wet Presses, Screens, Screen Plates, Etc., Etc.

**OUR CROCKER TURBINE PLANTS** are driving some of the best mills in the Dominion.

Write for Circulars and Prices.



**THE PORT HENRY PULP GRINDER.**

With latest improvements; patented 1898.

Operation continuous and production large.

Most convenient in handling and thoroughly well built.

Ask for special bulletin No. 505.

The JENCKES MACHINE COMPANY.

*Branch Offices:*
*MONTREAL, TORONTO, RAT PORTAGE, ONT.*
*ROSSLAND, B.C.*

Head Office and Works:
36 to 40 LANSDOWNE ST.
SHERBROOKE, QUE.

### PULP FOR JAPAN.

It is learned that the Sault Ste. Marie Pulp & Paper Co., of Sault Ste. Marie, Ont., are shipping five hundred tons of pulp per month to Japan. This is about one-fifth of the total production of these mills. The pulp is shipped by way of Vancouver, Seattle and San Francisco, where it is loaded on vessels for Japan. It will be remembered that Mr. Geo. Anderson, special commissioner to Japan and China for the Dominion government, reported favorably as to the prospects for Canada supplying these countries with pulp, and the trade which has been secured is probably the outcome of his report. These countries have received almost their entire supply of pulp from Norway and Sweden, but it now appears as though Canada would capture much of the trade.

### HEAVY PURCHASE OF SPRUCE LIMITS.

A timber deal of very great importance has been closed in the city of Quebec. An American syndicate has purchased, through Charles Lionais and John N. Hickey, both of Montreal, several large spruce limits on the lower St. Lawrence, agreeing to pay for them $1,850,000. The limits are on the north shore of the peninsula of Gaspe. The purchasers are said to have a capital of $10-000,000 at their command, and are credited with the intention of at once proceeding to build two saw mills and two pulp mills, costing several million dollars, the pulp mills to have a daily capacity of 600 tons each. A party of engineers is now making surveys and planning for the location of the mills. According to reports, the work is to be rushed, as it is stated that Mr. Lionais will be put in charge of 1,500 men to begin operations without delay. Nor is this all. Mr. Lionais is reported to have secured certain other valuable spruce berths below Quebec city. The total area of this tract is put at 1,446 square miles, the pulpwood upon it being described as of the finest quality. It is understood that the International Paper Company are at the back of the purchase.

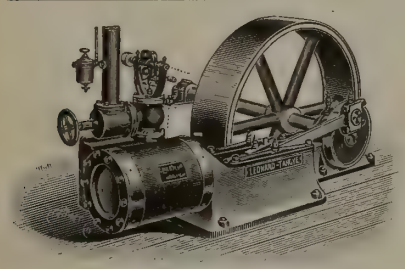

**John A. Bertram**
LUMBER INSPECTOR
. . . AND SHIPPER . . .
*Office: Room 35 Land Security Chambers*
*TORONTO, ONT.*

THE CANADIAN Photo-Engraving Bureau
TELEPHONE 2150
16 ADELAIDE ST WEST
TORONTO
COPPER-WOOD ZINC ENGRAVINGS FOR ALL KINDS OF ILLUSTRATING
Half-Tone our SPECIALTY

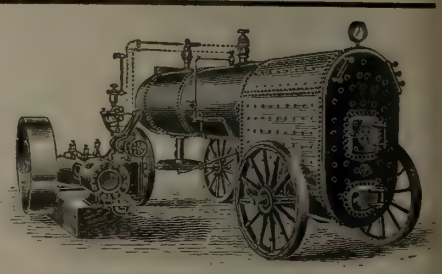
OUR EXTRA HAND-MADE
**AXE**
This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.
CAMPBELL BROS.
Mnfrs.
St. John, N.B.

**FRICTION PULLEY BOARD**
The BEST Article Known for the Purpose
MANUFACTURED BY..... THE DOMINION LEATHER BOARD CO'Y. - MONTREAL, QUE.

**ONE DOLLAR**
will pay your subscription to the weekly and monthly CANADA LUMBERMAN for
**ONE YEAR**


LEONARD-TANGYE ENGINE.

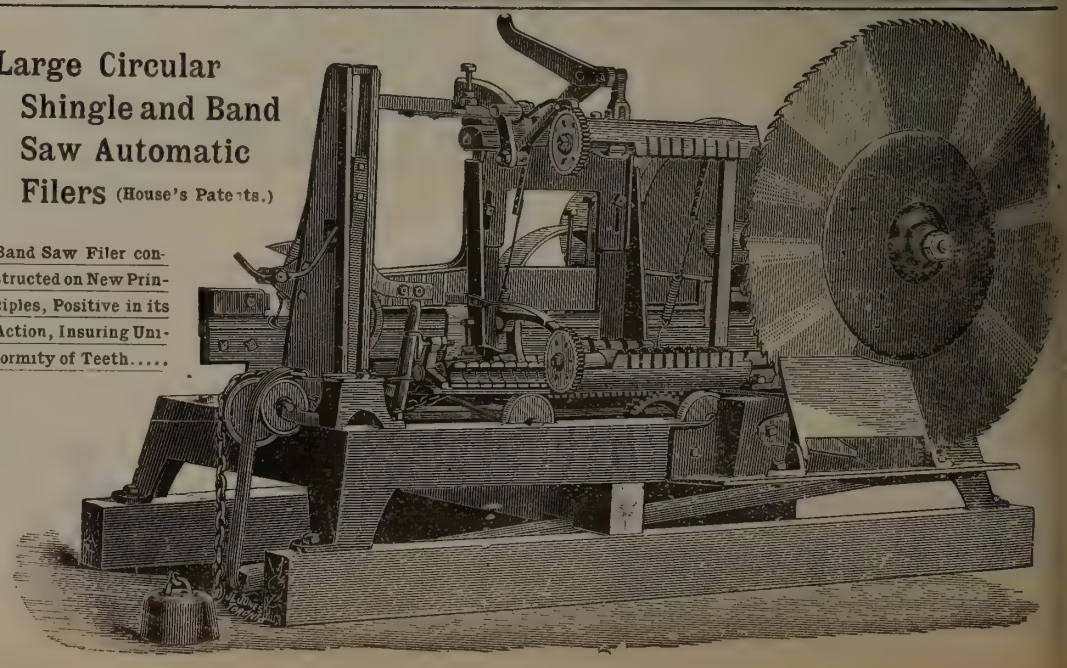
**E. LEONARD & SONS, LONDON, ONT.**
. . . Makers of . . .
*ENGINES and BOILERS*
For Lumbermen and Others. For any Purpose, and of any Power.
We make Several Styles, but only One Grade—THE BEST.
*If you need Steam Power, write to us, stating your requirements, and we will quote you prices.*
*Write for Catalogue No. 35a.*


LEONARD CLIPPER ENGINE AND LOCOMOTIVE BOILER.

**OAK TANNED BELTING**
TORONTO
50 Colborne Street
Telephone 475.
THE J.C.McLAREN BELTING Co MONTREAL

**B. R. Mowry & Son**
Manufacturers of . . .
SAW MILL AND SHINGLE MILL MACHINERY
Automatic Band Saw Sharpener
Shingle Machinery a Specialty
REPAIRING PROMPTLY AND CAREFULLY EXECUTED
Gravenhurst, Ont.

Large Circular Shingle and Band Saw Automatic Filers (House's Patents.)
Band Saw Filer constructed on New Principles, Positive in its Action, Insuring Uniformity of Teeth.....



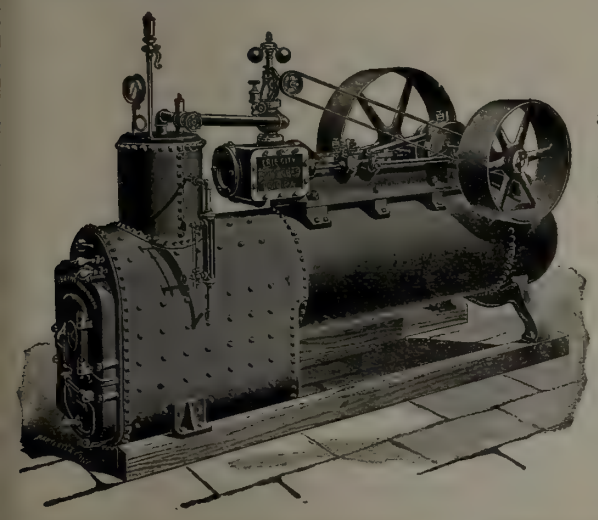
We do not acknowledge the possibility of better goods than ours being made in

# AXES
# GANT-HOOKS
# PEAVIES and
# SKIDDING TONGS

**And all Tools Used in Lumber Camps.**

EVERY ARTICLE BEARING OUR NAME FULLY GUARANTEED.

## James Warnock & Co., - Galt, Ont.

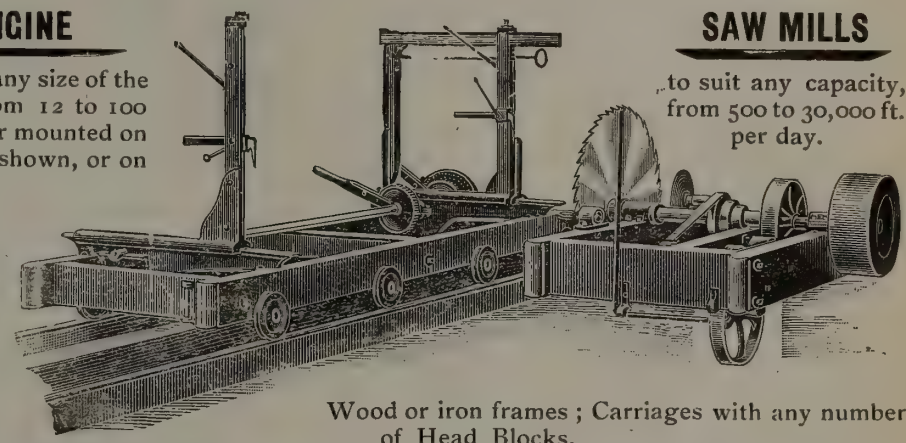


## PORTABLE ENGINE

We can furnish you any size of the above style Engine from 12 to 100 H.P., either on Skids or mounted on wheels with Engine as shown, or on separate Frame.

• • •

Also Engines, Boilers, Double Edgers, Trimmers, Top Saw Rigs, Log Jacks, Niggers, Shafting, Pulleys, Gears, Saws, etc. We can save you money. Let us quote you prices. Catalogues free.



## SAW MILLS

to suit any capacity, from 500 to 30,000 ft. per day.

Wood or iron frames ; Carriages with any number of Head Blocks.

## ROBT. BELL, JR., Box 35, HENSALL, ONT.

A SEVERE test of a Turbine is to place it under an abnormally low head. Such a condition brings out pre-eminently the virtues of

# "LEFFEL"
# "VULCAN"
AND
# "PERFECTION"

} TURBINES

We have these wheels operating with the utmost satisfaction under heads as low as three feet. They are equally brilliant in performance under average or very high heads, and the measure of their adaptability is *the utmost that can be required of them.*

We make special designs for situations calling for unusual combinations of speed and power. Such occur frequently in the development of Electrical Energy and the installing of Pulp Machinery, and can be provided for with either vertical or horizontal wheels, singly or in units of pairs.

If you do not use a Turbine it may be to your interest to learn something of

## THE "LANE IMPROVED" SINGLE AND DOUBLE CIRCULAR SAW MILLS

of which we are the original manufacturers in Canada. These mills stand very high in the consideration of all who have used them, and you can very easily repeat their experience to your own satisfaction and benefit. We manufacture also **Vertical and Horizontal Automatic and Hand-fed Shingle Machines** of great capacity and excellence of work ; **Gears, Shafting, Hangers,** all kinds of **Bearings, Pulleys, Shingle Packers, &c.** For printed matter address

# MADISON WILLIAMS

**H. E. PLANT, Agent**
Common and Nazareth Sts., MONTREAL.

Successor to Paxton, Tate & Co.

**PORT PERRY, ONT.**

# The New Patent
# Telescopic Band Saw Mill

**The Coming Mill—the Hit of the Century in Lumber Cutting Devices.**

The Telescopic as Erected at Our Works.

The latest and best improvement in

## BAND SAW MILLS

No off-set used on Carriage.

In double cutting Mill both edges of saw are toothed—the advantages of this:

**Cuts Two Boards** in about same time single cutting mill **Cuts One.**

Teeth on both edges equalizes the strain on saw—avoids cracking—saw lasts longer—requires less work to keep in tension.

Teeth on both edges cut their clearance—no danger throwing saw off wheels.

Saw stands heavier feed—strain on both sides being equalized.

Top of cut being always right at wheel where saw leaves it—saw is exceptionally stiff, making perfectly true lumber in fastest feed.

Only extra tools needed over ordinary band: A double grinding or filing machine—special clamp.

Investigate the only mill running in Canada as a **Double Cutter,** operated by J. D. Shier, Bracebridge, and place your orders early.

**EXTRACTS FROM MR. SHIER'S LETTERS RE TELESCOPIC BAND MILL:**

May 19, 1899.—"The Band Mill is first-class; the best mill to make lumber in Canada. It is a dandy; I think you have struck a good thing.'
May 22, 1899.—"The Band is all that could be desired. It is the best lumber rig in Canada to-day."
May 31, 1899.—"The Mill is doing well. I am running day and night."
June 2, 1899.—"It was a good thing to have that mill introduced. They will certainly take the run, and no doubt you will build a large number of them"
June 2, 1899.—"The Mill is all right, and every person is delighted with it."
June 9, 1899.—"Mill doing splendidly. Cut steadily increasing. Fully expect it will reach the 50 M mark in average stock before long (per 10½ hours)."
June 12, 1899.—"The Mill is very satisfactory. It is the coming Mill."
June 17, 1899.—"Well, every person who sees this Mill states that it is the most complete mill they ever saw. I predict a bright future for you in building these Mills. All practical millmen fully agree that this is the mill."
July 5, 1899.—"The Mill is do ng well, cutting good lumber on both shifts."

**Mr. Shier had no assistance outside of his own men in starting and operating the Telescopic—never had the slightest trouble with the Band Mill since he started.**

# Waterous, Brantford, Canada

**SOLE CANADIAN MANUFACTURERS**

McEachren's

# PROGRESSIVE LUMBER DRY KILN

Our Heaters and Fans are Economical with Steam and Power, are **Safe as a Fire Risk.** Plans and specifications furnished with each apparatus. . . . . .

Write for Prices and Particulars to

## McEACHREN HEATING & VENTILATING CO. - GALT, ONT.

## THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office: TORONTO, ONT.

Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

# Electrical Machinery and Apparatus

... FOR ...

**LIGHT and POWER**

SPECIAL ATTENTION GIVEN TO

**LONG DISTANCE TRANSMISSION OF ELECTRICITY**

FOR LIGHT AND POWER

ALSO FOR

## ELECTRIC PLANTS FOR MILLS

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

# "JUST AS GOOD"

Won't quite do. The "STANDARD" Kiln is the Standard from Indianapolis to St. Petersburg, Russia—both ways.

Don't be argued into buying any other Drier until you investigate and know all about the merits of

## THE STANDARD DRY KILN

You'll regret it if you do. Our **New Catalog No. 45** gives opinions of users all around the world. It tells just how our Kiln is built; what it will do and how it will do it.

N.B.—We are prepared to fill any size order **promptly.**

THE DRY KILN THAT DOES NOT Disappoint

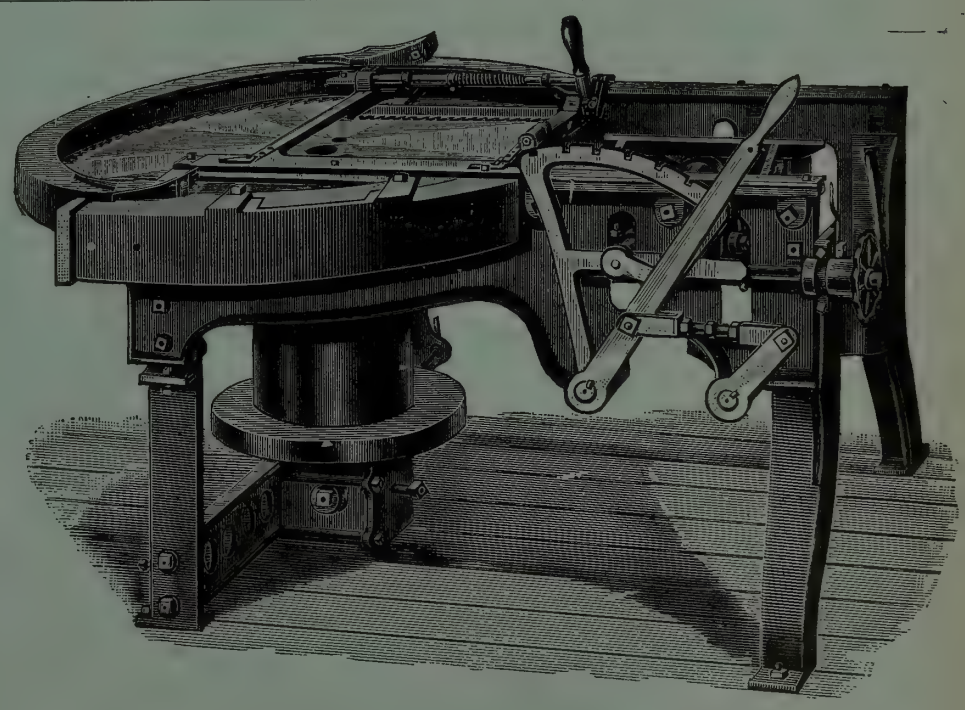
## THE STANDARD DRY KILN CO., INDIANAPOLIS, IND.

# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON - ONTARIO

Manufacture

- Band Saw Mills
- Gang Saw Mills
- Circular Saw Mills
- Portable Saw Mills
- Shingle Mills
- Lath Mills
- Saw Filers, and all of F. J. Drake's Patents



DAUNTLESS SHINGLE AND HEADING MACHINE.

Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter. Capacity 25,000 to 50,000 per day.

Our Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.

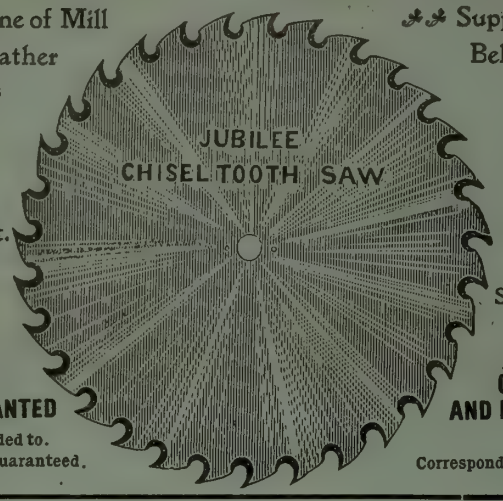
CORRESPONDENCE SOLICITED

# THE JAMES ROBERTSON CO., Limited.

Manufacturers of..... Saws of All Description

A Full Line of Mill Rubber and Leather Metal, &c., always

Supplies, including Belting, Babbit carried in stock.




Head Office: 144 William St. MONTREAL

Factories at MONTREAL, TORONTO, and ST. JOHN, N.B.

ALL OUR SAWS FULLY WARRANTED
Orders promptly attended to. Satisfaction Guaranteed.

CIRCULAR, GANG AND MILL SAWS A SPECIALTY
Correspondence Solicited.

# SUPPLIES
OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

# RICE LEWIS & SON
(LIMITED)
Cor. King and Victoria Sts. - TORONTO

# Galt Machine Knife Works

**MACHINE KNIVES** OF EVERY DESCRIPTION
FOR **Woodworking Machines**
...Send for Price List...
PETER HAY - - - - - Galt, Ont.

# Notice to Millmen

THE OXFORD FOUNDRY & MACHINE CO., Oxford, N. S., have rebuilt, and are better prepared to give satisfaction, and would solicit a share of the public's patronage.

We manufacture all kinds MILL MACHINERY also TRAMWAY OUTFITS.

7 3 10

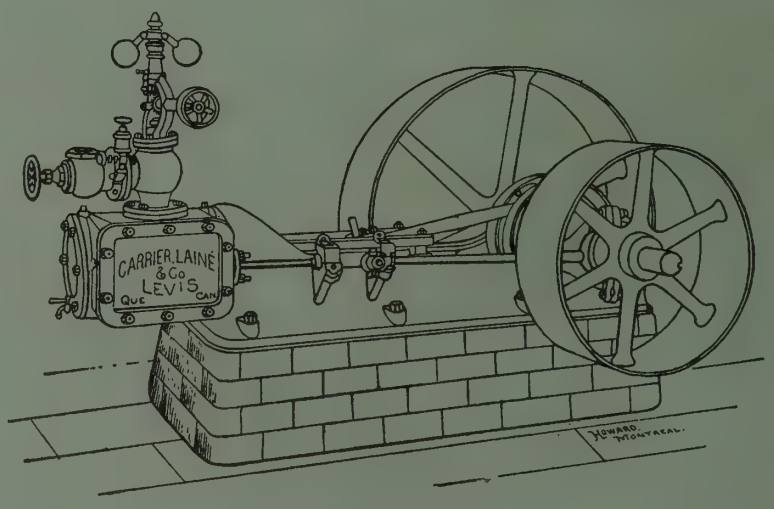
# "DEAD EASY"

But if that "3" represents Middlemen's commission on the Machinery you buy, you had better make a change and deal at headquarters.

No better Mill Machinery is made in Canada or elsewhere than that supplied "DIRECT" from our Machine Shops.

## Portable and Stationary Engines and Boilers

CIRCULAR SAW MILL PLANTS
GANG AND BAND SAW MILLS
SHINGLE MILLS, LATH MILLS
EDGERS,
PLANERS and
BUTTERS




Modern Patterns in Every Line.

Tools, Belting and Supplies.

We are equipped to build any special machine you may require.

IF YOU HAVE PLANT TO EXCHANGE GET OUR ESTIMATES

# CARRIER, LAINE & CO.,
LEVIS, QUE.

USE THE FAMOUS .. **PINK LUMBERING TOOLS**
Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks
Cant Hook Handles, Peavy Handles } By Car Load or Dozen
Pike Poles, Skidding Tongs, Boom Chains
Lowest Prices THOMAS PINK PEMBROKE, ONT.

# THE CANADA LUMBERMAN

WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XX. NUMBER 9. | TORONTO, CANADA, SEPTEMBER, 1899 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.



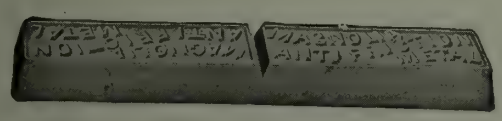
## MAGNOLIA METAL

In Use by All the Leading Governments

BEST ANTI-FRICTION METAL FOR ALL MACHINERY BEARINGS.

### BEWARE OF IMITATIONS

Genuine Magnolia Metal is made up in bars, of which this is a fac-simile :



The Name and Trade Mark appear on each box and bar, and besides this the words "Manufactured in U S.," and "Patented June 3, 1890," are stamped on the under side of each bar.

**MAGNOLIA METAL CO.**

Own rs and Sole Manufacturers 266 and 267 West Street, NEW YORK

Canadian Office, 318 St. Paul Street, Montreal, Que.
Chicago Office, Fisher Building, 281 Dearborn St. London Office, No. 49 Queen Victoria Street, London, E. C.

FOR SALE BY ALL DEALERS

## Ottawa Saw Works Co.

Middle Street - OTTAWA, ONT.

"SANDVIK" SWEDISH STEEL.

We Manufacture

HIGHEST GRADE BAND SAWS

MADE FROM

Triple Refined Swedish Steel

.... IMPORTED DIRECT. ....

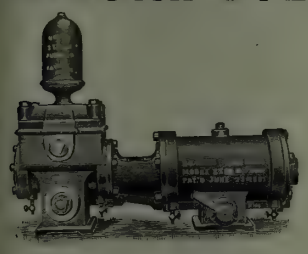
WE HAVE THE SOLE RIGHT FOR THE

**Dominion of Canada**

CORRESPONDENCE SOLICITED.

OIL TEMPERED

## MOORE STEAM PUMP



For Stationary, Traction and Marine Boilers.

High and Low or Special Duty.

Send for Illustrated Catalogue.

DARLING BROTHERS

Reliance Works - MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.
Frank Darling, Agent, Nelson, B. C.

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED*

## DICKS BELTINGS

Never is affected by wetness, and does not stretch.

Excels in Transmission Power.

Always Uniform.

LARGE STOCKS ON HAND.

WRITE TO SOLE AGENT:

J. S. YOUNG, 15 Hospital Street, MONTREAL

## JAMES W. WOODS

Manufacturer of **LUMBERMEN'S SUPPLIES**

Tents, Awnings, Tarpaulins, Sails, Etc., Overhauls, Top Shirts, Pants, all kinds of Underwear, Sox, Mitts, Moccasins.

75 QUEEN ST. - OTTAWA, ONT.

Tent Factory: 19 Elgin St., OTTAWA.

ALL ORDERS CAN BE EXECUTED ON THEIR RECEIPT.

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING .... AND LACE LEATHER

Danville, Que.

THE E. B. BURNS SAW CO. CHISEL TOOTH TRADE MARK SAW TORONTO

MANUFACTURERS OF

# HIGH GRADE CIRCULAR AND LONG SAWS

UNEXCELLED

# SHINGLE SAWS

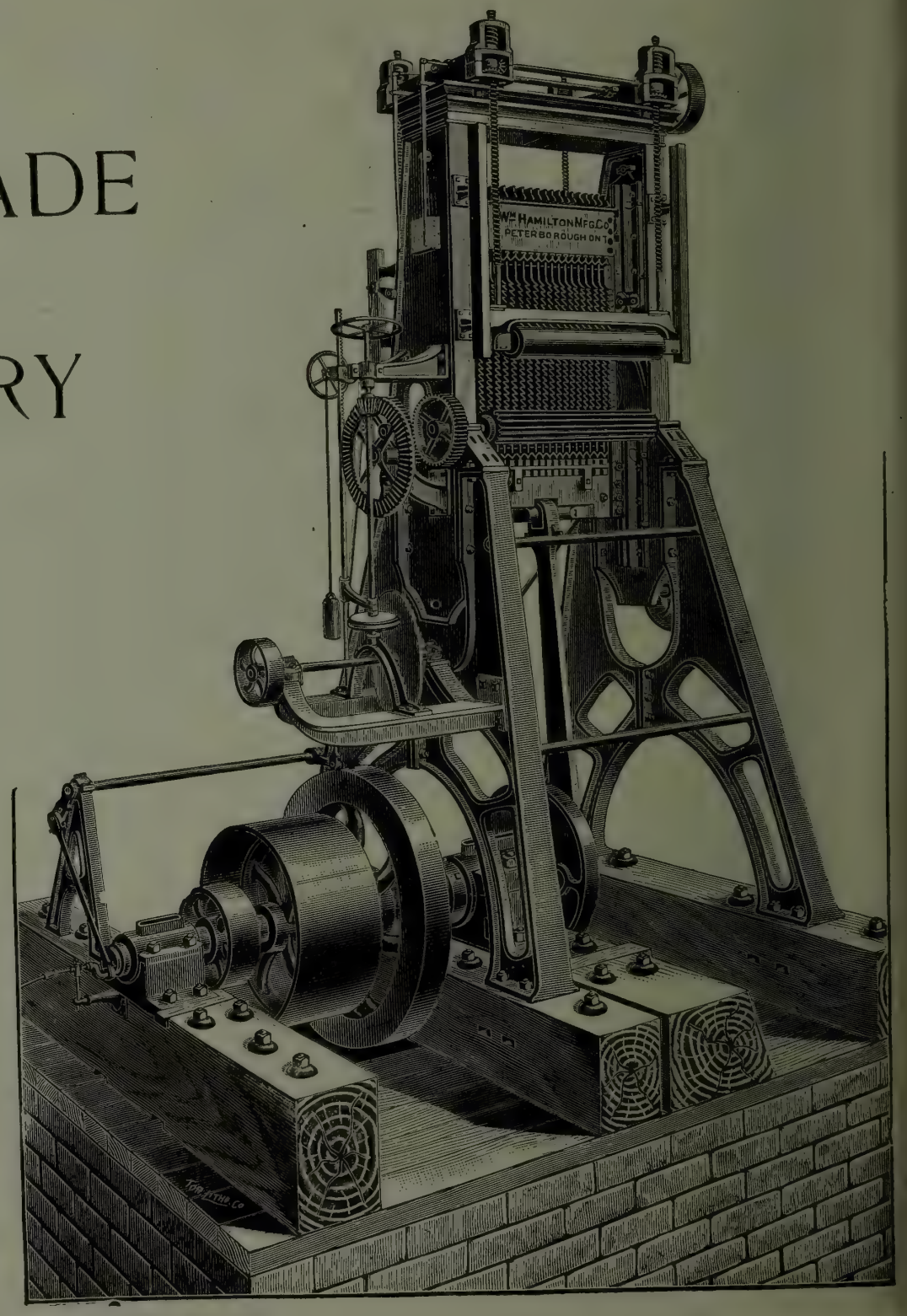
OUR INSERTED TOOTH SAW POSITIVELY THE BEST

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a
Complete Line of

## HIGH GRADE SAW-MILL MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

WE are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Limited

**Branch Office: VANCOUVER, B.C.**

**PETERBOROUGH, ONT.**

# R. H. SMITH CO., LIMITED

## St. Catharines, Ont.

We are the Sole Manufacturers of Saws under the **Simonds' Process** in the Dominion of Canada.

There is no process its equal for tempering circular saws. Other makers recognize this fact, as some of them, in order to sell their goods, claim to have the same process. **All such Claims are FALSE,** as the patentee in the U. S. and ourselves are the only firms in the world who use it.

MILL STREAM, QUE., on I. C. R'y, December 17th, 1894.

R. H. SMITH CO., LTD., St. Catharines, Ont.

DEAR SIRS,—Driving a 20 in. 13 gauge saw into frozen hardwood, using a 9 in. 4-ply belt, if it can be done satisfactorily, is a very severe test. Your saws have stood that test better than any I have tried. I have been experimenting with different makes—both home and imported—during the last five years, and give yours the preference. Last order is just to hand and will report on them by and bye.

Yours very truly, JAMES McKINLAY.

---

CAMPBELLTON, N.B., Nov. 17th, 1894.

R. H. SMITH CO., LTD., St. Catharines, Ont.

DEAR SIRS,—In regard to your Shingle Saws, you can say that I have been using Shingle Saws of your make (Simonds) for the past four years, and they have given good satisfaction. I am running nine machines and use a good many saws, but have never had a saw yet that did not work satisfactorily. Before using your saws I used saws of American make, which worked well, but after giving your saw a trial have continued to use yours, as they are cheaper, and in regard to working qualities are all that is needed.

Yours truly, KILGOUR SHIVES.

---

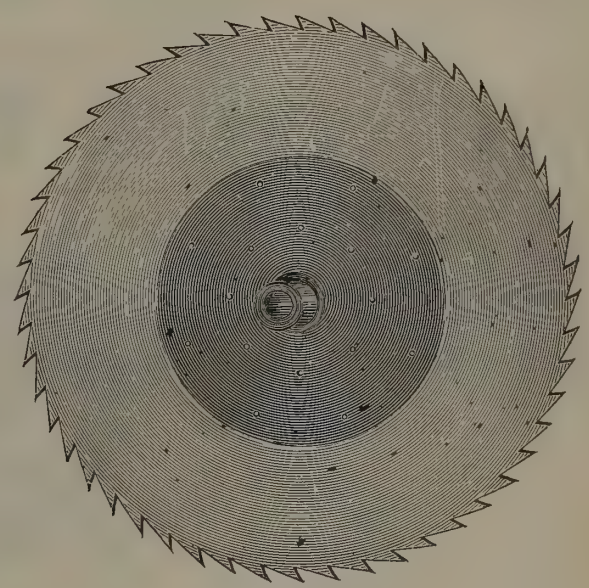
CLAVERING, ONT., May 3rd, 1897.

R. H. SMITH CO., LTD., St. Catharines, Ont.

GENTS,—In reply to your letter asking me how I liked the 62" SIMONDS Saw, I must say in all my experience I never had a saw stand up to its work like the one purchased from you last month. Having used saws for the last 22 years, and tried different makes, I can fully say it is the best saw I have ever had in my mill, and would recommend the SIMONDS' Process Saws to all mill men in need of circular saws.

Yours truly, W. G. SIMMIE.

P.S.—I am sending you my old saw to be repaired; please hammer to same speed as new one. W.G.S.



## THE "LEADER" CROSS-CUT SAW

These Saws are made from the best DOUBLE REFINED SILVER STEEL, warranted four gauges thinner on back than front, and the only Saws on the market that are a perfect taper from the points of the teeth to the back, and require less Set than any other Cross-Cut Saw.

They are tempered by the Simonds' Patent Process, insuring a perfectly uniform temper throughout the plate, and stand without a rival as the BEST, FASTEST, AND EASIEST-CUTTING SAW KNOWN. A gauge to regulate the clearing teeth is furnished with each saw.

Directions for Setting and Filing are plainly Etched on every Saw. None genuine without our Registered Trade Mark as shown in cut.

## THE "LEADER" SAW SWAGE

**Made in 3 Sizes—$2.00, $2.50, $3.00 Net.**

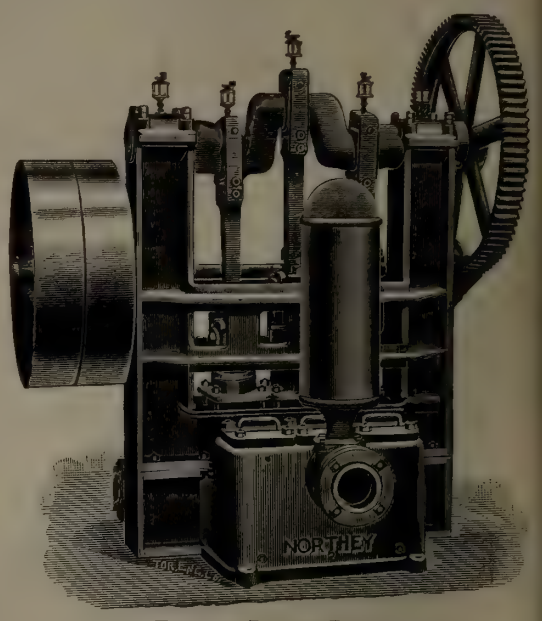
OUR PRICES ARE RIGHT. KINDLY ALLOW US TO QUOTE YOU BEFORE PURCHASING.

# R. H. SMITH CO., Limited, St. Catharines, Ont.

# Pumps "FOR ALL DUTIES"

**STEAM OR POWER**

**All Types and Sizes**




TRIPLEX POWER PUMP.

The Laurentide Pulp Co., of Grand Mere, Que., one of the largest Pulp Mills on this Continent, use our

STUFF PUMPS, SUCTION PUMPS, BOILER FEEDS AND CENTRIFUGAL PUMPS

The same remarks apply to the Riordan Paper Mills Co., Hawkesbury, Ont., the E. B. Eddy Co., Hull, Que., and also to other extensive mills in Canada.

**Send for Catalogue**

## NORTHEY MFG. CO., Limited, Toronto

CANADIAN OFFICE & SCHOOL FURNITURE CO. LIMITED
PRESTON ONT.
FINE BANK, OFFICE, COURT HOUSE & DRUG STORE FITTINGS.
OFFICE, SCHOOL, CHURCH & LODGE FURNITURE.
SEND FOR CATALOGUE
J. L. JONES - TOR.

## RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.

JOHN J. GARTSHORE,
83 Front St. West, Toronto.

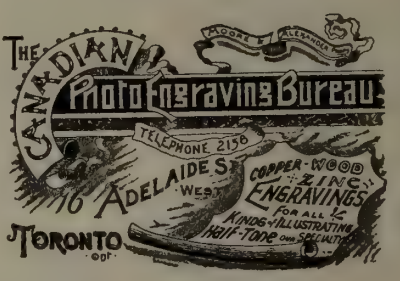
Advertising Rates for this journal can be had on application to the publishers.

BEST MAIN DRIVE. REGISTERED CANDY'S PATENT TRADE MARK GUARANTEED.
CANDY'S AMERICAN COTTON BELTING

Sole Canadian Agents :-: Prices Reduced.
WATEROUS, BRANTFORD, CANADA.

## John A. Bertram

LUMBER INSPECTOR
. . . AND SHIPPER . . .
*Office: Room 35 Land Security Chambers*
*TORONTO, ONT.*



OUR EXTRA HAND-MADE

## AXE

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N. B.

*The Leading European Lumber Paper*

## The Timber Trades Journal

Published Weekly by WILLIAM RIDER & SON, Ltd.,
14 Bartholomew Close, LONDON, E. C.

SUBSCRIPTION: $5.00 PER ANNUM, POST FREE

The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .

## THE PARK, BLACKWELL CO.
LIMITED

## Pork and Beef Packers
## Wholesale Provisions
## TORONTO

Orders solicited for Pork and Beef Products, Butter, Cheese, Lard, Dried and Evaporated Apples, White Beans, etc., at close quotations.

## LUMBERMAN'S
VEST-POCKET
# INSPECTION BOOK

Containing Rules for the Inspection and Measuring of Pine and Hardwood Lumber in the leading markets of Canada and the United States.

Send Four 3-Cent Stamps for a Copy to

The C. H. Mortimer Publishing Co., Limited
Confederation Life Building, TORONTO

TO BELT USERS:

Try Our . .

BRANCHES:
TORONTO, 88 Bay St
'Phone 374.
OTTAWA, Spark St.

GENUINE
## ENGLISH OAK-TANNED BELTING
## Lancashire Hair Belting

D. K. McLAREN, MONTREAL

# THE CANADA LUMBERMAN

VOLUME XX. NUMBER 9. | TORONTO, CANADA, SEPTEMBER, 1899 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

## A FLOATING SAW MILL.

PRESENTED on this page are views of what is believed to be the first floating saw mill to be operated in Canada. It was built last winter at Vercheres, Que., by Mr. J. H. Dansereau. The mill is built on a large scow, which is 100 feet long and 30 feet wide. In the first storey, that is to say, in the hold of the boat, there are two boilers sixty inches in diameter by sixteen feet long, an engine of 125 h.p., the necessary shafting and belting, and apparatus for conveying the sawdust to the fire. Located in the upper storey are appliances for hauling up the logs, a steam kicker, steam log roller, steam nigger, carriage with steam feed, Allis band saw, double edger, slab re-saw, trimmer and slasher, together with a complete system of live rolls, the whole being constructed somewhat similar to the equipment of an ordinary saw mill. The filing room consists of a boat-shaped apartment situated on the roof of the mill.

The machinery for this unique mill was supplied by the Waterous Engine Works Company, of Brantford, and is said to be giving much satisfaction.

In the spring Mr. Dansereau took his floating saw mill to Calumet, on the river Ottawa, at the mouth of the river Rouge, where it has been in operation for some time. Working day and night, its capacity is about 100,000 superficial feet, the timber being spruce. Barges are placed on one side of the mill, the lumber being carried into them and then transported to Montreal for loading on the steamers. The slabs are loaded on cars on the wharf and also shipped to Montreal. The lumber is shipped without being dried, but if it were necessary to dry the lumber before shipping, it would not be a difficult matter to take the mill up to a wharf and pile it on the ground as with any other mill.

Mr. Dansereau finds that there is a great advantage in being able to move his mill from place to place, as the quantity of timber in many districts will not warrant the building of an ordinary stationary mill. This mill can also be used to saw lots of logs which so frequently escape from the boom, while at the same time it does away with the cost of towing logs.

MR. J. H. DANSEREAU'S FLOATING SAW MILL.

## FOREIGN TRADE OPENINGS.

### BUTCHERS' WOODEN SKEWERS.

THE attention of Canadian manufacturers of "butchers' wooden skewers" is directed to the following letter recently received by the Department of Trade and Commerce :

IMPERIAL INSTITUTE ROAD,
LONDON, S.W., 22nd July, 1899.

W. G. PARMELEE, Esq.,
Deputy Minister of Trade and Commerce,
Ottawa.

DEAR SIR,—Upon behalf of certain of your correspondents, I last autumn made some general inquiries as to the possibility of Canadian manufacturers of butchers' wooden skewers obtaining a share of the very considerable trade done in the United Kingdom.

As was then pointed out, the supply here is mainly controlled by the American Skewer Trust, which deals through resident agents. Prices are much cut up, owing to severe competition, and it is a question of small profits on large shipments.

Many English houses are not satisfied with Trust methods, and are prepared to welcome Canadian skewers if they can compete with American.

It may be of interest to quote the following letter written on 21st instant by a large dealer in skewers, who has since I saw him last autumn followed up the matter :

"We have received several small consignments of Canadian skewers. Up to the present they have been very good in quality and have met a ready sale. The only disadvantage is they are rather irregular in forwarding their consignments. We consider they are as good or better value than any wooden skewers at present brought before our notice."

This is to a certain extent encouraging, but this irregularity of delivery is a defect which is absolutely fatal to many Canadian goods which might otherwise do well here.

Many of the large merchants are connected with the American Trust, but there are others who would be prepared to go into the matter with any Canadian manufacturer possessing adequate means of regular production.

The future of this trade appears worthy of the attention of Canadian skewer producers.

Yours faithfully,
HARRISON WATSON,
Curator Canadian Section.

### BROOM HANDLES.

The following letter has been received by the Department of Trade and Commerce at Ottawa regarding broom handles :

DEAR SIR,—As previously stated, I gave the names of the Canadian manufacturers to my inquirers, and have since had a long interview with one of the partners. They claim to do a large trade, have a New York branch, and one of the partners visits the States constantly. They know Canada, and would like to form a connection there if they can find the right people. They must, however, have someone capable of a large and constant output in broom handles, and state that they are at the moment ready to place an order for 3,000 gross, but would require that any Canadian mill doing business with them should give them their whole output. Any firm going into the export trade should, they think, hold spruce limits. Perhaps you can suggest likely people.

The same firm would also like to obtain Canadian mouldings. Several Canadian manufacturers are already represented here, but possibly you know others who would like to work up an export trade.

MR. J. H. DANSEREAU'S FLOATING SAW MILL.

I have heard from several Canadian producers of chair parts, in reference to a previous inquiry.

This wooden ware and turnery trade is one of which Canada should be destined to obtain a large share in the course of time.

It is essentially a trade of large turn-overs and small profits, and would only be advantageous to persons holding large and well-equipped mills. Regular delivery is important, and it is essential that a connection be formed with a large importer and merchant who would assume the financial risk. Direct trade might be possible with the consumer in a few instances, but as a rule large transactions are carried on by the merchants. As an instance I might cite that large people like the Army and Navy Stores buy turnery entirely through merchant importers.

Yours faithfully,
HARRISON WATSON,
Curator Canadian Section Imperial Institute.

## SHINGLES OF PAPER.

A REPORT from Japan states that an ingenious innovation recently started by the Tokyo Card and Pasteboard Co., the largest in Japan, has resulted in markedly facilitating the development of that industry. It consists in making thick tarred pasteboards as substitutes for shingles for ordinary roofing. The paper shingles are now in active demand, being about 50 per cent. cheaper and far more easily managed than ordinary shingles. They do not differ much in point of being proof against fire and water from the ordinary articles.

## CORRESPONDENCE INVITED.

The publishers of the CANADA LUMBERMAN invite correspondence from its readers on any subject bearing upon the lumbering industry. There are many questions affecting the trade of which a fair discussion would be beneficial, while the views of all would be broadened by reading the opinions of others. To every reader a hearty invitation is extended to contribute to our columns.

## NEW STEAM LOGGER.

A NUMBER of attempts have been made to use log haulers in the woods on ice roads, and several contrivances have been planned and constructed, but none with great success. Illustrated herewith is a steam logger invented by Mr. F. S. Farr, of the H. C. Akeley Lumber Co., of Minneapolis. It will be remembered that in the mill of this company the first double acting band saw was tested.

The machine illustrated was built entirely in the woods with what materials and facilities could be obtained, and is therefore somewhat crude in appearance. As will be observed, the boiler and engine occupy two sleds. This was found necessary because the gasoline engine that was first designed to furnish the power, and which was placed on the forward sled, proved insufficient to do the work. This necessitated a change, and Mr. Farr placed an engine on the forward sled and used another sled for a steam boiler. When constructing another machine, both engine and boiler will be placed on one set of runners.

NEW STEAM LOGGER, INVENTED BY MR. F. S. FARR.

One of the superior points of this sled locomotive is claimed to be the arrangement of the propelling gear. The heavy calked wheels are arranged so that they may be raised or lowered automatically with the unevenesses in the road bed and are operated by chain gear that connects them with a shaft lower than their own centres. This has a downward pull on them and holds them to the road. The calking is a specially arranged and patented device automatically cleaned, thus preventing from being clogged up with snow or dirt. Another unique arrangement is the use of the exhaust steam. It is forced out directly under the front of the runners and serves to keep the ice ruts in order, doing away with the necessity for a sprinkler. The illustration shows only four loads, but it has hauled as many as eight sleds with 30,000 feet of logs, and the limit of its capabilities depends only on the power of the engine that operates it.

---

The Hastings Shingle manufacturing Co. is building a new mill, the machinery of which was furnished by the Wm. Hamilton manufacturing Co.

## DOUBLE-CUT BAND MILLS.

A. J. BURTON, in Wood-W rker.

IN the Wood-Worker for July, on page 27, a filer gives his opinion of the double-cut band mill. He says it will not be the mill of the future. In my estimation, this is the very best evidence that the makers of the double-cut mill want. It is only about fifteen years ago when those same people, with others, were trying to make a success of the single-cut mills of to-day, and it was no unusual thing to hear experienced mill men say the band would never be a success or the mill of the future. I, for one, believe it is the coming mill. I am a band saw filer, but have never seen or filed a double-cut band saw, although I tried it on a Clark mill in Pennsylvania in 1897, but could not make a success of it, for the teeth on the back edge would cut out the guides, knock off the corners of the teeth and raise Cain in general, so I decided the idea was no good unless we had a mill built to suit it. But now, as the E. P. Allis Co. have made a mill suitable to run a double toothed saw on, I see no good reason why a good progressive filer cannot do the rest, and make the double-cut mill the mill of the future.

This filer says: "Of course they may be made to run successfully, but they are sure to cause trouble." Now, the only trouble I can see that is most liable to turn up is that if the filer in charge of the double-cut saws is not a progressive filer, he is not likely to be successful, and it will be a hard matter to "hold her down" alongside of superior brother filers. I do not see why there should be any trouble in making a saw perfectly straight with teeth on both sides; it will be much easier to keep the saw straight on its edges for the simple reason that it is cutting with both edges, therefore most of the labor in fitting up the saw will be to put in a good even tension, so the saw will be fully capable of standing as much feed on one edge as it will on the other.

I hope all operators of double-cut mills will bear in mind that about one-half of the filers of single-cut band saws are running their saws straight on the back edge, with a tension in the saws put up to a 32 to 40-foot circle, or tension gauge, and those same single-cut bands are cutting from 40,000 to 60,000 feet per day. Now, why will not a saw do as much from one edge as the other, or both edges cut twice as much as the saw with teeth on one side, and with a straight back? I claim it will do just as much work and stand just as much feed from one edge as the other, although I have never seen a double-cut mill, but I will accept a position as filler for one the first chance I get, and if my saws will not stand up to cut 100,000 feet per day, I will write and tell the readers of The Wood-Worker that I have made a failure.

From what I can learn of those that have seen the double-cut mill work, the greatest trouble is that it cuts a thick and thin board alternately, caused by the saw trying to follow the grain of wood. They tell me if the saw leads in, say one-quarter inch the first cut going ahead, it will lead out in the return cut, and if the log continues to be twisting all the boards will be thick and thin. Now, this may all be so, but I have my doubts as to a saw leading in or out, if it is put up perfectly flat, with a suitable tension and properly fitted teeth.

I was very much amused when I read about the filer who never used a straightedge on a band saw, but simply squinted along the edge of the saw with one eye to find where a high or low place showed on the back, and how he, with hammer in one hand and a piece of iron in the other, hammered the crook out. This reminds me of a mill in Whaleyville, N. C., that I called on in 1896, when I was traveling for a saw company. The saws were cutting to "beat the band." I made my way to the file room, and there, to my surprise, I found the filer rolling his saw and squinting along the back to see when he got it straight enough. When he was done he got a piece of iron and a hammer and tightened up the saw on the wheels of the grinder, then proceeded to level his saw, all with his eye, which he did in about twenty mintes. After he was done I introduced myself and talked about saws, free silver, etc., as this was in August, 1896. Then I asked the filer if he objected to me trying his saws with my pocket straightedge to see how he had them put up. I was surprised that they were put up about as well by this man without a tension gauge or straightedge as it was possible for me to do with both. His saws cut finely, and had no cracks. He had saws that had been worn down from twelve inches to six inches without a crack. When I left the mill I would cheerfully have traded my straightedge, if it were possible, for eyes as good as this filer had.

---

To imitate rosewood, maple is best employed, since its texture approaches that of the rosewood the closest. According to Deutsche Drechsler Zeitung, the maple board must be carefully rubbed down, a handsome color being obtained only if this is attended to. For staining use anilic acids, a dark red one consisting of roesine 10 grammes, coralline 10 grammes, and analine brown 1.5 grammes, dissolved in 1 liter of alcohol, and a pale red one which is obtained by dissolving roseine 10 grammes and coralline 10 grammes in 1 liter of alcohol. With this pale red liquid draw the veins on the maple plate in distances of about millimeters, using a repeatedly divided brush, and fill up the intervening spaces with the dark red mixture. Before drying is completed blend the light and dark stripes with a soft brush, so that they do not appear too sharply defined.

It would seem that beech is likely to become a more popular wood in the near future. I learned the other day that Mr. J. S. Findlay, of Owen Sound, is building a new residence, and that he is using quarter-cut beech for the floor. In the same town, the North American Bent Chair Co. are using immense quantities of beech in the manufacture of their bent chairs. These chairs are all exported, many of them going to Australia. This company have recently rebuilt their factory burned some time ago, and I understand that it is their intention to build another extension almost as large as the existing building. When this is completed, their capacity will be consideraly increased, and a still greater quantity of beech and other hardwood timber will be consumed. It may be a question ere long where to obiain the necessary supply.

* * *

Mr. Frank Southern, son of Mr. James W. Southern, timber merchant, Manchester, Eng., spent a couple of weeks of last month in Canada. While principally on pleasure bent, Mr. Southern improved the opportunity of acquainting himself more fully with timber conditions in Canada, from whence his firm import ready-made pine doors, finished pine flooring, white oak, etc., which in turn they supply to Manchester contractors. It will be remembered that the introduction of these ready-made products was at first strongly resisted both by the contractors and workmen of Manchester, Glasgow and other British towns, but the fact is now recognized that the better policy is to use them in preference to the more expensive goods made at home. In conversation with Mr. Southern, it was learned that his firm have imported from Wisconsin ten times as many of these manufactured doors as they have bought from Canadian manufacturers, on account of the slightly lower price at which the American article could be purchased. As Mr. Southern remarked, "even a penny greater profit on each door is a consideration where so large a quantity is handled." It is understood that a number of the American and Canadian manufacturers in this line have recently come to an agreement, under which prices will in future be regulated. Mr. Southern was asked as to the effect of the Manchester canal upon the trade of his city, and replied that it had been most gratifying. The tonnage has increased from 9,000 tons the first year the canal was opened to 150,000 tons last year. The effect is seen in the extensive building operations in progress to meet the requirements of a large increase in population.

* * *

Early in the month of August Mr. J. M. Macoun, superintendent of the Canadian forestry exhibit at the Paris Exposition, returned to Toronto from a visit of research to some of the saw mills and wood-working plants in Western Ontario, and it was only necessary to glance at his countenance to know that his trip had been a success. He was very enthusiastic over the prospects of a creditable display of wood goods at Paris. To the writer he stated that what he had seen and learned on his trip was intensely interesting. All the mills and factories were busy with orders, many of them running night and day, and even then being unable to keep up with the demand. Notwithstanding this, he was accorded the utmost courtsey and given every assistance towards the preparation of his exhibit. While the display of forest products will include everything from the tree to the semi-finished product, it is Mr. Macoun's intention to give special attention to lines of wood goods which have only been exported during recent years, and for which there is an extensive market in European countries. These might be classed as specialties, and will include mangle rollers, table legs, chair stock, box shooks, butchers' skewers, hubs and spokes, cooperage stock, coffin boards, cigar boxes, basket material, excelsior, etc. The advantage of a larger trade in this class of timber products is that the money expended in working up the timber to a partially finished product will be given to Canadians. Notwithstanding the limited space at Mr. Macoun's disposal, he hopes to make an exhibit which will do justice to Canada as a timber producing country. The province of British Columbia has forwarded its portion of the exhibit, and the display from the Eastern provinces is well under way. In order that every timber product capable of being exported on a commercial basis may be represented, Mr. Macoun extends an invitation to all manufacturers to forward to him a sample of the article they wish to exhibit. He will probably leave for Paris about the first of November.

## NATIONAL HARDWOOD INSPECTION RULES.

The movement in the United States looking to the adoption of national rules for the inspection and grading of hardwood lumber is steadily gaining ground. On July 13th, the National Hardwood Lumber Association, formed with the above object in view, held its first annual meeting in Milwaukee, at which there were present representatives from nearly all the principal markets. The Inspection Committee presented a report recommending certain amendments and changes to the rules as already adopted by the association, and which have been published in the Canada Lumberman. These amendments, as adopted by the meeting, are as follows :

Mill Culls.—The grade of mill culls must be 3 inches and wider, 4 feet and longer, and must contain at least 25 per cent. of clear cutting, not less than 3 inches wide and 2½ feet long, with the exception of basswood, elm and butternut, which may contain 25 per cent. of sound cuttings. This includes the following kinds of woods : Plain-sawed red oak and white oak, ash, birch, maple, basswood, elm and butternut.

Rock Elm.—Firsts and seconds, 6 inches and wider, 10 feet and longer, not over 25 per cent. under 12 feet ; 6-inch and 7-inch pieces will admit of one standard defect ; 8-inch to 10-inch, two standard defects ; 11-inch to 12-inch, three standard defects ; 13-inch and over, four standard defects. Straight splits the width of the piece is no defect in this grade. Common must be four inches and wider, from 6 to 16 feet long, not to exceed 10 per cent. of 10-foot and 15 per cent. of 6-foot and 8-foot, and must work two-thirds clear in not more than three pieces. Culls must not exceed 50 per cent. of 10-foot, and must work 50 per cent. sound in not more than four pieces, and no cutting less than 2 feet.

Ash.—Common, 4 inches and wider, 8 feet and longer ; 4-inch piece must have one face clear ; pieces 5 inches and wider must be of sound character, and work three-fourths clear.

Chestnut.—Add to the grade of firsts and seconds : "Wormholes are excluded from the grade of firsts and seconds."

Cottonwood.—Culls are 3 inches and over wide, from 6 feet to 16 feet long, and include all lumber not equal to common grade that will work one-half or more without waste. Common same as in inspection book.

Hickory.—Grades, firsts and seconds, common and cull ; lengths, 6 feet to 16 feet ; bright sap no defect. Firsts and seconds, 4 inches and up, 8 feet to 16 feet : Pieces 4 inches and 5 inches wide must be clear ; pieces 6 inches and wider must be sound, and work 80 per cent. clear in not more than two pieces ; no cutting to be less than 4 inches wide. The grade of firsts and seconds must contain at least 25 per cent. of firsts. Common must be 4 inches and up wide, 6 feet to 16 feet long, not over 20 per cent. less than 12 feet long, and must work two-thirds clear in not more than three pieces ; no cutting to be less than 3 inches wide and 3 feet long. Culls are to include all lumber below the grade of common that will work at least one-half clear in four pieces ; no cutting to be less than 3 inches wide and 2½ feet long.

Plain-sawed Red Oak and White Oak.—Common shall be 4 inches and wider, 8 feet and longer, not to exceed 20 per cent. 8-foot and 10-foot lengths ; pieces 4 inches to 6 inches wide, 10 feet and longer, shall work ¾ clear in not over two pieces ; 8 feet and 10 feet long shall work ¾ clear in not over two pieces. Pieces 6 inches and wider, 12 feet and longer, shall work ¾ clear in not to exceed three pieces ; no cutting to be less than 3 feet long ; bright sap no defect in this grade.

Quarter-sawed Red Oak and White Oak.—Common shall be 4 inches and wider, 8 feet to 16 feet long ; 4-inch and 5-inch to contain not over one standard defect ; 6-inch and wider to cut at least 75 per cent. clear in not over two pieces ; bright sap no defect in common grade. Clear quartered red oak and white oak strips, 1-inch and thicker ; width, 2½-inch, 3-inch, 4-inch, and 5-inch ; 8 feet to 16 feet long ; the 2½-inch and 3-inch to have one face free of sap ; the 4-inch and 5-inch may contain 1 inch bright sap. (Note.—All quartered oak must show figure on one side to eliminate the last sentence in note of inspection book, where the rule says : 'The ray should show an angle of 45 degrees.')

Mahogany.—Grades : Firsts and seconds, common and cull, and shorts ; firsts up to 18 feet, as per book ; 18 feet to 20 feet, two standard defects. Seconds, 6 inches and wider ; length, 18 to 20 feet ; not more than 15 per cent. of 10-foot lengths ; 5 per cent. under 10-foot lengths ; pieces 6 inches wide must be clear ; 7-inch to 9-inch, one standard defect ; 10-inch to 12-inch wide may have two standard defects ; 13-inch and wider, three standard defects ; 18-foot to 20-foot may have one additional standard defect. Change the name of 'X' to common grade, 'O' grade to cull. Balance of the rules to conform to the rules in inspection book, except that the clause requiring 75 per cent. of firsts in the first and seconds be stricken out.

An oldtime Maine lumber operator says that the large amount of white birch of large size to be found in that state is due to the action of officials nearly seventy-five years ago. He says that in 1820 some French Canadians squatted on state land near the Penobscot river and defied all efforts to eject them. Finally, in 1825, two special constables were sent to the place from the land office in Augusta with instructions to make a clean job of the evictions. The constables, after turning the families out, set fire to their houses and haystacks. Twelve hours later the French village was a mass of ruins, and the biggest forest fire ever known in the state was sweeping north and burned more than fifty townships of virgin pine. Of this land about 5,000,000 acres came up to wild cherry and white birch saplings, and, after a struggle for supremacy, the latter prevailed, and that great territory is known as a birch country.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

PUBLISHED BY

The C. H. Mortimer Publishing Company of Toronto, Limited

CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

## RESTRICT THE LUMBER PRODUCTION.

THE fact has been stated in this journal, and is borne out by almost daily reports, that the lumber business of the Dominion is in a most prosperous condition. There is scarcely a branch of the industry, from the cutting of the tree to the manufacture of the finished wood product, that is not employing more labor and more capital than was the case twelve months ago. The reason for this is the increased demand resulting from the generally improved commercial conditions in nearly every country in the civilized world.

Entering, as we seem to be, upon an era of greater prosperity, the tendency is for manufacturers to largely increase their production with a view to meeting the prospective demand and to making profits to offset the years of business depression, when, it is admitted, goods were frequently sold at the bare cost of production. This disposition on the part of manufacturers is only natural; nevertheless, this same disposition has more than once in the past been a strong factor in breaking down an otherwise promising market. These remarks are particularly applicable to the lumber trade, owing to the somewhat peculiar conditions surrounding it, and a word of warning at this time, when preparations for logging operations are being made, may not be amiss.

Present indications point to a large demand for lumber next year, both on local and foreign account. Notwithstanding this, our advice to manufacturers is to restrict their production. By this policy there is everything to gain and little to lose. Prices are now moving upwards, and it would be a great mistake to so increase the production of logs this winter as to overstock the market with lumber next season. The log cut, taking the Dominion as a whole, should be little larger, if any, than last winter. The object of manufacturers should be to realize a fair profit on a limited output. It should be borne in mind, therefore, that the cost of labor has increased with the greater demand therefor, and that the lumber cannot be manufactured as cheaply to-day as it could be two years ago. Stumpage values are also higher. This we regard as an argument in favor of restricting the production of lumber.

As timber becomes less plentiful, it devolves upon the people of Canada to be more conservative in regard to its use, with a view to perpetuating the supply. In this aspect of the case lumbermen are quite as much interested as the public generally. Thus the advantage of manipulating the timber in such a way as to obtain the best possible returns from a minimum quantity of timber.

We commend for the consideration of saw mill owners the policy adopted by Mr. John Bertram, manager of the Collins Inlet Lumber Company. Mr. Bertram has fixed a certain quantity of timber to be cut each year, which must not be exceeded, the object sought and which he hopes to attain being to secure a permanent supply, after the forestry methods adopted in some European countries. Mr. Bertram has given the subject of reforestation much study, and for that reason we believe his course of action might safely be copied by other lumbermen.

To revert to the vital object of this article, we would strongly urge upon saw mill owners to pursue a conservative policy in regard to their output. Profit by the example of this year, when nearly every lumberman in Canada has done a successful business, even though not a large one. Let the world get hungry for our lumber and timber products, and in the end we will profit thereby.

## SEASONING OF TIMBER.

MUCH interest is shown on this side of the Atlantic in the numerous experiments that have been conducted in European countries to preserve wood from decay. The attention that has been given to this subject in Germany, France and Great Britain is no doubt due in a great measure to the growing scarcity of timber in these countries, as with increased value naturally comes increased care and science in its use.

The usual way of protecting wood from decay is by impregnation with a preservative. The Southern Pacific Railway treats piles 110 feet long by evaporating the moisture at 230 degrees and filling its place by creosote at the same temperature. This process is said to be perfect. All microbes, bacilli and animalculae avoid creosote; and the teredo, which makes nothing of the hardest timber, is said by the Portland Oregonian to "stand off and gnash his teeth in rage as he contemplates the creosote treated piling" of the Southern Pacific. This process is expensive, one dollar's worth of creosote being required to preserve one cubic foot of wood. A cheaper process is under experiment in France, where engineers have succeeded in extracting the sap by electric osmosis and sucking into its place an antiseptic mixture of borax and resin. This method is known as the Nodon-Bretonneau process, and is referred to elsewhere in this issue. Another inventor whose work is still in the experimental stage has examined extracted sap, and finding it to be albuminous and coagulable, has taken a hint from hard boiled eggs and solidified the sap in place. He claims that, without making the wood hard to work, he has removed the possibility not only of decay but of shrinkage.

The capacity for interminable shrinkage is the great fault of wood, and, for any fine and permanent use of the material, something must be done to overcome this fault. The trouble seems again to lie in the sap, so that woods treated with preservative after extraction of the sap should be comparatively free from shrinkage. The simple practice of soaking in a pond, which is practised in country places, has this end in view; and it is far more effective than kiln drying. The rapid swelling, when exposed to moisture, of kiln dried wood which has received no other treatment, as compared with the comparative steadiness of soaked boards, seems to point to the sap as the seat of the hydroscopicity of wood. To dry in a kiln a board with the sap in it is to deprive it temporarily of its moisture, so that it comes out of the kiln hungry, and paint cannot keep from it the moisture it craves.

It is of little use to specify a condition of dryness which cannot be made permanent. The wood is bound to attain the same proportion of moisture as the air of the house. The air of inhabited houses is found to contain usually about 10 per cent. of moisture. Flooring or other finish ought therefore to be brought into the house when the building has reached as nearly as possible its normal condition of dryness and temperature, and the wood ought to contain about 10 per cent. of moisture. It is easy to ascertain the proportion of water. If a piece is cut from the middle of a floor board, weighed, heated till dry and weighed again, the difference between the two weighings is the weight of moisture, and this should be ten per cent. of the weight of the piece when dried. If, as is usually the case, there is little hope of precision in the proportion of moisture in the wood, and good work is still sought, there remains the expedient of specifying quarter cut wood. It is the unequal consistency in the structure of the rings that makes tangentially sawn boards warp under shrinkage.

The summer wood in the annual ring is thicker than the spring wood, and takes up and parts with more moisture than the spring wood. In tangential boards these portions of the ring are often opposed to one another, and the consequence is warping. There may also be a great width of summer wood and consequently great shrinkage. If quarter cut wood is used the shrinkage will be much less and there is nothing to cause warping, for the structure is the same on both sides of the board.

There is this to be said in addition in favor of seasoning by soaking, that it is as effective to prevent decay as it is to prevent shrinking and swelling. It is the sap and soluble portions of the wood that form the food of the fungus of disease, and when these are washed out the liability to decay is gone.

In the matter of inflammability, much may be

done by treatment of the wood. The application of silicious compounds has in experiment produced such results in England as to cause a decrease of 50 per cent. in fire insurance rates for buildings in which the wood is treated in this way. Experiments by the Belgian government exhibited the efficiency of treating wood with a solution of ammonium salts. Ammonium phosphate was found to be the most efficient. By the production of a non-combustible vapor, fire, which attacked untreated wood in less than two minutes, was retarded in its action for forty minutes. Such retardation is all that can be expected, but it is sufficient to reduce the inflammability of wood so that it is no longer a menace to the building in which it is used, but will instead prevent the spread of flames for such reasonable time as is necessary to let the fire department get to work. Thorough impregnation with ammonium phosphate, at 25 cents a pound, would be expensive, as it would require about four pounds to the cubic foot, but thorough impregnation is not considered to be necessary.

It is evident that, with proper care and the application of science, wood can be made more efficient than it is as we use it. Greater care is the natural accompaniment of greater value, and the time is not far distant when the value of wood will rise to the point of *finesse* in its use.

## EDITORIAL NOTES.

ALMOST each day emphasizes the necessity of some authorized inspection rules by the lumber interests of Canada. As we have before intimated, it might not be practical to adopt rules applicable to the trade of the whole Dominion—provincial rules, corresponding as nearly as possible to each other, would probably be preferable. We believe such rules to be the greatest necessity of the hardwood lumber trade of the present day, and this necessity will become intensified as our export trade increases. It might be in order to enquire what is being done in this direction by the Ontario Lumbermen's Association?

JUDGING by statements appearing in the United States press from time to time, the opinion is prevalent in that country that it was only during recent years that the Ontario government placed any restrictions on the exportation of saw logs. This, however, is entirely erroneous. The writer was recently shown a copy of the crown timber regulations dated August, 1851, in which appeared the following clause:

"All saw logs cut in future upon public lands, if exported from the province, shall be paid for at double the rates mentioned above respectively."

It would seem that nearly fifty years ago the provincial authorities were alive to the wisdom of fostering home manufacture.

A REPRESENTATIVE of the CANADA LUMBERMAN who recently returned from a trip to the Pacific coast was much impressed with the prevailing activity in all lines of business, but particularly in the lumber trade. From the Lake of the Woods, whose mills supply the Manitoba market, to Victoria, every saw mill plant was operating to its full capacity, and the most general complaint was inability to keep pace with orders. While the British Columbia manufacturers expect to be able to considerably increase their foreign shipments of lumber, it is to Manitoba and the Northwest and to the mining districts that they look for the greatest expansion of trade. Already the consumption of no small quantity of lumber can be attributed to mining work. The residents of the coast province are a truly loyal class of people, who have unbounded faith in the future of western Canada.

THE granting by the Dominion government this year of over six million dollars as subsidies to railways will certainly have an important bearing upon the development of the lumber and pulp industries of this country. It will insure the building of railways in districts heretofore unreached, and which abound with spruce and pine timber. It will also open up undeveloped mining and agricultural lands, which in turn will augment the lumber requirement. The extension of the Ottawa and Gatineau Valley railway may be taken as an example. When the road is completed to Eagle Bay, on Victoria Lake, there will be opened up timber berths heretofore inaccessible only by the Ottawa river, which route is, however, almost impracticable owing to the lack of improvements on the tributaries. The distance to Ottawa by this undesirable water route is 550 miles, while by rail it would be little more than one-third of that distance.

## TWO TREASURY DECISIONS.

IN the weekly report of United States treasury decisons bearing date of August 3 there are two of interest to the Canadian lumber trade. One reports the supreme court decision on that famous Burlington case involving the question as to what is dressed lnmber. It dates back before the passage of the present tariff act. The merchandise involved consisted of planed, tongued and grooved lumber on which duties were assessed at the rate of 25 per cent. ad valorem as a manufactured wood. The importer protested, claiming that the merchadise was entitled to free entry as dressed lumber. The board of general appraisers sustained the collector, but in the U. S. circuit court the case was decided adverse to the government, and the U. S. supreme court now holds that although the lumber in question had been tongued and grooved, it had not ceased to be dressed lumber and had not become a new and distinct manufacture; in other words, that tonguing and grooving is an additional dressing but does not make it a different article. This decision will serve as an interpretation to the present act on this point.

Another decision is as to the duty of staves, beveled and chamfered. The digest of the opinion of the general appraisers is as follows:

The goods are spruce barrel staves about eighteen inches long, four inches wide and three-eighths of an inch thick. They were assessed for duty as manufactures of wood at 35 per cent. under paragraph 208, act of July, 1897, and were claimed to be dutiable at 10 per cent. under paragraph 202.

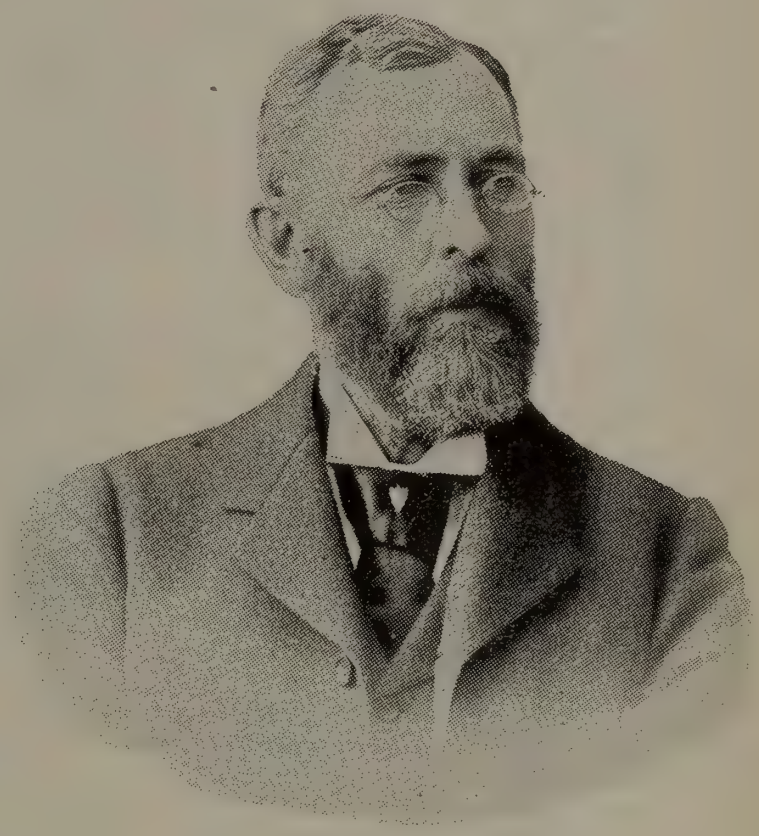
The ordinary staves of commerce are flat sawed or split strips of wood, while these in question have been beveled at the ends, chamfered or grooved for the headings, and fashioned or bent into form ready to go into the "dry" barrel for which they were intended. They are still, however, nothing more nor less than staves.

Paragraph 202 reads: "Pickets, palings, and staves of wood, of all kinds, ten per centum ad valorem."

Under this provision the goods are entitled to classification as staves, and the protest sustained accordingly.

## MR. ELIHU STEWART.

THE accompanying portrait will introduce to readers of the CANADA LUMBERMAN Mr. Elihu Stewart, who has recently received an appointment by the Dominion Government as Chief of the Bureau of Forestry. Mr. Stewart was born at Sombra, Lambton County, Ontario, was educated at the public school and at the Normal school in Toronto, and admitted as a Dominion and Provincial Land Surveyor in 1872. For over twenty years he has been engaged on Ontario and Dominion surveys, extending from the Ottawa river to the Rocky Mountains, and has thus obtained a wide knowledge of the various woods of Canada. He has frequently been employed to make estimates of standing timber, and has acted as arbitrator in timber matters involving hundreds of thousands of dollars. He has also had some experience as a lumberman on his own account, and is well posted on practical forestry. Mr. Stewart was for two years president of the Association of Land Surveyors; and was one of the founders of the Canadian Magazine, to which he has been an occasional contributor.



MR. E. STEWART,
Chief of the Dominion Bureau of Forestry.

Mr. Stewart is a resident of Collingwood, Ont., where he has served as a member of the council and as mayor of the town. A Liberal in politics, he contested the riding of North Simcoe in 1896 against the late Dalton McCarthy, but was unsuccessful.

Heavy forest fires are reported from British Columbia, where considerable timber along the Crows Nest Pass railway has been destroyed. The Canadian Pacific railway lost a quantity of logs.

# THE RETAILER AND Wood-Worker

## NEW PROCESS OF FIRE-PROOFING WOOD.

THE best method of impregnating wood in order to render it incombustible, said Mr. C. J. Hexamer, Ph. D., in the course of a lecture recently delivered before the Franklin Institute, London, is the following :—In the first place, use only well-seasoned timber, thoroughly air and kiln-dried, and impregnate, whenever possible, the finished articles. Then place the wood in a strong metal chamber, specially made for the purpose, capable of withstanding strong pressures, and provided with a lid that closes it hermetically. The receptacle is surrounded by a steam jacket, so that the temperature in it can be regulated at will. The interior of the chamber must be thoroughly dry before the wood is placed there. The lumber should not be steamed before saturating it, although this custom is still prevalent in many creosoting works. The laborious tests of Drude have conclusively proved that steaming wood before impregnating it with solutions tends to lessen its absorptive powers, and therefore it should be as dry as possible. The temperature in the receptacle is slowly increased above the boiling point of water, and is maintained until all the moisture in the wood has been expelled and the mass is equally heated throughout. The chamber is then hermetically sealed and the temperature in it is reduced to 60 degrees C., and held there. The air in the receptacle is now extracted as quickly as possible by means of an air pump. The more complete the vacuum, the better will be the ultimate results. Few persons have any idea of the amount of air contained in porous substances like wood. After the air in the wood has been removed, a solution of water glass of about three times its volume of water, previously heated to 60 degrees C., is sprayed into the vacuum. This method of injection is used to remove the air in the solution. The solution must not be too dilute, but, at the same time, not so thick as to refuse to enter the finest tissues of the wood ; in other words, it must be of such consistency that after impregnation it is completely retained in the pores. It is almost needless to add that the final results depend on the completeness with which the moisture, sap, and air have been removed from the wood before impregnation. For ordinary purposes a block of wood can be made fire-resisting by repeatedly soaking it in a water-glass solution, and, when dry, coating it with a mixture of the liquid and cement. To return to the process, when the wood has become saturated with the solution at normal conditions, hydrostatic pressure of about ten atmospheres is applied and maintained for three hours ; this drives the liquid through the mass. Numerous experiments made in Germany for the conservation of wood have conclusively demonstrated that the "hydrostatic pressure method" is the only one to be relied upon for forcing solutions to the innermost parts of a log.

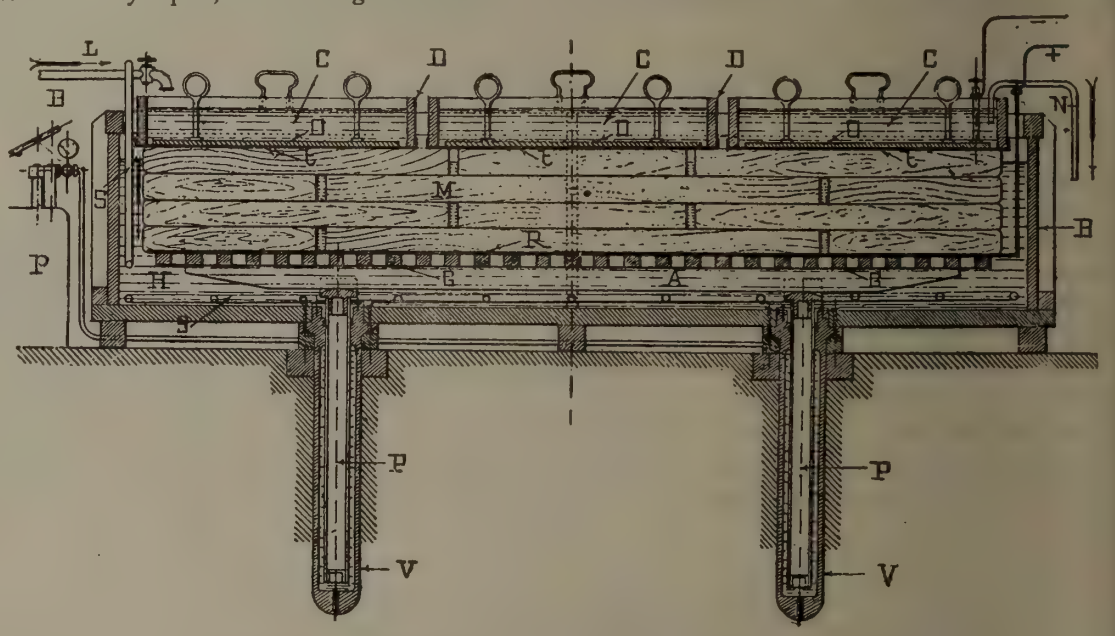
The question now becomes, What to use to precipitate insoluable silicia from the solution of soluble glass, thereby forming an insoluble compound in the fibres? A dilute solution of hydrochloric acid was tried at first, but this affected the wood, and would in practice, attack metal receptacles. Gaseous and liquefied carbonic acid were experimented with, also calcium chloride, until finally a solution of ammonium chloride—a very cheap substance—was used with excellent results. This produces in the very fibres of the wood a gelatinous precipitate of silica. To apply this secondary liquid, the water-glass solution is drawn from the receptacle, and the before-described process is repeated with the ammonium chloride solution. In practice it may be found advantageous to use a second receptacle, removing the wood from one to the other. The pressure should be applied gradually in the second treatment, so as not to force out the first solution. After the precipitation has been completed, the wood is thrown into a stream of running water to dissolve and wash out the salt near the surface, and is then slowly dried. It may be of interest to add that, as a secondary result of the experiments—by using stronger solutions than are necessary for fire-proofing purposes—some beautiful specimens of petrifaction were obtained ; a piece of filter paper was turned into stone, and looked like a delicate film of some pure white siliceous mineral. It is therefore possible that this process can in future be utilized in the arts to petrify organic substances.

The firm of Buckel, Bechtler & Heinstock are building a new saw-mill at Nipissing, Ont.

## SEASONING TIMBER BY ELECTRICITY.

SINCE the references in the July number of the CANADA LUMBERMAN to a method of seasoning timber by electricity, as adopted in Europe, several communications have been reecived from subscribers requesting further information. We therefore publish an illustration of the apparatus for the purpose as patented by Messrs. A. L. C. Nodon and C. A. Bretonneau, of Paris, France, who have introduced further improvements into their patent.

The apparatus used remain essentially the same, the modifications being improvements of detail, including the employment of a stronger current of electricity, and in modifications of the apparatus to make it more efficient, lighter and easier to handle. The improved bath is composed of a solution of 10 per cent. of neutral borate of soda and 5 per cent. of resinate of soda maintained at a temperature of about 35 degs. C. during the process. The electric current which causes the electro-capillary changes, and causes the sap of the wood to be extracted by the borate, has an electromotive force of 50 volts, sufficient to traverse 50 to 60 centimetres of wood and complete the operation in five hours. The solution of borate and resinate of soda penetrates by reason of the electro-capillary action, into the whole mass of wood, and produces a thorough extraction of the sap, which is carried towards the anode and remains mixed in the bath. To facilitate the manipulation of the woods, and to obtain a controllable immersion, according to the progress of the treatment, the patentees have devised the arrangement represented in the illustration, in which H indicates the bath, S the heating coil, L the water supply pipe, O the negative pole (cathode). The frame of double lower bottom rests on the support, A, upheld by the pistons, P, of an hydraulic jack, V. This latter is manipulated by a pump, p, and the pistons, P, can either be raised or lowered as desired. When the latter is raised, the wood can be placed on the frame, and then be plunged in the vat, B, by lowering the pistons. The same action reversed serves to withdraw the wood after treatment. The upper porous partition C has also undergone a modification in its construction to make it lighter and less expensive ; it is now composed of a number of sashes or frames, D, the bottom of which is formed of strong sail-cloth, t, fixed with brass nails. These frames are lighter and more convenient to handle, and are conductively connected together.




THE NODON-BRETONNEAU PROCESS OF SEASONING TIMBER BY ELECTRICITY.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN GREAT BRITAIN, THE UNITED STATES, AND OTHER FOREIGN MARKETS.*

VOL. V. TORONTO, ONT., AUGUST 30, 1899 No. 32.



## CANADA LUMBERMAN

PUBLISHED BY

**The G. H. Mortimer Publishing Co'y of Toronto, Limited**

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and endencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.



LUMBERMAN'S

VEST-POCKET

INSPECTION BOOK

Containing Rules for the Inspection and Measuring of Pine and Hardwood Lumber in the leading markets of Canada and the United States. Embracing also many useful tables and calculations of everyday service to lumbermen.

*Prepared by the Editor of the Canada Lumberman."*

Toronto, Canada
C H. MORTIMER, Publisher
1895

THE above is a fac simile of the title page of the latest and most complete Lumber and Inspection Book published.

We shall be pleased to send you a copy on receipt of four 3 cent Canadian postage stamps

THE CANADA LUMBERMAN,
*Toronto, Canada*


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type; 12 lines make one inch. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

### WANTED.

LOT OF THIRTY OR THIRTY-TWO INCH Pine Lath; quote lowest cash prices. J. F. STENGEL, Ellicott Square, Buffalo, N.Y.

WANTED FOR CASH—All kinds of Hardwood Lumber. JAMES MORRISON, 552 Yonge Street, Toronto.

### WANTED.

NUMBER ONE AND NUMBER TWO PINE Lath. MIXER & Co., Buffalo, N.Y.

FOR SALE IN PARRY SOUND, ON SOUTH River, near Trout Creek, 800 Acres Good Soil, timbered with Pulp Wood and Birch. Box 30, CANADA LUMBERMAN.

HAVE YOU ANY STOCK WHICH YOU WISH to sell? If so, make the fact known to probable buyers by placing an advertisement in this department. Address, CANADA LUMBERMAN, Toronto.

I WANT TO CORRESPOND WITH MANUfacturing companies building Wood-Working Machinery regarding the building of machines which cost about Three Hundred Dollars. "J. F.," care of CANADA LUMBERMAN.

### WANTED.

TOW BARGE WANTED FOR STEAM BARGE Chamberlain; must carry 400,000 or 500,000 feet of lumber. Apply with full particulars to C. BECK MFG. Co., LIMITED, Penetanguishene, Ont.

### FOR SALE

A FIRST-CLASS LUMBER AND SHINGLE Mill, average capacity per day 35 M. feet lumber, 70 M. shingles, and 15 M. lath; situated in Huntsville, close to the G. T. R. station, with sidings to mill; plenty of virgin pine. Also a first-class site for a tannery, plenty of tan bark. Will be sold at a bargain. Apply to T. WHALEY, Huntsville, Ont.

### SAW MILL FOR SALE.

THIRTY-FIVE HUNDRED DOLLARS BUYS Saw mill worth double this amount, if taken at once; 2 Boilers 120 h.p., Engine 100 h.p., Iron Saw Frame, Three Block Carriage, 2 good Saws, Double Edger and Trimmer good as new, Slash Chain, all in good running order, run this season; size of Mill, 30×100 ft.; good Boiler House, Blacksmith Shop, House, Barn, etc.; 400 acres of good Birch and Hemlock, also thousands of acres of timber near by. For particulars, address ALLEN CRESSMAN, Berlin, Ont.

### THE BARBADOS MARKET.

The Barbados lumber market is thus reviewed by Messrs. Clairmonte, Mann & Co. in their report dated August 18th:

The only arrival of lumber within the past fortnight was the cargo per Andrew Burnham, from Newfoundland, which sold as follows: 35 M. feet white pine boards at $18.60, 4 M. feet spruce boards at $13.60, 23 M. feet white pine at $18.83, 17 M. feet spruce at $14.13, 5 M. feet birch at $14.14, and a small quantity of scantling at $12.60. The demand for both white pine and spruce is good. Last sales of Nova Scotia lumber have been made as follows: White pine boards, $23; planks, $17.60 for first quality and $17.30 for second quality; spruce at $17.50 for first quality. Pitch pine sells at $21.11 for merchantable, $15.51 for refuse, and $13.51 for second quality.

Last sale of Gaspe cedar shingles was at $3.83 to $5.27 per M., according to quality. Cedar laying sells at $2.60 and spruce laying at $2.30.

### CURRENT TRADE CONDITIONS.

ONTARIO.

The trade of the month now drawing to a close has been larger in volume than any August for several years past. While orders have not been as plentiful as in the spring season, yet the volume of lumber moved augurs well for a heavy fall trade. Competition in buying is very keen, and it is a singular fact that retail prices have not advanced in proportion to the higher prices asked by manufacturers. The result of this is that dealers are doing business on a small margin of profit. While most of the dealers are prepared to hold their stock at a price which would give a reasonable profit, others indulge in cutting prices and accepting a margin of profit of about 50 cents per thousand. Take, for instance, 2×10 and 2×12 pine plank, for which manufacturers are asking $11 and $12. For this stock it is impossible to obtain more than an advance of 50 cents or one dollar on this price from retail dealers in Toronto. The retailer and consumer are benefitting at the expense of the wholesale dealer. This fact serves to illustrate the necessity of some organization among the lumber trade by which a basis of prices would be fixed. Report is still heard of the scarcity of hardwood lumber, and in some instances substitutes are being sought for.

The completion of buildings is creating an increased demand for shingles, of which there is but a limited stock at the mills. It is probable that an advance in prices will take place at an early date. Lath is scarce and in good demand.

QUEBEC AND NEW BRUNSWICK.

As the season advances the position of manufacturers in Quebec and the maritime provinces continues to strengthen. There are many enquiries in the market for lumber for fall shipment, but few of the mill owners are in a position to enter into contracts, having disposed of their season's production. A considerable quantity of lumber and shingles is being shipped to the United States, where prices are steadily advancing. The advance in lumber in New Brunswick is well illustrated by a recent transaction. Last spring a dealer purchased 1,500,000 feet of deals at Hopewell Cape, paying $7 per thousand. He is now reported to have sold this stock at $10 per thousand, making a profit of over $4,000 on the transaction.

Foreign orders represent no small volume of trade. Vessels are constantly sailing for British ports, while a bark has just loaded at St. John for Australia, and another for South America. Indications point to a further advance in spruce deals.

MANITOBA AND BRITISH COLUMBIA.

Harvesting operations in Manitoba and the Northwest are now engaging the attention of farmers. The government crop bulletin shows a most satisfactory yield, and the first shipments of new wheat have already been made. In anticipation of a large demand for lumber by farmers this fall, retail dealers are stocking up quite liberally, as is shown by the large quantity of stock that is being shipped from Winnipeg. Prices on lumber remain unchanged, although lath has been advanced 50 cents per thousand. In British Columbia the mills are unable to fill all the orders, the requirement for mining purposes being very heavy. Over 1,000,000 feet of lumber is being used in the construction of a flume in connection with the Grand Forks smelter.

UNITED STATES.

The only change in the United States market is a further hardening of wholesale prices at eastern points. Dealers in the Lake Erie markets have been unable to accumulate stocks as rapidly as desired, and consequently have decided to mark up prices. This has also been necessary in order to keep pace with the upward tendency at producing points. The advance in the eastern markets has been most pronounced on white pine. At Buffalo thick fine common has advanced $5 within a short time, while inch mill culls now sells at $14.50. The advance in box averages $1.50, 1×4 now being quoted at $14 and thick as high as $17.50. Inquiries for lumber have been so numerous from the east that many dealers are of the opinion that it would be better to hold the stock until the fall, when still higher prices are expected to rule. Hemlock and spruce have also improved, the former selling in the New York market on a basis of $15 per thousand.

The course of the hardwood trade is being watched with much interest. There are some dealers who anticipate a reaction, but the general opinion is that prices will not weaken before next spring at any rate, as the bulk of the consumption is for manufacturing purposes, and this branch of commerce is in a most healthy condition. Ash is very scarce throughout the eastern market, and implement manufacturers are substituting maple therefor. The scarcity of elm and basswood continues.

It is somewhat difficult to give a fair

review of the shingle market. Some of the dealers report a large stock on hand, while others have a very small supply and are in the market to buy all they can find. An advance of 15 cents over the July price list is announced, which places 18-inch at $3.85 and 16-inch at $3.40. Red cedar shingles are selling about 20 cents per thousand less than pine.

FOREIGN.

The imports into Great Britain from Canada have been heavy of late, but from the north of Europe ports the reverse is the case, due to the extraordinary position of the freight market. A state of things similar to that now existing has not been known for years. Every class of vessel has been called into requisition to supply the demand, and the natural result is high rates of freight. This has caused a further strengthening of the lumber market. At a recent sale held by Churchill & Sim, London, Eng., waney pine timber sold at high values, but square pine and birch planks scarcely realized average quotations. Spruce deals are experiencing a steady consumption. At Manchester £7 2s 6d to £7 5s is being asked for large lines ex ship, and there is every prospect of a further increase in price. Concerning the Liverpool market a correspondent writes as follows: "The spruce market is very stiff, and no signs of relaxation are apparent up to the present time; nor do we see why any such hopes should be entertained. The season for shipping from the St. Lawrence ports is drawing to a close, and with it the rates of freights and insurance will increase. This serves to strengthen the position of shippers.

## STOCKS AND PRICES.

G. Elias & Bro., of Buffalo, are said to be negotiating for the purchase of a hardwood limit in Canada.

The city of Toronto recently invited tenders for the supply of a quantity of oak and elm timber. Only one tender was submitted, and the council have not yet let the contract.

Prices at Philadelphia have advanced within the past fortnight. Hemlock sells at $14 to $14.50, 8 and 9 inch spruce at $17 and $19, and 8 inch and under boards, up to 20 feet, at $17.

The Bonny River Lumber Co., who recently acquired the Todd property at Bonny river, Charlotte county, N.B., expect to get out this winter about 5,000,000 feet of logs. The mill, which has been idle for some years, is now being repaired.

Very little lumber is on the wholesale market at Duluth. A price of $9.25 is said to have been refused for some No. 4 boards, but the greatest advance pertains to lath. One year ago lath was selling in the Duluth market at 75 cents and $1. To-day quotations are $1.60 and $2.

A report from Ottawa, dated Aug. 21st, stated that there were at the Cascades, on the Gatineau river, about 15 miles from Ottawa, the largest number of logs that has ever been got together in one mass. Owing to the lateness of the spring and consequent high water, the lumbermen of the Gatineau could not start their run until very recently. When they did start they placed 240,000 logs in the river within ten days, with the result that there gathered at the foot of Little Cascade rapids 130,000 saw logs, 70,000 railway ties, 7,500 pieces of cedar, and 5,000 pieces of timber. The logs were 25 tiers deep, and beneath these runs the river at the rate of 25 miles an hour. It is proposed to use dynamite to break this jam.

It was recently recorded that the Saginaw Lumber & Salt Co. had purchased 3,000,000 feet of Canadian logs cut on exempted limits. It is now learned that the company has purchased 2,000,000 feet more, making a total of 5,000,000 feet to be rafted to the Saginaw river this season. The price paid for these logs was the highest ever given for Canadian logs.

Following is a comparative statement of timber, &c., measured and culled at Quebec to August 29th, 1899:

| | 1897. | 1898. | 1899. |
|---|---|---|---|
| Waney white pine, cu. feet. | 3,345,989 | 1,606,257 | 1,598,665 |
| Square white pine, cu. feet. | 736,022 | 1,208,761 | 543,889 |
| Red pine, cu. feet | 145,638 | 216,538 | 159,541 |
| Oak, cu. feet | 1,250,021 | 844,206 | 487,604 |
| Elm, cu. feet | 657,536 | 471,077 | 446,408 |
| Ash, cu. feet | 128,018 | 34,532 | 56,514 |
| Basswood, cu. feet | 55 | | |
| Butternut, cu. feet | 673 | 955 | 60 |
| Tamarac, cu. feet | 348 | | 415 |
| Birch and Maple, cu. feet. | 230,561 | 106,592 | 231,946 |

There promises to be great activity in logging operations in the districts north of Bobcaygeon and Lindsay. M. M. Boyd & Co., of Bobcaygeon, will operate on about the same scale as last year, and will have one large camp on their Glamorgan township limits. McCormack & McLeod will have two gangs on Trout creek, Muskoka, and are already cutting cedar in Haliburton county. The Dickson Co., of Lakefield, will make a large cut on the old Scott limits in Cavendish and Anstruther. The Gilmour Company have sent a gang of men into Harvey township, about eight miles from Bobcaygeon. It is the intention to clean up this limit, taking off all the pine, cedar, hemlock, birch and elm. Turner & Fisher, of Saginaw, will have four camps in Muskoka and Georgian Bay limits, and the Rathbun Company will operate extensively in Muskoka and Haliburton.

## BRITISH COLUMBIA LUMBER SHIPMENTS.

The shipments of lumber from British Columbia to foreign countries up to July 31st of this year were as follows:

| Name of Vessel. | From. | For. | Cargo—Ft. |
|---|---|---|---|
| John Smith | Chemainus | Cape Town | 626,856 |
| Coloma | " | Tientsin | 700,497 |
| W. F. Witzemann | " | " | 364,068 |
| Louisiana | Moodyville | Sydney | 1,129,111 |
| Ragnar | " | Newchwang | 1,194,421 |
| Eric | Ganges Harbor | Tientsin | Piles. |
| Rodenbek | Moodyville | Callao | 1,309,231 |
| E. K Wood | Chemainus | Tientsin | 660,292 |
| Hawaiian Isles | " | Melbourne | 1,914,665 |
| Altcar | Moodyville | Callao | 1,012,013 |
| Sea King | Chemainus | Sydney | 1,130,378 |
| Orion | " | Calcutta | 1,616,318 |
| Undaunted | " | Cape Town | 1,263,853 |
| J. M. Weatherwax | New Westminster | Nagasaki | 519,243 |
| Brunel | " | Callao | 1,194,958 |
| Clan Galbraith | Vancouver | Algoa Bay | 1,641,759 |
| Star of France | Chemainus | Melbourne | 1,176,922 |
| Alex. McNeil | Victoria | Port Pirie | 605,579 |
| British General | Chemainus | Australia | 1,457,539 |
| City of Madras | Moodyville | " | |
| Dundee | " | Calcutta | 1,791,985 |
| Hercules | Chemainus | Queenboro | 907,546 |
| Sebastian Bach | " | Tientsin | 552,566 |
| King Cyrus | " | Newchwany | 878,728 |
| Compeer | Burrard Inlet | Japan | 416,928 |
| Guy C. Goss | Chemainus | Taku | 1,134,648 |
| Nanaimo | " | " | |
| Dalnyvostok | " | Port Arthur | 1,452,876 |
| Adderley | Burrard Inlet | Sydney | |
| Tyr | Chemainus | Newchwang | |

## THE AUSTRALIAN LUMBER MARKET.

Messrs. Fraser & Co., of Melbourne, in their last monthly report, review the Australian market as below:

Sales of timber during the past four weeks have been of a moderate character, few important operations having been made from stocks in the yard and "ex wharf." In no line, however, has there been a decline upon last rates; while in some instances slightly better prices have been asked and secured, and for several descriptions of lumber there are indications of better value being shown at no distant date. There are signs of an improvement in the demand from the country districts when the spring season opens, also at which time there will most probably be an increase in the town and suburban orders, as many contracts for building requirements have lately been arranged to commence operations very shortly; and as further local contracts are now in view to be concluded within the next few months, we are, therefore, hopeful of seeing in the near future a much improved demand for all classes of timber, and for an actual consumption of the same.

SPRUCE AND BALTIC WHITE DEALS.—Imports: Nil. Some further business, but of a limited extent, has been done in stocks at 2⅝d per foot of 9 x 3 for an assorted specification.

OREGON PINE.—Imports: Nil. The trade having been well supplied out of the last cargo per Hawaiian Isles, consequentiy there has been but little business done in the past four weeks. Some small sales have been concluded at from £6 to £6 5s per 1000 feet super., upon which basis the market is firm for the remainder of supplies at the wharf.

SHELVING AND CLEAR PINE.—Imports: Nil. £8 10s is now required for shelving, at which figure some sales have been concluded. Michigan clear pine is in poor demand at £14 10s per 1000 feet super.

## LUMBER FREIGHT RATES.

CANADA ATLANTIC RAILWAY.

Lumber freight rates on the Canada Atlantic Railway, according to the summer schedule effective April 1st, are as follows: Ottawa, Rockland, Hawkesbury and intermediate points to Toronto, 10 cents per 100 lbs.; Parry Sound to Toronto, pine 10 cents, hardwood, 11 cents; Ottawa to Oswego, $1.90 per M ft.; Ottawa to Syracuse, $2.20 per M ft, (3,000 lbs. and under per M ft.); Ottawa to Montreal, $1.00 per M feet, lath 20 cents per M pieces; Quebec, $2.00 per M feet, lath 40 cents per M pieces; Arnprior to Montreal, $1.50 per M feet, lath 30 cents per M pieces; Quebec, 12 cts.; Pembroke to Montreal, $1.75 per M ft., lath 35 cents per M pieces; Quebec, $2 75 per M ft., lath 55 cents per M pieces; Ottawa to New York, $3.00 per M ft., lath 55 cents per M pieces; Arnprior to New York, $3.50 per M ft, lath 65 cents per M pieces; Pembroke to New York, $3.75 per M ft., lath 70 cents per M pieces; Parry Sound to New York, $4.00 per M ft., lath 80 cts per M pieces; Ottawa to Buffalo, 12 cts. per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs.; Ottawa, Rockland and Hawkesbury to Boston and common points, local 15c.; exports 11c. per 100 lbs.; Arnprior to Boston and common points, local 17 cents, export 15 cts. per 100 lbs.; Parry Sound to Boston and Portland and common points, local 21½ cents, export 20 cts. per 100 lbs.; Ottawa, Rockland and Hawkesbury to Portland, &c., 15 cts.; Arnprior to Portland, 17 cts.; Ottawa to Burlington, 6c. per 100 lbs.; Ottawa to Albany, 10 cts. per 100 lbs.; Arnprior to Albany, 12 cts. per 100 lbs.; Parry Sound to Albany, 17 cts. per 100 lbs.; Ottawa to Scranton and Wilkesbarre, Pa., also Binghampton, N.Y., 13 cents per 100 lbs, from Arnprior 15 cents, from Parry Sound 20 cents per 100 lbs.; Ottawa to St. John, N.B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N.S., and common points, 21 cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft.; minimum carloads 10 M ft., lumber not exceeding 3,000 lbs. per M ft.; lath 50,000 pieces, not exceeding 600 lbs. per M pcs. Ottawa rates apply on shipments from Rockland and Hawkesbury.


WANTED

Rock Elm, cut to order.
Soft Elm, all thicknesses.
Black Ash, all thicknesses.

State quantity you can supply, with lowest prices.

JAS. G. CANE & CO.,
35 Adelaide St. E., Toronto, Ont.

TELEPHONE POLES

The undersigned have in stock a large number of Telephone Poles, all lengths, 25 to 60 feet; also Fence Posts. Quotations given promptly by mail or wire when required.

GEORGE & McGREGOR,
Killaloe Station, Ont.

H. D. WIGGIN BOSTON, MASS. 89 STATE ST.

will inspect at mill and PAY CASH for

LOG RUN

Elm, Ash, Bass and other Hardwoods

CORRESPONDENCE SOLICITED.

Sieveking, Podmore & Co.

WOOD AGENTS

7 CROSBY SQUARE, LONDON, ENG.

Cable Address: "Sieveking," London — Branch at LIVERPOOL.

HESSLER & CO.

WOOD AGENTS AND SHIP BROKERS

West Hartlepool, ENGLAND

Branch Offices in Hull and Newport, Mon.
Cable Address: 'Hessler," Westhartlepool.

WANTED FOR EXPORT

All kinds of Logs and Lumber
Payment by Montreal Bankers.

DENNY, MOTT & DICKSON - LONDON, ENG

WANTED

MESSRS. JOSEPH OWEN & SONS, Ltd., of Liverpool, Eng., are open to treat for regular supplies of large quantities of HARDWOOD LUMBER, and will be glad to hear from holders who have to offer WHITE ASH, WHITE OAK, SCALY BARK and SECOND GROWTH HICKORY, POPLAR and WALNUT, in logs, planks and boards, also prime fresh BIRCH LOGS of large dimensions.

BUYERS AND EXPORTERS OF

WHITE PINE AND HARDWOOD

SWAN-DONOGH LUMBER CO.
WHOLESALE LUMBER DEALERS.
North Tonawanda

Cable Address, "SWAN DONOGH—TONAWANDA
Lumberman's Code.

WANTED

Mill Culls

(All Thicknesses)

FOR CASH

John F. Stengel No. 928 Ellicott Square, BUFFALO, N.Y.

MILL MEN

Who have desirable lots of 1 to 3" firsts and seconds Soft Elm and 1 to 3" firsts and seconds Brown Ash ready for immediate shipment, will please send full description of stock, stating dryness, lengths and widths, with best cash price f.o.b. cars and freight rate to Boston, to

LAWRENCE & WIGGIN

Wholesale Lumber Dealers - 55 Kilby Street, BOSTON, MASS.

### COOPERAGE PRICES.

The Sutherland Innes Company, manufacturers of cooperage stock, Chatham, Ont., in a letter to the CANADA LUMBERMAN, give the following information regarding the cooperage market :

There has been a considerable advance in cooperage stock, and the markets of the United States during the past 60 days have advanced rapidly. The following is our new price list f.o.b. cars : No. 1, 28½" jointed elm staves, $5.75 per net 1,000 ; No. 1, 30", $5.75 ; No. 2, 28½", $4 ; No. 2, 30", $4. Millrun, 5 to 2", $5.25 ; 6 to 2", $4.75. No. 1, 24" jointed elm staves, $4 ; No. 2, 24", $2. No. 1, 14" to 14¾" kiln dried basswood heading, 3½c per set ; No. 1, 15" to 16", 3½c ; No. 1, 17⅛", 4¼c. Millrun, 17⅛", $3.75 per 100 sets ; No. 2, 17⅛", $3.50 ; No. 1, 18" to 18¼", 4½c per set ; No. 1, 19⅛ in., 4¼c ; No. 1, 19½ in., 5c. A No. 1, 4½ ft. patent elm hoops, $4.60 per net 1,000 ; No. 1, 5½ ft., $6.50 ; No. 1, 6 ft., $6.75 ; No. 1, 6½ ft., $7 ; No. 1, 6' 9 in., $7.25. 12 in. liners, 40c per 1,000. 13 to 18 in. liners, 50c per 1,000. 34 to 35 in. syrup barrel staves, $18. 30 in. half syrup barrel staves sell at $16 for straight, and bent stock $2 per 1,000 more.

These are the prices that we are selling at, but it is quite possible that with the large advances that have taken place in the United States we may be compelled to advance our figures, particularly for Canadian business, to cover the advance that has taken place in lumber, timber and wages.

### SALE OF CANADIAN TIMBER.

Messrs. Churchill & Sim, London, Eng., held an auction sale of wood goods on August 16th, at which Canadian timber sold as follows:

SPRUCE.—Ex St. John city, from Quebec—12 ft., 3 x 9, third quality, £7 10s. and £7 15s. Ex Yola, from Montreal—12-13 ft., 3 x 9-11, second quality, £8 10s.; 12-13 ft., 3 x 7-9, third quality, £7 15s. Ex Euxinia, from Quebec—13 ft., 3 x 9, third quality, £7 15s. Ex Ormiston, from Quebec—6-13 ft., 2 x 7-10, unassorted, £7 5s.

OAK TIMBER.—Ex Kirriemoor, from Quebec—651 cubic ft. at 5s. 5d. per load, 552 cu. ft. at 5s. 10d., 397 cu. ft. at 5s. 10d., and 458 cu. ft. at 5s.

BIRCH PLANKS.—Ex St. John City, from Halifax—7-17 ft., 5 x 6 in., 1s. per cubic foot ; 7-16 ft., 3 x 10-12 in., 1s.; 4-18 ft., 3 x 9 in., 1s.; 6-20 ft., 3 x 8 in., 11d.; 10-17 ft., 3 x 7-8 in., 10½d.; 8-13 ft., 3 x 6-10 in., 9s. ½d.; 8-18 ft., 2½ x 11-15 in., 1s.; 9-17 ft., 2½ x 3-12 in., 1s.; 4-17 ft., 2 x 9-16 in., 1s. 1d.; 3-19 ft., 1½ x 1¾ in., 1s. 1d.

PINE TIMBER.—Ex Krim, from Quebec—24-26 ft., 16-30 in., first class waney, 97s. 6d. per load ; 18-20 ft., 16-26 in., 92s. 6d.; 23-25 ft., 16-21 in., 92s. 6d. Ex Fernmoor, from Quebec—36-39 ft., 13-17 in., first class square pine, 92s. 6d. per load ; 39-34 ft., 14-16 in., 54s.; 42-47 ft., 14-17 in., 58s.; 20-29 ft., 14-23 in., 59s.; 20-27 ft., 14-22 in., 55s.; 32-40 ft., 12-20 in., 60s.; 29-32 ft., 12-16 in., 57s.

### THE SHINGLE SITUATION.

During the current season of constantly advancing prices, shingles of no kind have responded to increased values at any such rate as have all kinds and qualities of lumber. The explanation of this is that the immense consumption of lumber throughout the country for the year has been required more for manufacturing enterprises than for building operations.

It is not to be inferred from this that there has not been a large demand for shingles throughout the season The sales, says the American Lumberman, have far outstripped any former year. The Washington mills, without one exception, are way behind their orders, and it would doubtless be impossible for an eastern dealer, on a present order, to receive shingles in time for his fall trade. The stocks of pine shingles in the northwest are extremely low, and those of white cedar probably not more than one-half those of a year ago. New Brunswick cedars coming into the eastern field are in short supply. The same can be said of Pennsylvania hemlock shingles and the cypress shingles of the south.

In the face of the foregoing facts, it can safely be prophesied that shingles are a purchase at current values, as it is almost certain that a sharp advance in prices will be instituted within a very short time.


**CANADA ATLANTIC RAILWAY**

Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE

H. B. MUSSEN, Contracting Agent.
M. A. OVEREND, Foreign Freight Agent, 115 Board Trade, Montreal.

. . . . Shortest and Quickest Route from . . . .
OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PEMBROKE, PARRY SOUND and other Lumber Centres, TO BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
W. P. HINTON, Ass't General Freight Agent, Ottawa.
C. J. SMITH General Traffic Manager, Ottawa, Ont.

**SPOT CASH**
FOR
**BLACK ASH, SOFT ELM and BIRCH LUMBER**
Either for immediate or future delivery, lake points preferred.
Write full particulars. If quantity warrants will send Inspector.
**H. HERRMANN LUMBER CO., 368 Broome St., New York City**

*CANADIAN EXPORTERS AND WHOLESALERS*

**THE PEMBROKE LUMBER CO. LIMITED**
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills — PEMBROKE, ONT.

**JAS. PLAYFAIR & CO.**
Manufacturers and Wholesale Dealers
**LUMBER • LATH • SHINGLES**
Contractors for Railway Supplies
BILL TIMBER a Specialty . . . — MIDLAND, ONT.

A. A. SCOTT. WM. COOKE.
**COOKE & SCOTT**
MANUFACTURERS
**HARDWOOD LUMBER, HOOPS AND STAVES**
**McGregor, Ont.**
*Red and White Oak Bills cut to order.* Correspondence Solicited from British Importers.

**A. & P. WHITE** Manufacturers of and Dealers in.....
*Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.*
*A Large Quantity of Dry Lumber in Stock* - PEMBROKE, ONT.

**McLAURIN & MacLAREN**
Lumber Manufacturers
Dimension Timber in White or Red Pine, Spruce, Hemlock, or Cedar.
**PINE DEALS**
Cedar Shingles, Cedar Ties, Posts and Poles, Pine Lath, Etc., Etc.
SHIPMENTS BY RAIL OR WATER. - EAST TEMPLETON, QUE.

**ROBERT WATT • WIARTON**
MANUFACTURER AND Wholesale Lumber
Pine Lath, Cedar, and Pine Shingles.
*A Quantity of Cedar Posts for Sale on the Shore of the Georgian Bay and Lake Huron.*
CORRESPONDENCE SOLICITED. HEMLOCK BILLS A SPECIALTY. Mills at Wiarton

**ROBERT THOMSON & CO.** Manufacturers and Wholesale Dealers in
Dimension Timber of all sizes, Car Flooring
Red and White Pine and Spruce Deals
Cedar, Tamarack and Hemlock Railway Ties ; Shingles and Lath. Contractors for Railway Supplies of all kinds. Mills at Chelmsford. Timber Lands and Limits and Logs for Sale
Write us for Quotations. Head Office : 141 Stuart Street, HAMILTON, CANADA

**MAITLAND, RIXON & CO.** OWEN SOUND, ONTARIO.
Manufacturers and Dealers
**LUMBER, LATH, TIES, POLES, SHINGLES, ETC.**
Make a Specialty of Long Pine, Cedar and Hemlock Bill Stuff.
WE SHIP BY C.P.R., G.T.R. AND BY WATER

**KILN-DRIED BIRCH FLOORING** SHEETING .. and .. CEILING Flooring from $12.00 Ceiling " 10.00 SAMPLES BY MAIL KNIGHT BROTHERS CO. Burk's Falls, Ont.

*FOREIGN IMPORTERS*

**WRIGHT, GRAHAM & CO.** 7 Royal Bank Place, GLASGOW, SCOTLAND
**WOOD BROKERS**
Cable Address: "Brakridge," Glasgow.
Codes Used : Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of **CANADIAN WHITE PINE AND SPRUCE**, cut to all sizes—and all kinds of Hardwood in Log, Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

**SMITH & TYRER** - 14 Canada Dock, LIVERPOOL
**. . Wood Agents . .**
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax N.S.

**C. H. GLOVER & CO., Ltd.**
Importers of
**SPRUCE, BOX SHOOKS, PINE, ETC.**
From now we intend buying DIRECT from the Manufacturer. Offers Invited . . . . . Wharves, Mills and Offices : HATCHAM, LONDON, S. E., ENGLAND

**IRVIN & SELLERS**
Cable Address : "Primus" Liverpool Forge Street, Bootle, LIVERPOOL.
BUYERS OF — POPLAR, SOFT ELM, PLANKS and BOARDS, ROCK ELM and MAPLE LOGS
ALSO DEALERS IN — BOXWOOD, LIGNUM, EBONY and all HARD and FANCY WOODS

# DIRECTORY OF ADVERTISERS

**In the Monthly Edition of "The Canada Lumberman."**

**BELTING**
Fleming, W. A., Montreal, Que.
Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
McLaren, D. K., Montreal, Ottawa and Galt.
The Waterous Co., Brantford.
Young, J. S., Montreal.

**BRASS CASTINGS**
Magnolia Metal Co., New York.

**DRY KILNS**
McEachren Heating & Ventilating Co., Galt, Ont.
Standard Dry Kiln Co., Indianapolis, Ind.

**ELECTRICAL APPARATUS**
Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

**LUMBERMEN'S SUPPLIES**
Eckardt, H. P. & Co., Toronto.
Gartshore, John, Toronto.
Park, Blackwell & Co., Toronto.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

**MACHINERY**
Bell, Robt., Jr., Hensall, Ont.
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston, Ont.
Carrier, Laine & Co., Levis, Que.
Darling Bros., Montreal.
Leonard & Sons, E., London, Ont.
Lloyd Manufacturing Co., Kentville, N. S.
Mowry & Son, Gravenhurst, Ont.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Waterous Co., Brantford.

**MAGNOLIA ANTI-FRICTION METAL**
Magnolia Metal Co., New York.

**PAPER AND PULP MILL ENGINEERS**
Tower & Wallace, New York.

**PULP AND PAPER MILL MACHINERY**
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.

**PULLEYS**
The Dominion Leather Board Co., Montreal, Que.

**RAILROAD BRASSES**
Magnolia Metal Co., New York.

**SAW MANUFACTURERS**
Burns, E. R., Saw Co., Toronto, Ont.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.
The James Robertson Co., Montreal, Que.

**TURBINES**
Barber, C., Meaford, Ont.
Madison Williams, Port Perry, Ont.

**WHOLESALE LUMBER DEALERS**
Houston, G. T. & Co., Chicago, Ill, U.S.A.
Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

**MISCELLANEOUS**
Axes, Campbell Bros., St. John, N. B.
Axes, Jas. Warnock & Co., Galt, Ont.
Canadian Photo Engraving Bureau, Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Embossed Mouldings, Boynton & Company, Chicago, Ill,
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Lumber Inspector, John A. Bertram, Toronto, Ont.
Machine Knives, Peter Hay, Galt, Ont.
Pulp and Paper Felts, Hamelin & Ayres, Lachute Mills, Que.
Pumps, Northey Manufacturing Co., Toronto.
The Bradstreet Mercantile Agency, New York and Toronto.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, August 30, 1899.

CAR OR CARGO LOTS.

| | | | | |
|---|---|---|---|---|
| 1¼ 1½ and 2 inch cut up and better | $32 00 | $34 00 | 1 inch dressing and better | $20 00 | $22 00 |
| 2 inch picks and uppers | 34 00 | 36 00 | 1 inch siding mill run | 14 00 | 15 00 |
| 1x12 dressing and better, 60% 16 ft | 22 00 | 24 00 | 1 inch siding common | 11 00 | 12 00 |
| 1x10 fine dressing and better | 22 00 | 24 00 | 1 inch siding ship culls | 10 50 | 11 50 |
| 1x10 and 12 Canadian dressing and better | 18 00 | 20 00 | 1 inch siding mill culls | 8 50 | 9 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 | Cull scantling | 8 00 | 9 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 | 1 inch strips 4 in. to 8 in. mill run | 13 00 | 14 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 | 1 inch strips, common | 11 00 | 12 00 |
| 1x10 and 12 common | 12 00 | 14 00 | 1 1-4 inch flooring | | 16 00 |
| 1x10 and 12 mill culls | 9 00 | 10 00 | 1 1-2 inch flooring | | 16 00 |
| inch clear and picks | 28 00 | 30 00 | XXX pine shingles, 16 inch | | 2 40 |
| | | | XX pine shingles 16 inch | | 1 50 |
| | | | Lath, No. 1 | | 1 60 |
| | | | Lath No. 2 | | 1 25 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | |
|---|---|---|---|---|---|
| Ash, white, 1 to 2 in. | $26 00 | $28 00 | Elm rock, mill run, 1 to 1¼" | 18 00 | 20 00 |
| " " 2½ to 4 | 30 00 | 32 00 | Elm, rock, mill run, 1½" | 21 00 | 23 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in. | 20 00 | 22 00 | Hickory, 1sts and 2nds, 1½" | 28 00 | 30 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in. | 22 00 | 24 00 | Maple, 1sts and 2nds, 1 " 1½ | 16 00 | 18 00 |
| Ash, M. R., 1 to 2 | 17 00 | 19 00 | Maple 1sts and 2nds, 2 " 4 | 17 00 | 18 00 |
| Birch, 1 in. | 18 00 | 20 00 | Oak, red, p'n, 1sts & 2nds 1 " 1½ | 26 00 | 30 00 |
| " 1½ " 2 | 20 00 | 23 00 | Oak, red, p'n, 1sts & 2nds 2 " 4 | 29 00 | 32 00 |
| " sqrs. 4x4 " 8 x8 | 24 00 | 26 00 | Oak, white, 1sts & 2nds 1 " 1½ | 28 00 | 30 00 |
| Basswood, 1sts and 2nds, 1 to 1¼ in. | 18 00 | 20 00 | Oak, white, 1sts & 2nds 2 " 4 | 30 00 | 35 00 |
| 1½ to 2 | 21 00 | 22 00 | Oak quart'd, 1sts & 2nds 1 " 2 | 50 00 | 60 00 |
| " m. r. 1 " 1¼ | 15 00 | 17 00 | Walnut, 1sts and 2nds 1 " 3 | 85 00 | 100 00 |
| Butternut 1 " 1½ | 23 00 | 25 00 | Whitewood, 1sts & 2nds " 2 | 32 00 | 36 00 |
| " 2 " 3 | 25 00 | 28 00 | | | |
| Chestnut 1 " 2 | 24 00 | 2 00 | | | |
| Cherry, 1sts and 2nds 1 " 1½ | 50 00 | 60 00 | | | |
| erry, 1sts and 2nds 2 " 4 | 60 00 | 65 00 | | | |
| lm, soft, mill run 1 " 1½ | 16 00 | 18 00 | | | |
| lm, soft, mill run 2 " 3 | 17 00 | 19 00 | | | |

## OTTAWA, ONT.

OTTAWA, August 30, 1899.

| | | | | | |
|---|---|---|---|---|---|
| Pine, good sidings, per M feet, b.m. | $31 00 | 36 00 | Pine, 8 s.c. and better stock | 11 00 | 12 50 |
| Pine, good strips, | 25 00 | 27 00 | Pine, 8 & up s.c. sidings | 11 00 | 13 00 |
| Pine, good shorts, | 17 00 | 28 00 | Pine, s.c. strips | 8 00 | 10 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m. | 15 00 | 21 00 | Pine, s c. shorts | 7 00 | 8 50 |
| | | | Pine, box culls | 9 00 | 10 50 |
| | | | Pine mill culls | 7 50 | 9 00 |
| Pine, No. 1 dressing strips, | 14 00 | 16 00 | Lath per M No. 1 | 1 00 | 1 25 |
| | | | Lath per M No. 2 | 85 | 1 00 |
| Pine, No. 1 dressing shorts, | 12 00 | 14 00 | 1x10 No. 1 barn | | 18 00 |
| | | | 1x10 No. 2 " | | 16 00 |
| Pine, 10 s.c. and better stock, | 13 50 | 15 00 | 1x8 & 9 No. 1 " | | 17 00 |
| | | | 1x8 & 9 No. 2 " | | 15 00 |

## QUEBEC, QUE.

QUEBEC, August 30, 1899.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Square white pine, measured off, 40 to 45 feet average, | 30 | 32 |
| " good fair " " " | 32 | 34 |
| " first class " " " | 38 | 42 |
| First class Ottawa waney, 18 inch average, according to lineal | 36 | 42 |
| " " " 19 to 21 inch average " " | 38 | 44 |
| " Michigan " 19 to 21 in average " " & size | 43 | 48 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 26 |
| In shipping order, " " " | 2 | 27 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 32 | 35 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average and quality | 21 | 24 |
| To average 16 inch | 25 | 26 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 15 | 18 |
| 16 " " | 21 | 25 |
| 18 " " | 24 | 28 |

DEALS.

Bright spruce, according to mill specification, $39 to $42 for 1st, $25 to $27 for 2nd, $22 to $25 for 3rd, and $18 to $21 for 4th quality. F.O.B. batteau

## NEW YORK CITY.

NEW YORK, N.Y., August 30, 1899.

WHITE PINE TIMBER.

| | | | | | |
|---|---|---|---|---|---|
| Bridge timber | $28 00 @ | 40 00 | Building orders | $27 00 @ | 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in. | 14 00 | 14 50 | 10 to 12 in. | 16 25 | 17 00 |
| 6 to 12 in. | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 0 12 in. | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | | | |
|---|---|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, | | 10 to 16 | | 35 00 |
| 1¼ to 2 in. | " " " | " | | | 36 00 |
| 1 inch, | " Soft Elm, | " | | | 25 00 |
| 1¼ in and thicker, | " " | " | | | 26 00 |
| 4/4 " | " Hard Maple, | " | | | 24 00 |
| " " | " Basswood, | " | | | 25 00 |
| " " | " Birch, | " | | | 24 00 |
| " " | Black Ash, Com. and Shipping Cull, M.C.O. | | | | 14 00 |
| " " | Soft Elm, " | " | " | | 12 00 |
| " " | Hard Maple, " | " | " | | 14 00 |
| " " | Basswood, " | " | " | | 12 00 |
| " " | Birch, " | " | " | | 14 00 |

## ALBANY, N.Y.

ALBANY, N.Y., August 30, 1899.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $51 | $53 | 1x12 inch shippers | $ | $16 |
| 2½ in. | 50 | 52 | 4/4 inch " 13" & up. | | 17 |
| 1 to 2 in. | 45 | 48 | 4/4 Box boards, 6" and up | 13 | 14 |
| 4 inch uppers | | 54 | 10-in. dressing and better | 26 | 32 |
| Selects, 2½ in. up | | 44 | 10-in. common | 14 | 15 |
| 1 to 2 in. | | 40 | 12-in. dressing and better | 25 | 34 |
| Fine common, 2½ in. and up | 39 | 42 | Common, 1x12 | 14 | 15 |
| 1 to 2 in. | 36 | 38 | No. 1 barn, 1x12 | 21 | 23 |
| No. 1 cuts, 1 to 2 inch | 28 | 32 | 1x10 | 19 | 21 |
| No. 2 | 20 | 25 | 1x8 | 17 | 19 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | 17 | 18 |
| No. 1 molding, 1 to 2 in. | 30 | 36 | 1x10 | 16 | 17 |
| No. 2 molding, 1 to 2 in. | 24 | 27 | 1x8 | | 15 |
| Stained saps | | 23 | Shaky clear, 1 to 6/4 in. | 20 | 23 |
| Bracket plank | 30 | 35 | " " 2 inch | | 25 |
| Shelving boards, 12-in. up | 29 | 32 | Dressing | 16 | 18 |
| Dressing boards, narrow | 19 | 21 | Common | 13 | 15 |
| 1x10 inch shippers | | 15 | | | |

LATH.

| | | | |
|---|---|---|---|
| Pine | $2 00 | Spruce | $2 co |

SHINGLES.

| | | | |
|---|---|---|---|
| Sawed Pine, ex. XXXX | $4 00 | $4 25 | Bound butts, 6 x 18 | $5 50 | 25 |
| Clear butts | 3 00 | 3 25 | Hemlock | | 15 |
| Smooth, 6 x 18 | 5 00 | 5 50 | Spruce | | 2 20 |

## BOSTON, MASS.

BOSTON, August 30, 1899.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $10 50 | 12 00 | Boxboards, 1 inch | $10 00 | $11 00 |
| Coarse No. 5 | 15 00 | 15 50 | ⅞ inch | 9 00 | 9 50 |
| Refuse | 12 00 | 13 co | ¾ inch | 9 25 | 9 50 |
| Outs | | 9 00 | 11-16 inch | 9 00 | 9 50 |
| | | | ⅝ inch | 8 co | 8 75 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in. | $50 00 @ | 52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in. | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in. | 58 00 | 62 00 | 1¼, 1½ and 2 in. | 30 00 | 32 00 |
| Selects, 1 in. | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in. | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in. | 53 00 | 56 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in. | 24 00 | 38 00 |
| Fine common, 1 in. | 40 00 | 41 00 | Coffin boards | 18 00 | 20 00 |
| 1¼, 1½ and 2 in. | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in. | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SPRUCE CLAPBOARDS.

| | | | |
|---|---|---|---|
| Extra 4 ft. | $30 00 | 2nd Clears | $25 00 |
| Clears | 28 00 | | |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 2 00 | 2 15 |
| Cedar, extra | 3 00 | 3 10 | Extra No. 1 | 1 25 | 1 50 |
| Clear | 2 50 | 2 65 | | | |

LATH.

| | | | |
|---|---|---|---|
| Spruce | | By cargo | 1 80@ 1 90 |
| By car | 1 80@ 2 00 | | |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N. Y., August 30, 1899.

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in. | $51 00 | 52 00 | 1¼ x10 and 12 | 30 00 | 32 50 |
| 2½ and 3 in. | | 60 00 | 1½ in. | 30 50 | 32 50 |
| 4 in. | | 65 00 | 2 in | 31 50 | 33 50 |
| Selects, 1 to 2 in. | 45 00 | 46 00 | Shelving, No. 1, 13 in. and up, 1 in. | | 35 50 |
| 2½ and 3 in. | | 55 00 | Mold st'ps, 1 to 2 in. | 31 00 | 33 00 |
| 4 in. | | 60 00 | Barn, No. 1, 12 in. | | 25 50 |
| Fine common, 1 in., up to 12 in. wide | 38 00 | 41 50 | 6, 8 and 10 in | 21 00 | 22 00 |
| 1¼ and 1½ in. | 39 50 | 40 50 | No. 2, 10 in. | | 18 co |
| 2 in | 40 50 | 41 50 | No. 2, 12 in. | | 19 50 |
| 3 in. | | 50 00 | No. 3, 10 in. | | 16 00 |
| 4 in | | 55 00 | No. 3, 12 in. | | 16 50 |
| Cut'g up, No. 1, 1 in. | | 30 00 | Common, 1 in. | 15 00 | 16 co |
| 1¼ to 2 in. | 35 00 | 37 50 | Box, 1 x 4 | | 13 00 |
| No. 2, 1 in. | | 18 50 | 1 x 6 to 12 in. | | 14 50 |
| No. 2, 1¼, & 1½ in | 26 00 | 28 00 | 1 x 10 to 13 in. | 15 00 | 15 50 |
| No. 3, 1¼ & 1½ in | | 22 00 | 1¼ and 1½ in. | | 16 00 |
| No. 3, 2 in. | | 22 co | Mill Culls, 1, 1¼, 1½ and 2 in. | 12 00 | 13 00 |
| Dressing 1¼ in. | | 30 00 | | | |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 28 00 | 30 00 | 2½ to 4 in. | 34 00 | 38 00 |
| 1¼ to 2 in. | 31 00 | 33 00 | Strips | 20 00 | 22 00 |
| | | | Com. and culls | 12 00 | 14 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 25 00 | 26 00 | Com. & good culls | 12 00 | 14 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, red | 28 00 | 30 00 | 1st & 2nd, white, 6" & up, | 18 00 | 20 00 |
| | | | Com & good culls | 10 00 | 11 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 20 00 | 22 00 | 1st & 2d, soft, 8 in. & up, | 18 00 | 20 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 18 00 | 20 00 | 1st & 2d, soft, 6in. & up, | 18 00 | 20 00 |

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., August 30, 1899.

UPPERS AND SELECTS.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $48 00 | | Selects, 1 in., 8 in. and up wide | $43 00 | |
| 1¼, 1½ and 2 in. | 48 00 | | 1¼, 1½ and 2 in. | 43 00 | |
| 2½ and 3 in. | 56 00 | | 2½ and 3 in. | 51 00 | |
| 4 in. | 59 00 | | 4 in. | 54 00 | |

FINE COMMON.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 8 in. and up wide | 35 00 | | 2½ and 3 in., 8 in. and up wide | 46 00 | |
| 1¼ and 1½ in. | 35 00 | | 4 in. | 49 00 | |
| 2 in. | 36 00 | | | | |

B FINE COMMON OR NO. 1 CUTTING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 7 in. and up wide | 26 00 | | 2½ and 3 in., 7 in. and up wide | 39 00 | |
| 1¼ and 1½ in. | 31 00 | | 4 in. | 40 00 | |
| 2 in | 32 00 | | | | |

STRIPS, A AND B (CLEAR AND SELECTS).

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 36 00 | | 1 in., 4, 5 and 7 in. wide | 35 00 | |
| 6 in. wide | 40 00 | | 6 in. wide | 40 00 | |

FINE COMMON OR C.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 in. wide | 30 00 | | 1¼ in., 4, 5 in. wide | 32 00 | |
| 1¼ in., 6 in. wide | 35 00 | | in., 6 in. wide | 34 00 | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 26 00 | | 1 in., 4, 5, 6 in. wide | 22 00 | |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 in | 18 00 | | 1¼ in., 4, 5 and 7 in. | 20 00 | |
| 1 in., 6 in | 19 00 | | 1¼ in., 6 in. | 21 00 | |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 14 00 | | 1¼ in., 4 to 7 inch | 15 00 | |
| 1 in., 6 inch | 15 00 | | No. 3 Fencing, 1 in., 6 inch | 14 00 | |

SHELVING.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 29 00 | | No. 2, 1 in., 7 and 8 in. stocks | 23 00 | |
| 1 in., 10 in. and up wide | 30 00 | | 1 in., 10 in. stocks | 23 00 | |
| 1 in., 12 in. stocks | 33 00 | | 1 in., 12 in. stocks | 27 00 | |
| 1 in., 12 in. and up wide | 34 00 | | 1 in., 10 in. and up wide | 24 00 | |
| 1¼ in. 1½ and 2 in., 8 in. and up wide | 31 00 | | 1 in., 13 in. and up wide | 29 00 | |

BARN BOARDS OR STOCKS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 12 in. | 22 00 | | No. 2, 9 in. | 13 50 | |
| 10 in. | 19 00 | | 8 and 7 in. | 15 00 | |
| 9 in. | 18 00 | | No. 3, 12 in. | 14 00 | |
| 8 and 7 in. | 18 00 | | 10 in. | 12 00 | |
| No. 2, 12 in. | 16 00 | | 9 in. | 12 00 | |
| 10 in. | 15 00 | | 8 in. | 12 00 | |

SHIPPING CULLS OR BOX.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4 and 5 in. wide | $12 00 | | 1 in., 13 in. and up wide | $12 00 | |
| 1 in., 6 in. wide | 12 00 | | 1¼, 1½ and 2 in., 7 in. and up wide | 12 00 | |
| 1 in., 7 in. wide and up | 12 00 | | | | |

SHAKY CLEAR.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9 in. wide | 22 00 | | 1 in., 10 in. and up wide | 23 00 | |
| 1 in., 6 in. wide | 22 00 | | 1¼, 1½ and 2 in., 8 in. and up wide | 24 00 | |

COFFIN BOARDS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 13 in. and up | 22 00 | | No. 1, mill culls | 10 50 | |
| No. 2 | 17 00 | | No. 2, or red horse | 7 50 | |

TIMBER, JOIST AND SCANTLING.

| | | | | | |
|---|---|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16 ft. | $ 9 50 | | Hemlock, 2x4 to 10, 12 to 16 feet | 8 co | |
| 18 ft. | 10 50 | | 2x12 | 8 50 | |
| 20 ft. | 11 50 | | Add $1 to each additional 2ft. in length. | | |
| 22 and 24 ft. | 12 50 | | | | |

SHINGLES, 18-IN.

| | | | | | |
|---|---|---|---|---|---|
| Country brands, XXXX | 3 00 | | Standard brands, river made, XXXX | 3 25 | |
| Clear Butts | 2 00 | | Clear Butts | 2 25 | |

WHITE PINE LATH.

| | | | | | |
|---|---|---|---|---|---|
| No. 1 | 2 00 | | No. 2 | 1 50 | |
| | | | Hemlock | 1 25 | |

## PRICES OF COOPERAGE STOCK.

F.o.b. cars at Sutherland Innes Mills.

| | |
|---|---|
| No. 1 28½ inch jointed elm staves, per net 1,000 | $5 75 |
| No. 1 30 " " " " " | 5 75 |
| No. 1 32 " " " " " | 6 00 |
| No. 1 24 " " " " " | 4 00 |
| No. 2 28½ " " " " " | 4 00 |
| No. 2 30 " " " " " | 4 00 |
| No. 2 32 " " " " " | 4 50 |
| No. 2 24 " " " " " | 2 00 |
| No. 1 14 in. to 14¾ in. kiln dried basswood heading, per set | 3½ |
| No. 1 15 " 16 " " " " | 3½ |
| No. 1 17⅛ " " " " | 4¼ |
| No. 1 18 " 18¼ " " " " | 4½ |
| No. 1 19⅛ " " " " | 4¾ |
| No. 1 19½ " " " " | 5 |

Mill run heading 17⅛", $3.75 per 100 sets; No. 2, $3.50.

| | |
|---|---|
| A No. 1 4½ ft. patent elm hoops, per net 100 | 4 60 |
| No. 1 5½ ft. patent coiled elm hoops, per net 1,000 | 6 50 |
| No. 1 6 " " " " " | 6 75 |
| No. 1 6½ " " " " " | 7 00 |

No. 2 hoops about 50 cts. per thousand less.

| | |
|---|---|
| No. 1 28½ in. jointed white ash staves, per net 1,000 | 6 75 |
| No. 2 28½ " " " " " | 3 75 |
| 34 in. to 35 in. elm syrup bbl. staves | 18 00 |
| No 1 30 inch half syrup barrel staves | 16 00 |

(If bent to shape, $2.00 per thousand more.)

## HINTS ON BOILER STEAMING.

By George W. Hotchkiss.

Would you suppose that the cracks in the brick base wall of a chimney stack would have any perceptible influence upon the draft? This was the question asked me by the manager of a large saw mill, as we walked about the premises, and proceeding, he said: "Here for many years we have run a battery of eight boilers, and until within a couple of years have had no trouble to keep up all the steam we required, but about two years ago we began to have trouble." About that time you put in the band saws, I suggested. "True," said he, "but that was not the trouble, or at least the whole of it; in looking for it we came to notice that the brick part of the stack, which as you see is about twelve feet square and twenty high, had a number of large cracks in it, and concluding that this had something to do with causing the trouble with the draft, we set the mason at work and filled them up; this made considerable difference, but did not fully cure the evil, and we began another hunt, and finally found it in our methods of firing. Our boilers were fired with sawdust fed by carriers, which delivered the sawdust in large heaps on the grates, so we had a smothered fire all the time, which prevented the blaze from reaching the fire sheets; this had been our custom for years, and we had no trouble, but in those days we had green sawdust of the coarse character produced by our circular saws. Of late, by reason of the forest fires which compelled us to cut our timber to save it, our stocks have been more largely of old logs which have lost their pitch through lying in the water so long, and the sawdust is therefore less inflammable while more water-soaked; of course, the finer sawdust of the band saws made considerable difference, and this we strove to overcome by burning more slabs. But we did not reach the seat of our trouble until we adopted a new system of firing. Just take a look into this fire box; observe how clean and intense the blaze, and the grates are almost clean; you can see every part of them; here was the trouble with our draft; we had been trying to make steam with smothered fire. We have had no trouble since we began to feed the sawdust only so fast as it would burn; where we formally used eight or ten loads of slabs with the sawdust, we seldom use any after we get the fire started in the morning and the grates well heated; a couple of waggon loads of slabs is about all we use in the day's run."

Here is a hint for sawmill men who have trouble with their draft. Don't try to keep too heavy a body of fuel, especially sawdust, on your grates. A quick blaze under the fire sheets is better than a large body of dead smoke. The sawdust from a band saw being so much finer than that from a rotary, unless the grates are very fine in the mesh, there should be a mixture of fine wood with it, and here is where the "hog" is of great utility, converting the slabs and edgings into just the proper size to aid the finer sawdust and intensify its flame. Mix them together with a shovel on the hearth, or with carriers if you feed automatically, not allowing too large an accumulation on the grates, and my word for it, you will get rid of the largest cause of the trouble in keeping up steam.—Lumber Trade Journal.

The Gilmour Company, of Trenton, Ont., are rebuilding their dam on the Scootamatta river.

## QUESTIONS AND ANSWERS.

"(1) In log run, can a buyer measure out the defects; if so, to what extent? (2) If there are two or more splits in the end of a board, can a buyer measure them out; if so, in what grade? (3) In purchasing a lot of elm logs "log run," can the hearts be measured out if they are not sawed out? (4) Should it be necessary to give the manufacturer orders to saw the hearts out? (5) Are there any persons appointed by the government or by the Lumbermen's Association for the inspection, grading and measuring of lumber?"

To the above questions we have received the following replies: (1) No; if defects were not of such a nature as to throw the board into mill culls it should be accepted at its full measure, unless it was reduced for bad edging, barky or waney, for instance. (2) If the splits are straight and do not extend more than two feet from the end of the board, and the board is not less than 10″ wide, the board should be accepted in No. 1 grade. (3) A dealer has no right to measure out the heart unless it is specially agreed that he do so in scaling the logs. Hearts, as a rule, are always sawed out of hardwood by manufacturers. This is seldom or ever done with pine, hemlock or spruce. (4) If the logs were hardwood I do not think it should be necessary to give orders to have the hearts cut out. It has always been the custom to cut out the hearts unless instructed to leave them in the lumber. This rule should be reversed in manufacturing pine, hemlock or spruce. (5) There are no government inspectors in Canada, and every manufacturer makes his own inspection.

## COST OF POWER IN BOX FACTORIES.

We too often hear the remark made that power in a box factory costs nothing.

We thoroughly agree with the above when the box factory is a shook factory, and the same is located in the woods or adjacent thereto, where slabs, kindlings, shavings and sawdust are a nuisance and a drug, and absolutely valueless as a money producer. But when the box factory is located in the heart of a large city, power is worth something, in fact is worth a great deal. Because the kindling wood brings a big price, sawdust and shingles are burned, and are usually referred to as nothing of value.

The shaving press is now an established fact around a box plant, and what it means towards the solution of the sawdust and shavings problem those alone know who have used the press.

The uses for fixed sawdust and shavings are many, but one thing above all else are they good for, viz., insulating ice-houses. We know this to be a fact.

As to the value of shavings as a fuel, compared with coal. On a three days' continuous test the following facts were learned, viz., that 8,000 pounds of baled shavings at $2.50 for 2,000 pounds, or if bales are full weight, 12½ cents a bale, in other words. $10, with the aid of an extra fireman at $1.50 a day, will produce steam about equivalent to three tons of soft coal at $3.90 a ton, $11.70. In other words, a ton of 2,000 pounds of shavings at $2.50 is worth practically three-fourths of a ton of coal at $4.00.

Where a man can dispose of shavings at 15 cents a bale, he can better afford to buy coal and sell his baled shavings and sawdust. In large cities the progressive, alert box man does not boast that his power costs nothing, aud when thinking of putting in machinery the question he first asks is, "How much power does it take?"

A machine that daily uses 40 h.p., taking it from an engine with a capacity of say 100 h.p., that machine costs in dollars and cents to run through the year $1,440.00 on a basis of $4.17 coal, ten hours a day for 309 days. Every horse-power added to a plant, when a market can be had for fuel and shavings, means outlay. The shavings and saw dust may cost nothing, but they are worth, like any other commodity, what they will fetch.

The failing of the average box man when making up estimates is to repeatedly refer to this and that as "costing nothing." Every movement of the men, every turn of the saw, every stick of waste costs something and represents some value in material and time and labor expended upon it, all of which gets into the pay-role and expense account.

If box men realized, concludes Charles Cristadoro in the Barrel and Box, that to turn a board over costs money, many items of expense now ignored as too trifling for account would be considered and duly charged for.

## TAMARAC WANTED.

The Ontario Forestry Department has received a letter from the Imperial Institute of London, England, replying to the enquiry made some time ago as to the possibilities of developing a lucrative export trade in tamarac between Canada and the mother country. The letter states that gum of any kind is practically unknown in England, gum-chewers being confined to Canada and the United States. But there is a good demand for tamarac for medicinal purposes, and a number of British importers have evinced a desire to see some samples of Canadian tamarac. Mr. Southworth is collecting samples and will forward them in a few days. He is also sending over some specimens of the Canadian shumach, which is used largely in England for tanning purposes. At present the European market is supplied by Sicily, and even Toronto firms secure their shumach from there. But in the Ontario north country there are large quantities of shumach cumbering good agricultural land and which is of no use whatever to settlers. Mr. Southworth sees no reason why these apparently useless bushes cannot be turned into a profitable staple of export.

## GERMAN METHODS.

There are no factories in Germany where cheap furniture is produced; it is made in small quantities at the workshops of individual joiners, who are supplied by wood-working establishments with the different parts in an unfinished state. These joiners work at a very cheap rate. It may pay American manufacturers to export high-class articles of wooden furniture to Germany, provided these are tasteful in design and superior in finish to those made in Germany. They should be of superior workmanship and solidity, and, if anything, somewhat cheaper in price than similar articles of German make. It must be taken into account that such American furniture will have its original cost price increased by about 20 per cent. of the selling valuation here, owing to the cost of packing, freight, insurance, and the German import duties.

# THE NEWS.

—Mr. James McLean, of Bryson, Que., is erecting a large sawmill at Fort Coulonge.

—Mr. Wm. Beatty, planing mill, Harriston, Ont., has been succeeded by Mr. J.E. Merriam.

—Mr. J. C. Shields, of Ashcroft, has selected a site at Kamloops, B.C., for a sawmill, and will commence work at once.

—Mr. H. H. Drake, of Red Deer, N.W.T., is moving to Innisfail, where he will establish a sawmill and lumber yard.

—Messrs. Donald Fraser & Son, of Fredericton, N.B., have completed a new sawmill at Calhoun, on Lake Temiscouata.

—The new Hastings sawmill at Vancouver, B.C., started up last month, having been rebuilt in a most substantial manner.

—Mr. Arthur P. May, timber merchant, of Vancouver, B.C., has made the first importation of Australian hardwood into that province.

—The Canadian Pacific Lumber Co., of Port Moody, B.C., have established yards at Vancouver, under the management of Mr. J. McLellan.

—Mr. Josiah Watson has purchased the Coleman sawmill and stave factory at Seaforth, Ont., and is having the establishment thoroughly overhauled.

—On Saturday, July 19th, the employees of the James Robertson Manufacturing Co., of Toronto, enjoyed their annual excursion to St. Catharines.

—The Wm. Tyler Lumber Company, of Vancouver, B.C., are making extensive alterations and improvements to their mill, including the building of dry kilns.

—Mr. John A. Christie, late manager of the Assiniboine Lumber Co., of Brandon, Man., has gone to British Columbia, with the intention of taking up his residence there.

—The sawmill of R. & W. Conroy, at Deschenes Mills, Que., which was destroyed by fire on July 7th, was valued at about $125,000, the capacity being 175,000 feet per day.

—The Roxton Novelty Chair Company, of Roxton Falls, Que., has been incorporated, to manufacture furniture, chairs, etc. Wilfred Wood, of Roxton Falls, is interested.

—Messrs. J. W. Shannon & Co., of Prince Albert, N.W.T., have put in a saw and planing mill plant on timber limits secured by them 20 miles north on the Sasketchewan river.

—The sawmill of the Rathbun Company at Tweed, Ont., closed down for the season recently, having cut 47-000 railroad ties, 135,000 feet of lumber, and 475 cords of slab-wood.

—The Brunette Sawmill Co., of New Westminster, B.C., are about to increase the capacity of their mill and build a planing mill and dry kilns. Mr. Lewis is manager of this company.

—The sawmills and yards of McLaren & McLauren at East Templeton, Que., are now lighted by electricity, a 500 light plant having been installed by Gariock & Goddard, of Ottawa.

—It is reported that the extension of the Atlantic & Lake Superior Railway to Gaspe Basin, Que., is to be entered upon immediately. The road will pass through immense spruce forests, which will thus be opened up.

—The United States Consul General at Montreal, in a recent report on the forests of Canada, estimates the area under timber in the Dominion at one and one-quarter million square miles, or over 37 per cent. of the total area.

—Statistics show that Canada imported from the Southern States during the six months ending June 30th, 1899, 628,000 feet of sawn timber, 9,022 cubic feet of hewn timber, 12,000 feet of boards, and manufacturers of lumber to the value of $6,736.

—Mr. J.G. Scott, manager of the Pacific Coast Lumber Co., New Westminster, B.C., reports a very satisfactory trade in red cedar lumber and shingles for the first seven months of this year. The shipments have exceeded those for the whole of last year.

—Work is being rushed on the calcium carbide factory now adjoining the mill of the Bronson-Western Lumber Company at Ottawa. The main factory will be built entirely of stone and steel, and will be five stories high, its dimensions being 276 × 79 feet. The entire plant will cost $225,000, and it is expected that it will be in operation by the first of the year. The works will run day and night and will give employment to over one hundred men.

—The Sturgeon River Improvement Co. is the title of a new concern, consisting of J. R. Booth, Wm. Anderson, C. J. Booth, J. F. Booth, Ottawa, R. Booth, Pembroke, A. A. Young, Cache Bay, and A. G. Browning, North Bay. The capital is $18,000.

—Mr. J. R. Eaton, of Orillia, Ont., has completed a large addition to his mill, increasing its capacity by about one-third. Several new machines have been added and an additional dry kiln erected. He has commenced the manufacture of doors for export.

—As already announced, the Rat Portage Lumber Co. have in view the erection of a large sawmill at Winnipeg. Should the South Eastern railway be completed to Rainy River this year, the erection of the proposed mill will be commenced immediately, otherwise it will be delayed until next year.

—Messrs. A. L. & D. G. Mackay, loggers, of New Westminster, B.C., are managing a logging camp at Tipella, at the head of Harrison Lake. They report that there are excellent limits back of Tipella. So far the timber has been rather inaccessible, but the trail has enabled the loggers to get out about 5,000,000 feet.

—An exchange states that Mr. J. H. Veno, a mill man of extensive experience, is negotiating to obtain possession of several hundred acres of cedar timber limits lying about two and one-half miles from the Fraser river, in British Columbia, and accessible by a trail to shipping. Mr. Veno is understood to have an option on the property.

—Mr. D. C. Cameron, manager of the Rat Portage Lumber Co., states that they have been delayed in opening their yard at Brandon, Man., owing to their mills being crowded with orders. The scarcity of men has been a great drawback, and a short time ago a representative of the company went to Montreal to engage one hundred men.

—Mr. D. Mann, of the firm of Mackenzie & Mann, Canadian railway contractors and promoters, recently sailed from Vancouver for the Orient. It is said that the firm have been offered contracts for building two lines of railway in China, one from Shanghai to Nankin, a distance of 250 miles, and the other from Hankoo to Shangtu, some 600 miles.

—Mr. David Richards has just completed a fine sawmill at Richardville, N.B. The main building is 150 × 35 feet, equipped with gang and rotary, re-saw and edger, manufactured by Carrier, Laine & Co., of Levis, Que. In the wing of the building, 65 × 30 feet, are situated three shingle machines, a clapboard machine and planer. The engine house is built of solid brick, with galvanized iron roof. The capacity of the mill is 55,000 feet of lumber per day.

## PERSONAL.

The death is announced of Mr. C. W. Crawford, sawmill owner, of Westfield, N.B.

Mr. John McLean, of the firm of McLean & Son, sawmillers, Wingham, Ont., recently had the misfortune to break one of his legs.

The sympathy of many friends has been extended during the past month to Mr. Geo. Niebergall, the well known lumberman, of Staples, Ont., upon the death of his wife.

The Department of Crown Lands at Toronto was recently advised of the death of Mr. John Crowe, a wood ranger in the Rat Portage district, who was drowned in the Mimikon river.

Mr. R. E. Gosnell, who for years was Provincial Librarian for British Columbia, and who about two years ago compiled a valuable work entitled "The Year Book of British Columbia," has entered the ranks of journalism, having purchased the Greenwood, B. C., Miner. Mr. Gosnell is an able writer, and we predict for him a high degree of success in his new field.

The Dominion Government has established a Bureau of Forestry in connection with the Department of Interior. Mr. E. Stewart, of Collingwood, has been appointed chief inspector. Mr. Stewart is a land surveyor, and while engaged in the practice of his profession gave much attention to the various woods of this country. He is said to possess a knowledge of forestry which well fits him for his present position.

## TRADE NOTES.

Messrs. Baldwin, Tuthill & Bolton, of Grand Rapids, Mich., are sending to their friends and customers a circular enumerating a number of causes for the cracking and breaking of saws, and calling attention to their 290 page manual on saw-fitting. Every saw-filer should have a copy of this manual.

The Victoria Lumber & Manufacturing company, of Chemainus, B.C., have just given to the Wm. Hamilton Manufacturing Co., through their Vancouver agency, the contract for the machinery to complete their mill to make it a double header. This was the original intention when the mill was built, but in the past only one end has been operated. Now Mr. Palmer, the energetic manager of the company, has decided to increase the output by fitting up the balance of the mill. The work is expected to be completed by December.

## CUTTING UP BOX STOCK.

THE process of cutting up stock involves the nicety of judgment which can only come from a natural talent developed by more or less experience. In one factory which I lately visited, the head of the cutting-up department had been with the concern for twenty-five years, and for a large portion of that time in his present position. Some of his men had been with him nearly as long, and every one in his department had been educated under his eye. It is really astonishing what results can be produced by the right man at the cutting-up saw, in the way of economy of stock; and, on the other hand, it is astonishing how much loss can be made in the same place, with no one in the shop really able to point out just exactly how it can be avoided. The man at the cutting-up bench can knock off a large amount of profit without any one but a thoroughly practical man in his line being able to tell how he does it.

In some shops, one man cuts up nothing but stock for one kind of boxes at a time, and only a part of the stock for one box, at that, say, for instance, the sides, top and bottom, or those parts which are all of one length. This involves more or less extra handling of a certain amount of the stock, for it is not possible ordinarily for a board to be all cut into one length of stock without waste, unless the board is sound enough so that the whole length can be used. Therefore, when a man cuts only one length, in order to save material, he must pass a part of his board to another cutter, who cuts something of a different length, shorter or longer.

In one factory which I lately visited, where there were a large number of cutting-up saws in operation at once, each man cut several different lengths, cutting for several sizes of boxes at the same time. Even then it occasionally occurred that he could not use all the board economically. In such cases, the piece was carried automatically to another cutter, whom he knew could use it to advantage, or at least a part of it, and he, in turn, if necessary, could pass the rest along to another cutter. I honestly believe that the greatest chance for a leak in the making of a box is right here, at the cutting-up benches, and that a good many box makers do not realize it, because they are not themselves experts in that particular branch.

There is where the sawing of waste in material should be made, more than at any other stage in the making of a box, and the amount of refuse that the really first-class cutter will leave in a day in one of the large factories is really remarkably small. Of course, this results, to a large degree, from the fact that in a large shop he has so many different sizes to cut to. For instance, I was in a shop, not long since, where they were making, simultaneously, seven different sizes of boxes, for one packing house at the Chicago stock yards, and this did not include a number of different sizes of boxes for canned goods, which they were making for the same concern. The seven sizes of boxes were all coarse, cheap things for bulk meats, cured in different ways, including boxes for shipping cooked hams and cooked corn beef, not in cans, but in the whole piece, to retail dealers in the city and country within a reasonable distance. Taking note, afterwards, I saw several of these boxes at a railway station, waiting for the express train. They were not made with tight joints on the sides, bottom or top, but with solid ends. They were little better than an extra tight crate, with a hand hole near the top of each end for handlers to carry them by. Each box contained a certain number of real hams or "picnic" hams, or pieces of

corned beef, all thoroughly cooked and ready to slice for the table, and each ham or piece of beef securely wrapped in one or more thicknesses of heavy brown paper, so as to be safe from flies or dust.

In the factory of which I speak, several sizes of these boxes were made to suit the size of the retailers' orders, and, from these boxes up to a large heavy pork box, for holding dry-salted pork, all were being made at the same time. It may be noted here that the size of the box often has something to do with the quality of the lumber used, and, such is the range in quality, unless a piece of board has a large, loose knot in it, or some other kind of a hole or a rotten piece too soft to hold together long enough to safely carry its contents to some distance, little or nothing of it is wasted in the making of the larger or coarser boxes. So, when a board comes to the cutting bench, it takes but a glance for the cutter to decide what to put his first cut into. If he has a clean, solid piece he can cut off without involving waste in the next cut, he takes off for some size or quality of box requiring that kind of stock.

The next piece may be too poor to accompany the first piece, or there may be a loss on it, or a spot that must be cut out. But, even in this respect, the cutter does not always do the cutting out, as perhaps it may be better done when the piece passes to the rip saw, to size up the sides, top and bottom of the given box, so he may leave the defective parts in, simply cutting the right length, depending upon the man at the rip saw to make it good enough for the box for which he designs it. If the cutter has not sizes enough on his list or on his orders to use up all the pieces he is obliged to make, those pieces left are sent on the carrier to some other part of the shop where they are carefully piled up and marked for future use.

Before getting thus far, I ought to have said more with regard to the thickness of stock. For instance, the bulk of the lumber bought for any box factory is sawed one inch thick, or, really, an inch and one-sixteenth, although there is a good deal cut that is barely an inch thick. Next comes stock one and one-quarter, one and one-half and two inches. The box makers buy but little over two inches thick, although occasionally some is wanted for special purposes, usually to be resawed into several thickness of thin lumber, which can be obtained in no other way. As a general rule, the saw mills make but very little lumber, suitable for the box makers, which is under one inch thick, although, in some kinds, like poplar, basswood, cottonwood and gum, the box makers get more or less of the low sortings of thin stock, cut perhaps for other purposes, but which is too poor to ship for anything but boxes. In cortonwood and gum there is, besides, considerable cut thin purposely for the box makers, but, at the same time, very much of both kinds of wood has to be resawed for the smaller and finer boxes.

I think the bulk of the one-inch lumber bought by the box-makers is used full thickness, after simply dressing. They buy the inch-and one-fourth and inch and one-half to be resawed into two, three or four thinner pieces. As I have already said, the two-inch and thicker is almost invariably bought to be resawed, but, of course, some two-inch stock, as well as some of the thinner kind, the inch and a-half and inch and a-quarter, is used for making cleats, of which more will be said later on.

To return to the regular process through which the lumber goes: It may be said that, usually, after leaving the cutting-up bench, it goes to the rip saw, where the ripper takes one, two or more pieces of the cut-up lumber side by side, rips off enough from the last piece to leave the whole just wide enough for a top or bottom or side, and, perhaps, at the same time, the pieces for the ends, putting just enough together to make the parts of the box ready to nail up.

Here, again, is a great chance for saving or losing. Where two, three or more parts are required for a side or bottom, the ripper must be able to lay his hand on a last piece that shall so nearly answer the purpose as to require the least amount to be ripped off, or else he must take a piece so wide that after ripping off what is needed for the purpose, he will have a piece left to go into the next side or whatever he is making. It also depends upon him to cut out the defective parts in the boards without wasting any of the good lumber. He may sometimes be obliged to cut out such a wide piece from the middle of the board, in order to get rid of a bad defect, in which case he sends the piece cut out back to the cut-up man to be cut over for a smaller box.

It is plainly to be seen that there must be a man of the best judgement at the rip saw bench, as well as at the cutting table; for between the two men, more than anywhere else in the mill, lies the making or breaking of the concern. Between them more than anywhere else in the shop, after the buying of stock, lies the portion of profit aud loss, provided always the man who makes the price on the finished box has figured properly.—Packages.

## SAW GRINDING.

The following suggestions are taken from the Timber Trades Journal, London. They are contributed by M. Powis Bale, M.E., author of several works on wood-working methods, and are presumed to represent the latest English practice:

For many years after the introduction of emery wheels or discs, a prejudice existed against their use for sharpening saws, and, to some extent, this prejudice still survives. It arose chiefly from the fact that many of the wheels made were unsuited to their work, and the user had little knowledge as to their proper management. In the following paper some hints will be given as to their management, which may be found serviceable to users, and although these remarks relate chiefly to emery wheels for sharpening saws, they can in most cases be equally well applied to emery wheels used for other purposes. In the first place, it is important to secure an emery wheel of good quality, and of a texture and hardness well suited to the work. This is not so simple a matter as it may at first appear, owing to the quantity of cheap, inferior wheels—chiefly of continental make—with which the market is flooded.

For saw-sharpening purposes a moderately soft wheel should be preferred, since it will cut quicker and heat and glaze less than a hard one; it will, however, wear out a little sooner. Some wheels are harder on their surface than further in, and they do not cut their best until they are worn a little, but the best class of wheels may be obtained of any required degree of hardness, as it is only necessary to vary the proportions of the compound used in their manufacture. Sometimes a good wheel will be condemned as bad when the fault may arise from its being unsuited to the work it is used for, or it may have been run at an improper speed. In establishments where a variety of work is done, it will pay well to have a fair assortment of wheels, and not make one do duty for all kinds of operations. When the wheel is secured, before mounted it should be examined to see that it is perfectly sound. This may be ascertained by tapping it lightly with a hammer; if sound it will ring, if it does not ring it should be closely examined, and if any cracks or flaws are detected, however slight, the wheel should be discarded, as it would be dangerous to work.

To lessen the chance of accidents from cracks, the manufacturers of some wheels insert in them a web or webs of brass wire, proportioned in strength to the size and weight of the wheel. They claim that the insertion of the wire does not in any way affect the cutting power of the wheel, as it wears away in advance of the emery. The wheel should be mounted so that it fits easily on the spindle, and thus have room to expand should it become warm. Large washers or flanges, say about one-third the diameter of the wheel, should be fitted on either side. These are preferably made slightly concave on their inner side, and a thin piece of packing—rubber or leather will do very well—should be placed between them and the wheel. Care must be taken that they are not screwed too tightly, as the wheels are liable to crack, especially if a little warped, and they are then, of course, exceedingly dangerous. The saw-sharpening machine in which the wheels are run should be well made and substantially built, the main frame being cast in one piece. In the best machines the emery wheel is mounted on a small steel spindle running in bearings or centers fitted in a counterbalanced swinging carriage. This carriage is brought down to the saw by hand, and, by means of a quadrant, can be set at an angle to give any desired lead to tooth; stops are also fitted to regulate the depth of the gullet and the pitch of the tooth. The countershaft is usually placed at the back of the machine, and the band (belt) giving motion to the emery disc passes over an idle pulley and then directly on to a small pulley on the emery disc spindle. In the place of single pulleys the writer strongly recommends the use of adjustable pulleys of different size, or small cone pulleys, so that as the wheel wears less in diameter its speed can be increased in proportion.

The question of speed is a factor of immense importance in the successful working of emery wheels. The best cutting speed will vary somewhat in wheels of different character; but a speed of from 4,500 feet to 5,500 feet per minute at the periphery of the disc will usually be found suitable. A speed midway between the figures, say 5,000 feet per minute for the 12-inch wheel, which is generally used in sharpening saws, may be accepted as a standard. When the wheels are worn down considerably in diameter a smaller set of side washers may be substituted.

For sharpening saws, wheels of a thickness of three-eighths to three-quarter-inch, with a diameter of 12 inches, will be found the most suitable sizes. If a deep gullet be required, a moderately coarse grit wheel should be employed, and for topping and finishing the teeth, a fine grit wheel used; the teeth should not afterward be touched with a file, as some operators will persist in doing. It will pay well to have a set of emery wheels mounted on different spindles, so that they can readily be slipped in and out of the machine. In sharpening saws, in fact in any kind of emery grinding, the pressure of the wheel on the material to be removed, or vice versa, should be light. It is a very erroneous idea that heavy pressure produces rapid cutting; it simply results in the glazing of the wheel and the hardening or burning of the teeth, which will often crumble and break at the points when in work.

The teeth of saws should never be allowed to get short and stumpy, as they will do less work and take more power to drive, as the saw has a greater tendency to bind owing to the want of sufficient room in the gullets for the sawdust to escape rapidly. If a saw has been badly kept and it is necessary to remove much metal, instead of forcing the wheel as hard as possible on the saw-plate, and making it become red or blue from the heat, the operation should be lightly repeated several times in succession. With the object of preventing the case-hardening of the teeth points, sometimes a jet of water is allowed to play on the tooth being sharpened, but with ordinary skill and care this should not be necessary.

In America deep gullets are often cut with a milling cutter arranged with an automatic feed, and a stop adjustment to regulate the depth of gullet; but if a saw be kept in proper order the use of this tool is unnecessary. The same may be said of the fly press sometimes used in this country, which, in punching out deep gullets, often springs or cracks the saw plate, and is at the best a very bad practice.

## STEAM PIPE COVERING.

A novel method of testing the efficiency of coverings for steam pipes electrically is in use. A section of the steam pipe is heated electrically by means of a coil of wire in oil within the pipe. The amount of energy necessary to keep the pipe at a definite temperature is measured. Since the energy supplied is just enough to maintain a constant temperature, it must therefore equal the heat lost from the pipe. Hence, from the electrical energy supplied the heat lost from the outside of the pipe can be calculated. The new method, which was recently described by Prof. Chas. L. Morton before one of the American learned societies, would seem to be worthy of attention.

## CANADA'S COMMERCIAL AGENTS.

Following is the official list of Canada's Commercial Agents in Great Britain, British possessions and foreign countries:

J. S. Larke, Sydney, N.S.W., agent for Australasia.

G. Eustace Burke, Kingston, Jamaica, agent for Jamaica.

Robert Bryson, St. John, Antigua, agent for Antigua, Montserrat and Dominica.

S. L. Horsford, St. Kitts, agent for St. Kitts, Nevis and Virgin Islands.

Edgar Tripp, Port of Spain, Trinidad, agent for Trinidad and Tobago.

C. E. Sontum, Christiania, Norway, agent for Sweden and Denmark.

D. M. Rennie, Buenos Ayres, Argentine Republic, agent for Argentine Republic and Uruguay.

In addition to their other duties, the undermentioned will answer inquiries relative to trade matters, and their services are available in furthering the interests of Canadian traders:

J. G. Colmer, 17 Victoria street, London, S.W., England.

Thomas Moffat, 16 Church street, Cape Town, South Africa.

G. H. Mitchell, 15 Water street, Liverpool, England.

H. M. Murray, 40 St. Enoch Square, Glasgow, Scotland.

Harrison Watson, Curator, Imperial Institute, London, England.

# WOOD PULP DEPARTMENT

## PULP AND PAPER PRODUCTION IN THE UNITED STATES.

THE United States Department of Labor recently undertook the collection of data relative to the production of paper and pulp during the six months of 1898, from January 1 to June 30. Out of a total of 723 plants in the United States which were in active operation during this period, statistics were obtained from 644 of these. By the word plant is meant one or more mills in the same locality, owned or operated by the same person, firm or corporation. From 644 plants complete returns of production were secured, while for 79 plants an estimate has been made which is believed to approximate closely the actual facts.

The tables compiled show that during the six months there were produced in the 644 plants from which reports were secured, 994,087 tons of paper and 619,383 tons of pulp, the value of the paper being $48,689,880, and that of the pulp $13,428,542. In this connection it should be noted that the pulp produced was almost entirely consumed in the manufacture of the 994,087 tons of paper, and that therefore its value should be added to that of the paper in order to secure total value of product.

Of the 619,383 tons of pulp produced, 367,744 tons were ground wood pulp, 173,420 tons were sulphite fibre, and 74,379 tons were soda fibre, while 3,840 tons of cotton fibre were produced.

## FIBRE FROM SAWDUST.

HERE is a new and original idea that reaches The Paper Mill from a well-known chemist and government official. He has evidently solved the problem of manufacturing fibre for paper-making from sawdust and shavings. The detailed account of his discovery is given below :

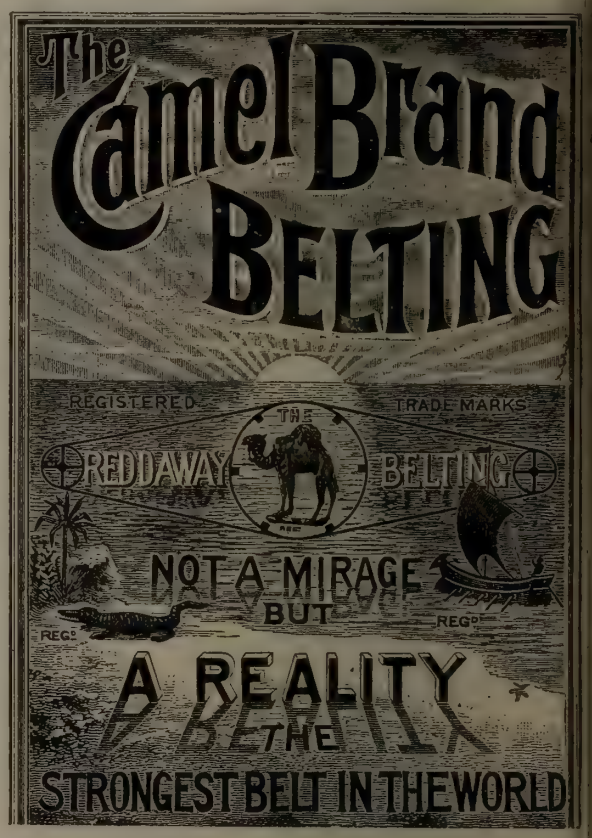
"The special object of my process is to prepare a fibre suitable for paper making from planer shavings, sawdust and the like. Of course I know that this is an old, old problem, upon which effort and money have been expended without developing a commercial process, but I have looked into the matter with care and discussed it with people in a position to know about the difficulties in the way of a successful process, and particularly with a man who had considerable experience some years ago in trying to make fibre from sawdust. As a result of my work I have found that there are three chief difficulties in the way of commercial success : First, the small yield of fibre ; second, the excessive amount of solution required in boiling ; third, the difficulty of washing the fibre, which required the use of large amounts of wash water, resulting in the production of large quantities of solution too weak in soda to pay for the recovery of the soda. If there are other serious difficulties I have not yet come across them, and I would be glad if you would point out any other obstacles in the way of commercial success.

In my process I provide means for overcoming all three of these difficulties. The small yield of fibre by the ordinary soda process is due to its being too drastic when applied to sawdust on account of the state of the subdivision of the wood. Cellulose is chemically very inert and yet under the severe treatment of the ordinary soda, boiling considerable cellulose, is dissolved and wasted. My treatment is comparatively mild in connection with my method of washing the resulting fibre.

Ordinarily wood is entirely submerged in soda solution during boiling. Owing to the light and bulky nature of shavings and sawdust this requires a very large volume of solution, but I have ascertained by trial in the laboratory that this is not necessary and that a much smaller volume of a weaker solution will do the work. Finally I wash the resulting fibre in the boiler by means of steam generated within the boiler, and thus the soda is removed from the fibre and a concentrated solution obtained.

Now, just what I do is as follows : I have found that shavings and sawdust will hold from three to four times their weight of water without showing any visible excess of liquid. Therefore I mix them with about this amount of soda solution and charge the mixture into a closed boiler of special construction. The charge rests on a perforated false bottom. Into the space below the false bottom is put water or weak soda solution, leaving a clear space above the liquid. There is also a clear space above the charge. There is an open passage through the charge by means of a tube communicating between these two open spaces. There is also an ordinary vomiting arrangement to circulate the solution through the charge.

The boiler being charged and closed, the liquid in the bottom is heated to give steam pressure and a solution is circulated for a sufficient length of time. The circulation is then stopped and steam from the liquid in the bottom of the boiler is used to wash the soda solution out of the fibre.


None Other Genuine
W. A. Fleming & Co. 57 St. Francois-Xavier Street MONTREAL
. . SOLE AGENTS . .

J. D. SHIER
MANUFACTURER OF
Lumber, Lath & Shingles
BRACEBRIDGE, ONT.

TELEPHONES
Send for our Illustrated Catalogue and Price List of
"UNIQUE" TELEPHONES
For Main Line and Warehouse Use.
Only Telephone made that does not get out of adjustment. Satisfaction guaranteed. Sold outright at low prices. No exorbitant royalties.
SOLE MANUFACTURERS
JOHN STARR, SON & CO., LIMITED
P. O. Box 448, HALIFAX, N. S.

GEO. T. HOUSTON & CO. CHICAGO, ILLS.
HOUSTON BROS. CAIRO, ILLS.
HOUSTON BROS. BIGBEE, MISS.
HOUSTON BROS. COLUMBUS, MISS.

EXTRAORDINARY

We are cleaning up numerous yards in connection with our Mills in the South, to make room for next year's new cut.
Stock consists of all grades and thicknesses Hardwood Lumber, Yellow Pine and Cypress, including a big surplus of No. 1 and No. 2 Common Yellow Pine, Select and Common Cypress. All of the above a year and over dry.
If you are in the market for any kind of Hardwood Lumber, Yellow Pine or Cypress, or expect to be in the future, send us your enquiries. The stock has to be moved, and if we can pick your orders out of any of the lots referred to, we will quote you prices to save additional handling expenses.

Address all Correspondence to our Main Office :
Cable Address, "HOUSTON."
Lumberman's and A.B.C. Codes.
GEO. T. HOUSTON & CO.
CHICAGO, ILLS., U.S.A.

For this purpose it passes up through the open tube to the top of the boiler, where there is a condensation and the water passes back through the fibre to the bottom of the boiler, removing in its passage the soda and dissolved intercellular matter from the fibre. This can be continued until all the soda is removed, but it would undoubtedly be more econimical to stop the boiling before the complete removal of the soda, and finishing the washing outside of the boiler in the usual way. The weak soda solutions thus produced could be returned to the bottom of the boiler in a subsequent charge. By this method of operating the soda is obtained in a concentrated solution with but slight mechanical losses.

The advantages of this proceeding are these: The wood can be disintegrated with a minimum amount of soda and the soda obtained at the end of the operation in a concentrated solution. The steam treatment not only removes the soda solution from the fibre, but the completion of the process takes place under comparatively mild conditions, favorable to saving cellulose from being dissolved. The boiler can be heated by a direct fire at a considerable saving.

The operation as I have above described it forms a complete process, but I think that it would be cheaper to subject the shavings to a preliminary treatment to remove a large part of the intercellular matter as follows: I mix the shavings and sawdust with three or four times their weight of the soda liquors from the closed boiler and heat the mixture in an open boiler. I have found by actual trial that such a mixture can be heated several hours above the boiling point of water, and yet retain a large part of the water, and that about half of the intercellular matter is thereby rendered soluble. On the large scale I would proceed as follows: I would have a large upright boiler, open at the top and arranged at the bottom somewhat like an iron ore roaster (I am familiar with ore roasting), and provided with steam coils or jackets for heating. I would charge the mixture of shavings and soda liquor into this open boiler, and heat it at the bottom. With a moderate height of boiler I am sure the bottom could be heated to 230° to 240° F. The water that is given off as steam at the bottom is condensed in the cooler part of the charge. When the charge at the bottom is sufficiently cooked it is withdrawn and fresh mixture added at the open top, and these operations are repeated. This process is then carried on as a continuous operation. The product of this process is to be put into a press and a limited amount of water added. On applying pressure nearly all the soda is removed in the form of a concentrated solution, which can be evaporated for the recovery of the soda. Or it may be put into a centrifugal machine and slightly washed. The material is then put into the closed boiler and subjected to the operation.

All the points in the complete process as I have described it, except the circulation of the liquid in the enclosed boiler, have been demonstrated in my laboratory in a small way, and I know that they are operative. I can, if you wish, give a mass of details of these tests, for I keep full records of such work, but perhaps it will be sufficient at present to say that they show that the strength and amount of soda solution required are both low, and that the yield of fibre would be comparatively high.

Of course, planer shavings and sawdust, being waste products, are much cheaper than pulp wood. Nearly all my experimental work has been upon white pine shavings and sawdust. A further advantage is the fact that they are produced in abundance at and near many cities where there are local paper mills which could use the fibre produced to good advantage.

While I have described this process as applied to sawdust and shavings, I think that the principles of the closed boiler cooking could be applied with profit in the ordinary process of boiling wood chips in soda solution. I have tried to set this matter before you clearly and concisely, but if I have not done so I would be glad to make any additions or to answer any questions that I can."


**TOWER & WALLACE**
ASHLEY B. TOWER, M. Am. Soc. C.E.
CONSULTING ENGINEER.
Broadway and 26th St. - NEW YORK

ARCHITECTS AND ENGINEERS
PAPER AND PULP MILLS
MANUFACTURING AND
POWER DEVELOPMENTS

E. BRADLEY, C.E. - 3 Place d'Armes Hill, MONTREAL - Canadian Representative.

Felts for Pulp Mills.
Felts and Jackets for Paper Mills.
Felts for Fast Running on News.
Felts of any width up to 120 in.
Felts for Tissue Papers.
Felts for Boards and Roofing.

Try our Special **HARPER FELTS**
Every Felt Guaranteed.
**HAMELIN & AYERS**
LACHUTE MILLS, P.Q.

**BOYNTON & COMPANY**
MANUFACTURERS OF
EMBOSSED AND TURNED MOULDINGS, WOOD GRILLES,

SEND FOR

CATALOGUE

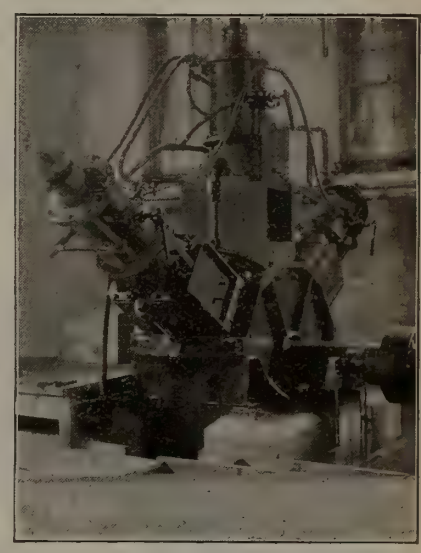
AND AUTOMATIC TURNINGS

67 W. Washington St., - CHICAGO, ILL.

ESTABLISHED 1849.
CHARLES F. CLARK, President. JARED CHITTENDEN, Treasurer.
**BRADSTREET'S**
Capital and Surplus, $1,500,000.
*Offices Throughout the Civilized World*
Executive Offices:
Nos. 346 and 348 Broadway, NEW YORK CITY, U.S.A.
THE BRADSTREET COMPANY gathers information that reflects the financial condition and the controlling circumstances of every seeker of mercantile credit. Its business may be defined as of the merchants, by the merchants for the merchants. In procuring, verifying and promulgating information, no effort is spared, and no reasonable expense considered too great, that the results may justify its claim as an authority on all matters affecting commercial affairs and mercantile credit. Its offices and connections have been steadily extended, and it furnishes information concerning mercantile persons throughout the civilized world.
Subscriptions are based on the service furnished, and are available only by reputable wholesale, jobbing and manufacturing concerns, and by responsible and worthy financial, fiduciary and business corporations. Specific terms may be obtained by addressing the company at any of its offices. Correspondence invited.
THE BRADSTREET COMPANY
Toronto Office: Cor. Jordan and Melinda Streets.
THOS. C. IRVING, Sup't.

**CAMP SUPPLIES**
Send for a Sample of fine make and draw JAPAN TEA, at 13½ cents. Just the thing for the Camps.
**H. P. Eckardt & Co.**
WHOLESALE GROCERS - Cor. Front and Scott St., TORONTO

**PULP AND PAPER MILL MACHINERY.**
CONTRACTORS FOR COMPLETE EQUIPMENT OF
GROUND WOOD, SODA or SULPHITE PULP MILLS.
We invite correspondence from those requiring anything of this nature. We build a full line of
Barkers, Chippers, Tanks, Digesters, Pumps, Jewell Filters, Conveying Machinery, Wet Presses, Screens, Screen Plates, Etc., Etc.
**OUR CROCKER TURBINE PLANTS** are driving some of the best mills in the Dominion.
Write for Circulars and Prices.



**THE PORT HENRY PULP GRINDER.**
With latest improvements; patented 1898.
Operation continuous and production large.
Most convenient in handling and thoroughly well built.
Ask for special bulletin No. 505.

The JENCKES MACHINE COMPANY.
*Branch Offices:*
*MONTREAL, TORONTO, RAT PORTAGE, ONT.*
*ROSSLAND, B C.*
Head Office and Works:
36 to 40 LANSDOWNE ST.
SHERBROOKE, QUE.

**Lumberman's Inspection Book**
Send four 3-cent Canadian postage stamps for a copy of the LUMBERMAN'S VEST-POCKET INSPECTION BOOK, containing rules for the Inspection of Pine and Hardwood Lumber in the Leading Markets of the United States and Canada.
Address: The CANADA LUMBERMAN, Toronto, Ont.

## ITALIAN PULP TRADE.

ACCORDING to the official returns for the first two months of this year (the latest available), the importation of wood pulp into Italy is largely upon the increase, says the Paper Mill. During the period mentioned, 64,714 quintals of "cellulose" (presumably chemical pulps) of a value of 1,941,420 lire, or about $77,659, were imported. For the corresponding period of 1898 the figures were 50,747 quintals, valued at 1,522,410 lire ($64,096), so that the increase during the twelve months is well over 20 per cent. The two months' import of mechanical pulps amounted to 1,372 quintals of moist (50 per cent.) and 11,086 of dry, respectively valued at £823 and £6,651. No moist pulp was imported during January and February, 1898, and only 10,047 quintals of dry, valued at £6,028, so that in this latter branch the annual increase is about 10 per cent.

The South Gardener pulp mill at Gardner, Me., is announced to have shut down owing to scarcity of logs.

## PULP NOTES.

In 1898 Norway supplied Great Britain with 141,455 tons of ground wood pulp, Canada 36,359 tons, Sweden 24,043 tons, United States 13,475 tons, and Holland 2,584 tons.

The imports of wood pulp by Great Britain during the past five years were as follows: 1894, 279,765 tons, £1,432,400; 1895, 297,295 tons, £1,574,302; 1896, 327,080 tons, £1,684,667; 1897, 388,304 tons, £1,930,761; 1898, 404,842 tons, £1,894,394.

Prof. Grover, of Orono, Me., finished last month his hydraulic survey to the Tobique river, in New Brunswick, from its mouth to a point about three miles above the narrows. It is believed that upon his report will depend the carrying out or otherwise of the proposed paper and pulp mill project, in which A.H. Hilyard, of St. John, and others are interested.

The Pensacola Paper Mills have started in successful operation, manufacturing a high grade of manila paper from pitch pine pulp. The material used is waste from saw-mills, heretofore burned in slab piles. The mills have a capacity of five tons a day, and will give employment to fifty men. The pulp is made by a secret chemical process owned by the company, a discovery of R. Thomas, manager of the mills.

The Paper Mill comments as follows regarding a shipment of pulp from Canada:—The recent shipment from Canada to England of the largest cargo of wood pulp that ever crossed the sea, has aroused the enthusiasm of our English contempories. We are pleased to learn from one of these enthuiasts that "the discharging of this immense wood pulp cargo was effected in a comparatively short time, and that the cargo has turned out to be in perfectly sound condition."

## "WANTED AND FOR SALE."

Persons having for sale or wishing to purchase a particular lot of lumber, a mill property, timber limits, second hand machinery, etc., in fact, anything pertaining to lumbering operations, will find a buyer or seller, as the case may be, by placing an advertisement in the "Wanted and For Sale Department" of the CANADA LUMBERMAN Weekly Edition. Testimonials to the value of this department by those who have given it a trial state that the results of advertisements were frequently better than anticipated. The cost is comparatively small. Mill owners might, with profit to themselves, make use of this method of advertising their stock to a still greater extent.


FRICTION PULLEY BOARD

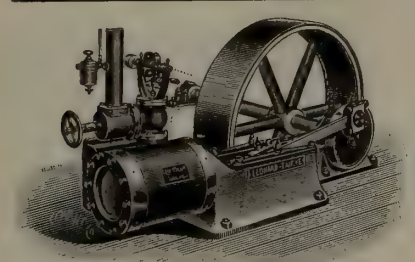
The BEST Article Known for the Purpose

MANUFACTURED BY..... THE DOMINION LEATHER BOARD CO'Y. - MONTREAL, QUE.

ONE DOLLAR

will pay your subscription to the weekly and monthly CANADA LUMBERMAN for

ONE YEAR



LEONARD-TANGYE ENGINE.

E. LEONARD & SONS, LONDON, ONT.

... Makers of ...

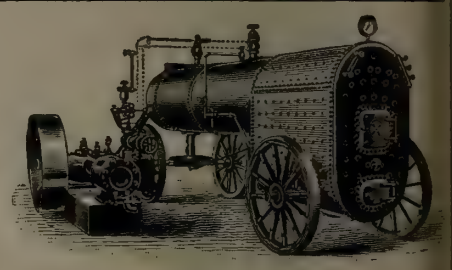
ENGINES and BOILERS

For Lumbermen and Others. & For any Purpose, and of any Power.

We make Several Styles, but only One Grade—THE BEST.

*If you need Steam Power, write to us, stating your requirements, and we will quote you prices.*

*Write for Catalogue No. 35a.*



LEONARD CLIPPER ENGINE AND LOCOMOTIVE BOILER.

EST. 43 YEARS

THE J.C. McLAREN BELTING COMPANY.

OUR EXTRA BRAND

TORONTO. FACTORY AT MONTREAL. WINNIPEG

E.R. COLEMAN.

STOCK ALSO IN VANCOUVER.

B. R. Mowry & Son

Manufacturers of...

SAW MILL AND SHINGLE MILL MACHINERY

Automatic Band Saw Sharpener

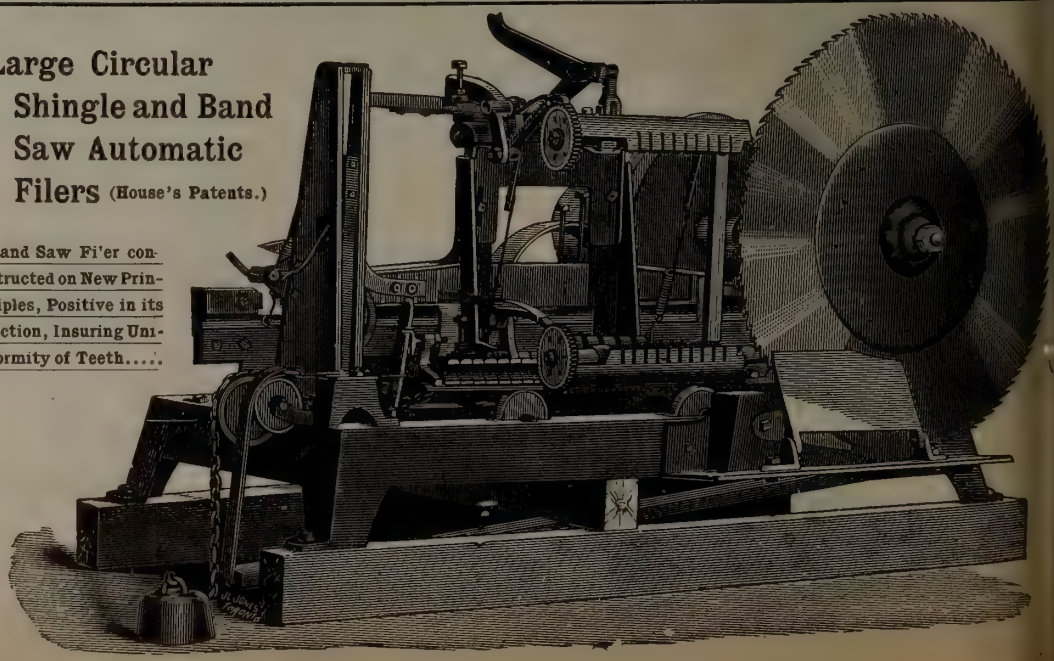
Shingle Machinery a Specialty

REPAIRING PROMPTLY AND CAREFULLY EXECUTED

Gravenhurst, Ont.

Large Circular Shingle and Band Saw Automatic Filers (House's Patents.)

Band Saw Fi'er constructed on New Principles, Positive in its Action, Insuring Uniformity of Teeth.....



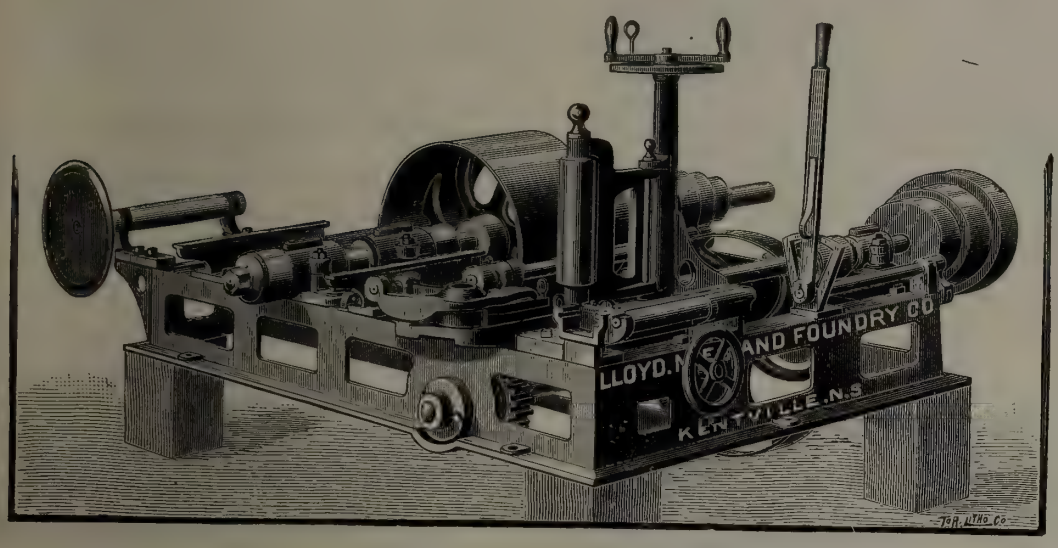
We do not acknowledge the possibility of better goods than ours being made in

# AXES
# CANT-HOOKS
# PEAVIES and
# SKIDDING TONGS

**And all Tools Used in Lumber Camps.**

EVERY ARTICLE BEARING OUR NAME FULLY GUARANTEED.

## James Warnock & Co., - Galt, Ont.




## Lloyd Manufacturing Co'y

JOHN I. LLOYD, Proprietor.

# SAW MILL OUTFITS

**Pulp Machinery, Belting, Etc.**

OUR SPECIALTIES:

Band Saw Mill Machinery,
Improved Rotary Saw Mills,
with Green Mountain Dogs,
Also Screw Post Dogs,
Turbine Water Wheels,
Power Feed Gang Edgers,
Buzz and Surface Planers,
Heading Rounders,
Stave Machines, Stave Jointers,
Stave Planers.

KENTVILLE, N.S.

FOR Ordinary Conditions and Average Uses, the Standard

# "LEFFEL" or "VULCAN" Turbine

will fill the bill every time. Efficiency never been equalled. Can't miss your capacity. Made in 23 sizes, either right or left hand.

# The "PERFECTION" Turbine

is a cheaper Wheel in first cost, as it carries its own penstock, and admits of very inexpensive connection with head race. It has many friends.

For Unusual Conditions, and to Meet Any Possible Requirement, you can have a Special "**LEFFEL**" built to your order, as you would a dwelling house, so that what has heretofore been difficult of attainment in a Turbine—a combination of great power and high speed—is easily possible.

These Special Turbines can also be provided with the single Cylinder Gate, if desired, in preference to the usual Red principle. Under any and all circumstances, these Turbines are *the cheapest per horse power ever built,* and their qualities of Durability and Finish are not open to improvement.

For particulars of ***TURBINES, LANE'S IMPROVED CIRCULAR SAW MILL, AUTOMATIC or HAND-FED SHINGLE MACHINES, GEARS, SHAFTING, HANGERS, Etc.,*** address

## MADISON WILLIAMS

**H. E. PLANT, Agent**
Common and Nazareth Sts., MONTREAL, QUE.

Successor to Paxton, Tate & Co.

**PORT PERRY, ONT.**

# The New Patent
# Telescopic Band Saw Mill

**The Coming Mill—the Hit of the Century in Lumber Cutting Devices.**

THE TELESCOPIC AS ERECTED AT OUR WORKS.

The latest and best improvement in

## BAND SAW MILLS

No off-set used on Carriage.

In double cutting Mill both edges of saw are toothed—the advantages of this:

**Cuts Two Boards** in about same time single cutting mill **Cuts One.**

Teeth on both edges equalizes the strain on saw—avoids cracking—saw lasts longer—requires less work to keep in tension.

Teeth on both edges cut their clearance—no danger throwing saw off wheels.

Saw stands heavier feed—strain on both sides being equalized.

Top of cut being always right at wheel where saw leaves it—saw is exceptionally stiff, making perfectly true lumber in fastest feed.

Only extra tools needed over ordinary band: A double grinding or filing machine—special clamp.

Investigate the only mill running in Canada as a **Double Cutter,** operated by J. D. Shier, Bracebridge, and place your orders early.

### EXTRACTS FROM MR. SHIER'S LETTERS RE TELESCOPIC BAND MILL:

MAY 19, 1899.—"The Band Mill is first-class; the best mill to make lumber in Canada. It is a dandy; I think you have struck a good thing.
MAY 22, 1899.—"The Band is all that could be desired. It is the best lumber rig in Canada to-day."
MAY 31, 1899.—"The Mill is doing well. I am running day and night."
JUNE 2, 1899.—"It was a good thing to have that mill introduced. They will certainly take the run, and no doubt you will build a large number of them"
JUNE 2, 1899.—"The Mill is all right, and every person is delighted with it."
JUNE 9, 1899.—"Mill doing splendidly. Cut steadily increasing. Fully expect it will reach the 50 M mark in average stock before long (per 10½ hours)."
JUNE 12, 1899.—"The Mill is very satisfactory. It is the coming Mill."
JUNE 17, 1899.—"Well, every person who sees this Mill states that it is the most complete mill they ever saw. I predict a bright future for you in building these Mills. All practical millmen fully agree that this is the mill."
JULY 5, 1899.—"The Mill is doing well, cutting good lumber on both shifts."

**Mr. Shier had no assistance outside of his own men in starting and operating the elescopic—never had the slightest trouble with the Band Mill since he started.**

# Waterous, Brantford, Canada

**SOLE CANADIAN MANUFACTURERS**

McEachren's

# PROGRESSIVE LUMBER DRY KILN

Our Heaters and Fans are Economical with Steam and Power, are **Safe as a Fire Risk.** Plans and specifications furnished with each apparatus. . . . . .

Write for Prices and Particulars to

## McEACHREN HEATING & VENTILATING CO. - GALT, ONT.

## THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office : TORONTO, ONT.

Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

# Electrical Machinery and Apparatus

. . . FOR . . .

**LIGHT and POWER**

SPECIAL ATTENTION GIVEN TO——

**LONG DISTANCE TRANSMISSION OF ELECTRICITY**

FOR LIGHT AND POWER

ALSO FOR

## ELECTRIC PLANTS FOR MILLS

**Distant water powers utilized and Mills lighted and operated safely.**

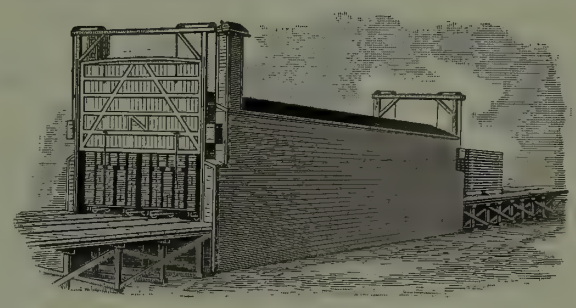
CORRESPONDENCE SOLICITED.

# "JUST AS GOOD"

Won't quite do. The "**STANDARD**" Kiln is the Standard from Indianapolis to St. Petersburg, Russia—both ways.

Don't be argued into buying any other Drier until you investigate and know all about the merits of

## THE STANDARD DRY KILN



You'll regret it if you do. Our **New Catalog No. 45** gives opinions of users all around the world. It tells just how our Kiln is built, what it will do and how it will do it.

N.B.—We are prepared to fill any size order **promptly.**

THE DRY KILN THAT DOES NOT Disappoint

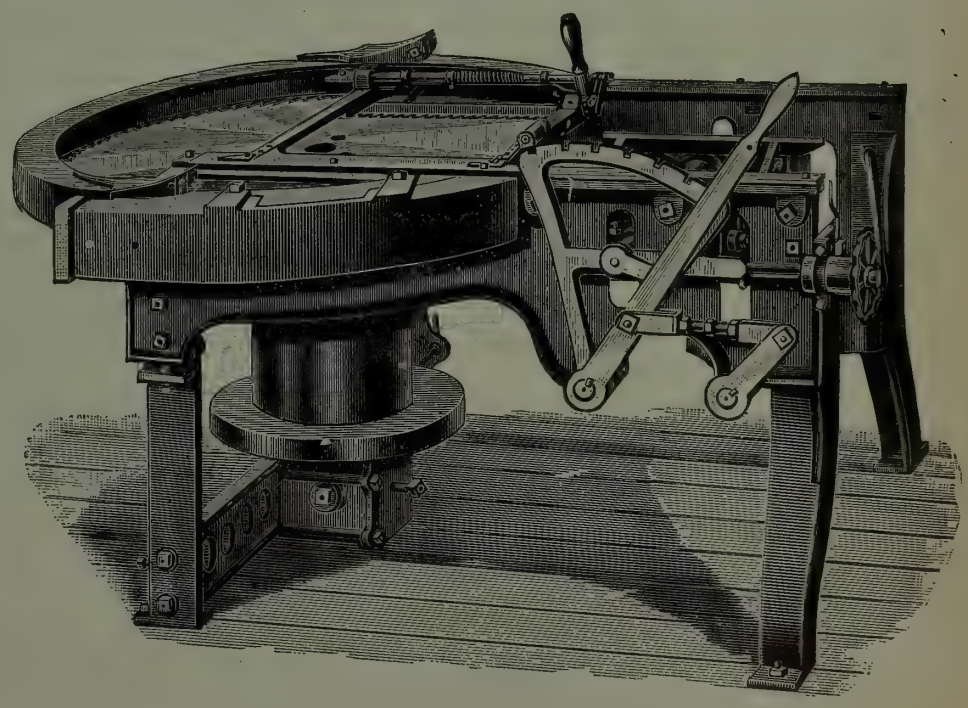
## THE STANDARD DRY KILN CO., INDIANAPOLIS, IND.

# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON · ONTARIO

**Manufacture**

- Band Saw Mills
- Gang Saw Mills
- Circular Saw Mills
- Portable Saw Mills
- Shingle Mills
- Lath Mills
- Saw Filers, and all of
- F. J. Drake's Patents



DAUNTLESS SHINGLE AND HEADING MACHINE.

Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter. Capacity 25,000 to 50,000 per day.

**Our Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.**

——CORRESPONDENCE SOLICITED——

# THE JAMES ROBERTSON CO., Limited.

Manufacturers of..... Saws of All Description

A Full Line of Mill Rubber and Leather Metal, &c., always

Supplies, including Belting, Babbit carried in stock.

Head Office: 144 William St. MONTREAL

Factories at MONTREAL, TORONTO, and ST. JOHN, N.B.

ALL OUR SAWS FULLY WARRANTED

Orders promptly attended to. Satisfaction Guaranteed.

CIRCULAR, GANG AND MILL SAWS A SPECIALTY

Correspondence Solicited.

# Galt Machine Knife Works

**MACHINE KNIVES** OF EVERY DESCRIPTION FOR **Woodworking Machines**

...Send for Price List...

PETER HAY - - - - - Galt, Ont.

# SUPPLIES

OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

# RICE LEWIS & SON

(LIMITED)

Cor. King and Victoria Sts. - TORONTO

Every Lumberman wants it — 35 cents buys it

## Scribner's Lumber and Log Book

BRIMFUL OF EVERY-DAY, PRACTICAL INFORMATION

Address: THE CANADA LUMBERMAN, Toronto

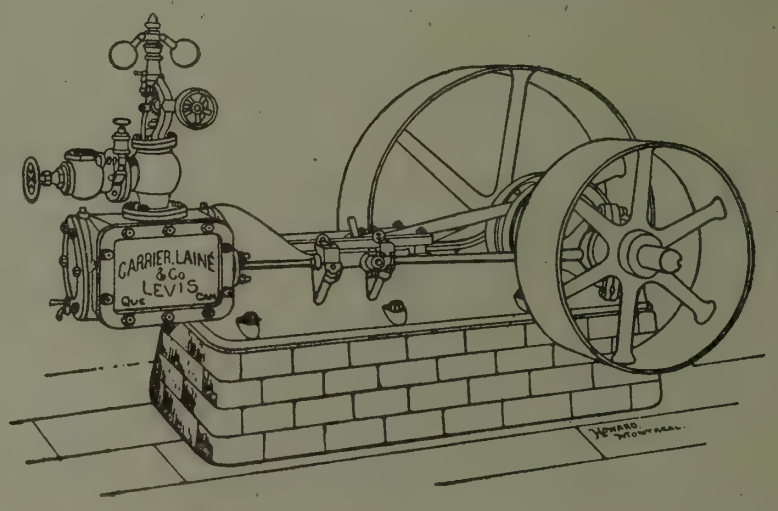
SAVES TIME SAVES MISTAKES SAVES MONEY

7 3 10

# "DEAD EASY"

But if that "3" represents Middlemen's commission on the Machinery you buy, you had better make a change and deal at headquarters.

**No better Mill Machinery is made in Canada or elsewhere than that supplied "DIRECT" from our Machine Shops.**




## Portable and Stationary Engines and Boilers

CIRCULAR SAW MILL PLANTS
GANG AND BAND SAW MILLS
SHINGLE MILLS, LATH MILLS
EDGERS,
PLANERS and
BUTTERS

Modern Patterns in Every Line.

Tools, Belting and Supplies.

We are equipped to build any special machine you may require.

IF YOU HAVE PLANT TO EXCHANGE GET OUR ESTIMATES

# CARRIER, LAINE & CO.,

LEVIS, QUE.

USE THE FAMOUS .. **PINK LUMBERING TOOLS**

Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks

Cant Hook Handles, Peavy Handles } By Car Load or Dozen

Pike Poles, Skidding Tongs, Boom Chains

Lowest Prices THOMAS PINK PEMBROKE, ONT.

Weekly and Monthly Editions:
One Dollar Per Year.

Published by
The C. H. Mortimer Publishing Co.
of Toronto Limited

**1844** **1899**

Band Saw Mills

Circular Saw Mills—
Stationary and Portable.

Re-Saws—
Band and Circular.

Steam Acting Machinery—
Kickers, Log Rollers, Niggers, Jump Saws, Steam Feed and Drag Saws.

Shingle Machinery—
Hand and Power Feed.

Wood-Working Machinery—
Full Assortment.

Pulp Machinery—
Cutting-Off Machines, Barkers, Grinders, Screens, Wet Machines, Chippers, &c.

Brick Machinery—
Plastic, Stiff Mud and Dry Press.

Engines—
The McEwan Automatic, Plain and Marine.

Boilers—
Stationary and Portable, Clyde, Economic, Marine, Burners, etc.

Link Belting—
Malleable Chain—Steel Chain—for all Saw-Mill Work.

For over 50 years we have been building a reputation for High Class Machinery. Our Mills and Machinery extend, in Canada, from the Pacific to the Atlantic—Newfoundland, Central and South America, New Zealand, Australia, Austria, Roumania and the far east. Our aim is ever to produce the Best, not the Cheapest, with the invariable result that where we receive one order others follow quickly. Our new works, occupied in 1895, gave us the much needed room for expansion, coupled with the most modern facilities for economic production and prompt shipments. This year we have found it necessary to increase our buildings and add very materially to our already large equipment of tools and employees.

**WATEROUS ENGINE WORKS CO., LIMITED**

**BRANTFORD, CANADA**

# THE CANADA LUMBERMAN

WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XX. NUMBER 10. | TORONTO, CANADA, OCTOBER, 1899 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.



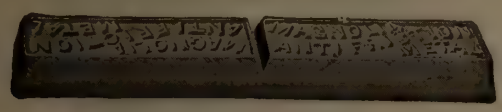
## MAGNOLIA METAL

In Use by All the Leading Governments

BEST ANTI-FRICTION METAL FOR ALL MACHINERY BEARINGS.

### BEWARE OF IMITATIONS

Genuine Magnolia Metal is made up in bars, of which this is a fac-simile :



The Name and Trade Mark appear on each box and bar, and besides this the words "Manufactured in U.S.," and "Patented June 3, 1890," are stamped on the under side of each bar.

**MAGNOLIA METAL CO.**

Owners and Sole Manufacturers 266 and 267 West Street, NEW YORK

Canadian Office, 318 St. Paul Street, Montreal, Que.
Chicago Office, Fisher Building, 281 Dearborn St. London Office, No. 49 Queen Victoria Street, London, E. C.

FOR SALE BY ALL DEALERS

MAGNOLIA METAL IS STILL SELLING AT THE SAME PRICE IT HAS ALWAYS SOLD AT—NO ADVANCE.

## Ottawa Saw Works Co.

Middle Street - OTTAWA, ONT.

"SANDVIK" SWEDISH STEEL.

We Manufacture

HIGHEST GRADE BAND SAWS

MADE FROM

Triple Refined Swedish Steel

.... IMPORTED DIRECT. ....

WE HAVE THE SOLE RIGHT FOR THE

Dominion of Canada

CORRESPONDENCE SOLICITED.

OIL TEMPERED

## MOORE STEAM PUMP

For Stationary, Traction and Marine Boilers.

High and Low or Special Duty.

Send for Illustrated Catalogue.

DARLING BROTHERS

Reliance Works - MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.
Frank Darling, Agent, Nelson, B. C.

## DICKS BELTINGS

Never is affected by wetness, and does not stretch.

Excels in Transmission Power.

Always Uniform.

LARGE STOCKS ON HAND.

WRITE TO SOLE AGENT:

J. S. YOUNG, 15 Hospital Street, MONTREAL

## JAMES W. WOODS

Manufacturer of LUMBERMEN'S SUPPLIES

Tents, Awnings, Tarpaulins, Sails, Etc., Overhauls, Top Shirts, Pants, all kinds of Underwear, Sox, Mitts, Moccasins.

75 QUEEN ST. - OTTAWA, ONT.

Tent Factory: 19 Elgin St., OTTAWA.

ALL ORDERS CAN BE EXECUTED ON THEIR RECEIPT.

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING .... AND LACE LEATHER

Danville, Que.

MANUFACTURERS OF

# HIGH GRADE CIRCULAR AND LONG SAWS

UNEXCELLED

# SHINGLE SAWS

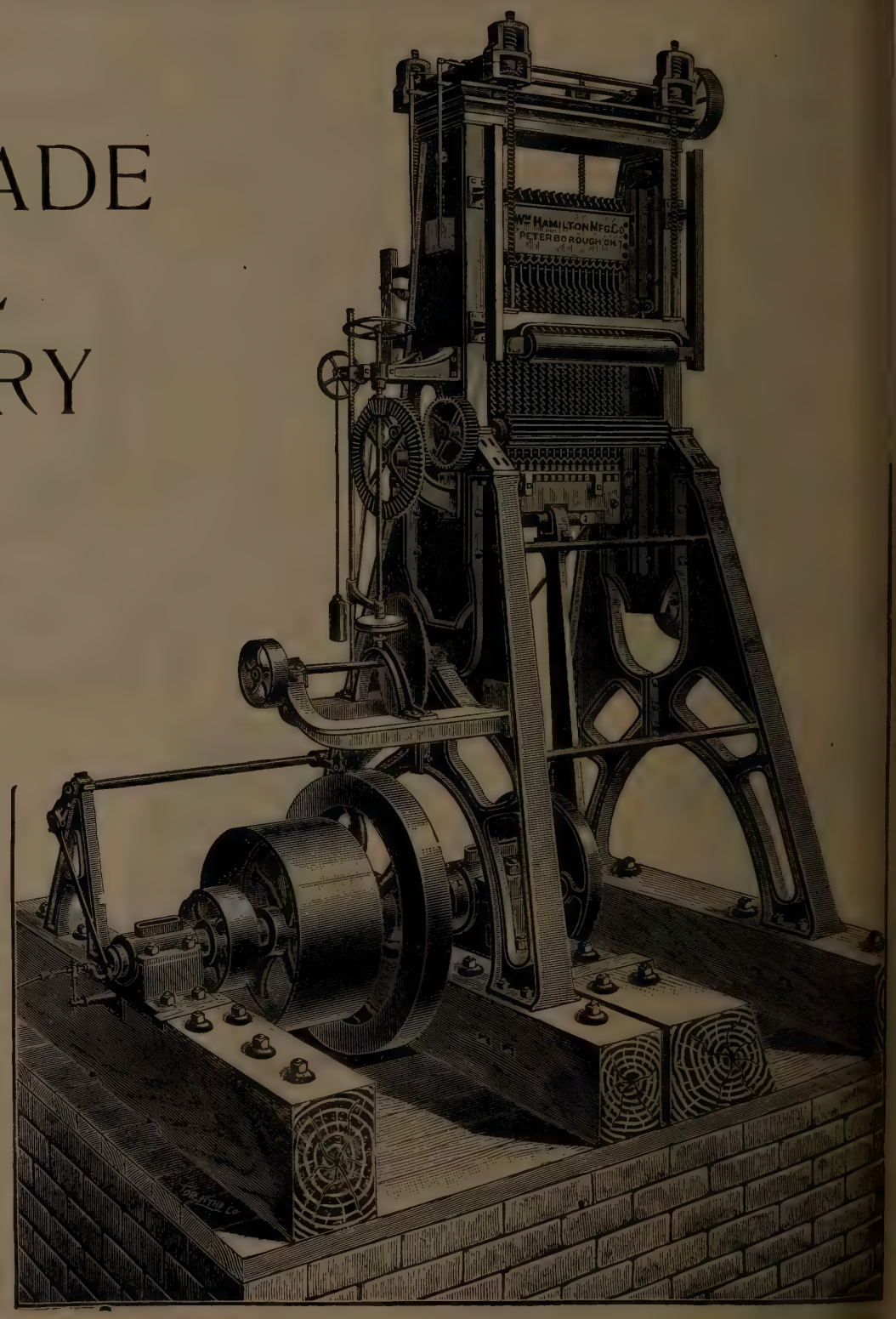
OUR INSERTED TOOTH SAW POSITIVELY THE BEST

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a
Complete Line of

HIGH GRADE
SAW-MILL
MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

We are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Limited

**Branch Office: VANCOUVER, B.C.** **PETERBOROUGH, ONT.**

# The Rat Portage Lumber Company

MANUFACTURERS OF : : : : :

RAT PORTAGE, ONT.

## Pine Lumber
## Shingles - - - -
## Lath - - - - -
## Sashes and Doors

DEALERS IN

TAMARACK TIES
PILING AND
CEDAR POSTS

*A Large Stock Constantly on Hand.*

Branches at Winnipeg and Brandon, Man., where stocks of Sashes and Doors are carried.

# VIGARS & CO.

Port Arthur, Ont.

Manufacturers of

## LUMBER, LATH, Etc.

Large Planing Mill in Operation

DEALERS IN . . . . .

## Sashes and Doors

A Complete Stock of the above material suitable for the Western Trade always on hand.

Shipments by the Canadian Pacific, Port Arthur Duluth and Western, and Ontario and Rainy River Railways.

# D. E. SPRAGUE

Manufacturer and Dealer in . . . .

LUMBER

Higgins Ave., POINT DOUGLAS WINNIPEG, Manitoba Kiln-Dried Lumber a Specialty

# ORILLIA EXPORT LUMBER CO.

Makers and Exporters of

Basswood, White and Brown Ash,
Red Birch, Rock and Soft Elm,
Rock Maple, Yellow and Red Pine

In Logs, Boards and Planks or in Dimension Stock and Squares.

Try US. We Solicit Your Patronage.

Cable Address: SIMCOE.
A B C Code used.

ADDRESS
ORILLIA, ONT.
CANADA.

Just Published

THE
## CANADIAN HAND-BOOK OF STEAM AND ELECTRICITY

BY WILLIAM THOMPSON.

170 Pages—Illustrated - In Strong Cloth Binding

The preparatory chapters are devoted to a concise explanation of the foundation principles of mathematics, a knowledge of which is absolutely essential to the study of Electricity and Engineering. In the succeeding chapters the student is led by gradual stages to a more complete acquaintance with these subjects and is equipped with knowledge sufficient to enable him to pursue his researches to any further extent.

Price - 50 Cents

The C. H. MORTIMER PUBLISHING CO. of Toronto, Limited
TORONTO - CANADA

From the Stump to the Consumer

# Hughes & Long

Brandon, Man.

## LUMBER MANUFACTURERS AND DEALERS

A Complete Assortment of Lumber
Lath, Shingles and Doors and Sash
always on hand. . . . . .

Wholesale and Retail.
Orders Executed with
Promptness and
Satisfaction. . . .

Yards
BRANDON, MAN.
BEAVER MILLS P.O., ONT.

# HANBURY MANUFACTURING CO.

Manitoba's Largest Lumber Yards

4,000,000 Feet now in Yards of . . .

WHOLESALE AND RETAIL

## SPRUCE, PINE and TAMARAC LUMBER

FINISHINGS, SASH, DOORS, MOULDINGS, HAIR, PAPER, LIME, BRICK, GLASS, CEDAR POSTS, RAILROAD TIES, BUILDERS' HARDWARE.

## FACTORY WORK OUR SPECIALTY

*Builders' Plans Furnished.* ✠ *Write Us For Estimates.* ✠ *Agents for Canadian Anthracite Coal.*

## BRANDON, MANITOBA

# The Brunette Saw Mill Co.

**Limited Liability**

SAPPERTON, British Columbia

Headquarters in Canada for . . . .

**Ship Spars, Heavy Douglas Fir Timbers, Decking and other Ship-Builders' Timber.**

**Car Roofing and Sheathing, Long Clear Car Sills, &c.**

**Bridge Timbers. Railroad Ties and Heavy Joists.**

**Lock Gate Timbers and Canal Cribbing.**

---

# Nanaimo Saw Mill and Sash and Door Factory

ANDREW HASLAM, Proprietor.

**Office: Bridge Street, NANAIMO, B.C.**

We are now established in the new mill premises on the water front, and are prepared to supply all kinds of

## ROUGH and DRESSED LUMBER MOULDINGS, SHINGLES DOORS and WINDOWS

**And Every Description of Wood Finishing on Short Notice.**

Towing Done at Reasonable Rates by the Steamer "Alert."

**PRICES RIGHT**

P. O. Drawer 36.
Telephone 19.

# J. A. Sayward

MANUFACTURER OF AND DEALER IN

## CEDAR AND SPRUCE LUMBER

Shingles, Lath,
Spars, Etc. . . . .

Orders Carefully Executed.
Prompt Shipments.

VICTORIA, B.C.

---

# High Grade Lumber and Shingles

We keep constantly on hand a full stock of all kinds. We have also a considerable quantity of rejected **Car Roofing and Sheeting,** suitable for fencing, as well as for inside furnishings, at cost price.

As our dry kiln capacity is the largest in British Columbia, our customers are assured of getting well seasoned material.

## Canadian Pacific Lumber Co.,

**PORT MOODY, B.C.**

LOCAL YARD IN VANCOUVER, FOOT OF CAMBIE STREET, FALSE CREEK.

# British Columbia Mills, Timber and Trading Company

Head office : VANCOUVER, B. C.

---- PROPRIETORS AND OPERATORS OF ----

The Hastings Saw Mill } VANCOUVER, B. C. { The Royal City Saw, Planing and Shingle Mills
The Royal City Sash, Door and Box Factory

The Royal City Saw and Planing Mills
The Royal City Saw, Door and Box Factory } NEW WESTMINSTER, B. C.
(On Fraser River)

Combined 10 hour Capacity : 350,000 feet B. M. of Lumber ; 200 Doors ; 200 Windows ; 5,000 Boxes ; 160 M Shingles.

HASTINGS SAW MILL.

Facilities for shipping from three mills by Rail to all points in Canada and United States, and by Water to all parts of the Dominion.

: : : : MANUFACTURING : : : :

## SPARS, DERRICK MASTS, ANCHOR SPUDS, TRUSS and BRIDGE TIMBERS, SHIP TIMBER and DECKING

**Capacity for Sawing up to 110 Feet and up to 30 x 36 Inches.**

# Fred Robertson

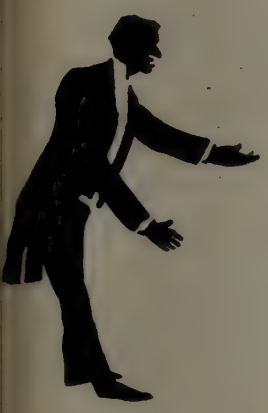
MANUFACTURER OF

## LUMBER

A Complete Assortment Always on Hand.

REVELSTOKE, B. C.

---



W. J. SHEPPARD, Waubaushene, Ont., President.
J. G. SCOTT, New Westminster, B. C., Manager.

# Pacific Coast Lumber Co.

NEW WESTMINSTER, B. C.

Manufacturers of . . . .

## BRITISH COLUMBIA RED CEDAR LUMBER and SHINGLES

### Do You Ever Need to Kick

About the quality of the Shingles you get? If so try our "BEST BRAND" and you will buy no other as long as you can get hem; by carrying a good brand of Shingles you will draw trade for lumber s well.

# Pumps "FOR ALL DUTIES"

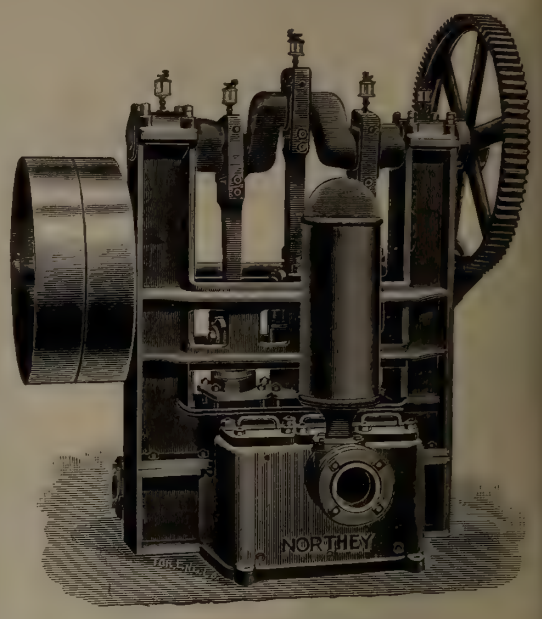
**STEAM OR POWER**

**All Types and Sizes**

The Laurentide Pulp Co., of Grand Mere, Que., one of the largest Pulp Mills on this Continent, use our

STUFF PUMPS, SUCTION PUMPS, BOILER FEEDS AND CENTRIFUGAL PUMPS

The same remarks apply to the Riordan Paper Mills Co., Hawkesbury, Ont., the E. B. Eddy Co., Hull, Que., and also to other extensive mills in Canada.




TRIPLEX POWER PUMP.

**Send for Catalogue**

## NORTHEY MFG. CO., Limited, Toronto

---

A. L. COPE & SONS

Manufacturers of . . . . .

## LUMBERMEN'S WOODEN SUPPLIES

One Question : **Do you use Cant Hook Stalks, Whiffle Trees, Etc.?** If so, write us for Prices.

All orders receive prompt and careful attention. Satisfaction guaranteed.

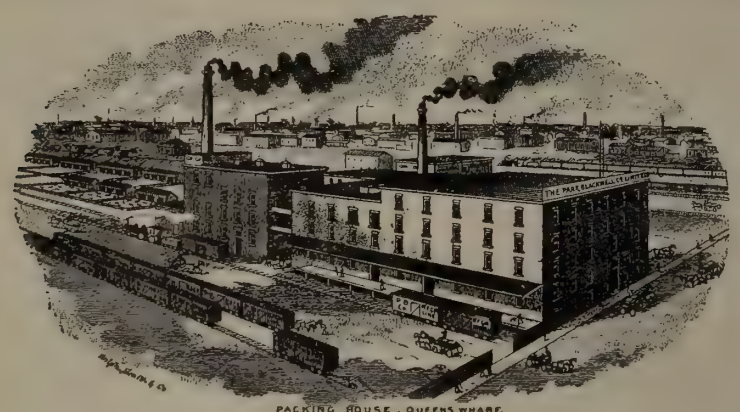
Correspondence Solicited. **COPE'S FALLS, ONT.**

---

## LONG CLEAR BACON

Car Loads

**Quality Finest.** **TON and CASE LOTS**




PACKING HOUSE, QUEENS WHARF.

TELEPHONE No 1608.

**THE PARK, BLACKWELL CO., LIMITED**

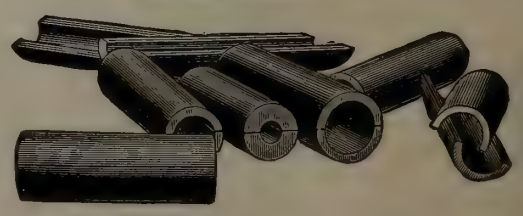
**Pork Packers** **TORONTO**

---

Please mention the CANADA LUMBERMAN when corresponding with advertisers.

---

**Dodge Patent Independence Wood Split Pulley with Patent Standardized Bushing System.**



## Dodge Pulleys

are now the recognized 'STANDARD' the world over.

We make them for Saw Mill Work.

Much handier, can be got quicker, and Cost Less than any other Pulley made.

Every Pulley Guaranteed.

SEND FOR CATALOGUE.

. . . SOLE MANUFACTURERS. . . .

**DODGE MANUFACTURING CO.**

of Toronto, Limited

WORKS: Toronto Junction. OFFICES: 74 York Street, Toronto, Ont.

---

TO BELT USERS:

Try Our . .

*BRANCHES:*
TORONTO, 88 Bay St
'Phone 374.
OTTAWA, Spark St.

GENUINE

## ENGLISH OAK-TANNED BELTING

## Lancashire Hair Belting

D. K. McLAREN, **MONTREAL**

THE CANADA LUMBERMAN

VOLUME XX.
NUMBER 10.

TORONTO, CANADA, OCTOBER, 1899

TERMS, $1.00 PER YEAR.
Single Copies, 10 Cents.

# Manitoba and the Territories

## THE LUMBER INDUSTRY.

ALTHOUGH essentially an agricultural country, the province of Manitoba possesses a considerable extent of timber lands. Of a total area of 64,-6 square miles, 25,626 square miles are said to nsist of wooded land. A portion of this, how-er, is but sparsely timbered. The Northwest erritories, comprising the districts of Keewatin, ssiniboia, Saskatchewan, Alberta and Atha-sca, have an area of 2,371,481 square miles, or mewhat greater in extent than all the other ovinces of the Dominion. Of this area 696,952 uare miles are designated as forest land. he timber in Manitoba and the Territories is iefly spruce and white pine, the latter being und in greatest abundance in the Lake of the Woods district.

There are under license in these provinces ap-roximately 2,700 square miles of timber limits, vided in the different agencies as follows: Winnipeg agency, 1,198 square miles; Calgary gency, 1,048 square miles; Prince Albert gency, 342 square miles; Edmonton agency, 17 square miles. In addition, there are over 00 square miles under license in the Yukon ter-tory. Among the large holders are D. E. Sprague, of Winnipeg; Hanbury Manufactur-ng Co., of Brandon; Peter McArthur, of Fair-ord River; H. T. Mitchell, of Selkirk; Mackenzie & Mann, of Shoal River, and Peter McLaren, the atter controlling limits on Old Man river. The principal limits are on tributaries adjacent to the Assiniboine and Red rivers.

Licenses to cut timber are acquired at public competition by tender. A rental of $5 per square mile is charged for all timber berths, and in addition the following dues are to be paid: Sawn lumber, 50 cents per M. feet; railway ties, 1½ cents each for six feet and 1¾ cents for eight feet in length; shingle bolts, 25 cents per cord; all other products, 5 per cent. on selling price. Permits to cut timber are also granted by public competition, except in the case of settlers who require the timber for their own use. The dues payable under permits are $2.50 per thousand feet for square timber and saw logs of pine, cedar, spruce and tamarac, $3 for saw logs of oak, elm, ash or maple, and $2 for poplar saw logs; railway ties 8 feet long, 3 cents each; telegraph poles 22 feet long, 5 cents each; shingles 20 cents per thousand.

A large percentage of the lumber used in Manitoba and the Territories is obtained from the Lake of the Woods district, being supplied by the Rat Portage Lumber Co. and the Kee-watin Lumber Co., both of which own extensive mills and large areas of standing pine timber in Northwestern Ontario. Other large mills in Ontario supplying the western market are those of Vigars & Co. at Port Arthur, Graham, Horne & Co. at Fort William, and Savanne Lumber Co. at Savanne. The only mill of importance situated in the city of Winnipeg is that of D. E. Sprague.

The lumber requirement of Manitoba and the Territories is steadily increasing, and as settlers are now rapidly coming in from all parts of the world, it is only a question of a short time until the demand for lumber in these provinces will exceed that of any other province in the Dominion. The superior quality of wheat and other cereals grown upon the land, and the greater yield per acre, are now universally acknowledged. A yield of some 30,000,000 bushels of wheat and as much more of other grains from an area of 1,500,000 acres in itself speaks volumes for the future of Western Canada. There are within the provinces probably between 250 and 300 retail dealers in lumber, about 200 of whom are members of the Western Retail Lumbermen's Association.

Below will be found illustrations and descriptions of some of the saw milling establishments within these provinces.

VIGARS & CO.—MILL AND LUMBER PILES AT PORT ARTHUR, ONT.

VIGARS & CO.—SAW MILL AT PORT ARTHUR, ONT.

## VIGARS & COMPANY.

This firm was established in 1876, and own the only saw, sash and planing mills in operation on the shores of Thunder Bay. The capacity of the mill is 90,000 feet per day, and attached thereto are the requisite sash and planing mills.

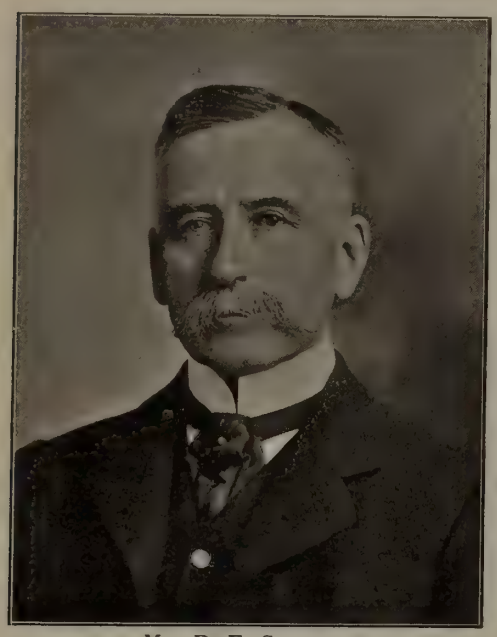
The firm are the owners and lessees of large and valuable timber limits, and have special facilities for carrying on the lumber business, as they are able to bring in logs either by water or rail, with every opportunity of booming the same. They also have large and extensive piling grounds adjoining the mill, with the tracks of the Canadian Pacific, Port Arthur, Duluth and Western, and Ontario and Rainy River railways entering their yards. They are thus enabled to ship lum-

ber east or west with the greatest dispatch. Also adjoining the mills are the docks of the Port Arthur, Duluth and Western and Ontario and Rainy River railways and the Dominion Coal Co.

The firm make it a point to keep ahead with the most improved machinery in all branches of the business, its motto being "up to date." They are also large dealers in sashes and doors.

## D. E. SPRAGUE.

Mr. D. E. Sprague went to Winnipeg with W. J. Macauley in 1872 from Waubaushene, Ontario, where he had been for some time connected with the Georgian Bay Lumber Co. In



Mr. D. E. Sprague.

1882 he established his present lumber business on Higgins ave., Point Douglas, and since that time it has been steadily growing until it has assumed its present proportions.

The mill consists of a single circular saw, edger, trimmers, slab-table, lath and shingle mills, and all other accessories of a first class plant. It has a capacity of 50,000 feet in ten hours, and the cut for the present season, running night and day, will be about 11,000,000 feet. Over 100 men are employed the year round in manufacturing the lumber and cutting logs on the timber limits.

A well equipped planing mill, containing two matchers, two surfacers, one moulding machine, three self-feed rip saws, two swing cut of saws, one resaw, and one large circular re-saw, together with the necessary blowers, shaving vault, etc., is operated in connection with the saw mill. Mr. Sprague has also recently added to his establishment one of the latest and most approved dry kilns, with a capacity of 48,000 feet. This is the only up-to-date dry kiln between Port Arthur and the coast, and has proved a great advantage to the city, enabling builders to procure thoroughly seasoned material for finishing purposes, which otherwise it would be almost impossible to do.

The most perfect system prevails in every department, and visitors will find much to admire in the bright and spacious office, the well kept stable and the 40 odd horses, in whose fine appearance Mr. Sprague takes a personal pride.

A good understanding of the magnitude of the establishment may be obtained from the accompanying illustrations.

D. E. Sprague—Saw Mill at Winnipeg.

D. E. Sprague—General View of Mills and Yards.

## HUGHES & LONG.

The above firm are also located at Brandon, Man. About three years ago they purchased the saw mill and plant of J. H. Hughes & Co., and claim to be about the only firm in the west that handles lumber from the stump to the customer, every branch of their manufacturing being within themselves. They own considerable standing pine on the Big Fork river in Minnesota, which they run down the river to their mill on Rainy river, where their logs are sorted from those of other companies. They have their own steam tug and barges, and ship their lumber to Rat Portage, where it is loaded on cars and distributed to their many customers throughout Manitoba and the Territories. They have yards at Brandon, Man., and Beaver Mills, Ont., and through the yard at the former place handle large quantities of American lumber.

Mr. Long is a man of considerable experience and

means, having for some time been engaged in the lumber business in Minnesota. Their cut this year was in the neighborhood of five million feet.

## THE HANBURY MANUFACTURING COMPANY.

Mr. J. Hanbury, whose portrait appears on this page, is the head of the firm known as The Hanbury Manufacturing Company, and unquestionably stands in the front rank of Brandon's enterprising and successful business men. Although perhaps he has done no more for himself or for those about him, than others have done or could have done under similar circumstances, yet he at no time has been slow to turn his opportunities to the best possible advantage. The secret of his success cannot be attributed to luck or superabundance of golden opportunities, he having perhaps encountered but his fair share of these, but rather to his capacity of recognizing such opportunities; to his fearlessness in attempting promising enterprises and in pushing them to their fullest extent; to his keen business management and excellent executive ability; and lastly, though by no means least important, his business sympathy or capacity to appreciate that others

D. E. Sprague—Interior View of Office.

are at the same time struggling alongside of himself for a place.

Removing, in 1882, from Ontario to Brandon, when it was but a village on the prairie, for the most part unbroken, he started in an unpretentious way as a contractor and builder, which business he followed exclusively until 1889. During seven years he succeeded in not only accumulating a reasonable share of wealth, but also, and what is better, established for himself a reputation for honesty and reliability, which formed the first round in that ladder of success which he is still rapidly climbing.

During the summer of 1889 Mr. Hanbury purchased a planing mill which had been abandoned as unprofitable, and which, after extensive repairs and improvements, he operated in connection with his contracting. He thus found himself in a better position for business than ever before, and during the following interval up to 1894 he erected many of the town's finest buildings, including the large post office, general hospital and Merchants' bank.

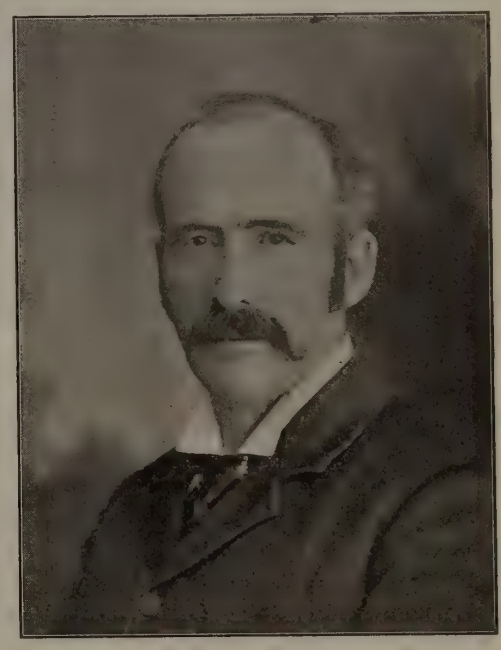
Through all these years he never shrank from heated activity, but proved himself an accurate calculator, an efficient and inspiring manager, and an ardent worker. Seldom was he avoidably absent from the scene of active operations, but at all times was ready to lend an active hand himself, whenever occasion required it. During this last mentioned year, when the retailing of lumber became a leading factor with him the contracting business was allowed to lapse considerably, although not altogether, owing mainly to the impossibility of personal supervision. But even in this present year he erected five of the finest residences in the town.

With more concentrated attention to the development of his lumber business, the hoped for result was attained, for not only did the Hanbury yards become the leading retail market, but they at the same time rapidly grew to be the source of extensive wholesale shipments to an ever increasing area, until now Mr. Hanbury might be called the "lumber king of Manitoba."

Until the spring of the present year the rough pine product, imported from Minnesota, was handled almost to the exclusion of other varieties, though the British Columbia cedar and fir composed a large share of the finishing material, as indeed they continue to do. Other material in the line of lime, paper, brick, etc., have all along been extensively carried, and for the first time this year a full line of builders' hardware was put in stock. With this last addition it is possible to obtain from this firm anything and everything which ordinarily may be said to be requisite for the construction of a building.

Building material, with one exception, is all that claims his attention at his headquarters at Brandon, and of that exception, namely coal, he is the heaviest local dealer. The handling of this fits in well during the winter months, when the lumber trade is necessarily more or less slack, and helps to keep the teams occupied, thus never allowing the activity about the premises to materially diminish. The Canadian Anthracite coal mined in Alberta is mainly handled, and of this the large sheds have been full since the middle of August, ready for the coming of the cold weather.

As has been mentioned, American pine has



Mr. J. Hanbury.

all along been the staple commodity of the firm, but with the opening up of this season Mr. Hanbury, with his wonted ability to see and grasp a good thing, succeeded in taking over the entire business of the Assiniboine Lumber Co., of Brandon, including yards, containing three million feet of manufactured spruce and tamarac, lumber sheds, saw mill, winter's cut of logs, seventy-five thousand feet in lumber, timber limits, with all utensils and appliances for operating same, and a large branch yard and hardware store in the town of Hamiota. This last mentioned makes the second of his branch establishments, the other being in Virden, and having been purchased some time since. This extension, added to his already well developed trade, at once placed Mr. Hanbury in the rank of Canada's prominent lumbermen. While it naturally means that the American article from now on will be a side line, yet, from the following rough summary, it can easily be seen that there is abundance of scope for enterprise and expansion in connection with the home grown material.

The saw mill has a capacity of from thirty to forty thousand feet of lumber per day of ten hours, and this year never was idle day or night from the beginning of operations in June until the 25th of August, when the last log was converted into lumber. The conducting of this—the planing mill, yard, warehouse and teaming—involves the employment of over one hundred and fifty men, with an aggregate monthly wage of from $4,500 to $5,000. The shipping capacity, outside of local freight, in the way of sash, doors, etc., during the present summer has been from six to ten cars per day, having for their destination points east as far as Portage la Prairie, west to Medicine Hat and south to the border, cover-

THE HANBURY MANUFACTURING COMPANY, BRANDON, MAN.—GENERAL VIEW OF MILLS.

ing, roughly speaking, the whole of eastern Assiniboia and western and middle Manitoba. The limits, covering an approximate area of two hundred square miles of nearly solid timber, and about the only extensive ones in Manitoba, are situated some two hundred miles north-west of Brandon—that is, across country, or, to follow the winding course of the Assiniboine river, which floats the logs down, over seven hundred miles.

This is merely a rough estimate of the present situation, and is important mainly as being indicative of what this industry is now, and what it is likely to become, for Brandon. Just to take a look into the immediate future, it might be mentioned that since increased trade has outgrown the capacity of the present planing mill—which itself gives employment to a gang of between thirty and forty men the year round—the foundation has been prepared for the erection of a large factory to adjoin and be connected by a truck system with the already completed three-storey warehouse, which measures 50 × 100 feet, and which contains the spacious offices. This, along with other contemplated improvements in connection with the sheds and saw mill, will make this the largest and most complete plant for the manufacture and handling of lumber in the west. To the further establishment of this claim for certain expansion, it might be mentioned that all arrangements have been completed for the sending of three hundred men to the bush this coming winter, who will be expected to get out logs for from eight to ten million feet of lumber.

In view of this enormous increase in his business, it is not to be expected that Mr. Hanbury could continue personally in more than the general management of it, leaving the detail and practical management to competent assistants. His faculty of seeking out good men and of retaining them has no doubt been no small contributing element to his success. On account of this and other influences, he has of late taken a more active interest in public and civic affairs; although at no time since his arrival in the west can it be said that he has been unconcerned regarding such matters. At the present time he is a city alderman and chairman of the finance committee. In fact, he is ever ready and willing to do whatever he can for the furthering of the city's interests, and from any point of view Brandon finds in him one of her most able and deserving sons—men like whom may she be ever acquiring an increasing number.

RAT PORTAGE LUMBER COMPANY—MILL NO. 1.

## THE RAT PORTAGE LUMBER COMPANY.

Rat Portage, Ontario, is the headquarters of one of the largest lumbering concerns in the Dominion of Canada, known as the Rat Portage Lnmber Company, Limited. For some time previous to the year 1892 there were in existence at Rat Portage and Norman five lumber companies, viz., The Western Lumber Company, The Minnesota and Ontario Lumber Company,

MR. D. C. CAMERON, President.

The Safety Bay Lumber Company, Cameron & Kennedy, and Ross, Hall & Brown. In that year these companies decided to amalgamate, under the name of the Ontario & Western Lumber Company, Limited. The name of this firm was, a few years later, changed to the Rat Portage Lumber Company, under which style the business is now conducted.

The Rat Portage Lumber Company thus operate five mills, with a combined capacity of 100,000,000 feet annually. Since obtaining control of these mills, the company have been steadily increasing and improving the plant, until today it stands second to none in the Dominion.

In connection with the mills there are large planing mills and a sash, door and box factory, the output of which is very large. Last year improved machinery was installed, including an electric lighting system and electric tramways for delivering the lumber from the saws

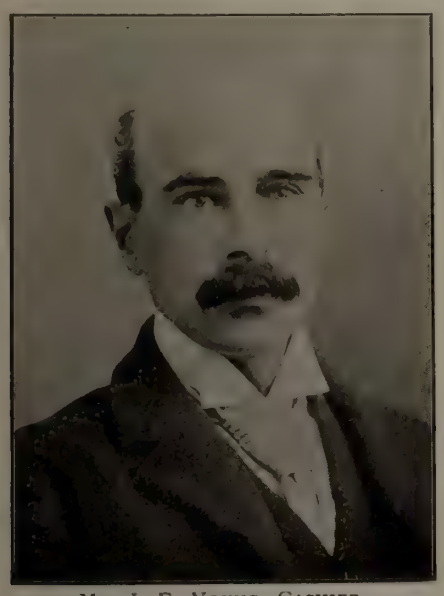
through the yards, a great improvement over the horse-and-cart service previously employed.

Almost the entire output of the Rat Portage Lumber Company's mills is marketed in Western Canada, and each year has shown a steady increase in the business of the company. They have branches at Winnipeg and Brandon, Man., where a complete stock of lumber, sash and doors and other building mater als is always carried in stock. Besides manufacturing lumber,

Mr. Wm. Robertson, Secretary.

shingles, lath and sash and doors, the company deal extensively in railway ties, telegraph poles, cedar posts and piling. They own extensive limits in the Rainy River district and also purchase logs from jobbers in Northern Minnesota, which are towed through the Lake of the Woods to their mills.

The company employ some 700 men during the summer season, while in winter the number reaches nearly 1000, the most of whom are in the lumber woods getting out logs for the ensuing



Mr. J. E. Young, Cashier.

season. The pay roll of this concern averages about $25,000 per month, a fact which demonstrates the great benefit of the business to the town of Rat Portage. D. C. Cameron is president and general manager of the company, Wm. Robertson secretary, and J. E. Young cashier, portraits of whom are presented. Views of No. 1 and No. 4 mills are also shown herewith.

---

Mr. W. R. Thompson, sawmill owner of Teeswater, Ont., has lately returned from a business trip to Great Britain.

Rat Portage Lumber Company—Planing Mill and Sash and Door Factory.

## PERSONAL.

Mr. F. X. Blanchere, a Government timber inspector in the Yukon, has resigned, and has been succeeded by Mr. Chas. Sylvester, of Athabasca County.

Mr. A. McDonald, for seven years book-keeper and accountant for the Georgian Bay Lumber Co. at Waubaushene, Ont., has accepted a similar position with Williams Bros., of Glen Huron.

Mr. William Bowden, of the Hull Lumber Co., gave The Lumberman a call on his return from the meeting of the Knights Templar at Windsor, at which he had the honour of being elected High Constable.

Messrs. F. N. Waldie and R. T. Waldie, sons of Mr. John Waldie, of the Victoria Harbor Lumber Co., Toronto, sailed for England last month on the White Star steamer "Teutonic." It is their intention to spend the winter in Eygpt.

Mr. J. D. Sinclair, who operates a saw mill at McIntyre, Grey County, gave the Canada Lumberman a call while in Toronto attending the Industrial Exhibition. Mr. Sinclair cuts hardwoods exclusively, including broom handle stock.

Mr. E. Stewart, who has recently been appointed chief inspector of timber and forestry for the Dominion, has just made an official trip through Manitoba and British Columbia, with a view to acquainting himself with the condition of the forests of Western Canada.

Mr. A. B. Gordon, of Pembroke, for many years with tne lumber firm of Hale & Booth, has replaced his father in the firm of Booth & Gordon, and has removed to Rayside, where he will reside in future and have charge of the saw mill there.

Rat Portage Lumber Company—Yard at Mill No. 1.

---

The Review of Reviews for October accords to "Dewey Day" its appropriate recognition, publishing an illustrated description of the artistic decoration in New York from the pen of Ernest Knaufft, the well-known writer on art subjects.

Rat Portage Lumber Company—Mill No. 4.

# THE WESTERN RETAIL LUMBERMEN'S ASSOCIATION.

PARTICULARS OF THE ORGANIZATION — OPINIONS OF MEMBERS AS TO ITS USEFULNESS—PORTRAITS OF OFFICERS.

ON the opposite page are presented portraits of most of the present officers of the Western Retail Lumbermen's Association, an association that is unique inasmuch as it is the only organization of retail lumbermen in Canada. Notwithstanding the many difficulties encountered in the working of such an organization, the history of this association, formed about ten years ago, has been one of continued success. It has exercised a beneficial influence upon the lumber trade of Manitoba and the Territories, and has resulted in much good by protecting the trade and affording an opportunity to members to become acquainted with each other.

The affairs of the Association are managed by a board of directors, which consists of six members of the Association, in addition to the president, vice president and secretary. The objects of the Association include the prevention of more than a reasonable number of yards at a single point, and as far as possible the prevention of price cutting. By following legitimate business methods, the standing of every man in the trade has been strengthened, with the result that scarcely a failure has occurred among active members of the Association. In turn, this has proven beneficial to the wholesale dealers, who are honorary members of the Association. It is contended that in no instance has the price of lumber been advanced as a result of the Association, but on the contrary, from the safe character of their business, wholesalers have been enabled to reduce their prices.

The membership of the Association has steadily increased, the number of new members taken in during the past year being greater than in any previous year, until now the membership includes nearly all the dealers and manufacturers in the territory covered. A permanent secretary has been appointed in the person of Mr. J. Cockburn, of Winnipeg, who is familiar with every detail of the Association. An understanding of the principles on which the Association is conducted may be obtained from the following clauses taken from the by-laws :

"Price lists shall be fixed and established subject to the revision and approval of the Secretary-Treasurer or Directors, whose decision shall be binding, for each point or group of points where retail yards are operated, and each active member shall sign the list fixed for the point where he is operating a yard, and such signature shall bind such member to carry out and adhere to such price list, subject to the penalties provided by the By-laws. Not less than twenty per cent. shall be added to the wholesale cost as a retail price on all lumber, timber, and other material ordinarily sold in a retail lumber yard, but not listed on the price list. In the cases of points intermediate where no price list has been established, the price to govern shall be the same as that of the adjacent point having the lowest price list.

An active member may ship in car load lots or less quantity, lumber, timber or other material to points outside the territory for which such member has signed a price list ; but no such lumber, timber or other material shall be sold at less than the price fixed by the price list arranged for the territory into which such shipment is made. In no case shall such lumber, timber or other material be sent on consignment for sale, or to be stored for sale.

Except as provided in the next section, no member of the association may be a contractor for doing work, or become the security for the due completion of work contracted for, and no lump sum shall be submitted or offered to a contractor or consumer for the supply or furnishing of lumber, timber or other material. In all cases detailed prices must be given as provided in the price list and strictly adhered to, and the provision as to adding twenty per cent. to wholesale cost carried out. The secretary-treasurer, executive committee, or board of directors may instead of expelling or suspending a member for violation of this clause fine the offending member in a sum not exceeding ten per cent. of the money value of the contract. In case such fine is not paid in two weeks after personal notification, such offender shall be expelled.

The executive committee or board of directors at such points where there is only one active member established, may allow such member to enter into contracts, provided that no interference with the business relations of other members is likely to arise therefrom.

Honorary members shall not sell lumber, timber or other material usually sold in retail lumber yards to any firm or corporation other than to an active member of this association, except as hereinafter provided.

Honorary members may, however, sell lumber, timber or other material to contractors or consumers for building elevators, flouring mills, or to railway companies for their own use, and the corporation of the city of Winnipeg, and to contractors for Winnipeg civic purposes, and only when the quantity required amounts to one hundred thousand feet or upwards, and they may sell building paper to merchants.

Honorary members operating mills in a city, town or village, may sell to contractors or consumers at the locality where the mill is situated at the retail prices fixed for such locality, but such honorary members shall be liable to the restrictions and penalties provided by the by-laws and affecting active members in regard to such sales.

No member shall purchase from or sell to any member who has been expelled from the association any lumber, timber or other material usually sold in retail lumber yards. No member shall so purchase from or sell to any member while such member is under suspension.

Active members shall make their purchases of lumber, timber and other material from honorary members only."

The CANADA LUMBERMAN solicited the opinions of some of the members of the Association as to the benefits derived from membership in the organization. The replies received are given below :

## FROM ACTIVE MEMBERS.

T. D. ROBINSON, Winnipeg, Man. : "From a retail standpoint in this city the association cuts no figure, for we are all doing our business in our own way without regard to it, and from a wholesale standpoint the rules are only observed when it suits them best. An association in any line of business would be a good thing if made by fair men on fair lines, and lived up to, but my experience with them leads me to the conclusion that as they are now constituted the meanest men have the greatest advantage, and consequently are not desirable."

T. H. PATRICK, Souris, Man. : "I think an association is a good thing for both wholesale and retail dealers, if lived up to. If there are crooked members it gives them a splendid chance for their crooked work. The trouble is, you cannot make a crooked fellow straight with an association. On the whole, in my opinion, the association is an advantage."

JOSEPH RINN, Elm Creek, Man. : "I am very favourable to an association of this kind. I think it justifies the retailer to keep in hand a better assortment of stock for his customers then when the trade is cut up. In some cases I find the rules not strictly adhered to, either by honorary or retail members. It would add greatly to the welfare of the association if the members would hold more closely to the rules governing the association."

W. A. SMITH, Carnduff, N.W.T.: "We find the association a great benefit to us in the small towns in this country, as it shuts out unfair competition and will not let more than one dealer locate in points where the business will not warrant two or more dealers. If the honorary members and the active members keep faith with one another it will work in Ontario. The only drawback is that the honorary members are a little too anxious to do business, and in some cases sell to others in order to do business."

CRAWFORD & Co., Pipestone, Man.: "Our association has worked well. The principal benefit in this country is that it regulates the number of yards in the different towns, and thereby does away with ruinous competition, while at the same time it enables the dealer to keep a much better stock and supply his customers far better than he otherwise could do, and at a fair price. It also enables him to pay 100 cents on the dollar always. We certainly think the advantages are quite sufficient to induce the retailers to hold together and keep the organization alive."

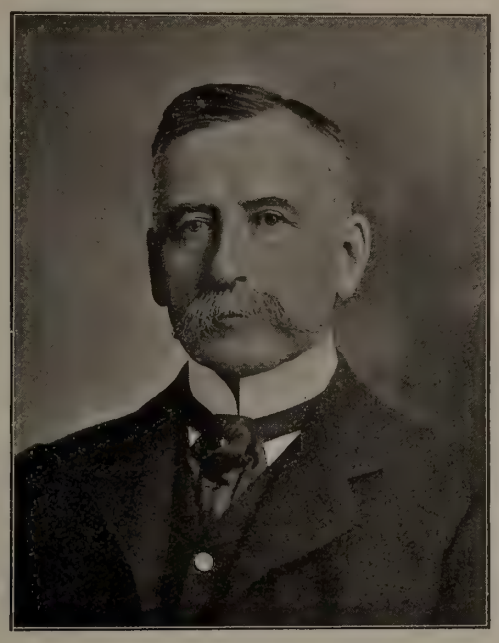
R. J. NOBLE, Oxbow, N. W. T.: I have belonged to the association ever since it was organized, and as for any special benefit, I do not know of one bit of good it is at all. I do believe it is of benefit to wholesalers, but not the least to retailers, other than this, I understand that by being organized the number of dealers that can open up in a place is controlled. Other than this I do not know of any benefits. I have never received any benefits from it that I know of. I look at it in this way, if men are not honest, being organized will not make them so, and if they are honest then there is no necessity of being organized."

MACCAUL & HARVEY, Qu'Appelle Station, N. W. T.: "We do not think the average price to the consumer is increased in 5 per cent. of the towns covered, and the mill men sell as much lumber as they would under the old plan, but with this exception, now their accounts are all good, whereas when a small business was divided up between two or three men, some one or two of the accounts in each place was very apt to be bad. Another feature in favor of it is that the stocks carried are better as regards assortment. This, of course, applies to small points only, where, if the trade was divided, neither yard could afford to carry a full stock. We do not think the retailers, that is, the great majority of them, get more than a fair living profit."

J. L. CAMPBELL, Melita, Man.: I believe an association such as we have in the Western Retail Lumbermen's Association is of enormous benefit to the trade, in that it holds the business steady and uniform, preventing the ruinous system of cutting and preventing the establishment of more yards at a point than the trade of the community demands. The advantage accrues to the retailer, not by advancing the margin of profit, but by securing to him more trade at a fair profit. The retailers bind themselves to buy only from honorary members, so far as the latter can supply them, and the wholesalers refuse to sell to the consumers. From the improved condition of the retailer, he is better enabled to pay his obligations to the wholesaler, who by reason of this improved condition of his customers, has his losses reduced to a minimum, which enables him to reduce the margin of profit, resulting in cheaper lumber to the consumer. So that you see the benefits accrue to the retailer, the wholesaler and the consumer without injustice to anyone. The association here is very powerful. It is practically impossible for a retailer to carry on business outside of it ; nor can a wholesaler conduct a satisfactory business unless identified with it. Several attempts have been made to break it both by the American lumber dealers and others, but without avail. The association here is unique in this respect—practically every man within the territory belongs to it. It is said to be the strongest association of its kind in America."

F. CHAPIN, Hartney, Man.: "Our Western Retail Lumbermen's Association is beneficial in quite a few ways ; it is fairly a success, but could be improved. The manner of fixing prices for retailers (I think) should be made by the secretary, according to the difference in freight rates, instead of being left to those who form themselves into a compact, or join together and hold a meeting to fix prices, for the reason that some retailers wish to work for glory and want prices too low. Furthermore, prices must be set with some regard to dealers in towns adjoining. The secretary understands all these interests and is in a position to set the prices ; the wholesalers set their prices and stay with them. The trouble all comes from the retailers, who do not always keep to prices set ; and some refuse to set prices because they think their opponent would not hold to them after they were set. Therefore, the secretary should set prices, and if retailers fell in line, so much the better ; but if they would not, then exclude them. The penalty should be inflicted more rigorously than it has been in the past. The association prevents too many going into the busi-

Mr. G. N. Miller, Virden.



Mr. D. E. Sprague, Winnipeg.

Mr. A. J. Hughes, Souris.

Mr. H. Byrnes, Winnipeg, President.

Mr. R. H. O'Hara, Brandon, Vice-President.

Mr. Isaac Cockburn, Winnipeg, Secretary-Treasurer.

Mr. A. M. Stewart, Morden.

Mr. T. A. Cuddy.

OFFICERS OF THE WESTERN RETAIL LUMBERMEN'S ASSOCIATION.

ness in one place, which has been quite a help and protection to those in the business."

THOMAS LEESE, Birtle, Man. : "The retail lumber associations are of benefit to the members when run with the chief object of their origin in view, viz., the regulation of price and competition. The protection given to the members of such an association should be such that all lumberman should wish to belong to same, not exactly by reason of compulsion, but from seeing the benefits accruing to members, on strictly business lines, such as the prevention of failures by regulating the number of yards and prices at any particular point ; also, the members of such associations should have something to say to the wholesale honorary members as to the price their lumber should be sold for, if intended for the protection of both wholesaler and retailer, as I understand such an association to be. The regulation of both wholesale and retail prices should be part of its business. I do not mean by this that any control should be taken from either party which both should by right exercise, but the retailer must be shown that he is not merely the tool of the wholesaler, but that the interests of both are identical and feel that the association is a "beaut" as it were for the benefit of all its members, in order that everything may work amicably and attain the end for which, I take it, such an association is intended."

J. J. MOON, Russell, Man. : "I have been a member of the Western Retail Lumberman's Association since its inception some six or seven years ago, and consider and always have considered, that it and kindred associations are greatly to be commended. At the cost of a small annual subscription, we have an organization that in regulating the number of operating yards, protects its members from over-competition, and the disastrous tactics that that implies, bringing loss and often ruin to the contending dealers, loss also to the wholesaler, and a consequent shaking of confidence, which tends to injure the trade generally. While not dictating prices, our association regulates prices, in that it prohibits members from selling below a fair, remunerative margin, and it binds the wholesalers to sell only to members of the association, thereby preventing the selling direct to contractors and consumers. But for this latter provision, farmers could club together and get their lumber by the car from the mills. Contractors could get their supplies direct, and the dealer be left to carry on a sort of public accommodation yard to supply the aforesaid parties with what they may have possibly forgotten to order in their cars, and fill other magnificent orders. Our association works harmoniously amongst its members and with the wholesalers, is, I believe, gaining in strength, as it grows in years, and has every prospect of a long and useful life."

H. J. BADHAM, Stockton, Man.: "I am very pleased to write you a few lines regarding my views as to Lumbermen's Association, and I will speak more particularly about the 'Western Retail.' When this association first started I was opposed to it, and it was only when a better head than myself applied for my point, and was actually in possession, that I began to consider the matter. At the present time I consider the association very beneficial for the following reasons: It protects the retail dealer from competition from the parties from whom he buys, the manufacturer and wholesaler. Before the association was formed, a wealthy man could do just about as well with the manufacturer as the local dealer and that I consider unfair competition, for if the rich man can buy his stuff direct, it leaves the local dealer doing business with only the poorer though most probably equally honest men of his locality. It therefore comes to this that the big end of the trade being cut off a much smaller business remains. Every business man knows that given a good volume of business, it can be done much more cheaply than when you have a very small turnover. Another good point about any association is this, that it gives the members of it a chance at certain periods of the year, to meet and exchange opinions and get to know one another, and my own experience has been that many very pleasant friendships are formed in this way. In conclusion I may say that I consider any association fairly conducted a real good thing both from a business and social point of view.

### FROM HONORARY MEMBERS.

E. H. HEAPS & Co., Vancouver, B. C. : "As to the benefits derived from membership in the Western Retail Lumbermen's Association, we would say that we are honorary members of the association. No doubt from a retailers' point of view the association is a useful one ; but from our point of view as wholesalers its usefulness could be largely extended, if the rules were altered so as to make one of the conditions of membership a guarantee as to the stability and commercial standing of its members. Were such a rule established and faithfully enforced by the officials, then the association would be of considerable value to us at this end of the Dominion."

PACIFIC COAST LUMRER CO., New Westminster, B. C., "Affecting us as wholesalers, the benefit derived from membership in the Western Retail Lumbermen's Association is principally that the existence of the association tends to give strength to our accounts, inasmuch as it prevents undue competition in the retail field and makes it possible that fair profits may be realized by the retailer on his sales. Further, as a list of the members is furnished us from time to time, we are enabled to keep ourselves informed as to who are legitimate retail lumber dealers and by being so informed we can avoid doing business with consumers who may possibly be customers of our regular patrons. Wholesalers are expected to sell only to members of the association and retailers are expected to buy only from honorary members. We claim to have adhered rigidly to this rule ; we are aware, however, that many of the retailers buy considerable of their stock from parties outside of the association and if this is persisted in there is danger that the wholesalers will be forced to sell where and to whom they can. As to the working of the association at the other end, we cannot say much from our own experience, but as onlookers we are convinced that it has served a useful purpose for many years, and if its members but chose to regard its rules there is no reason we know of why its usefulness cannot indefinitely continue."

## HOW IT IS DONE.

This is another version of the problem, in that it tells "how it is done," properly and within the bounds of good business principles. It tells of a series of transactions in lumber peculiar to thepresent era of trade expansion: An eastern buyer went over into Canada and succeeded in contracting for the product of 6,000,000 feet of logs. On his return he stopped over in Buffalo and a dealer there offered him $6,000 for his contract, and the trade was promptly consummated. The seller subsequently purchased one and one-half million feet of this same lumber from his Buffalo friend at a price which gave the latter a profit of $1 per thousand, and immediately turned it over to a buyer in another market, securing, in turn, for his own exchequer a profit of $1.50 per thousand. And, to cap the climax, a well-known Buffalonian, who had not figured in any of these transactions—much to his sorrow—makes the solemn announcement that he would gladly have paid $12,000 for a transfer of the original contract with the Canadian mill. A large portion of the profits represented above was made before a saw had entered the logs.—Lumberman's Review.

## TRADE NOTES.

Messrs. Wm. Kennedy & Son, of Owen Sound, Ont., have built a large extension to their factory, to be used for the manufacture of steel castings.

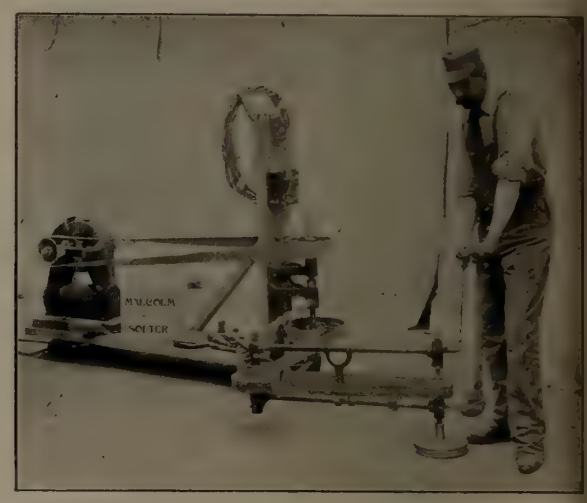
The attention of our readers, the majority of whom are doubtless interested in the subject of improved methods of drying lumber, is directed to the announcement of Messrs. G. W. Reed & Co., of Montreal, appearing in this number, referring to their modern appliances for this purpose.

The well known saw manufacturing firm of Shurly & Dietrich, Galt, Ont., have just purchased the Beaver Saw Works at Sherbrooke, Que. It is the intention of the firm to carry on business there to supply the demand in eastern Canada, and it is understood that the manufacture of axes will also be undertaken. Shurly & Dietrich have just removed their iron bedstead factory from St. Catharines to Galt, where a large new stone building will be occupied.

From Messrs. Boynton & Company, of Chicago, Ill., we have received a copy of a catalogue just issued of their well known embossed and turned mouldings, spindles, wood grilles and automatic turnings of all kinds and sizes. The catalogue is also a very complete price list. Interested persons should write for a copy.

## MACHINE FOR POLISHING PARQUETRY FLOORING.

Herewith is illustrated a machine for polishing parquetry flooring, designed by Messrs. Malcolm & Souter, of Hamilton, Ont., and which was used to good advantage on about 20,000 feet of parquetry flooring laid in the new Royal Hotel in that city. Being unable to obtain men to plane and scrape such a large quantity of flooring, Messrs. Malcolm & Souter overcame the difficulty by inventing this machine. They found that the work was done better than by hand, as no plane or scraper marks were left. The machine is a regular disc sander erected on a platform and driven by an electric motor. The platform is on four wheels covered with rubber ; the two under the motor are on a centre with handle attached for moving about, and the two under the machine are parallel with the platform and keep the machine steady. The motor is two horse power. The only objection met with was the dust, and this was overcome by hanging cotton sheets on all the openings. This machine can only be used profitably on large contracts, but should they have occasion to use it again, the inventors state that they would attach a small fan on one end of the motor and connect it with the disc, and blow all the dust out with a flexible exhaust pipe of canvas. The machine polished about 36 square feet per hour.

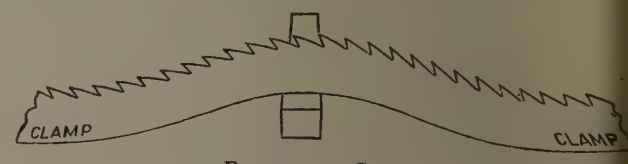



MACHINE FOR POLISHING PARQUETRY FLOORING.

## WHY BAND RE-SAWS BREAK AT BRAZE.

A WRITER in the Wood-Worker asks the cause of band re-saws breaking at the braze, also why they are usually soft at the braze. Mr. A. J. Burton gives the following answer :

If I mistake not, his saws crack ⅞ inch to 1 inch from the joint. The reason is, he uses too heavy and too hot irons for the guage of his saws. The irons are probably rough, too, and the rough places leave impressions in the steel if too much pressure is used. For re-saws four to six inches wide, 18 to 22 gage, use irons ½ x 1½ inch, smoothly dressed. If there are scratches in the irons they will show in the braze. Remove the irons soon as they change from a red heat to a sky blue. Do not pour water on braze ; it will make it soft at that heat. Using a shingle for a fan, fan the braze from the moment you take off the irons until cool, then file off surplus solder and roll (not hammer) the braze until you get some tension in it, and it will be nearer flat than if you use the doghead. With the cross-face hammer, striking light blows, proceed to level up the joint, making it flat as possible. After getting it as flat as possible, bend the saw over a block, as shown in sketch, clamping the saw down at each side of braze. Now file and dress braze, always using the file lengthwise the saw. If he will be careful to not file too much where it is not needed, but leave the braze the same thickness as the saw, then levels it and puts in braze the same even tension as in saw, making the back edge perfectly straight, he will not have much trouble with cracked brazes, for they will last, provided good care is taken of them, until the saw is worn out.




FINISHING A BRAZE.

# Foreign Markets

## BRITISH MARKET FOR WOOD SPECIALTIES.

London, S. W., 10th August, 1899.

Editor Canada Lumberman :

Dear Sir,—As to the demand in the United Kingdom for special stock such as broom handles, skewers, cloth boards, etc., I should judge from what I constantly learn from the trade that woodenware and turnery generally are lines in which Canada should be destined to do a large business in this market. At present large quantities of these articles are supplied by the United States, and in certain lines the Americans practically control the United Kingdom market.

With the gradual increase of population, the consequent growth of the domestic demand and the steady consumption of the available supplies of timber, the opinion is largely held here that, the United States will in the near future be less favorably situated for supplying the extensive and also increasing demands of the United Kingdom for goods of the description which you enumerate. A certain amount of trade is, I understand, already done by Canadian exporters in this country, and they will consequently be familiar with the general conditions and main features of the situation. A more extended study, however, of the requirements of this market can safely be recommended to the many Canadians who have facilities at present, but slightly developed, for producing such articles as chair parts, furniture, mouldings, skewers, etc., for which the demand may almost be said to be unlimited.

The trade can be generally described as one of large outputs sold upon a very slender margin of profit. Many of the American manufacturers have resident agents who handle the goods in cargoes and in some cases these goods are worked on the trust system. I am told that in most lines it would be absolutely necessary that the Canadian exporter should have facilities for a large and regular output in order that trade could be at all profitable. Competition is very keen and prices are often at a level which can only render a very low profit to the producer. It is also very essential that any Canadian house entering into this business should place its interests in the proper hands. From past experience I should judge that some of the exporters are too anxious to endeavor to do business direct with the consumer or retailer, whereas the greater bulk of the trade is wholly in the hands of large importers and merchants forming a very extensive connection. There are of course some few exceptions, but I should think that nearly all the largest retailers and consumers obtain their supplies through residential agents or merchants. Canadian exporters would therefore either have to open a branch office in some favorable centre or arrange with some established firm of importers to represent them. At present various of the large houses are interested in United States goods, but there would be no difficulty in finding plenty of suitable merchants to take up and push Canadian goods. Inquiries indeed constantly reach me in reference to such matters.

Whilst in this connection it may be remarked that not only have these established houses a large connection and are thus able to deal with large shipments, but there would be constant and serious financial problems to be encountered by firms trying to deal direct with the consumer of which they would be relieved by the larger merchants.

It is a source of complaint from houses here who have handled Canadian goods that deliveries are apt to be very irregular and the quality, and particularly the finish of goods suffer by comparison with the United States product. Only recently I was personally shown some Canadian broom handles so imperfectly and roughly finished off as to be practically unsaleable.

During the past year or so a number of Canadian producers and British importers have been placed in communication with each other through this office, and inquiries have been made and preliminary reports furnished which leaves no doubt as to the possibilities of an extended trade being carried on. Latterly a considerable correspondence has been carried on in reference to birch chair parts for which there is a large demand here, and one firm at the moment is anxious to obtain large supplies of broom handles and mouldings.

Many of these importers constantly visit the United States and would doubtlessly be perfectly willing to extend their route so as to include Canadian houses which were really properly equipped for competing for a share of the trade. Undoubtedly preliminary personal intercourse is very desirable and arrangements could either be made in this manner or through the exporter visiting the United Kingdom and obtaining some personal experience of the conditions ruling here.

These few remarks have been penned for the benefit of the apparently numerous Canadians who have some idea in view of taking up the matter, and I shall at all times be very pleased to obtain any preliminary information for them which might be of assistance. Many houses already conduct large and increasing trade with this country as a result of personal enterprise, and there is plenty of room for others who set about the matter in a practical manner.

Yours faithfully,
Hainim Watson,
Curator Canadian Section Imperial Institute.

## THE JAPANESE LUMBER DEMAND.

Nagasaki, Japan, August 17th, 1899.

Editor Canada Lumberman :

Dear Sir,—The lumber trade at this port is not important, there being a much more extensive business carried on in Kobe and Yokohoma. Imported lumber at present is little used in Nagasaki, Japan, except for buildings erected on the foreign plan, consequently the demand is somewhat restricted. The government buildings, (offices, etc.), are now all put up in this style, but unless the Japanese use imported wood for their private houses and other work, the demand cannot be a large one. The higher rates, so long current on the Pacific coast, from whence supplies are drawn, as well as the difficulty of securing tonnage, has checked business effectually, and the imports for the year 1898, (at Nagasaki) totalled only yen 30312. There is, however, a growing enquiry, and it is probable that with lower prices a good trade may be encouraged.

Yours truly,
Holme, Ringer & Co.

---

Kobe, Japan, Aug. 23rd, 1899.

Editor Canada Lumberman :

Dear Sir,—Your favor of July 19th to hand asking for some information as to the Canadian lumber market here. Most of the lumber imported into Japan has come through us, but this business is very uncertain and spasmotic. It is difficult to build up a regular demand. The difficulty we experience mostly is being able to secure the exact measurements as demanded by the Japanese builders and contractors. Their measurements are peculiar to themselves, and unless shipments are exactly to order they are invariably refused. In our opinion, those who want to do the business with Japan must have their own mills here. We believe firmly that if one of the large lumber houses were to erect a small planing mill here and ship over a good lot of mill size lumber by cheap sail freight, and cut the wood here exactly to measurements as required by the Japanese, and cater directly for the Japanese trade, that they would build up a good paying business. The Japanese houses are built to a regular and unvarying Japanese scale, and which is totally different to ours.

We have suffered very much from the lack of attention to the details of measurements, and by having shipments thrown on our hands. There is a big business done here in case making, tea chests, etc. We have had many orders placed with us which in the aggregate comes to a considerable sum, but as each require different shipments and treatment, we find it impracticable to deal with them.

The largest field for lumber now undoubtedly is China, especially the north from Shanghai up, both for building and for railroad ties, if cheap enough to compete with the Japanese shiogi railroad sleeper. Measurements of sleepers wanted are 8′ x 9″ x 6″.

The current price for Oregon pine, rough, merchantable mill lengths is, U. S. gold, $22.00 per M cubic feet, c. i. f. Kobe, (by sail). There is a big bay here and good shore landing facilities. Kobe is central and feeds Oraka, Kioto and Nagasaki.

Yours faithfully,
A. J. McGlew & Co.

## DOMINION GOVERNMENT COMMISSIONER'S REPORT.

In the year 1897 Mr. George Anderson, of Toronto, was commissioned by the Dominion Government to visit Japan and report upon the trade openings that exist between that country and Canada. The following extracts are taken from his report :—

LUMBER.

The demand for lumber of all kinds is simply enormous, and this will certainly be one of Canada's largest exports to Japan, and the sawmills of British Columbia should be eager to supply the eastern trade. The Japanese are constantly building, their houses being constructed entirely of wood. The specifications sometimes asked for are large sizes and long lengths, as the contractors desire to cut by hand saw, into the sizes required for building. Douglas fir (British Columbia pine) is considered very satisfactory and cargoes of common lumber will find a market. There is also a large demand for large lumber for docks, ship-building, bridges and government works. The sizes required for railway ties are length, 7 feet, width, 8½ inches, depth, 4¾ inches. Pit props (round poles) for usé in coal mines, vary in size from 6 to 12 feet in length, and from 5 to 10 inches in diameter, the annual consumption running into hundreds of thousands of pieces. Lumber is also required for all kinds of packing cases, box shooks, tea boxes and other purposes. Ornamental wood, such as maple, oak, red cedar, &c., for wainscotting, panellings, ceilings and interior decoration of houses as well as for use in manufacturing furniture and railway carriages would find a ready market at good prices. The Japanese are exceedingly tasteful in the interior decorations of their residences. The forests in the main islands are considerably denuded and the government are insisting on the planting of trees for every one cut down. In quoting, Canadian correspondents cannot be too particular in showing the exact cost in gold at point of destination, and I would recommend sending a pro forma invoice naming price on rail of vessel at mill and showing freight, exchange, insurance and interest while in transit.

SHINGLES.

Are used extensively for roofing purposes, being nailed on the sheeting and then covered with mortar, tiles being put on over all. For this purpose No. 2 or 3 quality should find a very large sale. They are also used in the northern part of the Main Island and in Hokkaido, the Northern Island, in the same way as in our own country, with this difference, that bamboo strips are put across the row, the strips being held on by large flat stones, instead of each shingle being nailed. A better quality would be required for this latter purpose.

STAVES, HEADINGS, &C.

There is a very large number of people engaged in the cooperage business, manufacturing cement, sake and other barrels, tubs, firkins, pails and all classes of woodenware. Our large stave and heading manufacturers, who are shipping to other eastern countries, will, I am sure, find a large market in Japan, as the preparation of coopers' material by hand is very laborious work.

PULP.

Paper-making is a large industry in Japan, and wood pulp has already been received from Germany and Sweden. If satisfactory freight rates can be obatined, Canada can readily command this trade with the magnificent resources she possesses in this valuable product.

---

To commemorate the occasion of the thirtieth anniversary of the Ottawa Free Press, the publishers of that journal have issued an "Illustrated Book on Ottawa." The The work is devoted to a description of the prominent buildings and business establishments including the lumber mills, of the city of Ottawa and of the resources of the Ottawa valley. The letterpress is replete with excellen half-tone illustrations and portraits, and from every standpoint the book is deserving of praise. Not the least important feature of the book is a map showing the water powers of Ottawa and within a radius of 45 miles, which is issued under authority of the Board of Trade of Ottawa and cannot but assist in the further development of these powers. A copy of this booklet will be forwarded by the publishers on receipt of 50 cents.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS
PUBLISHED BY
The C. H. Mortimer Publishing Company of Toronto, Limited
CONFEDERATION LIFE BUILDING, TORONTO
BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

## WESTERN CANADA EDITION.

IN November, 1896, the CANADA LUMBERMAN presented to its readers a large amount of information relative to the timber resources and manufacturing facilities of Eastern Canada, embracing the Provinces of Quebec, New Brunswick and Nova Scotia. The number in which this data was published met with a most favorable reception at the hands of the trade throughout Canada, Europe, South America and the West Indies.

Early last June one of our commissioners visited the lumbering district in the neighborhood of Port Arthur, as well as the principal points in Manitoba, the North-West Territories and British Columbia, with the object of gathering information regarding the timber industry of Western Canada. The results of his enquiries are presented in the present number, which will be widely circulated at home and abroad, will, we trust, be read with interest and profit, and assist to further develop the already important and rapidly growing trade in timber products of our western territory.

The advertisement pages form a valuable supplement to the reading pages of this number, and will repay careful examination. They contain the names, addresses and announcements of the leading manufacturers and dealers in the territory mentioned. To the many firms and individuals in the west who have generously assisted us in the preparation of this number our most sincere thanks are tendered.

## ADVANTAGES OF ORGANIZATION.

Without appearing to encourage the formation of trusts and combines having for their object the control of the market and exorbitant prices, it may be said that the advantages of organization in the various branches of industry are now generally admitted. For some reason, however, there is an unaccountable lack of organization in the lumber trade of Canada. In the provinces of Quebec, New Brunswick and Nova Scotia no real association of lumbermen is in existence, and this notwithstanding the large number of persons engaged in the trade in this territory. In Ontario peculiar circumstances brought to life within the last two years the Ontario Lumbermen's Association, and we may express the hope that it will continue to wield its influence upon the lumber trade of that province. In British Columbia there is no association, some of the manufacturers, however, being honorary members of the Western Retail Lumbermen's Association of Manitoba. To this latter association belongs the distinction of having been in existence for a longer period than any other lumber association in Canada, and also of having a greater membership. The result of the working of this association stands out as an example of what may be accomplished by careful and thorough organization.

The membership of the Western Retail Lumbermen's Association is steadily increasing. At the time of organization it was intended to confine it to the lumber dealers of the province of Manitoba. The advantages accruing to the retail dealer from membership in the association becoming apparent to many of the lumber dealers of the Territories, some of them repeatedly made application for membership, and eventually the directors decided to extend the district as far west as Fort Qu'Appelle. Then dealers as far west as Moose Jaw made application and were subsequently accepted as members, and to-day the membership of the association extends north from Regina to Prince Albert and along the Edmonton Railway to Edmonton, embracing nearly all the retail dealers in the territory covered by the association. A dealer in the Alberta district, in making application for membership, states: "We have decided to take the step, and are confident that we can get nearly all the retail dealers in the district to become members; there is too much selling in car lots to consumers at wholesale rates by the mill men here, and all dealers feel that an injustice is being done them."

These facts are given to the lumber trade of Canada with the purpose of showing the growth of the Western Association, and how far it is appreciated by its members and of benefit to the trade.

We are informed that the success of the Association has been due in great measure to the loyalty of the honorary members in selling only to active members, in accordance with the by-laws of the Association. The advantages of the Association are that it has prevented the establishment of more than a reasonable number of yards at a given point, and has enabled the dealers to keep in stock a better assortment of lumber. Under this method of doing business, there have been absolutely no failures among members of the Association, and manufacturers have therefore suffered no financial losses.

There seems no reason why an association organized on the above lines, but with such changes as local conditions might demand, would not be a success in other provinces of the Dominion. There is a great field for organization, not alone among dealers, but among manufacturers as well.

## WHAT TIME HAS DEMONSTRATED.

The few opponents in Ontario of the manufacturing clause compelling the manufacture of timber within the province have advanced two main arguments—first, that the value of standing timber would be depreciated, and second, that the saw milling industry in the province would be crippled. An answer to these arguments may now be given from the experience of the past six months.

The first public sale of timber limits to be held since the enactment of the manufacturing clause, took place at Ottawa on September 5th, when the limits of the late firm of Hale & Booth were disposed of at auction. The most valuable parcel was berth No. 82, on the north shore of Lake Huron, containing an area of 36 square miles. This limit was purchased by Mr. Thos. Pitts, of Bay City, Mich., with whom is associated, it is understood, Mr. John Charlton. The price paid was $315,000, or $8,750 per square mile. A few years ago, and long before the manufacturing clause was in force, this berth was purchased by Hale & Booth from the Muskoka Mill & Lumber Company for a sum understood to be $285,000. Since that time most of the pine timber on 15 square miles of the limit has been cut off, leaving only 21 square miles of virgin timber. It will be seen that the price now paid is somewhat higher than that at which the limit was purchased some years ago, making no allowance for the timber which has been taken from it.

The figure realized also makes a most satisfactory showing when compared with the prices obtained at Government sales. The highest price ever paid for the right to cut timber on Crown lands was in 1892, when the Gilmour Company, of Trenton, paid $205,625, or $17,500 per square mile, for a berth of 11 3-4 square miles in the township of Peck. Although this limit was an exceedingly valuable one, it was generally believed that the price paid for it was above the current value of the timber. At this sale a limit of 35 1-4 square miles was purchased by Geo. W. Pack, of Alpena, Mich., at the price of $10,600 per mile. At the government sale of 1887, $6,350 per mile, and at the sale of 1897 $6,600 per mile, were the highest prices obtained. Except in the two cases above mentioned, no timber has ever been sold by public competition at as high a figure as that realized at the late sale of the Hale & Booth limits. These facts, we think, effectually dispose of the argument that the value of timber limits would be appreciably reduced by compelling home manufacture of the timber. It is indeed singular, and unexpected that in the face of the existing conditions Michigan manufacturers should still compete for our timber limits. No better illustration could be given of the value of our timber resources.

The season for manufacturing lumber is now drawing to a close. In the Georgian Bay district the year has been one of the most prosperous in the history of the trade, mills that had

been closed down for years having resumed operations, and all being taxed to their utmost capacity to supply the demand for lumber. Some of these mills have been cutting on logs taken from limits owned by Michigan lumbermen. Indications point to a season of still greater activity next year. We understand, on reliable authority, that several of the Michigan lumbermen have made arrangements for logging operations this winter on their Georgian Bay limits, and that if unsuccessful in their attempt to secure the abrogation of the Ontario Legislation, they will manufacture the logs in Ontario. The result of this will be that new mills will be erected on the Georgian Bay, and that the industry will flourish under the new regulation which, instead of crippling the business, has brought to it increased activity.

Apropos of this subject, we observe that the Michigan lumbermen have filed a petition of right at Osgoode Hall, Toronto, preliminary to commencing an action for damages against the Ontario Government. The Government has also filed its defence, in which it is pointed out that all licenses granted are to be subjected to such conditions, regulations and restrictions as may be established, and that no such license shall be granted for a longer period than twelve months. Granting that the courts should decide that the Michigan lumbermen are entitled to be recompensed, the people of Ontario will, as we have before stated, back up the Government in paying the amount of damages decided upon, such is the satisfaction given by the law prohibiting the exportation of saw logs.

## A WRONG TO BE RIGHTED.

The thanks of the lumber trade of Canada are due to the Hon. R. R. Dobell, of Quebec, for the efforts which he has recently made to secure the removal of the discriminating insurance rates recently imposed by the British Underwriters on shipments of timber products from Canadian ports. Through Mr. Dobell's influence a meeting was recently held in the London Chamber of Commerce to consider this subject. Mr. Dobell addressed the meeting at considerable length and presented arguments to show that the dangers attending ships using the St. Lawrence route are not of a character to justify the discrimination in insurance above referred to. This discrimination in the case of a steamer valued at £23,000 amounted to £1, 1s. per cent. additional premium and an extra charge of £1, 1s. per cent. if the vessel left England for Canada later than the first of September. Mr. Dobell stated that his firm had now under charter a steamer from the United Kingdom to Quebec on which the sum of £700 extra charges must be paid above what would be necessary if the steamer were sent to Bangor, Maine, instead of to Quebec.

As proof of the reasonable safety attending shipments of lumber from Quebec by the St. Lawrence, Mr. Dobell stated that out of 240 steamers loaded by his firm in 1898 only one was lost, while of the 190 steamers employed to date this year no loss had occurred. In support of his argument for the removal of the discriminating charges, Mr. Dobell referred to the improvements which have recently been made and are proposed to be made by the Canadian government to insure the safety of vessels traversing the St. Lawrence. Among these may be mentioned the placing of a powerful fog siren on the north-east side of Belle Isle, the building of an additional lighthouse on the coast of Newfoundland, and the replacing of two light ships at the narrow channel known as The Traverse, by a permanent lighthouse. In this connection it should be mentioned that the Hon. Mr. Tarte, Minister of Public Works, on his return from Europe recently, stated that such further improvements as may be required to perfectly insure the safety of vessels on the St. Lawrence will be carried out in the near future. Some of the losses which have occurred in the past have been due to excessive deck loads, but as was intimated by Mr. Dobell this cause of accident has been eliminated by the bill passed at the last session of the Canadian Parliament which makes it compulsory for every vessel to have her deck load passed by the port warden, or in the absence of such an official, provision is being made for some expert to supervise the various ports to see that ships are properly loaded. Mr. Dobell made timely reference to the fact that with the deepening of the canals the natural tendency of shipping from the Northwestern States and the Canadian Northwest would be to pass down the St. Lawrence, consequently it was of the utmost importance that no obstacle should be placed in the way of trade development having such an important bearing on the prosperity of Canada and the promotion of trade intercourse between the Dominion and Great Britain.

A resolution was passed at this meeting urging the insurance authorities to amend the present regulations in such a way as to remove the disadvantages imposed on the Canadian trade. It was further resolved that another meeting should be held at a future date to further discuss the question in the light of additional information which can no doubt be obtained and presented. It would strengthen the arguments advanced by Mr. Dobell if statistics could be presented to the insurance authorities showing the losses on vessels and cargoes from Canadian ports for a given number of years as compared with vessels in the same line of trade carrying shipments from other countries ; also what proportion of such losses were due to the practice of overloading decks.

This is one of the most important questions affecting the Canadian export trade in many lines that has ever arisen. Every effort should be made by the Canadian government aud those interested in the trade development of Canada to bring about a more satisfactory condition of affairs at as early a date as possible. The recent disaster to the steamer " Scotsman" is likely to strengthen the prejudice which already prevails among British insurance authorities against the St. Lawrence route. Therefore the causes which led to this accident should be made the subject of careful inquiry, so that it may be definitely known whether the disaster was due to lack of proper marine safeguards or to carelessness or error of judgment on the part of the officers in command of the ship. If anything is required to make the St. Lawrence route safe for shipping, the necessary improvements should be made without delay. On the other hand, if this route is now up-to-date in this particular, evidence of the fact should be put in the clearest possible form before the insurance authorities and a persistent effort made to have the charges on vessels coming to Canada put on an equality with those imposed upon vessels loading for American and other ports. The large expenditures made by the Dominion government in recent years for the improvement of the canals with the object of attracting to the St. Lawrence route the immense shipping trade of the North West, will be to a large extent nullified if the present discrimination in insurance rates is allowed to continue.

## EDITORIAL NOTES.

Tangible proof of the improved commercial conditions prevailing, particularly in the lumber trade, is found in the large number of timber properties which are now on the market in Canada and the United States. The value of some of these properties which have recently been brought to our notice is over one million dollars. Developments will be watched by the financial world with much interest.

The cost of logging operations during the coming winter will be considerably greater than for several years past. From every section of the Dominion comes the report that woodmen are being engaged at wages much higher than last year, in some instances the increase being as great as five dollars per month. It is not alone this one factor however. Practically everything pertaining to lumbering, such as food, axes, logging chains, and other supplies are selling at higher figures. It is well for lumbermen to fully reckon upon these advances, which must necessarily increase the cost of lumber, and also to give due consideration to the possibility of lumber prices weakening in the spring of 1900. The precaution which we would advise is to operate moderately, and seek to make a fair margin of profit on a limited production, and at the same time assist to maintain the strength of the market.

The Canada Lumberman has received an inquiry for the address of the manufacturers of a of a boiler specially built for putting steam on snow roads, to assist the transportation of sleds. So far as can be learned, there is no special sprinkler in use in Canada for making logging roads. We understand that some lumbermen have adopted the method of sprinkling the roads, but that the sprinkler is usually a home-made contrivance. Mr. J. R. Booth, of Ottawa, employs an ordinary box about 16 feet long, six feet wide, and four or five feet high, with two holes in the rear end to allow the water to escape onto the sleigh track. It is necessary, of course, to use the plough in advance of this in making the road, but when the road is once made, all that is required is to run the sprinkler over at the close of each day's work to keep it in running order. Should a more improved sprinkler be in use in any part of Canada, The Lumberman would be pleased to be furnished with particulars.

# British Columbia

## THE TIMBER RESOURCES AND THEIR DEVELOPMENT.

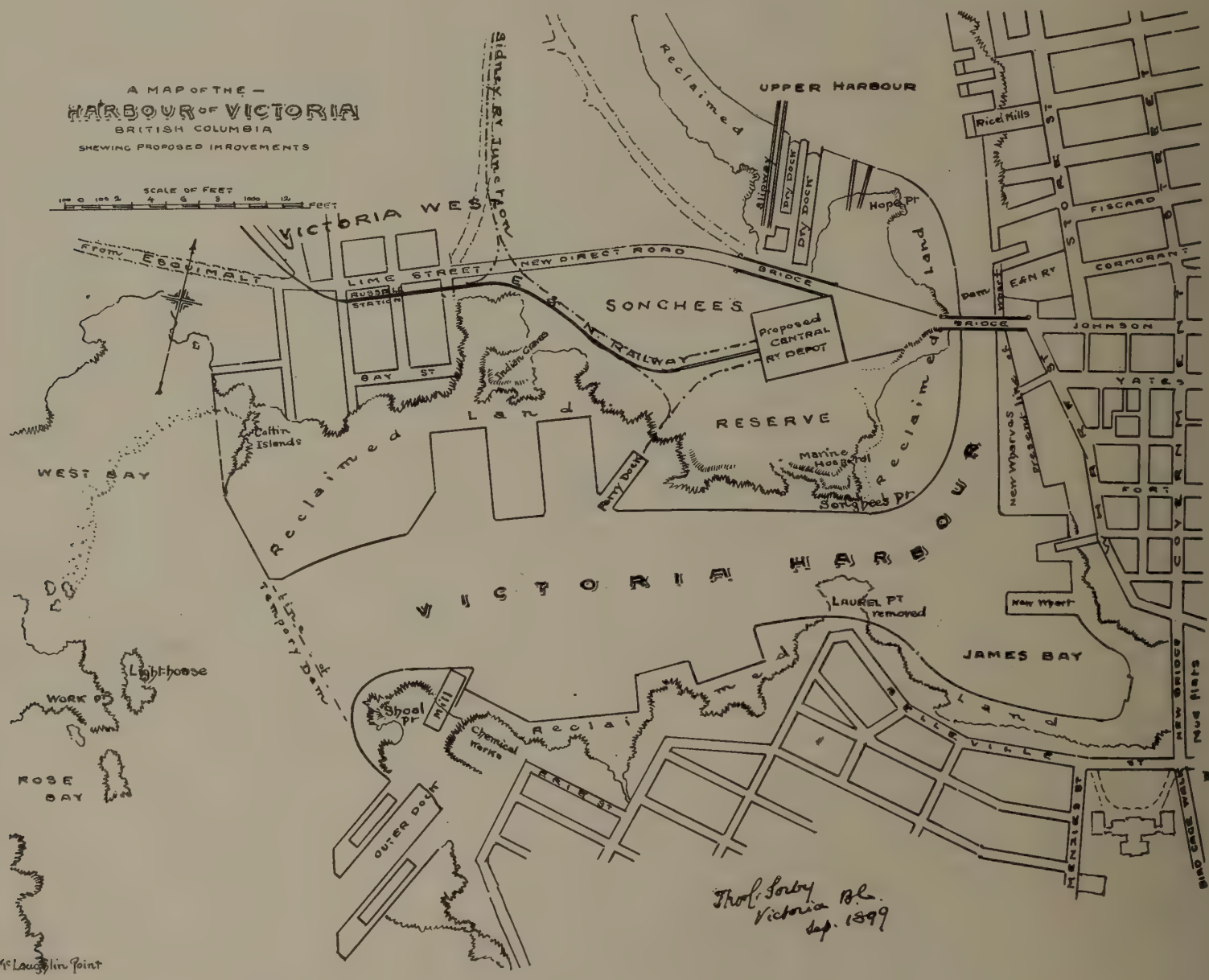
A CONSIDERATION of the natural sources of wealth possessed by the Province of British Columbia leads very quickly to a view of the forest wealth of the province, which may be said to include the greatest area of merchantable timber in Canada and possibly on the continent of North America. Great as the area still is, it would have been much greater but for the destructive forest fires which raged in the interior in the early years, when the preliminary stages of development were in progress. The loss of wealth by this destruction of timber, while very great, is, however regrettable, an exigency that could hardly have been provided against owing to the unsettled state of the country and the rugged character of its surface.

As the greater portion of the choice timber areas and those most accessible, are contiguous to the coast or on the lower levels of the province, the effect on the supply is not noticeable. The ravages of fire never have been nor can be as serious or widely spread in these portions of the province, owing to the humidity of the climate and the dense growth of the timber. So slow, too, has been the extension of the industry of turning the timber wealth of the country into merchantable commodity, it is not nearly equal to the increase, actual or theoretical, of the timber by growth.

The development of the mining industry which has been much more extensive in the interior than on the coast, has been a factor in the destruction of timber of correspondingly greater influence.

Despite the losses by fire that have depleted the forests of British Columbia, to-day the timber resources form a vast treasure house of wealth which remains to be drawn on for generations to give support and employment to an ever-increasing population. To conserve this vast wealth and at the same time to develop it to the greatest possible extent for the enrichment of the people will be an important subject for the intelligent citizens to study.

By her geographical position situated close to the vast treeless plains of the North-west Territories and Manitoba, the province of British Columbia is, in a measure, curator of this great timber not only for her own enrichment but for the industrial necessities of the sister provinces, which are year by year increasing in population to an extent that will soon bring the weight of numbers in the broad Dominion, west of the Great Lakes. For their timber supplies the whole of this great western territory will in time be entirely dependent upon the store-house of this province, as indeed some considerable parts are now. In spite of inventions and the use of metals in the industrial world, wood has held its place and apparently will continue to do so, and, as the prairie provinces to which reference has just been made are almost purely agricultural, their demands for lumber will always be large.




## THE EXPORT TRADE.

While not forgetting the home market, which is thus assured to the product of British Columbia forests, and which is already a customer for a large percentage of the present output of our mills, it is well to turn to the export trade, which offers not a future but a present large and growing market, and the proper fostering of which

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN GREAT BRITAIN, THE UNITED STATES, AND OTHER FOREIGN MARKETS.*

VOL. V. TORONTO, ONT., OCTOBER 18, 1899 No. 39.



## CANADA LUMBERMAN

PUBLISHED BY

**The G. H. Mortimer Publishing Co'y of Toronto, Limited**

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and endencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type; 12 lines make one inch. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

FOR SALE.—A few thousand set of Basswood Heading, No 1, mill run, and No. 2, 17⅛. For particulars apply to GEO. M. EVEREST, Arkona Basket Factory.

FOR SALE.

BIRCH FLOORING, KILN DRIED, HOLLOW backed, butted and bundled—suitable for factories, workshops, etc. The KNIGHT BROS. Co., Burks Falls, Ont.

FOR SALE.

60 M FT. 1 INCH BEECH; 40 M FT. 1¼ INCH Beech; 8 M ft. 2 inch Beech, common and better, cut last winter. Delivery on cars at Shallow Lake and Wiarton. Write J. E. MURPHY, Hepworth Station, Ont.

WANTED.

LOT OF BASSWOOD OR SPRUCE BOLTS, six inches and up in diameter, forty-eight inches long. Quote lowest cash prices. J. F. STENGEL, Ellicott Square, Buffalo, N.Y.

FOR SALE—STEAM SAW MILL,

WITH PLANER AND SHINGLER, IN operation, near C.P.R. line to Labelle, P.Q. Capacity 12,000. Plenty of Spruce and Birch available at lowest prices. Good local trade. Everything first class. Apply c/o E. DESBARATS ADVERTISING AGENCY, Montreal.

## FOR SALE

TORONTO LUMBER BUSINESS AND PLANing Mill, Dry Kiln, etc. Splendid complete outfit, large busines now done.

Substantial part of purchase money may remain invested if desired by purchaser. Apply,

DENTON, DUNN & BOULTBEE, Solicitors,
Temple Building, Toronto.

SAW MILL FOR SALE.

THIRTY-FIVE HUNDRED DOLLARS BUYS Saw mill worth double this amount, if taken at once; 2 Boilers 120 h.p., Engine 100 h.p., Iron Saw Frame, Three Block Carriage, 2 good Saws, Double Edger and Trimmer good as new, Slash Chain, all in good running order, run this season; size of Mill, 30×100 ft.; good Boiler House, Blacksmith Shop, House, Barn, etc.; 400 acres of good Birch and Hemlock, also housands of acres of timber near by. For particulars, ddress ALLEN CRESSMAN, Berlin, Ont.

WANTED.

TO BUY A GOOD SECOND HAND SAW MILL of capacity about 20,000 feet per day. Apply to GODERICH LUMBER CO., Goderich, Ont.

FOR SALE.

BAND RE-SAW, DOUBLE SURFACER AND Matcher, Four Side Moulder, Sash Sticker, 50 h.p. Boiler and Engine all in good repair. TORONTO MACHINERY SUPPLY CO. Toronto.

WANTED.

CORDWOOD, BEECH, MAPLE, OAK OR Ash, dry, and Hardwood Slabs; Lath, Shingles and Lumber. Address, NORTHSIDE LUMBER & COAL CO., 860 Greenwood Avenue, Detroit, Mich.

WANTED.

THE UNDERSIGNED INVITES CORRESpondence from Canadian manufacturers who can supply in large quantity Canadian Pine Doors and Windows. Goods must be of first-class quality as to material and manufacture. Address, HARRY G. BOYCE, Atheneum Chambers, 70 Temple Row, Birmingham, England.

## PINE AND HARDWOOD WANTED

AN ENGLISH FIRM WHO ARE LARGE buyers of Pine, Oak and Soft Elm, 1-inch boards, 6½ or 7 foot lengths, invite quotations from Canadian manufacturers, free on board winter port, for the following:

| | | | | | | |
|---|---|---|---|---|---|---|
| 12 in. | wide at one end, | tapering to | 10 in. | at other end. | | |
| 13 | " | " | " | 11 | " | " |
| 14 | " | " | " | 12 | " | " |
| 15 | " | " | " | 13 | " | " |

Must be dry, first class, clean grade wood, free from splits, shakes, etc. Address, BOX 100, CANADA LUMBERMAN.

## AUCTION SALE OF VALUABLE

# Timber Berths

AT THE ROTUNDA OF THE BOARD OF TRADE, TORONTO, ON

## Tuesday, October 24th Next,

AT 2 P. M.

**Timber Berths Nos. 94, 98, 99, and 102**

(North Shore of Lake Huron District), and known as the Townships of

## Trill, Ermatinger, Foster, and Nairn

on the Spanish River and tributaries.

TRILL and ERMATINGER will be sold in single Berths of 36 square miles each, and FOSTER and NAIRN in 9 square mile parcels of N.W. ¼, N.E ¼, S.W. ¼, and S.E. ¼, respectively.

These Berths have never been operated on, and are heavily timbered with superior

**PINE AND OTHER WOODS.**

For terms of sale, maps and other particulars apply to E. R. C. CLARKSON, Ontario Bank Chambers, or to

PETER RYAN,
Toronto.

## BY INSTRUCTIONS FROM BARNET & MACKIE

At the termination of the sale of the Comstock Timber Berths I will offer for sale

**Timber Berths Nos. 5 and 6,**

Township of Butt, being 11¼ and 11 Square Miles respectively, in one lot.

The logs from these Berths can be driven to the Georgian Bay by the Magnetawan.

For further particulars apply to A. BARNET, Renfrew.

PETER RYAN.

# Saw Mill for Sale

Well situated in the rapidly growing CITY OF VANCOUVER, B.C.; consisting of valuable freehold property, with modern well equipped Mill, having a capacity of about 75,000 feet per day of ten hours.

Also about 10,000 Acres of good

## Timber Limits

INCLUDING

**DOUGLAS FIR, SPRUCE and RED CEDAR**

Easy of access and can be cheaply logged.

For price and terms apply to

**The BRITISH COLUMBIA LAND & INVESTMENT AGENCY, Limited,**
VANCOUVER or VICTORIA, B.C.

FOR SALE.—Saw and Planing Mill, 40 h.p, doing a good local and shipping trade. The above will be sold at a reasonable figure. KNECHTEL & YOUNG, Turtle Lake, Parry Sound District.

## CURRENT TRADE CONDITIONS.

### ONTARIO.

So far October has been an active month in the lumber business, but there are signs that the trade is settling down to a winter basis. Some of the mills are closing down, while others will operate for some weeks yet. Reports are but a repetition of low stocks, so that no weakening of the market is likely to result from a falling off in demand. The winter requirement for local manufacturing purposes is certain to be quite up to the average, if indeed it is not considerably greater. The position of stocks in the Eastern States is such that a demand from that quarter is assured, particularly for low grade lumber, of which there is a great scarcity. Under these conditions, it is the general opinion that the sawing season of 1900 will open with stocks of pine lumber lower than they have been for years. The hardwood situation has not changed; stock is scarce and difficult of purchase. Complaint is made, not without foundation, we believe, that the margin between the manufacturer's price and that which can be obtained from the consumer is too limited; in other words, the manufacturer has taken every advantage of the improved demand, while the dealer has had great difficulty in educating the retailer and consumer as to the full extent of the advance in prices. It is a question if prices of hardwood lumber have not in some instances been advanced too rapidly.

### QUEBEC AND NEW BRUNSWICK.

An event of more than usual interest to the lumber trade of Montreal was the awarding last week of the contract for the timber required for proposed harbor improvements to be carried out next year. The contract is one of the most important which has been given out for some time time, representing a figure well up to one hundred thousand dollars. The competition was quite keen, the successful tenderers being the Shearer & Brown Company, who submitted a bulk tender. Apart from this contract, trade is generally quiet. A few vessels are loading and under charter for the British market, although the quantity which will go forward between now and the close of navigation will be small. The month of September showed a falling off in shipments of lumber from Montreal of $407,143, as compared with same month in 1898, the value for the two months being $1,321,436 and $914,293 respectively. Reports from New Brunswick state that there is very little stock in the hands of manufacturers. Such stocks of British deals as are still held on this side are in the hands of shippers, who may possibly hold them over for spring shipment on account of the scarcity of vessels and high freights. The rate from St. John to the west coast of England is 52s 6d to 55s. Two steamers have been chartered at the latter figure, which is the highest rate paid so far this season. There is good enquiry for lumber tonnage from Nova Scotia and New Brunswick to the West Indies and South America.

### MANITOBA AND BRITISH COLUMBIA.

A brisk movement of lumber is reported from Manitoba and the Territories. A number of new buildings and improvements have just been commenced, and most of the finishing work will be done during the winter months, thus keeping up the demand for lumber. The mills in British Columbia are so busy with local and eastern trade that, with one or two exceptions, export business is receiving little attention. Several of the mills are shipping lumber to Cascade City and other northern points to be used for building purposes. Shingle manufacturers are likewise experiencing a heavy demand for their product.

### UNITED STATES.

The movement of lumber in the United States has shown a slight falling off dur-

ing the past week. This has been due to two causes, first, the indisposition of retail dealers to stock up at the present prices, and second, the high freight rates ruling. There appears to be an opinion among retail dealers that prices will weaken during the winter months, but in contravention of this it is pointed out that so far as white pine is concerned, the mills are receiving enquiries for stock to be delivered next season at the prices prevailing at the present time. Freights from Duluth to Buffalo have advanced from $4 to $4.50, and as a consequence the dealers are only bringing down such lumber as must be moved. The feature of the pine market is the active demand for the coarser grades. That most enquired for at Buffalo, Tonawanda and other eastern markets is 1×10 and 1×12 inch box and No. 3 barn. The scarcity in the east of cheap cutting-up stock is such that sash, door and blind manufacturers may be forced to use higher priced lumber. There is also a reported scarcity of spruce, and manufacturers are realizing high prices. It is impossible to point out any material change in the hardwood trade. The demand has not abated, while stock is getting scarcer. Prices are stationary, and if any advances are made, they are likely to be of a moderate character. The shingle market is firm, with some possibility of an advance in the near future. New Brunswick cedar shingles of No. 1 quality are selling in Boston at $3.25.

FOREIGN.

The wood trade of Great Britain is now giving some attention to next year's shipments, although as yet little business, if any, has been concluded. Shippers are said to be asking higher prices, and there are indications that deals will be higher, while battens will remain about the same. It is expected that a large amount of business will be transacted before the close of the year.

Within the past fortnight there have been several advances in pine and spruce deals. At London 3×11 first pine is selling at £26 to £26 10s per standard and 3×11 first spruce at £14, while 3×11 third spruce makes £9, and 3×9 £8 10s. These are the prices paid by retail dealers and large consumers. There is a scarcity of broad first pine deals in brokers' hands. One parcel of four inch, principally 15 inches wide, is reported to have been sold at £28 17s 6d per standard. Long lengths of spruce deals, 18 feet and up, 9×3, are also scarce. Waney and square pine timber is rather quiet, although prices remain firm. The demand for Quebec oak and elm is good.

STOCKS AND PRICES.

No. 1 pine lath is now quoted at Minneapolis at $3.75.

The Pembroke Lumber Co. will get out about 40,000 logs on their Dumoine limit this winter.

A cargo of spruce deals has just been purchased at £7 per standard delivered at a Lancashire port.

It is reported that the cut of logs in the state of Maine during the coming winter will be unusually large.

The steamer Manitinea sailed from St. John, N. B., last week for a British port, with 2,621,000 feet of deals, shipped by W. M. Mackay.

The Dickson Co., of Peterboro, purpose operating this winter on the old Scott limits north of Ball lake, employing nearly 500 men.

S. A. Marks, of Thessalon, Ont., wants offers for taking off and delivering on bank of Thessalon river 160,000 feet pine timber, 8,000 ties, and 250 cords of wood.

It was recently reported that Montgomery Bros. & Co., of Buffalo, had purchased 20,000,000 feet of lumber at Midland and other Georgian Bay points. A later report states that the quantity was only 9,000,000 feet.

Joseph Turner, of Bay City, Mich., is having 25,000,000 feet of lumber manufactured in Ontario this season, and expects to cut 50,000,000 feet of logs this winter. He recently sold 1,000,000 feet of mill culls to the Michigan Manufacturing Co. at $8, which, with the freight and $2 duty added, made the cost $12 f.o.b. Bay City.

The Bell Telephone Co., through Mr. F. G. Walsh, superintendent at Winnipeg, are asking for tenders for the supply of 4,000 cedar poles, 25 feet in length, with 7-inch tops, delivered between Portage la Prairie and Winnipeg.

Lath are quoted at Saginaw, Mich., at $3.75 and $4 in wholesale lots and $4.50 in car lots. Lumber prices have an upward tendency. An offer is noted of $13.50 for mill culls, but the lot must have been above the average in quality.

The schooner Ella Sayer sailed from Quebec on October 13th for London, with a cargo of deals, shipped by H. R. Goodday & Co. The bark Rebekah Crowell sailed on the same day for Yarmouth, England, with a lumber cargo, shipped by Dobell, Beckett & Co. The steamship Abbey Holme is loading a wood cargo at Quebec for the United Kingdom.

An important lumber contract was awarded in Montreal last week, it being for the annual supply of timber for the harbor works to be constructed during the year 1900. The successful tenderers were the Shearer & Brown Co, at $92,726.32. The W. H. Kelly Lumber Co. tendered at $79,185.19, or $13,541.13 lower than the Shearer & Brown Co., but an accepted cheque did not accompany the tender, and on this ground it was ruled out.

Several timber berths were sold at the crown lands office, Fredericton, N. B., last week, to the following parties: J. E. Moore, St. John, six births on Maguadavic river, Shin creek, Rickelegan river and Kedin lake, at upset price; Hugh McLean & Tate, two mile berth on South Salmon river, $21 per mile; A. C. Estabrooks, two mile block in Farnham, Sunbury county, at $20 per mile; Timothy Lynch, two mile berth at head of Northwest Branch Little S. W. Miramichi, at upset price; Frank Todd, two mile block on West Magaguadavic river, at $8.10 per mile.

A meeting of hardwood lumber manufacturers was held at Traverse City, Mich., recently, to complete the reorganization of the Michigan Hardwood Lumber Association. It was generally agreed that the following prices for hardwood lumber should rule: Log run — 1-inch, $14; grades, mill culls, $6; shipping cull, $7.50; common, $12.50; firsts and seconds, $17.50; 1¼-inch, $18; 1½-inch, $19; 2-inch, $20; 2½-inch, $21; 3-inch, $22.50; 3½-inch, $23; 4-inch, $24. Common—1¼-inch, $12; 1½ inch, $12.50; 2-inch, $13.50; 2¼-inch, $14; 3-inch, $15; 3½-inch, $15.50; 4-inch, $16.

Of the Barbados lumber market Messrs. S. P. Musson, Son & Co. say: There have been two arrivals of white pine, the Harold Borden, from Annapolis, N.S., with 142 M. ft., and the sch. Josie, from Calais, Me., with 90 M. ft. merchantable and 10 M. ft. 2nd quality white pine boards. This cargo was sold there, and re-sold here at $22 for shipping and $17 for 2nd quality. In spruce we continue our valuation of $17 or thereabouts. The Blenheim has arrived from Paspebiac with 1,200,000 long Gaspe cedar shingles, a small portion of which have been placed at $3.75; balance of cargo is being stored. The Josie also brought 724 M. cedar laying shingles, which were re-sold at $2.70. A lot of 200 M. have since been placed at $2.60.

WOOD STOCKS AT BRITISH PORTS.

The figures of the stocks of wood goods at some of the leading British ports on September 30th, in comparison with same date one year ago, shows that in nearly every line the supply is lighter. At the public docks at London the figures for the two years, respectively, are as follows:

| | 1898. | 1899. |
|---|---|---|
| Pine deals and battens, pieces | 1,697,000 | 1,469,000 |
| Spruce ditto | 1,647,000 | 1,187,000 |
| Oak timber, loads | 2,492 | 2,379 |
| Birch timber and planks, loads | 4,223 | 3,166 |
| Elm and ash timber, loads | 1,749 | 943 |
| Yellow pine, loads | 1,473 | 872 |
| Red pine, loads | 183 | 19 |

It will thus be seen that at London the stock of Canadian deals and timber of every class is less than one year ago.

The figures for the ports of Liverpool, Birkenhead, Garston, Saltport and Runcorn are as follows:

| | 1898. | 1899. |
|---|---|---|
| Quebec square pine, cubic feet | 87,000 | 61,000 |
| Quebec waney pine, cubic feet | 238,000 | 143,000 |
| Red pine, cubic feet | 17,000 | 5,000 |
| Oak, Canadian and U. S., cubic feet | 249,000 | 203,000 |
| Oak planks, cubic feet | 103,000 | 99,000 |
| Elm, cubic feet | 25 000 | 24,000 |
| Birch logs, cubic feet | 395,000 | 215,000 |
| Ash, cubic feet | 27,000 | 28,000 |
| N.B. etc., spruce deals, per std. / " pine " " | 25,075 | 20,896 |
| Quebec deals, per std | 19,859 | 17,667 |

These show that this year the stocks of square and waney pine, red pine, oak, elm and birch timber and New Brunswick and Quebec pine and spruce deals are less, and only in ash timber is there an increase.

The following figures show the stock of timber and deals in the Clyde on September 30th, 1898 and 1899:

| | 1898. | 1899. |
|---|---|---|
| 1st pine deals, standards | 2,436 | 1,178 |
| 2nd pine deals, stds | 916 | 521 |
| 3rd pine deals, stds | 4,760 | 2,460 |
| 4th pine deals, stds | 3,719 | 2,899 |
| 1st pine ends, stds | 821 | 360 |
| 2nd pine ends, stds | 116 | 16 |
| 3rd pine ends, stds | 74 | 60 |
| 4th pine ends, stds | 439 | 9 |
| Unassorted pine deals, planks and boards, stds | 1,866 | 1,476 |
| Red pine, etc, stds | 261 | 214 |
| Quebec spruce deals and boards, stds | 3,893 | 5,708 |
| Lower port spruce, stds | 7,050 | 6,871 |
| Lower port pine, stds | 1,868 | 1,146 |
| Oak planks and boards cubic feet | 30,258 | 64,454 |
| Birch planks and boards, cubic feet | 87,556 | 58,505 |
| Quebec waney and square pine, cu. ft. | 883,307 | 850,706 |
| Quebec elm, cubic feet | 143,883 | 106,289 |
| Quebec red pine, cubic feet | 44,139 | 94,245 |
| Quebec oak, cubic feet | 194,725 | 233,960 |
| Ash, cubic feet | 67,123 | 11,944 |
| Birch—logs, cubic feet | 46,518 | 69,493 |

In nearly every class of Canadian deals the stocks are considerably less than last year, although Quebec spruce deals and boards show an increase. Square and waney timber and elm, red pine, oak and ash timber are less in quantity, but birch logs show an increase of about 50 per cent.

THE GLASGOW MARKET.

Messrs. Wright, Graham & Co., in their last monthly report, review the timber market at Glasgow as follows:

A good consumption of most kinds of wood is going on. Stocks are moderate and prices on the whole are very firm. Shipbuilding returns show that the amount of new tonnage launched on the Clyde during this month is a record one, viz., 54,904 tons. New orders are reported placed for about 26,000 tons.

WANEY BOARDWOOD.—The demand is improving and prime wood is being held for advanced prices. Sales reported at 2s 6d to 2s 10d for large average; smaller average second class sold at 1s. 5d. to 2s. 3d. per cubic foot.

SQUARE PINE.—Only large prime wood is enquired for. Price 2s 4d to 2s 7d; smaller average and poorer quality 1s 5d to 2s per cubic foot.

RED PINE.—The demand keeps good for large average wood. Price 1s 10d to 2s; smaller wood at 1s 3d to 1s 6d per cubic foot.

OAK LOGS.—Large selected logs have been in demand. Price 2s 9d to 3s per cubic foot; smaller and poorer quality 2s to 2s 3d per cubic foot.

ELM LOGS.—There has been a specially good demand for large prime wood. Price 2s 3d to 2s 5d; smaller averages and second class at 1s 10d to 2s per cubic foot.

ASH LOGS.—The demand keeps active for prime parcels. 15 to 16 inch average 1s 10d to 2s; smaller average at 1s 8d to 1s 9d per cubic foot.

BIRCH LOGS.—They are in fair request. Price, 16 inch average and up, 1s 9d to 2s; 14 to 15 inch average at 1s 5d to 1s 7d per cubic foot.

ROCK MAPLE LOGS.—There is no demand. Price 1s 9d to 2s per cubic foot.

HICKORY LOGS.—There is good stock of ordinary quality on hand. Only selected second growth logs are wanted. Price 2s to 2s 3d per cubic foot. Ordinary quality is selling at 1s 8d to 1s 10d per cubic foot.

QUEBEC WHITE PINE DEALS.—The import has been moderate and sellers are holding for


**Sieveking, Podmore & Co.**
**WOOD AGENTS**
7 CROSBY SQUARE, LONDON, ENG.
Cable Address: "Sieveking," London
Branch at LIVERPOOL.

**HESSLER & CO.**
**WOOD AGENTS AND SHIP BROKERS**
West Hartlepool, ENGLAND
Branch Offices in Hull and Newport, Mon.
Cable Address: 'Hessler," Westhartlepool.

**WANTED FOR EXPORT**
All kinds of Logs and Lumber
Payment by Montreal Bankers.
DENNY, MOTT & DICKSON - LONDON, ENG.

**TELEPHONE POLES**
The undersigned have in stock a large number of Telephone Poles, all lengths, 25 to 60 feet; also Fence Posts. Quotations given promptly by mail or wire when required.
GEORGE & McGREGOR,
Killaloe Station, Ont.

**WANTED**
MESSRS. JOSEPH OWEN & SONS, Ltd., of Liverpool, Eng., are open to treat for regular supplies of large quantities of HARDWOOD LUMBER, and will be glad to hear from holders who have to offer WHITE ASH, WHITE OAK, SCALY BARK and SECOND GROWTH HICKORY, POPLAR and WALNUT, in logs, planks and boards, also prime fresh BIRCH LOGS of large dimensions.

**H. D. WIGGIN** BOSTON, MASS. 89 STATE ST.
will inspect at mill and PAY CASH for
**LOG RUN**
Elm, Ash, Bass and other Hardwoods
CORRESPONDENCE SOLICITED.

**PLANING MILL AND BOX FACTORY**
Special Facilities for Dressing Lumber in Transit.
SWAN-DONOGH LUMBER CO.
WHOLESALE LUMBER DEALERS.
North Tonawanda N.Y.
Cable Address, "SWAN DONOGH—TONAWANDA
Lumberman's Code.

**WANTED**
**Mill Culls**
(All Thicknesses)
FOR CASH
John F. Stengel No. 928 Ellicott Square, BUFFALO, N.Y.

**MILL MEN**
Who have desirable lots of 1 to 3" firsts and seconds Soft Elm and 1 to 3" firsts and seconds Brown Ash ready for immediate shipment, will please send full description of stock, stating dryness, lengths and widths, with best cash price f.o.b. cars and freight rate to Boston, to
**LAWRENCE & WIGGIN**
Wholesale Lumber Dealers - 55 Kilby Street, BOSTON, MASS.

advanced prices. Broad firsts are scarce and shipments meet with ready sale. Prices rule as follows :

1st quality broad, £24 15s to £26 2s 6d; 11 in. broad, £22 to £23 14s 4d ; 7 in. to 10 in. and ends, £17 3s 9d to £19 5s ; 2nd quality broad, £18 4s 4d to £19 5s ; 11 in. broad, £15 16s 3d to £17 3s 9d. ; 7 in. to 10 in., £13 15s to £14 15s 7d ; 3rd quality broad, £10 6s 3d to £11 ; 11 in. broad, £9 12s 6d to £9 19s 4d ; narrows, £7 4s 4d to £8 5s ; 4th quality broad, £7 11s 3d to £8 5s ; 11 in., £7 4s 4d to £7 11s 3d ; narrows, £6 10s 7d to £6 17s 6d.

Red Pine.—There is an exceptionally good demand, and consignments meet with ready sale at advanced prices. Prices are: 9 and 11 in. by 3 in., £10 6s 3d to £12 7s 6d ; narrows, £8 18s 9d to £9 12 6d.

Quebec White Pine Boards.—The demand is improving and prices are firmer. Quotations are as below :

First quality, 2 in. thick, 12 in. to 15 in. wide, £17 17s 6d to £19 11s ; 1½ in. thick, 12 in. to 15 in. wide, £17 3s 9d to £19 5s ; 1¼ in. thick, 11 in. to 13 in. wide, £16 16s to £18 11s 3d ; 1 in. thick, 10 to 12 in. wide, £15 16s 3d to £16 16s ; 1½ and 2 in strips, 4 in. to 7 in. wide, £14 15s 7d to £16 10s. Second quality—2 in. thick, 12 in. to 14 in. wide, £13 8s 1d to £15 9s 4d ; 1¼ and 1½ in. thick, 12 in. to 14 in. wide, £13 1s 3d to £14 8s 9d ; 1 in. thick, 10 in. to 12 in. wide, £12 to £12 14s. Third quality—2-in., 11 in. to 15 in. wide, £9 5s 7d to £11 ; 1, 1¼ and 1½ in., 10 in. to 14 in. wide, £7 11s 3d to £9 12 6d.

Quebec Spruce Deals.—The demand has been good, and prices are firmer. Prices quoted—£6 10s 7d to £7 11s 3d for third quality ; £5 16s 10d to £6 14s per std. for fourth quality.

St. John, N. B., Pine Deals—Are in better request, and prices have advanced. Prices quoted—£6 14s 2d to £9 5s.

St. John Spruce Deals (2nd quality average).—There is a good consumption. Prices are advancing, and are quoted at £6 10s 7d to £8 18s 9d per std.

St. John Birch Logs.—The market keeps firm. Prices quoted—1s 5d to 1s 9d per cubic foot for 15 in. average and up.

St. John Birch Planks.—There is a good demand. Prices—£6 17s 6d to £8 5s per St. Petersburg standard, according to specification.

White Oak Staves.—The market keeps firm, and prices are well maintained. There is a specially good demand for 34 by ⅞ in. and 34 by 1 in., also 42 to 44 by 1 in. Current prices are: Canada butts—5½ ft. by 3 in. thick, £115 to £125 per mille ; 5½ ft. by 2½ in. thick, £90 to £95 per mille ; 5½ ft. by 2 in. thick, £67 to £72 per mille.


**JAMES COOKE & CO.**
WOOD BROKERS
NEWCASTLE-ON-TYNE, ENGLAND
Cable Address, "Woodgoods," Newcastle-on-Tyne.
Representing A 1 Canadian and American Lumber Shippers.

**SPOT CASH**
FOR
**BLACK ASH, SOFT ELM and BIRCH LUMBER**
Either for immediate or future delivery, lake points preferred.
Write full particulars. If quantity warrants will send Inspector.
**H. HERRMANN LUMBER CO., 368 Broome St., New York City**

*CANADIAN EXPORTERS AND WHOLESALERS*

**R. LAIDLAW LUMBER CO.**
WHOLESALE DEALERS
Head Office—**TORONTO**—700 King St. West.
WHOLESALE DISTRIBUTING YARDS AT SARNIA AND BUFFALO

**JAS. PLAYFAIR & CO.**
Manufacturers and Wholesale Dealers
**LUMBER • LATH • SHINGLES**
Contractors for Railway Supplies
BILL TIMBER a Specialty . . .
MIDLAND, ONT.

**THE PEMBROKE LUMBER CO. LIMITED**
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT.

**A. & P. WHITE** Manufacturers of and Dealers in.....
*Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.*
*A Large Quantity of Dry Lumber in Stock* - PEMBROKE, ONT.

A. A. SCOTT. WM. COOKE.
**COOKE & SCOTT**
MANUFACTURERS
**HARDWOOD LUMBER, HOOPS AND STAVES**
McGregor, Ont.
*Red and White Oak Bills cut to order.* Correspondence Solicited from British Importers.

**ROBERT WATT • WIARTON**
MANUFACTURER AND
Wholesale Lumber
Pine Lath, Cedar, and Pine Shingles.
*A Quantity of Cedar Posts for Sale on the Shore of the Georgian Bay and Lake Huron.*
Correspondence Solicited. HEMLOCK BILLS A SPECIALTY. Mills at Wiarton

**McLAURIN & MacLAREN**
Lumber Manufacturers
Dimension Timber in White or Red Pine, Spruce, Hemlock, or Cedar.
PINE DEALS
Cedar Shingles, Cedar Ties, Posts and Poles, Pine Lath, Etc., Etc.
Shipments by Rail or Water. - East Templeton, Que.

**MAITLAND, RIXON & CO.** OWEN SOUND, ONTARIO.
Manufacturers and Dealers
**LUMBER, LATH, TIES, POLES, SHINGLES, ETC.**
Make a Specialty of Long Pine, Cedar and Hemlock Bill Stuff.
WE SHIP BY C.P.R., G.T.R. AND BY WATER

**ROBERT THOMSON & CO.** Manufacturers and Wholesale Dealers in
Dimension Timber of all sizes, Car Flooring
Red and White Pine and Spruce Deals
Cedar, Tamarack and Hemlock Railway Ties ; Shingles and Lath. Contractors for Railway Supplies of all kinds. Mills at Chelmsford. Timber Lands and Limits and Logs for Sale
Write us for Quotations. Head Office : 141 Stuart Street, HAMILTON, CANADA

**CANADA ATLANTIC RAILWAY**
Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
. . . . Shortest and Quickest Route from . . . . OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PEMBROKE, PARRY SOUND and other Lumber Centres, TO BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
H. B. Mussen, Contracting Agent.
M. A. Overend, Foreign Freight Agent, 115 Board Trade, Montreal.
W. P. Hinton, Ass't General Freight Agent, Ottawa.
C. J. Smith General Traffic Manager, Ottawa, Ont.

**KILN-DRIED BIRCH FLOORING** SHEETING .. and .. CEILING
Flooring from $12.00
Ceiling " 10.00
**SAMPLES BY MAIL** KNIGHT BROTHERS CO. Burk's Falls, Ont.

*FOREIGN IMPORTERS*

**WRIGHT, GRAHAM & CO.**
7 Royal Bank Place,
GLASGOW, SCOTLAND
**WOOD BROKERS**
Cable Address: "Brakridge," Glasgow.
Codes Used : Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of **CANADIAN WHITE PINE AND SPRUCE**, cut to all sizes—and all kinds of Hardwoods in Log, Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

**SMITH & TYRER** - 14 Canada Dock, LIVERPOOL
**. . Wood Agents . .**
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax, N.S.

**C. H. GLOVER & CO., Ltd.**
Importers of
**SPRUCE, BOX SHOOKS, PINE, ETC.**
From now we intend buying DIRECT from the Manufacturer. Offers Invited . . . . .
Wharves, Mills and Offices:
HATCHAM, LONDON, S. E., ENGLAND

**IRVIN & SELLERS**
Cable Address : "Primus" Liverpool
Forge Street, Bootle, LIVERPOOL.
BUYERS OF
POPLAR, SOFT ELM, PLANKS and BOARDS, ROCK ELM and MAPLE LOGS
ALSO DEALERS IN
BOXWOOD, LIGNUM, EBONY and all HARD and FANCY WOODS

# DIRECTORY OF ADVERTISERS

In the Monthly Edition of "The Canada Lumberman."

**BELTING**
Fleming, W. A., Montreal, Que.
Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
McLaren, D. K., Montreal, Ottawa and Galt.
The Waterous Co., Brantford.
Young, J. S., Montreal.

**BRASS CASTINGS**
Magnolia Metal Co., New York.

**DRY KILNS**
McEachren Heating & Ventilating Co., Galt, Ont.
Standard Dry Kiln Co., Indianapolis, Ind.

**ELECTRICAL APPARATUS**
Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

**LUMBERMEN'S SUPPLIES**
Cope & Sons, A. L., Cope's Falls, Ont.
Eckardt, H. P. & Co., Toronto.
Gartshore, John, Toronto.
Park, Blackwell & Co., Toronto.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

**MACHINERY**
Bell, Robt., Jr., Hensall, Ont.
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston, Ont.
Carrier, Laine & Co., Levis, Que.
Darling Bros., Montreal.
Leonard & Sons, E., London, Ont.
Lloyd Manufacturing Co., Kentville, N. S.
Mowry & Son, Grave hurst, Ont.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Waterous Co., Brantford.

**MAGNOLIA ANTI-FRICTION METAL**
Magnolia Metal Co., New York.

**PAPER AND PULP MILL ENGINEERS**
Tower & Wallace, New York.

**PULP AND PAPER MILL MACHINERY**
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.

**PULLEYS**
Dodge Wood Split Pulley Co., Toronto, Ont.
The Dominion Leather Board Co., Montreal, Que.

**RAILROAD BRASSES**
Magnolia Metal Co., New York.

**SAW MANUFACTURERS**
Burns, E. R., Saw Co., Toronto, Ont.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.
The James Robertson Co., Montreal, Que.

**TURBINES**
Barber, C., Meaford, Ont.
Madison Williams, Port Perry, Ont.

**WHOLESALE LUMBER DEALERS**
Houston, G. T. & Co., Chicago, Ill, U.S.A
Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

**MISCELLANEOUS**
Axes, Campbell Bros., St. John, N. B.
Axes, Jas. Warnock & Co., Galt, Ont.
Canadian Photo Engraving Bureau, Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Embossed Mouldings, Boynton & Company, Chicago, Ill.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Lumber Inspector, John A. Bertram, Toronto, Ont.
Machine Knives, Peter Hay, Galt, Ont.
Pumps, Northey Manufacturing Co., Toronto.
The Bradstreet Mercantile Agency, New York and Toronto.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, October 18, 1899.

CAR OR CARGO LOTS.

| | | | | |
|---|---|---|---|---|
| 1¼ 1½ and 2 inch cut up and better | $32 00 | $34 00 | 1 inch dressing and better | $20 00 | $22 00 |
| 2 inch picks and uppers | 34 00 | 36 00 | 1 inch siding mill run | 15 00 | 16 00 |
| 1x12 dressing and better, 60% 16 ft | 22 00 | 24 00 | 1 inch siding common | 12 00 | 13 00 |
| 1x10 fine dressing and better | 22 00 | 24 00 | 1 inch siding ship culls | 11 00 | 11 50 |
| 1x10 and 12 Canadian dressing and better | 18 00 | 20 00 | 1 inch siding mill culls | 9 00 | 9 50 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 | 1 inch strips 4 in. to 8 in. mill run | 14 00 | 15 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 | 1 inch strips, common | 11 00 | 12 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 | 1 1-4 inch flooring | | 16 00 |
| 1x10 and 12 common | 12 00 | 14 00 | 1 1-2 inch flooring | | 16 00 |
| 1x10 and 12 mill culls | 10 00 | 10 50 | XXX pine shingles, 16 inch | | 2 60 |
| inch clear and picks | 28 00 | 30 00 | XX pine shingles 16 inch | | 1 70 |
| | | | Lath, No. 1 | | 2 65 |
| | | | Lath No. 2 | | 1 75 |

HARDWOODS—PER M. FEET CAR LOTS.

Quality, 1s and 2s unless otherwise specified.

| | | | | | |
|---|---|---|---|---|---|
| Ash, white, 1 to 2 in | $26 00 | $28 00 | Elm rock, mill run, 1 to 1¼" | 18 00 | 20 00 |
| " " 2½ to 4 | 30 00 | 32 00 | Elm, rock, mill run, 1½" | 3.. 21 00 | 23 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in | 20 00 | 22 00 | Hickory, 1sts and 2nds, 1½" | 2.. 28 00 | 30 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in | 22 00 | 24 00 | Maple, 1sts and 2nds, 1 " 1½ | 16 00 | 18 00 |
| Ash, M. R., 1 to 2 | 17 00 | 19 00 | Maple, 1sts and 2nds, 2 " 4 | 17 00 | 18 00 |
| Birch, 1 in. | 18 00 | 20 00 | Oak, red, p'n, 1sts & 2nds 1 " 1½ | 26 00 | 30 00 |
| " 1½ " 2 | 20 00 | 23 00 | Oak, red, p'n, 1sts & 2nds 2 " 4 | 29 00 | 32 00 |
| " sqrs. 4x4 " 8 x 8 | 24 00 | 26 00 | Oak, white, 1sts & 2nds 1 " 1½ | 28 00 | 30 00 |
| Basswood, 1sts and 2nds, 1 to 1¼ in | 18 00 | 20 00 | Oak, white, 1sts & 2nds 2 " 4 | 30 00 | 35 00 |
| 1½ to 2 | 21 00 | 22 00 | Oak quart'd, 1sts & 2nds 1 " 2 | 50 00 | 60 00 |
| " m. r. 1 " 1¼ | 15 00 | 17 00 | Oak quart'd, 1sts & 2nds 2 " 4 | 60 00 | 65 00 |
| Butternut 1 " 1½ | 23 00 | 25 00 | Walnut, 1sts and 2nds, 1 " 3 | 85 00 | 100 00 |
| " 2 " 3 | 25 00 | 28 00 | Whitewood, 1sts & 2nds 1 " 2 | 32 00 | 36 00 |
| Chestnut 1 " 2 | 24 00 | 2 00 | | | |
| Cherry, 1sts and 2nds, 1 " 1½ | 50 00 | 60 00 | | | |
| Cherry, 1sts and 2nds, 2 " 4 | 60 00 | 65 00 | | | |
| Elm, soft, mill run, 1 " 1½ | 16 00 | 18 00 | | | |
| Elm, soft, mill run, 2 " 3 | 17 00 | 19 00 | | | |

## OTTAWA, ONT.

OTTAWA, October 18, 1899.

| | | | | | |
|---|---|---|---|---|---|
| Pine, good sidings, per M feet, b.m | $32 00 | 40 00 | Pine, 8 s.c. and better stock | 13 00 | 15 00 |
| Pine, good strips, | 25 00 | 30 00 | Pine, 8 & ups. c. sidings | 11 00 | 14 00 |
| Pine, good shorts, | 17 00 | 30 00 | Pine, s.c. strips | 10 00 | 12 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m | 19 00 | 24 00 | Pine, s c. shorts | 7 00 | 10 00 |
| | | | Pine, box culls | 10 00 | 11 00 |
| Pine, No. 1 dressing strips, | 16 00 | 18 00 | Pine mill culls | 9 00 | 10 00 |
| | | | Lath per M No. 1 | 1 35 | 1 50 |
| Pine, No. 1 dressing shorts, | 12 00 | 15 00 | Lath per M No. 2 | 1 00 | 1 10 |
| | | | 1x10 No. 1 barn | | 20 00 |
| Pine, 10 s.c. and better stock, | 14 00 | 17 00 | 1x10 No. 2 " | | 18 00 |
| | | | 1x8 & 9 No. 1 " | | 19 00 |
| | | | 1x8 & 9 No. 2 " | | 17 00 |

## QUEBEC, QUE.

QUEBEC, October 18, 1899.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Square white pine, measured off, 40 to 45 feet average, | 30 | 32 |
| " good fair " " " | 32 | 34 |
| " first class " " " | 8 | 42 |
| First class Ottawa waney, 18 inch average according to lineal | 36 | 42 |
| " " " 19 to 21 inch average " " | 38 | 44 |
| " Michigan " 19 to 21 in average " " & size | 43 | 48 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 26 |
| In shipping order, " " " | 23 | 27 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 32 | 35 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average and quality | 21 | 24 |
| To average 16 inch | 25 | 26 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 15 | 18 |
| 16 " " | 21 | 25 |
| 18 " " | 27 | 30 |

DEALS.

Bright spruce, according to mill specification, $39 to $42 for 1st, $25 to $27 for 2nd, $22 to $25 for 3rd, and $18 to $21 for 4th quality. F.O.B. batteau

## NEW YORK CITY.

NEW YORK, N.Y., October 18, 1899

WHITE PINE TIMBER.

| | | | | | |
|---|---|---|---|---|---|
| Bridge timber | $28 00 | @ 40 00 | Building orders | $27 00 | @ 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in | 14 00 | 14 50 | 10 to 12 in | 16 25 | 17 00 |
| 6 to 12 in | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 0 12 in | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | |
|---|---|---|---|
| 1 inch, No. 1 and 2 Black Ash, 10 to 16 | | | 35 00 |
| 1¼ to 2 in. " " " " | | | 36 00 |
| 1 inch, " Soft Elm, " | | | 25 00 |
| 1¼ in and thicker, " " " | | | 26 00 |
| 4/4 " " Hard Maple, " | | | 24 00 |
| " " " Basswood, " | | | 25 00 |
| " " " Birch, " | | | 24 00 |
| " " Black Ash, Com. and Shipping Cull, M.C.O | | | 14 00 |
| " " Soft Elm, " " " | | | 12 00 |
| " " Hard Maple, " " " | | | 14 00 |
| " " Basswood, " " " | | | 12 00 |
| " " Birch, " " " | | | 14 00 |

## ALBANY, N.Y.

ALBANY, N.Y., October 18, 1899.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $61 | $63 | 1x12 inch shippers | $ | $19 |
| 2½ in | 60 | 62 | 4/4 inch " 13" & up | | 20 |
| 1 to 2 in | 48 | 50 | 4/4 Box boards, 6" and up | 16 | 17 |
| 4 inch uppers | | 65 | 10-in. dressing and better | 26 | 32 |
| Selects, 2½ in. up | | 55 | 10-in. common | | 17 |
| 1 to 2 in | | 43 | 12-in. dressing and better | 30 | 34 |
| Fine common, 2½ in. and up | 45 | 50 | Common, 1x12 | | 17 |
| 1 to 2 in | | 38 40 | No. 1 barn, 1x12 | 23 | 25 |
| No. 1 cuts, 1 to 2 inch | 28 | 35 | 1x10 | | 23 |
| No. 2 | 20 | 25 | 1x8 | | 20 |
| No. 3 | 17 | 20 | No. 2 barn, 1x12 | | 21 |
| No. 1 molding, 1 to 2 in | 30 | 36 | 1x10 | | 20 |
| No. 2 molding, 1 to 2 in | 24 | 27 | 1x8 | | 18 |
| Stained saps | | 28 | Shaky clear, 1 to 6/4 in | 25 | 30 |
| Bracket plank | 30 | 35 | " " 2 inch | | 30 |
| Shelving boards, 12-in. up | 32 | 35 | Dressing | 20 | 25 |
| Dressing boards, narrow | 25 | 25 | Common | 16 | 17 |
| 1x10 inch shippers | | 18 | | | |

LATH.

| | | | |
|---|---|---|---|
| Pine | $2 50 | Spruce | $2 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $4 00 | $4 25 | Bound butts, 6 x 18 | $5 50 | 5 |
| Clear butts | 3 00 | 3 25 | Hemlock | | 15 |
| Smooth, 6 x 18 | 5 00 | 5 50 | Spruce | | 2 20 |

## BOSTON, MASS.

BOSTON, October 18, 1899.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $10 50 | 12 00 | Boxboards, 1 inch | $10 00 | $11 00 |
| Coarse No. 5 | 15 00 | 15 50 | ⅞ inch | 9 00 | 9 50 |
| Refuse | 12 00 | 13 00 | ¾ inch | 9 25 | 9 50 |
| Outs | | 9 00 | 11-16 inch | 9 00 | 9 50 |
| | | | ⅝ inch | 8 00 | 8 75 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in | $50 00 | @52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in | 58 00 | 62 00 | 1¼, 1½ and 2 in | 30 00 | 32 00 |
| Selects, 1 in | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in | 53 00 | 56 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in | 24 00 | 38 00 |
| Fine common, 1 in | 40 00 | 41 00 | Coffin boards | 18 00 | 20 00 |
| 1¼, 1½ and 2 in | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SPRUCE CLAPBOARDS.

| | | | |
|---|---|---|---|
| Extra 4 ft | $30 00 | 2nd Clears | $25 00 |
| Clears | 28 00 | | |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 2 20 | 2 35 |
| Cedar, extra | 3 15 | 3 25 | Extra No. 1 | 1 25 | 1 50 |
| Clear | 2 70 | 2 80 | | | |

LATH.

| | | | |
|---|---|---|---|
| Spruce | | By cargo | 1 80@ 1 90 |
| By car | 1 80@ 2 00 | | |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N.Y., October 18, 1899.

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in | $51 00 | 52 00 | 1¼x10 and 12 | 30 00 | 32 50 |
| 2½ and 3 in | | 60 00 | 1½ in | 3 50 | 32 50 |
| 4 in | | 65 00 | 2 in | 37 50 | 33 50 |
| Selects, 1 to 2 in | 45 00 | 46 00 | Shelving, No. 1, 13 in. and up, 1 in | | 35 50 |
| 2½ and 3 in | | 55 00 | Mold st'ps, 1 to 2 in | 31 00 | 33 00 |
| 4 in | | 60 00 | Barn, No. 1, 12 in | | 25 50 |
| Fine common, 1 in., up to 12 in. wide | 38 00 | 41 50 | 6 8 and 10 in | 21 00 | 22 00 |
| 1¼ and 1½ in | 39 50 | 40 50 | No. 2, 10 in | | 18 00 |
| 2 in | 40 50 | 41 50 | No. 2, 12 in | | 19 50 |
| 3 in | | 50 00 | No. 3, 10 in | | 16 00 |
| 4 in | | 55 00 | No. 3, 12 in | | 16 50 |
| Cut'g up, No. 1, 1 in. | | 30 00 | Common, 1 in | 15 00 | 16 00 |
| 1¼ to 2 in | 35 00 | 37 50 | Box, 1 x 4 | | 13 00 |
| No. 2, 1 in | | 18 50 | 1 x 6 to 12 in | | 14 50 |
| No. 2, 1¼, & 1½ in | 26 00 | 28 00 | 1 x 10 to 13 in | 15 00 | 15 50 |
| No. 3, 1¼ & 1½ in | | 22 00 | 1¼ and 1½ in | | 16 00 |
| No. 3, 2 in | | 22 00 | Mill Culls, 1, 1¼, 1½ and 2 in | 12 00 | 13 00 |
| Dressing 1¼ in | | 30 00 | | | |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 28 00 | 30 00 | 2½ to 4 in | 34 00 | 38 00 |
| 1¼ to 2 in | 31 00 | 33 00 | Strips | 20 00 | 22 00 |
| | | | Com. and culls | 12 00 | 14 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 25 00 | 26 00 | Com. & good culls | 12 00 | 14 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 28 00 | 30 00 | 1st & 2nd, white, 6" & up, | 18 00 | 20 00 |
| | | | Com & good culls | 10 00 | 11 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up | 20 00 | 22 00 | 1st & 2d, soft, 8 in. & up, | 18 00 | 20 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 18 00 | 20 00 | 1st & 2d, soft, 6in. & up, | 18 00 | 20 00 |

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., October 18, 1899.

UPPERS AND SELECTS.

| | | | | |
|---|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $53 50 | Selects, 1 in., 8 in. and up wide | $47 50 | |
| 1¼, 1½ and 2 in | 53 50 | 1¼, 1½ and 2 in | 47 50 | |
| 2½ and 3 in | 62 50 | 2½ and 3 in | 58 50 | |
| 4 in | 67 50 | 4 in | 59 50 | |

FINE COMMON.

| | | | | |
|---|---|---|---|---|
| 1 in., 8 in. and up wide | 39 50 | 2½ and 3 in., 8 in. and up wide | 54 50 | |
| 1¼ and 1½ in | 40 50 | 4 in | 59 00 | |
| 2 in | 42 50 | | | |

B FINE COMMON OR NO. 1 CUTTING.

| | | | | |
|---|---|---|---|---|
| 1 in., 7 in. and up wide | 30 50 | 2½ and 3 in., 7 in. and up wide | 45 30 | |
| 1¼ and 1½ in | 35 00 | 4 in | 50 50 | |
| 2 in | 37 50 | | | |

STRIPS, A AND B (CLEAR AND SELECTS).

| | | | | |
|---|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 46 00 | 1 in., 4, 5 and 7 in. wide | 40 00 | |
| 6 in. wide | 48 00 | 6 in. wide | 48 00 | |

FINE COMMON OR C.

| | | | | |
|---|---|---|---|---|
| 1 in., 4, 5 in. wide | 32 00 | 1¼ in., 4, 5 in. wide | 35 00 | |
| 1¼ in., 6 in. wide | 36 50 | in., 6 in. wide | 36 00 | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | | |
|---|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 30 00 | 1 in., 4, 5, 6 in. wide | 25 00 | |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | | |
|---|---|---|---|---|
| 1 in., 4, 5 and 7 in | 21 50 | 1¼ in., 4, 5 and 7 in | 23 50 | |
| 1 in., 6 in | 21 50 | 1¼ in., 6 in | 24 50 | |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | | |
|---|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 18 50 | 1¼ in., 4 to 7 inch | 20 00 | |
| 1 in., 6 inch | 18 50 | No. 3 Fencing, 1 in., 6 inch | 17 00 | |

SHELVING.

| | | | | |
|---|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 29 00 | No. 2, 1 in., 7 and 8in. stocks | 25 50 | |
| 1 in., 10 in. and up wide | 34 00 | 1 in., 10 in. stocks | 25 50 | |
| 1 in., 12 in. stocks | 34 50 | 1 in., 12 in. stocks | 30 50 | |
| 1 in., 12 in. and up wide | 35 50 | 1 in., 10 in. and up wide | 27 00 | |
| 1¼ in. 1½ and 2in., 8in. and up wide | 31 00 | in., 6 in. wide | 30 50 | |
| | | 1 in., 13 in. and up wide | 31 50 | |

BARN BOARDS OR STOCKS.

| | | | | |
|---|---|---|---|---|
| No. 1, 12 in | 25 50 | No. 2, 9 in | 18 50 | |
| 10 in | 21 50 | 8 and 7 in | 18 50 | |
| 9 in | 21 50 | No. 3, 12 in | 17 50 | |
| 8 and 7 in | 21 50 | 10 in | 17 00 | |
| No. 2, 12 in | 20 00 | 9 in | 17 00 | |
| 10 in | 18 50 | 8 in | 17 00 | |

SHIPPING CULLS OR BOX.

| | | | | |
|---|---|---|---|---|
| 1 in., 4 and 5 in. wide | $13 50 | 1 in., 13 in. and up wide | $15 50 | |
| 1 in., 6 in. wide | 14 50 | 1¼, 1½ and 2 in., 7 in. and up wide | 15 50 | |
| 1 in., 7 in. wide and up | 15 00 | | | |

SHAKY CLEAR.

| | | | | |
|---|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9in. wide | 27 50 | 1 in., 10 in. and up wide | 30 00 | |
| 1 in., 6 in. wide | 29 00 | 1¼, 1½ and 2 in., 8in. and up wide | 30 00 | |

COFFIN BOARDS.

| | | | | |
|---|---|---|---|---|
| No. 1, 1 in., 13in. and up | 26 00 | No. 1, mill culls | 13 50 | |
| No. 2 | 22 00 | No. 2, or red horse | 10 00 | |

TIMBER, JOIST AND SCANTLING.

| | | | | |
|---|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $13 00 | Hemlock, 2x4 to 10, 12 to 16 feet | 12 00 | |
| 18 ft | 15 00 | 2x12 | 12 50 | |
| 20 ft | 15 50 | Add $1 to each additional 2ft. in length. | | |
| 22 and 24 ft | 16 50 | | | |

SHINGLES, 18-IN.

| | | | | |
|---|---|---|---|---|
| Country brands, XXXX | 3 25 | Standard brands, river made, XXXX | 3 50 | |
| Clear Butts | 2 75 | Clear Butts | 3 00 | |

WHITE PINE LATH.

| | | | | |
|---|---|---|---|---|
| No. 1 | 3 75 | No. 2 | 3 25 | |
| | | Hemlock | 2 75 | |

# PRICES OF COOPERAGE STOCK.

F.o.b. cars at Sutherland Innes Mills.

| | |
|---|---|
| No. 1 28½ inch jointed elm staves, per net 1,000 | $5 75 |
| No. 1 30 " " " " " | 5 75 |
| No. 1 32 " " " " " | 6 00 |
| No. 1 24 " " " " " | 4 00 |
| No. 2 28½ " " " " " | 4 00 |
| No. 2 30 " " " " " | 4 00 |
| No. 2 32 " " " " " | 4 00 |
| No. 2 24 " " " " " | 4 50 |
| No. 1 14 in. to 14¾ in. kiln dried basswood heading, per set | 2 00 |
| No. 1 15 " 16 " " " " | 3¼ |
| No. 1 17⅛ " " " " | 3½ |
| No. 1 18 " 18¾ " " " " | 4¼ |
| No. 1 19⅛ " " " " | 4½ |
| No. 1 19½ " " " " | 4¾ |
| Mill run heading 17⅛", $3.75 per 100 sets; No. 2, $3.50. | 5 |
| A No. 1 4½ ft. patent elm hoops, per net 100 | 4 60 |
| No. 1 5½ ft. patent coiled elm hoops, per net 1,000 | 6 50 |
| No. 1 6 " " " " " | 6 75 |
| No. 1 6½ " " " " " | 7 00 |
| No. 2 hoops about 50 cts. per thousand less. | |
| No. 1 28½ in. jointed white ash staves, per net 1,000 | 6 75 |
| No. 2 28½ " " " " " | 3 75 |
| 34 in. to 35 in. elm syrup bbl. staves | 18 00 |
| No 1 30 inch half syrup barrel staves | 16 00 |

(If bent to shape, $2.00 per thousand more.)

would, it seems, result in a very large increase in the annual output. The markets that are opening are not only those countries whose home supply of timber is becoming exhausted, but other countries which have always imported and find their sources of supply being cut off. In addition there are countries, notably the Oriental nations, where the innovation of modern methods has revolutionized conditions and developed, and in some instances created, commerce. This expansion has been felt in all other lines of staple commercial commodities, so that it is not surprising to note that its effect has also been apparent in the timber trade.

Russia, with her trans-Siberian railway and development of seaport facilities and establishment of commerce on the Pacific ; Japan, with her new-found civilization and commercial awakening, are examples of newly created markets, which are immense factors in any commerce. Even China is among the possibilities of trade development. Australia and the other British Colonies are being yearly brought into closer touch with this province, and their requirements include increasing quantities of lumber, shipments of which have increased even in the past year.

The republics that form the greater portion of the South American continent are yearly growing to be reckoned as a commercial factor, and trade with them is increasing and possibilities are great. The foregoing instances will suffice to indicate the vast expansion possible in the export trade in lumber. Nothing has been said of the United Kingdom and Europe, for there the British Columbia product would come into possibly unfair competition with Norway and other European sources of supply. It is quite true past experiences have been largely discouraging, especially in the export branch of the industry, but indications are that some shipments will continue to go forward to Great Britain.

The past year has witnessed a revival of the industry equalling the activity in other lines throughout the industrial world. The changing conditions and extending circle of commerce have, however, produced a situation which it is not too optimistic to expect is a permanent change of base in the timber industry. This being true, there is the possibility that instead of a temporary activity, the timber trade of British Columbia is developing to an extent which it is quite capable of manufacturing should the demand continue. As it becomes known the timber of British Columbia forests cannot fail to become popular, its quality being unsurpassed, combining durability and beauty, when finished, with extreme facility of working. Its size and the straight and even texture of the fibre are recommendations also.

### THE VARIETIES OF TIMBER.

Passing from the general survey of the resources of British Columbia as an economic factor, it is in order to devote a paragraph or two to a particular notice of the different species of wood which are found in the British Columbia forests.

Easily first in point of appearance as well as utility is the great Douglas fir, whose tall, straight boles standing out clear and distinctive as they grow on their native hillsides form an emblem at once striking on account of their individuality and the notion of strength inspired. The Douglas fir, it may be noted, was named after David Douglas, a botanist who explored new California in the first quarter of this century. It is distributed over a wide area from the coast to the summit of the Rocky Mountains and as far east as Calgary, N.W.T., and being found as far north as opposite the northern extremity of Vancouver island on the coast, and even farther in the interior. On the coast it attains the greatest proportions, specimens being sometimes found rising to a height of 300 feet with a circumference of 30 to 50 feet at the base. The ordinary average, is, however, about 150 feet clear of limbs, with diameter of 5 or 6 feet at the base. The characteristic, straight, clear stem, bare of branches almost to the top, makes the tree peculiarly valuable from a lumbering point of view. It is the staple article of lumber in the province, and has a wide range of usefulness, being especially adapted, owing to its great strength, for use in structural work. It is very heavy, being almost of the same specific gravity as oak. Some results of tests of Douglas fir made at McGill University, Montreal, appear on another page.

The next most important species, from an industrial standpoint, is the red cedar, commonly known as British Columbia cedar. It is found all over the province, but it is on the coast that it reaches its greatest development, where it has in some instances attained to such a size as to be placed on the list of show pieces for tourists to visit and admire. Stories are familiar of the comparisons which have been made to illustrate the great girth of these trees—one now stands in Stanley Park, in the hollow of which a horse and rig can stand ; in the early days a real estate man had a photograph taken of a hollow cedar log which he had fitted up as an office. Its chief economic value is for making shingles, being the principal or only material used for their production in British Columbia and for interior finishing, the coloring being rich and of beautifully varied shades, besides being susceptible of taking on a beautiful polish. For this latter it is finding an increasing market in eastern Canada, where it is being used more extensively every year. The shingles manufactured from the cedar are very largely used in Manitoba and the Northwest Territories. Available supplies of good quality of this splendid native wood are unfortunately becoming limited. It is consequently advancing in value very rapidly.

The cypress, or yellow cedar, is a tree which exists in large quantities in the province, but has not been manufactured into lumber to any extent. It is not scattered over so great an area as the red cedar, being found in the interior of Vancouver Island in great quantities and on the mainland near the coast in the northern part of the Province, and also on Queen Charlotte Islands. While it has not yet come into much notice, it forms a valuable reserve in the timber supply of the country. It is a valuable wood, being of great strength and durability, and takes a beautiful finish. It grows to great dimensions.

The white spruce, which is a very useful timber, grows in low swampy lands, and does not occur in large compact bodies, but interspersed among fir and other trees. It almost equals the fir in circumference, but does not grow to such a height nor is its stem so clear of branches. Its range of usefulness is more varied than that of any other of the native woods. It is specially adapted to working up by machinery, so that it is used, as is the cedar, for making doors. Boxes, fruit cases and barrels are also made from the spruce. It is also used to some extent as a finishing wood and is well adapted for it. Perhaps the greatest future for utilization of spruce is in the manufacture of paper pulp, for which it is beyond comparison, the best adapted of all native woods. Some day the vast quantities of this material now going to waste in British Columbia will be turned into pulp. At present the industry is not being exploited, though it will some day be an important one in the province. Further north the quantity of spruce and the proportion compared with other trees increases.

Hemlock is a timber found in considerable quantities up the coast, but being less desirable than fir, will not likely be much used until the latter becomes much scarcer. Balsam, which is of little use except for pulp-making, is found in large quantities, while white pine, yew and tamarack also occur, though in smaller quantities.

Of hardwoods the maple, alder, birch and oak are found, but none of them are found of particular commercial value. The maple and alder occur usually in low bottom lands and their presence indicates great richness of soil. The maple, especially the large leafed variety, is pretty widely scattered. The oak, which is dwarfed and gnarly, and of no value other than as a shade tree, is mainly found in the southern part of Vancouver island. The poplar or cottonwood is a common tree and the only use heretofore made of it is in manufacture of excelsior and in barrel-making. In the future its chief economic value will be in the manufacture of paper pulp, for which it is excellently adapted and the quantities in which it is found render it a very cheap raw material.

### THE TIMBER AREAS.

While the forest covering is pretty well distributed over the province, there are localities which are looked on as the producers of the lumber available for commercial purposes. On both Vancouver island and the mainland the timber limits are located, and they are of very large extent. On Vancouver island the principal timber areas are in the valleys of the Cowichan, Chemainus, Little and Big Qualicum, Campbell, Comox, Nanaimo, Englishman's Salmon, and Adam's rivers, French creek, Black creek and Alberni valley, and along the tributaries of these rivers and other streams ; on the islands of the Gulf of Georgia, namely, Cracow, Harwick, Valdez and others. On the mainland, in Westminster district, the principal locations are on the Fraser, Stave and Pitt rivers, Burrard inlet, Howe sound and in south Vancouver, on the inlets of the coast as far as Knight's inlet. As already mentioned, the timber north of Knight's inlet is mainly yellow cedar or cypress with increasing quantities of spruce, which are timbers that will yet become valuable. In the interior there are merchantable timber areas in east and west Kootenay, the Okanagan valley and the Cariboo district, and on the upper Columbia river.

A feature of the forests of British Columbia, especially of the coast, is their density. As much as 500,000 feet of lumber has been taken

from a single acre, while, by way of comparison, in eastern Canada 20,000 is considered not a bad average.

Reliable figures place the timber area of the province at 285,554 square miles, but this, of course, includes much small timber not suitable for milling.

As the annual forest increase by growth is an element which can hardly be checked up, it is, of course, not possible to compare the annual increment with the annual timber cut and the reduction by destructive fires, and thus form an idea of the net increase or diminution of the available timber resources of the province. The conservation of the forests is a matter of public interest. There is annually a great deal of unnecessary waste by forest fires and in clearing land, the checking of which will become a serious question as the years go by.

The actual available timber supply of the province is in no great danger of serious diminution, as there is to be considered the extremely rapid growth especially in the warm, humid climate of the coast regions. There are, too, large areas of land which, when cleared of timber, are of no value for cultivation and will as a consequence be allowed to return to forest for second growth of timber will soon spring up.

### TIMBER REGULATIONS.

Both the Dominion and provincial governments control areas of timber lands, consequently leases or limits can be obtained from each.

Under the Dominion timber regulations, all licenses to cut timber are disposed of by public competition. Parties tendering are to state the sum per square mile which they will pay over and above ground rent and royalty, certified cheque to accompany tender, and the highest bid being accepted. The length of any berth is not to exceed three times the breadth thereof. The licensee is required to pay a ground rent of $5 per square mile, except for lands situated west of Eagle's Pass in British Columbia, in which case the charge is five cents per acre. Within one month after obtaining a timber berth the licensee is required to pay one year's rental in advance, and if not then paid interest at 6 per cent per annum is charged, the licensee is to pay a royalty of 50 cents per thousand feet on sawn lumber, 1½ cents each on railway ties 8 feet long, and 1¾ cents on ties 9 feet long, 25 cents per cord on shingle bolts, and 5 per cent. on sales of all other products of the berth. The latter is calculated on the average price of lumber for three months previous to payment of dues. The royalty on lumber from burnt timber is 2½ per cent. A rebate of 40 cents per thousand is allowed on all lumber exported from the Dominion. All timber from the berth must be manufactured into lumber at the saw mill of the licensee. Licensees must keep in operation a saw mill capable of cutting 1,000 feet B. M. every 24 hours for every 2½ square miles of area licensed, or establish such other wood manufactory as shall be satisfactory to the minister of the interior.

Right to cut timber on crown lands owned by the province may be obtained in several ways, the simplest being to take out an annual license at the cost of $10, entitling the holder to cut timber as a hand logger upon crown lands after timber limits without reservation as to area. Timber cut under such license is subject to royalties to the crown; special license, valid for one year, may be obtained by payment of $50, entitling holder to cut timber on a specified area not exceeding 1,000 acres, subject to payment of royalties. Timber leases are put up for public competition for periods not exceeding 21 years, and may be granted to the tenderer who offers the highest cash bonus in addition to an annual rental of 15 cents per acre, and the payment of royalties. A rebate of 5 cents per acre may be obtained by erecting a saw mill on or in connection with the leasehold. Royalties payable to the crown are 5 cents per 1,000 feet B.M. on all timber, 50 cents per cord on railway ties and mining props, 50 cents on every 200 running feet of piles, and 25 cents on every cord of wood.

### MANUFACTURE OF LUMBER.

Government statistics of a complete and accurate nature as to the development of the lumber industry and the annual lumber cut only date from 1888, in which year the present Forestry Inspector, Mr. R. J. Skinner, was appointed to the position then newly created by recent legislation. Since that time Inspector Skinner has furnished the Department of Lands and Works with a very complete and accurate report containing in convenient form the lumber cut of the year and other valuable figures. These reports have been from year to year embodied in the annual report of the Chief Commissioner of Lands and Works, and from them the figures given in this article as to the annual output of lumber are largely taken.

According to the Forestry Inspector's returns, the following is the lumber cut for each year since the office was established :

| Year. | Lumber Cut, Feet. |
|---|---|
| 1888 | 31,868,384 |
| 1889 | 43,852,138 |
| 1890 | 79,177,055 |
| 1891 | 83,108,335 |
| 1892 | 64,186,820 |
| 1893 | 60,587,360 |
| 1894 | 64,498,227 |
| 1895 | 112,884,640 |
| 1896 | 112,957,106 |
| 1897 | 105,939,377 |
| 1898 (11 months ending November 30) | 124,546,658 |

A study of these figures will show that the lumber cut of last year was just four times that of ten years ago. A very substantial consideration, however, is that some of the largest mills in the province were not in operation. It will also be observed that for a number of years the lumber cut had suffered a considerable diminution, though the past three or four years have shown a steady and satisfactory growth, due to improvement in both export and domestic trade. This year the lumber cut will be very much larger than for any year in the history of the lumber trade in the province, as almost every mill is in operation and many of them are working day and night.

The area of timber lands, held under lease from the crown, or from which lumber was cut under royalty, is over 1,200 square miles, which is but a small portion of the 285,544 square miles of timber lands in the province.

### THE MARKETS.

As referred to in the beginning of this article, the market for the product of British Columbia saw mills is found in the prairie provinces and territories of Canada, east of the Rocky Mountains, in the countries of Asia bordering on the Pacific Ocean, in Australia and in South America, while European shipments have been made, though that cannot be said to be a regular factor of the export lumber trade of the province as yet.

Australia is at present one of the largest customers, and that trade is but now beginning to expand. This is largely due to direct effort, the head of one of the large lumber concerns having paid a visit to Australia last year and established a representative there, with satisfactory results already. Such efforts, if extended and aided by the government, which annually draws large revenues from the industry, would yield handsomely in the extension of the foreign export trade.

The total export of 1899, though light for the first six months of the year, gives excellent promise of increase, as the Hastings saw mill has been rebuilt on a much larger scale, and the Barnet mills, idle for a number of years, are again being operated, while other enterprises in the lumber industry are on the tapis.

The domestic export trade of lumber to Manitoba and the Northwest Territories, which is practically the only market outside of British Columbia other than by sea, gave a grand total of nearly 24,000,000 feet in 1897, and in 1898 the total was 18,752,730 feet. This trade, which is rapidly growing, is a very satisfactory feature in the market for British Columbia lumber, inasmuch as the great area of country comprised must look to this province more and more each year for its timber supplies, so limited are its own areas of timber and so nearly exhausted are the nearby sources from which it has drawn in the past. Taking this, with the great increase of population on the Canadian prairies and the prosperous years which have been inducing immigration, and the lumber trade of that country will be seen to be a factor capable of enormous increment in the next few years, when the population will no doubt have more than doubled.

The growing consumption of lumber within the province of British Columbia must not be forgotten, as the rapid building up of towns and cities everywhere and the starting of new towns by successful mining camps, has created an unprecedented demand for lumber for home consumption. By reference to the forestry inspector's figures of lumber cut in the province and comparison with the domestic and foreign export, it will be seen that the home market was a customer in 1897 to the extent of some 35,000,000 feet, and in 1898 of 75,000,000 feet. This home demand has been an aid to improving business very materially, furnishing as it has, in the course of using that large quantity of lumber, employment to a large number of men, and the employment has been practically permanent.

### OTHER MATUFACTURES.

The principle manufacture, other than lumber from timber, is at present that of shingles, which are altogether made from the red cedar. Almost the whole supply of shingles for Manitoba and the North-west Territories is drawn from this country, and together with the home demand the total production yearly is very large.

Cooperage works and the manufacture of excelsior are also to a small extent factors in using the timber product of the province. Some day the making of paper pulp will utilize large quantities of what is now largely waste timber in this province and the possibilities in the establishment of that industry should be very attractive to capital seeking paying investment.

The requirements of piling for wharves, etc., and timber for mining props are two ways in which large quantities of timber in the rough are used every year. The timber industry is but in its infancy even with all the present means of consumption, and its future is one of great promise for British Columbia.

H. G. Ross.

Vancouver, B.C., Sept. 12th, 1899.

## STRENGTH OF CANADIAN DOUGLAS FIR.

Herewith are given, in part, the results of tests made under the direction of Professor Bovey in the testing laboratory of McGill University, Montreal, to determine the strength of British Columbia Douglas fir. There were tested, in all, twenty-five beams, of which the following particulars and illustrations are given :

Beam I was of good average quality, with annual rings as in Fig. 3. At 45,000 lbs. the beam failed by the tearing apart of the fibres on the tension face.

coast section of British Columbia, and felled in the fall or during the winter. They were free from knots, of good quality, and with the grain running straight from end to end.

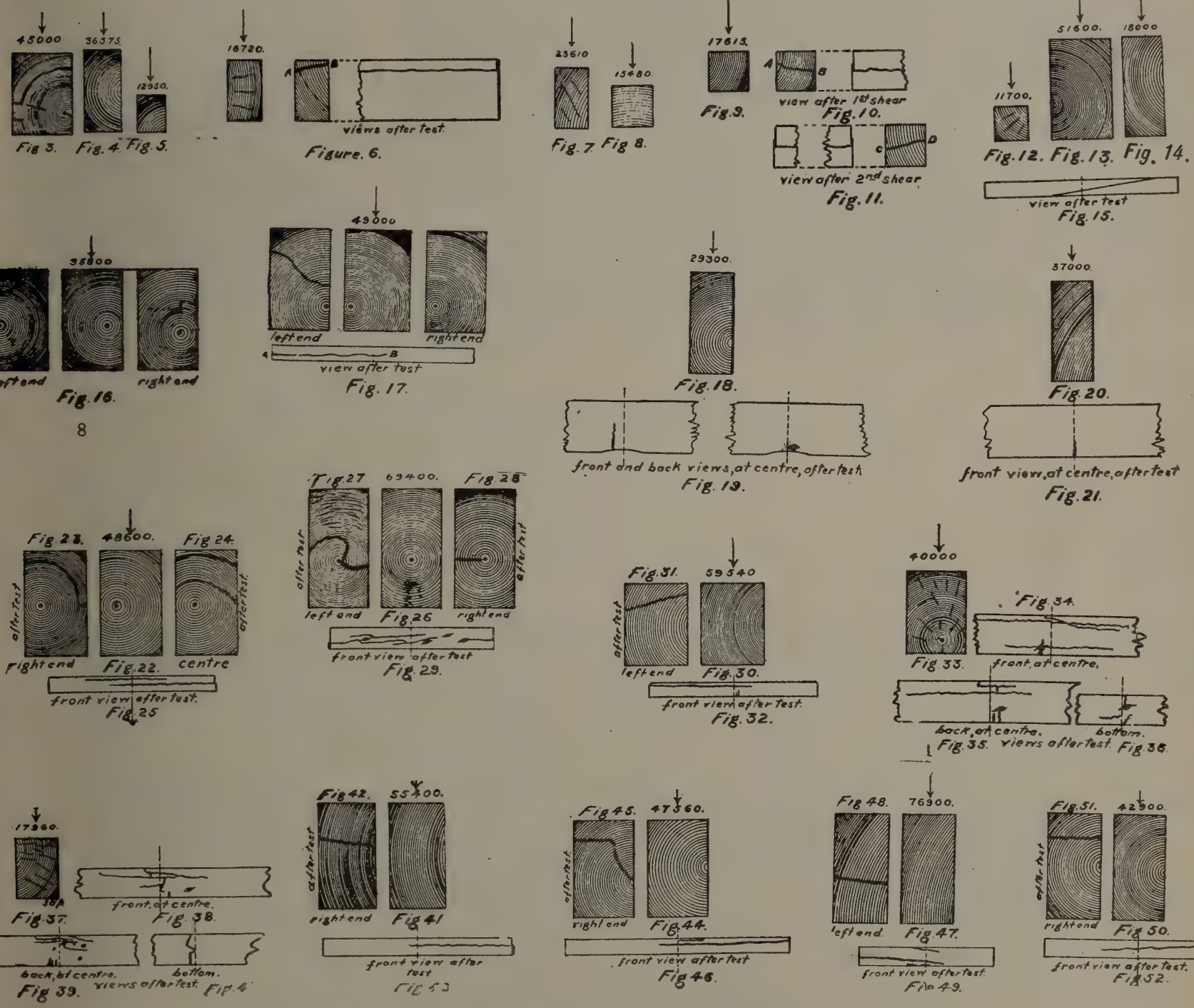
Beam IV showed annual rings somewhat oblique, as in Fig. 6. At 16,720 lbs. it failed by shearing longitudinally along a plane A B at right angles to the annual rings. After the beam had sheared longitudinally the load was again applied until it amounted to 15,000 lbs., when fracture occurred by the tearing apart of the fibres on the tension face.

Beam V showed annual rings as in Fig. 7, shear a load of 8,990 lbs. was applied, when the beam was fractured by the tearing apart of the fibres on the tension face.

In Beam VIII the annual rings were oblique, as in Fig. 12, and at a load of 11,700 lbs. it failed by the tearing apart of the fibres upon the tension face.

Beams IX to XVI were sent to the laboratory by Mr. P. A. Peterson, chief engineer of the Canadian Pacific Railway.

Beam IX was grown on the mainland half way between Vancouver and New Westminster, in a flat country not much above the sea level.




Beam II was of good average quality, with annual rings running as in Fig. 4. At 36,575 lbs. the beam failed by shearing longitudinally. After the fracture the load upon the beam was again gradually increased to 34,000 lbs. before a second failure occurred.

Beam III was of a specially excellent quality, with clear, close, parallel grain, perfectly sound and free from knots, with annual rings as in Fig. 5. At 12,950 lbs. the beam failed by shearing longitudinally.

Beams IV to VIII, sent to the laboratory by the British Columbia Mills, Timber & Trading Company, were cut out of trees grown on the

and failed by the tearing apart of the fibres on the tension face under a load of 23,610 lbs.

Beam VI showed annual rings as in Fig. 8. Under a load of 15,480 lbs. it failed in the same manner as beam V.

Beam VII showed annual rings as in Fig. 9. Under a load of 17,615 lbs. the beam sheared longitudinally along the plane A B, Fig. 10, the distance between the ends of the portions above and below the plane of shear being 3-16 of an inch. The load was again applied until it amounted to 11,840 lbs., when there was a second longitudinal shear along the plane C D at the other end, Fig. 11. After this second

It was cut from a log 26 inches in diameter and 34 feet in length, felled in the month of May. The log lay in fresh water for ten months. It was of first quality, with grain straight and running parallel to the axis. It contained a season crack on the widest face about 11 feet long, 3½ inches below the edge and about 1½ inches deep. Annual rings were as in Fig. 13, the heart of the tree being in one of the vertical faces. Under a load of 51,600 lbs. the beam failed at the support by the tearing apart of the fibres.

Beam X, with annual rings as in Fig. 14, was cut from a log 32 inches in diameter grown on

the mainland 120 miles north and west of Vancouver, on a hillside about 100 feet above the sea level. The log was felled in the winter and remained in salt water six months. The grain in this beam ran crosswise, and it failed by a cross fracture along the plane A B, Fig. 15, under a load of 18,000 lbs.

Beam XI—History same as that of beam X. Timber was of first quality, and grain parallel with axis. The beam contained the heart of the tree, with annual rings as in Fig. 16. Under a load of 35,800 lbs. the beam failed by the tearing apart of the fibres upon the tension face.

Beam XII, with annual rings as in Fig. 17, was cut from the log 28 inches in diameter grown about 30 feet above the sea level about eight miles from Vancouver. Tree was felled in August and remained in salt water nine months, being alternately wet and dry, according to the tide. The timber was of good quality, straight grained, with several knots of medium size and a few season cracks ; beam contained the heart of the tree. Under a load of 49,000 lbs. the beam failed by shearing logitudinally along the season crack A B.

Beam XIII—History same as that of beam IX., with annual rings as Fig. 18. Timber of good quality, several small cracks along the back of the beam, and small season cracks along the whole of the front about three inches above the face in compression. At 29,300 lbs. the beam failed by the crippling of the fibres on the compression face, commencing at a small knot at the back (Fig. 19).

Beam XIV is in reality beam XIII re-tested. The beam was replaced in the machine with the crippled side reverse, so as to be in tension. At 17,600 lbs. it failed on the tension side by the tearing apart of the fibres along the surface at which the crippling took place on the previous test.

Beam XV, with annual rings as in Fig. 20, was timber of first quality, clear and straight grained, and free from knots, its history being same as that of beam XII. At 37,000 lbs. it failed by the crippling of the fibres on the compression face, Fig. 21.

Beam XVI is beam 15 re-tested. The beam being reversed, it failed under a load of 25,580 lbs. at the point at which the crippling had previously taken place. A load of 32,000 lbs. was then applied, when the beam fractured a second time on the tension side.

Beams XVII to XXI were sent to the laboratory by the British Columbia Mills, Timber & Trading Company, and were cut on the coast section of British Columbia.

Beam XVII was coarse grained, contained a number of small knots on the compression side, was cut from the heart of the tree, with annual rings as in Fig. 22. At 48,600 lbs. it failed by the tearing apart of the fibres on the tension face, which was followed immediately by a longitudinal shear coincident with the neutral plane at the centre of the beam and extending for a distance of eight feet from the end, Fig. 25.

Beam XVIII was cross grained, contained several knots, was cut from the heart of the tree, and showed annual rings as in Fig. 26. At 69,400 lbs. the beam failed by shearing longitudinally, the shear being immediately followed by the tearing apart of the fibres on the tension face, Fig. 27, 28, 29.

Beam XIX was of exceptionally good quality, with clear, close grain, no knots, and annual rings nearly vertical, as in Fig. 30. At 59,540 lbs. it failed by longitudinal shearing, followed by the splinting of the upper edges on the tension side, Fig. 31, 32.

Beam XX was cut from the heart of the tree, with annual rings as in Fig. 33, was coarse grained and contained a number of knots. At 40,000 lbs. it failed by the crippling of the fibres on the compression side in the neighborhood of a small knot 1¼ inches above the compression face, Fig. 34, 35, 36. The load was gradually increased to 49,600 lbs., when the beam again failed by tearing apart of the fibres and tension face.

Beam XXI—Annual rings as in Fig. 37. At 17,960 lbs. a sharp fracture took place by the tearing apart of the fibres on the tension side, accompanied by a simultaneous crippling of the fibres upon the compression side, Fig. 38, 39, 40.

OLD DOUGLAS FIR.

Beams XXII-XXV were four old stringers taken from trestles. Beam XXII had been in position for nine years, in a dry country, with very little rain fall, and subject to a hot sun in summer. The annual rings were as shown in Fig. 41. At 55,400 lbs. the beam failed by a longitudinal shear, as in Fig. 42 and 43.

Beam XXIII was taken from a trestle near Port Moody, and had been in position for a period of six and one-half years in a place subject to the heaviest rainfall in the province. Annual rings as in Fig. 44. At 47,560 lbs. the beam failed by the tearing apart of the fibres of the tension face, which was immediately followed by a longitudinal shear, as in Fig. 45 and 46.

Beam XXIV was cut from a log grown on a bench near Spuzzum, about 500 feet above the sea level, and had been in position eleven years in a district with a climate similar to that of Nova Scotia. Annual rings were as shown in Fig. 47, and the beam contained several knots and season cracks. At 41,000 lbs. material at one end of the beam was crushed in. The ends, partially decayed, were sawn off and the load increased to 76,900 lbs., when the beam failed by longitudinal shear.

Beam XXV had been in service on Kamloops Lake for a period of eight years. The annual rings were as in Fig. 50, with heart showing on one of the faces. At 42,900 lbs. a large splinter broke off on the tension face and the beam failed by longitudinal shear, as in Fig. 51 and 52.

The following table gives a summary of the results obtained :

| Beam. | Dimensions in inches. | Weight in lbs. per cubic foot at date of test. | Maximum skin stress in lbs. per sq. in. | Co-efficient of elasticity in lbs. |
|---|---|---|---|---|
| | NEW TIMBER, SPECIALLY SELECTED. | | | |
| | l d b | | | |
| III. | 66 x 5.375 x 4.125 | | 10,441 | 2,178,100 |
| XIX. | 138 x 12.1 x 9.1 | 41.22 | 9,043 | 1,934,500 |
| VII. | 69 x 6 x 5.8125 | 39.92 | 8,712 | 2,044,115 |
| XV. | 198 x 15 x 6.125 | 38.92 | 8,020 | 1,989,400 |
| | NEW TIMBER, FIRST QUALITY. | | | |
| | l d b | | | |
| X. | 198 x 14.875 x 6 | 37.80 | 4,027 | 1,629,616 |
| XI. | 204 x 14.875 x 8.6875 | 36.99 | 5,698 | 1,770,563 |
| IX. | 204 x 14.875 x 9 | 35.76 | 7,694 | 1,764,939 |
| VIII. | 69 x 5.125 x 5.5 | 35.74 | 8,382 | 1,584,692 |
| XVIII. | 138 x 17.8 x 8.76 | 35.59 | 5,196 | 1,329,900 |
| XVII. | 138 x 15.125 x 9 | 35.17 | 4,907 | 1,259,600 |
| XX. | 138 x 12 x 8.88 | 34.92 | 6,559 | 1,571,150 |
| XII. | 204 x 14.875 x 8.8125 | 34.79 | 7,645 | 1,678,300 |
| XIII. | 204 x 14.75 x 6.6 | 34.13 | 6,912 | 1,643,193 |
| XXI. | 138 x 8.98 x 5.95 | 30.83 | 7,784 | 1,588,400 |
| VI. | 69 x 6.125 x 6 | 30.23 | 7,116 | 1,489,215 |
| I. | 96 x 12.125 x 9 | | 4,897 | 1,138,900 |
| II. | 66 x 12.125 x 5.625 | | 4,378 | 1,146,900 |
| V. | 69 x 9.125 x 5 | 29.18 | 5,869 | 946,270 |
| IV. | 69 x 9.125 x 5 | 28.27 | 4,156 | 926,500 |
| | OLD TIMBER. | | | |
| | l d b | | | |
| XXIII. | 186 x 14.35 x 8.78 | 38.59 | 7,339 | 1,878,950 |
| XXII. | 162 x 15.6875 x 7.75 | 33.75 | 7,086 | 1,665,560 |
| XXV. | 144 x 15.65 x 8.2 | 33.11 | 4,613 | 949,720 |
| XXIV. | 132 x 16.2 x 7.75 | 32.8 | 6,135 | 1,201,620 |

## J. A. SAYWARD.

The business of J. A. Sayward was established in 1859 by his father, Mr. W. P. Sayward. The mill is located at Victoria, B. C., on one of the most convenient points of the inner harbor, with a view of catering to local and foreign trade. The saw mill is a two storey building, 220 x 110 feet and is shown in the accompanying illustra-

SAW MILL OF J. A. SAYWARD AT VICTORIA, B. C.

tion. The capacity is 50,000 feet in ten hours. Besides the ordinary product of rough and dressed lumber, laths and shingles are also manufactured.

Mr. Sayward owns extensive timber limits, chiefly of cedar and spruce, which were among the first located on the coast, and therefore containing some very fine timber. He operates

Mr. J. A. Sayward.

logging camps with steam and horse teams, and employs a tug for towing the logs to the mill. A portrait of Mr. Sayward is presented herewith.

## NANAIMO SAW MILL AND SASH AND DOOR FACTORY.

The Nanaimo saw mill and sash and door factory at Nanaimo, B.C., is owned and managed by Mr. Albert Haslam. The mill is a new one just completed, and is situated on Nanaimo harbor, one of the best harbors on the Pacific coast. The main mill building is 220 feet by 50 feet and two stories high. It is equipped with the most improved machinery suitable for the heavy timber of the west. The machinery consists of circular saws, both top and bottom; circular re-saw machine, gang edger, trimmers, planers, conveyers, etc., the capacity being sixty thousand feet per day. The sash and door factory is a two-storey building, 60 × 90 feet. It has a full line of sash and door machinery, as well as lathes, shaper, band saw and all other machines usually found in a well appointed factory. In connection with the mill Mr. Haslam controls over four hundred million feet of standing timber, chiefly fir and cedar. Mr. Haslam has in the past depended to a large extent upon the local market, but erected his new mill now in operation with the intention of engaging in the foreign trade.

## THE BRUNETTE SAW MILL COMPANY.

The plant of the above company is situated at Sapperton, within the corporation limits of the city of New Westminster. These mills have been in successful operation since the early seventies, and have done much to introduce British Columbia timber and lumber into the various foreign markets, where it is now in such large demand. Their principal business, however, is local and Canadian, the rapidly growing provinces of Manitoba, Assiniboia, Alberta and Saskatchewan taking a large share of their output. Ontario and Quebec are also good customers, and even the Maritime provinces find it to their advantage to purchase certain kinds of timber products from this company.

The shipping facilities of the firm are excellent. Lumber carrying vessels of the largest capacity take loads at their docks for foreign ports, and the Canadian Pacific Railway runs through their shipping yard.

Brunette Saw Mill Company—Mills at New Westminster.

The present mill was built in 1895—a fire on the 3rd of July of that year having destroyed their large new mill, in the midst of a very busy season. The capacity of the mill is 100,000 feet per day. Advantage was taken, in rebuilding, to introduce all the most modern improvements, and the mill is now, without doubt, one of the best equipped in the province. The company obtains its chief supply of logs from the islands and mainland coast lying to the east of Vancouver island. The logs are towed in rafts, or booms, of 300 M. to 1000 M. feet B. M., direct from the camps to the mill without breaking bulk. This is found to be a convenient, safe and inexpensive method of

Nanaimo Saw Mill and Sash and Door Factory.

transporting the logs, as the land-locked waters of the Strait of Georgia and the numerous inlets are safe for small craft and for towing. Deep water prevails almost everywhere in these waters, and many snug harbors are to be found for shelter and for holding logs until taken away by the towing steamers.

Three-fourths of the company's cut is Douglas fir, which is the chief wood exported. It is extensively used in Australia and China, for house and ship-building and for mining props. Douglas fir spars are now exported to all the principal ship-building countries; and for decking, this wood is meeting with a great demand. It is also much used in Canada and the United States for car building and for railroad bridges, where great strength is required. It is also rapidly taking the place of pine throughout north-western Canada for house flooring, siding, ceiling, stepping and finish.

Several million feet of white spruce are also cut by this mill yearly. This is chiefly used for box making on the premises, but the clear spruce strips and squares are much in demand for house finish, veranda posts, etc., also for wagon boxes and for oars. This wood would answer admirably for ladders, as it is light and the fibre is very tough.

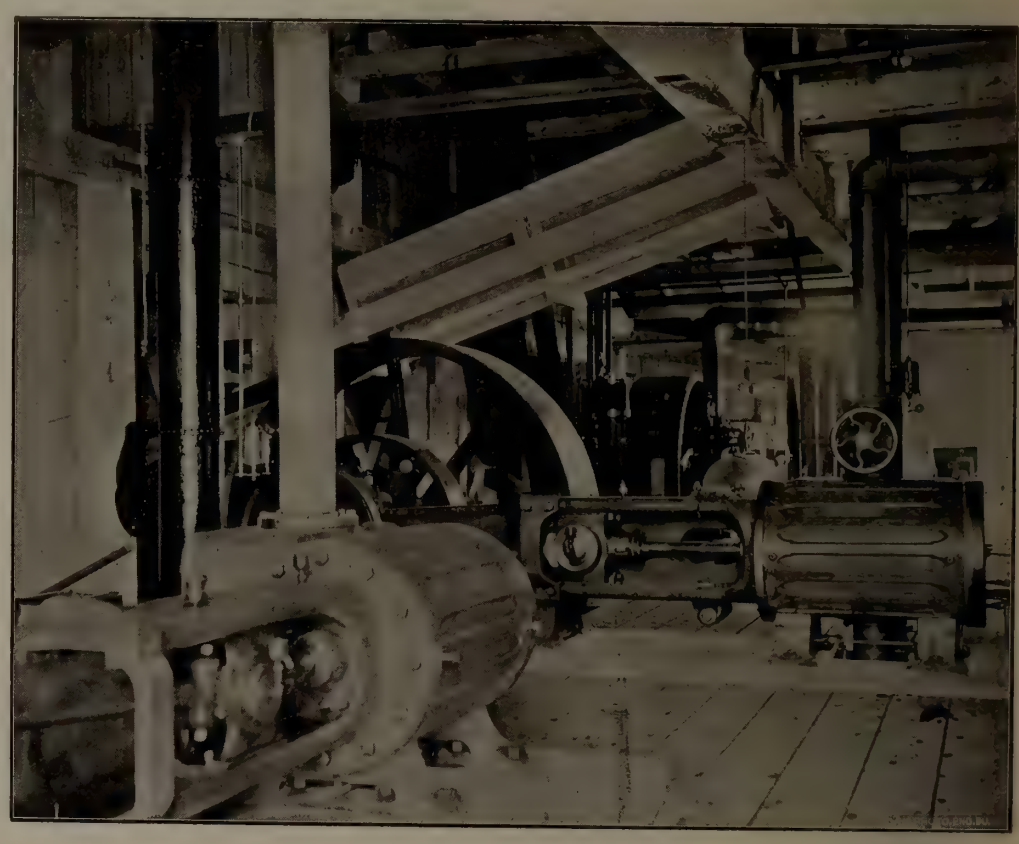
The Brunette Saw Mill Company also hold extensive limits of red cedar, and their trade in this wood is steadily increasing. British Columbia cedar has many good features; it has very little tendency to shrink or swell with the changes in the weather, does not warp, and has an astonishing capacity for resisting decay. It weighs only about 60 per cent. of fir, is easily worked, and is much used in cabinet work, doors, windows, etc. When finished in oil it is very handsome, being of a dark reddish brown. It is by far the most valuable of British Columbia woods, but the shingle mills are making such inroads upon it that the quantity of clear red cedar to be had in a few years will be limited.

Mr. Hugh McDonald, who for a number of years occupied a responsible position in the employ of Mr. J. R. Booth, of Ottawa, is president, and Mr. L. A. Lewis, whose early home was in Dresden, Ont., is general manager of the company. A view of the mill is shown on the previous page.

* * *

## BRITISH COLUMBIA MILLS, TIMBER AND TRADING COMPANY.

This corporation is the largest lumbering concern in the province of British Columbia, owning and operating the Hastings Saw Mill; the Royal City Planing Mills, Vancouver; and the Royal City Planing Mills, New Westminster. The largest of these is the Hastings Saw Mill, admirably situated on the water front of Vancouver city, and of which a view is shown herewith. At this mill the principle export business of the company is carried on, and at its wharves may be seen vessels loading for all quarters of the globe, in all of which the company has customers and business connections.



British Columbia Mills, Timber & Trading Co.—Hastings Mills.

Fig. 1.—"Hamilton Engines."

The old Hastings saw mill built originally in 1865, at which time there was no thought of the city of Vancouver, was destroyed by fire about a year ago, but on the same site has arisen the new Hastings mill, of greater capacity and fitted with more modern machinery than the old one. This has just been completed, and began operations last month. When all the machinery is in operation the mill will have a capacity of 250,000 feet of lumber per day of ten hours, and in addition to the saw mill proper there are extensive dry kilns and a large planing mill, which are busily occupied in turning out all kinds of dressed lumber which is ready dried and prepared to go into any building. The complete equipment of machinery in the mill was supplied by the William Hamilton Manufacturing Company, of Peterboro', Ontario, through their Vancouver agency, and reflects much credit on the company.

Views of some of the machines are shown herewith. Figure 1 is a view of the engine room, which contains the following engines: One pair

of 20″ x 24″ "Hamilton" saw mill engines, coupled; these engines drive all machinery in the back end of the mill, including rolls, transfers, edgers, lath mill and bolter and planers; one engine, 24″ x 30″ driving band mills, and one engine 42″ x 30″ driving large double circulars and log haul-up. All engines are fitted with shaft governors and run 600 feet piston motion, and are capable of developing 2,500 horse power.

Figure 2 shows the "Hamilton" Pacific coast band mill, of which there are three—one band

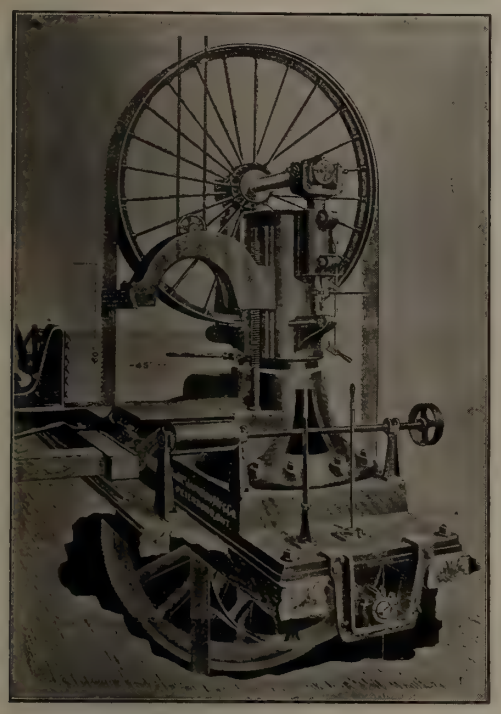


Fig. 2—"Hamilton" Pacific Coast Band Mill.

mill having 9 ft. wheels with 12″ saws; one 8 ft. wheels with 12″ saws, and one 6 ft. wheels with 8″ saws. The latter will be used for re-sawing.

Figure 3 illustrates the Pacific coast gang edger. This is a very heavy machine, capable of sawing cants 60 inches wide and 8 inches thick; it has a variable feed from zero to 500 feet per minute.

Figures 4 and 5 are illustrations of the lath bolter, giving front and back view of same. This machine is a new design, is capable of handling

Fig. 3—"Hamilton" Pacific Coast Gang Edger.

bolts 8″ thick, and is fitted with inserted tooth saws 24 inches in diameter. It is a very heavy machine, and is made extra strong for Pacific coast trade.

Sidings from the main line of the Canadian Pacific Railway traverse the mill yard, and afford the required facilities for the large trade in this style of lumber which the company has with the Northwest territories and the eastern provinces. The shipments by rail, however, are not confined to lumber of such small dimensions, as it is a common thing to see timbers being loaded on cars, the lengths of which require two and sometimes three flat cars to carry them, that is, from 70 to 90 feet, and running in sizes from 12″ to 36″ square.

The excellence of the company's product is so well recognized that orders are received from the remotest eastern points; strange as it may seem, shipments are made to points in the province of Quebec, to Halifax, and even in the face of a hostile tariff to points on the Atlantic seaboard of the United States.

The Royal City Planing Mills, Vancouver, have a sawing capacity of 75,000 feet per day, and a planing mill capacity of 50,000 feet. There is also a large and perfectly appointed sash and door factory in which, in addition to doors and windows, mouldings, mantel pieces, and all kinds of finishing wood-work for interior fittings are turned out, of the most tasteful description. This mill is entirely occupied with local and eastern orders, and also has in operation a shingle mill. The shingles are made of British Columbia cedar and find a ready market as far east as Ontario. At this mill there is also a box factory turning out boxes of all sizes and descriptions.

The Royal City Planing Mills, New Westminster, have also sawing capacity of an equal amount as the Royal City Planing Mills, Vancouver, and is busily engaged in catering to the local and eastern trade, whilst occasionally taking a share in the foreign trade of the company by loading vessels for distant destinations. In connection with the sawing and planing operations, this mill operates a large box factory, having a capacity of 4,000 boxes per day, and supplies the greater portion of the boxes used by the salmon canning industry on the Fraser river.

The company have their own timber limits, and operate their own logging camps, at several of which railways of standard gauge have been put in for the conveyance of logs to the salt water, where they are made up into booms and taken hold of by the company's own tugs and towed to the different mills. In addition to the railway plant for the transportation of the logs, the company have thirteen logging engines employed in hauling the logs to the main roads.

The number of employees is over 1100, whose wages aggregate forty-five thousand dollars ($45,000) per month.

---

Mr. F. A. McMullen, of South Maitland, N.S., purposes making improvements to his saw mill.

Messrs. H. V. Dewar, F. W. Dewar, W. M. Dewar and A. D. Herron, of St. George, N.B., and Daniel Gilmour, of Montreal, are applying for incorporation as John Dewar & Sons, Limited, for the purpose of carrying on the lumber business at St. George, N.B. The capital is $80,000.

## PACIFIC COAST LUMBER COMPANY.

The mills of the above company are located at an advantageous point on the Fraser river at New Westminster, and are designed for manufacturing red cedar lumber and shingles. The parties interested are a few Ontario lumbermen who conducted large lumbering operations for many years in the east, the president being Mr. W. J. Sheppard, who is also president of the Georgian Bay Lumber Co., of Waubaushene, Ont. The manager is Mr. J. G. Scott, of New Westminster, who is also an Ontario man.

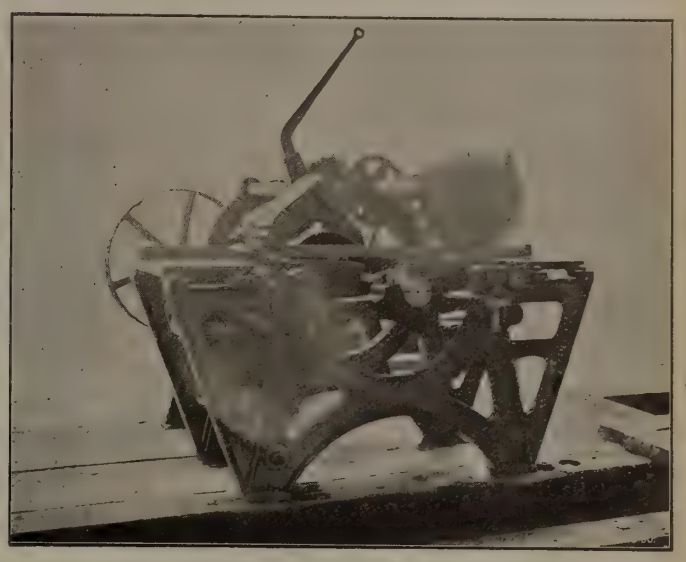


Fig. 4—"Hamilton" Lath Mill, Pacific Coast Pattern—Front View.

Up to the present this company has confined its operations to cedar lumber and shingles, and the business has seemingly outgrown its present well equipped little plant. Although operations are regularly conducted day and night, they are unable to keep pace with orders. This company has been doing a car trade, their markets being principally in Ontario, Manitoba and the Northwest territories, and report a brisk and steadily growing demand. The cedar lumber shipped is usually in manufactured form such as ceiling, siding base, casing, mouldings, door stock, etc., and in Manitoba this firm's "Best Brand" of shingles is said to sell in preference to any other make, as their reputation for evenness of quality is now so well known by the builders and farmers throughout that country. After seeing the care

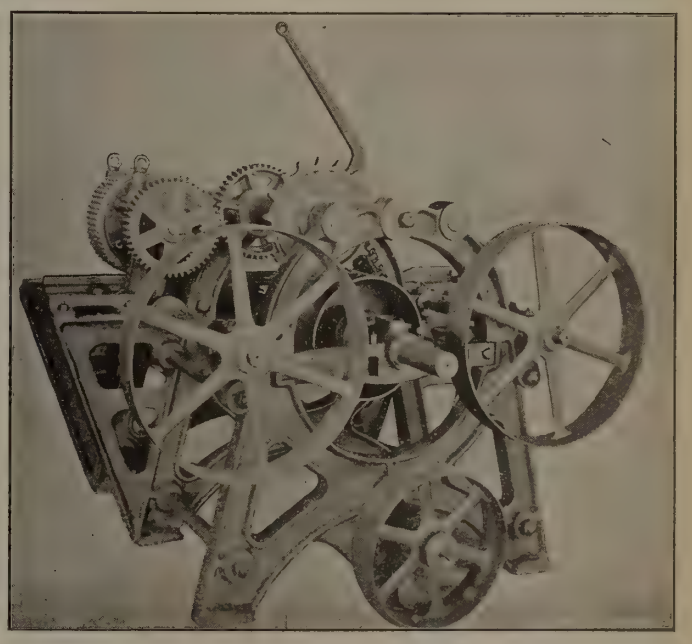


Fig. 5—"Hamilton" Lath Mill—Back View.

bestowed on making, sorting and packing, it can be easily understood that this reputation is well deserved.

Another specialty that this company makes and has the control of is "grained ceiling," the graining being done by a process somewhat similar to lithography. Very natural imitations of the various expensive hardwoods are made, the effect produced being quite equal to the wood imitated. For interior wall and ceiling finish this lumber is finding a good market.

* * *

## OTHER MILLS.

There are within the province several other important saw mills, among which might be mentioned the following: E. H. Heaps & Company, Vancouver; The Victoria Lumber & Manufacturing Company, Chemainus, operating one of the most extensive mills in the province, under the management of Mr. E. J. Palmer; Canadian Pacific Lumber Company, Port Moody; North Pacific Lumber Company, of Vancouver, with mills at Barnet; Geo. Cassidy & Company, Vancouver; Robertson & Hackett, Vancouver; W. L. Tait & Son, Vancouver; Lemon, Gonnason & Company, Victoria; James Leigh & Sons, Victoria; Moodyville Land & Sawmill Company, Vancouver; Ross-McLaren Mills on Fraser river, near New Westminster; G. O. Buchanan, Kootenay Lake; Spicer Shingle Manufacturing Company, Vancouver; Hastings Shingle Manufacturing Company, Hastings; C. P. R. Mill at Coal Creek, on Crows Nest Pass Railway; Fred. Robertson, Revelstoke; Columbia River Lumber Company, of Golden, operating several mills; Taylor Mill Company, Victoria; Burrard Inlet Red Cedar Company, Port Moody; Muirhead & Mann, Victoria; Kootenay Lumber Company, Arrow Lake.

## OBITUARY.

Messrs. Cant & Kemp, timber brokers, of Glasgow, Scotland, announce he death of their Mr. John Chas. Kemp, which took place on September 26th, at his residence, 7 Elmwood Terrace, Jordonhill.

### ARCHIBALD MCNAIR.

IN our last issue reference should have been made to the death of Mr. Archibald McNair, head of the Hastings Shingle Manufacturing Co., of Vancouver, B. C., which took place early in August. For nearly two years Mr. McNair had been suffering from a complication of ailments. He was born in Restigouche County, New Brunswick, in 1838, and was therefore in his 61st year. In his early years he travelled the seas. At 24 he was the captain of his own vessel. Later he abandoned sea life, and bought a flour-mill in Bonaventure, Quebec, where he settled down. Here Mr. McNair also built and operated a sawmill. Subsequently he disposed of both properties, and returned to his native province of New Brunswick. At Nash's Creek he again engaged in the manufacture of lumber. In 1891, with his family, he removed to Vancouver. Since then and up to the time of his death, he had been known and respected as the enterprising owner of the shingle mill at Hastings. His widow, one son and three daughters survive him.

### HENRY BULMER, JR.

EARLY in September a despatch was received in Montreal announcing the death at Fort Selkirk, in the Yukon district, of Mr. Henry Bulmer, jr. Mr. Bulmer, it will be remembered, left Montreal in the spring of 1898 for the Yukon, having accepted the posttion of manager for the Canadian Yukon Lumber Company. The climate there apparently agreed with him, but in April last he was stricken down with an attack of peritonitis. In July a recurrence of the disease set in, to which he succumbed on August 9th. The late Mr. Bulmer was the eldest son of Mr. Henry Bulmer, sr., of Montreal. For a number of years he was engaged as a lumber merchant in that city, where he was a general favorite for his many sterling qualities. He was a member of the Victoria Rifles and afterwards an officer of the Prince of Wales Rifles, in which he served during the Fenian Raid.

### HON. E. J. PRICE.

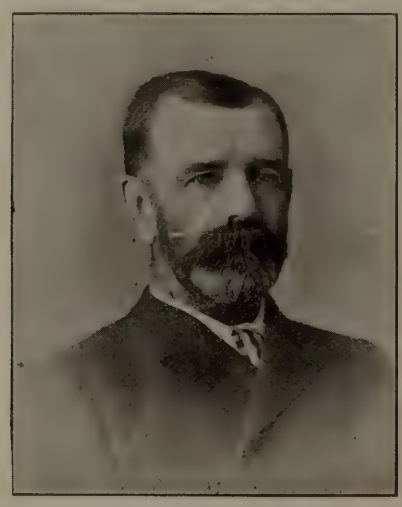
AT Wolfsfield, Quebec city, on August 31st, there died Hon. E. J. Price, Senator for Laurentides division, and head of the extensive lumber firm of Price Bros. & Co. Although deceasad had been in poor health for some time, the intelligence of his death came with much surprise.

It may be said of the late Mr. Price that he was the lumber king of the province of Quebec. He was the fifth son of the late W. Price, who was sent out to Canada about the year 1810 on behalf of the Admiralty contractor, owing to the closing of the Baltic ports against Great Britain by Napoleon I, and erected the first saw mills at Chicoutimi and Tadoussac. After having completed the mission with which he had been entrusted, Mr. Price started in business at Quebec as a timber merchant, under the style of W. Price and Co. On the death of Mr. W. Price, the business was altered to Price, Bros. and Co., under which title it has been known ever since, the partners being the Hon. David Price, son of Mr. William Price, and his brother, the subject of this sketch. Since the death of the former, about fifteen years ago, the Hon. E. J. Price has been sole proprietor. The firm of Price Bros. & Co. are the largest spruce manufacturers in Canada, they having more than a dozen mills in the Saguenay valley and other parts of the province of Quebec. They are also large holders of timber limits in the Saguenay district. For many years Mr. Price had sole control of this enormous business, which has been largely developed by him. Each of the various mills was treated as a separate business, each being under the control of a manager who was responsible to Mr. Price. In addition Mr. Price was largely interested in a factory in Quebec for the manufacture of boxes, shooks, etc. The bulk of the goods manufactured by the firm of Price Bros. & Co. were marketed in Great Britain, although a considerable quantity was shipped each year to South America, the United States, the West Indies, and Australia.

Mr. Price had been in the habit of spending about six months of each year in Great Britain, his agents there being Messrs. Price & Pierce. He was a Senator of the Dominion government, was unmarried, and will be succeeded in business by his nephew, Mr. Wm. Price. He left a valuable estate.

### JAMES TENNANT.

ONE of the best known lumber merchants in Ontario passed away on September 20th, in the person of Mr. James Tennant, head of the lumber firm of James



THE LATE JAMES TENNANT.

Tennant & Co., Toronto, death being due to typhoid fever. Deceased had spent nearly all his life in the lumber business. Born in Princeton, near Paris, Ont., in 1843, he at an early age started farming for himself on the old family homestead. At the age of 27 years he engaged in the lumber business with Sandford, Yale & Co., at Angus, Simcoe County, and remained with that firm for a number of years. Removing to Toronto he became associated with the then well-known firm of Christie, Kerr & Co., being with them for ten years as buyer. In that capacity he became known to almost every saw-mill owner in the province. Upon the failure of the firm of Christie, Kerr & Co., the business was taken over by deceased and his brother Walter, and conducted successfully for some years. Three years ago Walter Tennant died, since which time the business has been conducted entirely by the late James Tennant. The offices in Toronto are located at the foot of Bathurst street. In politics Mr. Tennant was a staunch Liberal, although never taking any active interest in municipal or provincial elections. He was an adherent of the Presbyterian church. In 1868 he married Miss Giles, daughter of the well-known real estate man of Rosedale. Four children survive him.

## "WANTED AND FOR SALE."

Persons having for sale or wishing to purchase a particular lot of lumber, a mill property, timber limits, second hand machinery, etc., in fact, anything pertaining to lumbering operations, will find a buyer or seller, as the case may be, by placing an advertisement in the "Wanted and For Sale Department" of the CANADA LUMBERMAN Weekly Edition. Testimonials to the value of this department by those who have given it a trial state that the results of advertisements were frequently better than anticipated. The cost is comparatively small. Mill owners might, with profit to themselves, make use of this method of advertising their stock to a still greater extent.

"I predict that in ten years' time there will be more people in the Dominion west of the Great Lakes than in the east, and that Winnipeg will contain a population of 100,000 before five years will have passed away." These are the remarks of Mr. J. A. McRae, railway contractor, of Niagara Falls, Ont., who is interested in the Rat Portage Lumber Co. This company, he says, has doubled its output within the past five years, the lumber going exclusively to Manitoba and the North-West. The lumber produced this year by the Rat Portage Lumber Co. and the Keewatin Lumber Co. will reach seventy million feet, the average price of which is about $15 per thousand. Answering a question as to the life of the log supply, Mr. McRae replied that there were logs enough in the Rainy River district to meet the demands of the several mills during the next twenty years. He had just returned from a visit as far west as Winnipeg and Brandon, and stated that he believed the total grain crop of the North-West would come close to 60,000,000 bushels.

* * *

I was privileged to meet in Toronto last month Mr. James Richardson, representing Messrs. Wm. Mallinson & Co., timber importers, of London, England. Mr. Richardson is one of the two partners in this well-known firm, and has visited the American continent periodically during the past eight years for the purpose of buying lumber. In his capacity as buyer, he has also visited nearly all the wood exporting countries in the world, and recently spent several months in India. It was no surprise, therefore, to find him thoroughly posted on trade matters and a most entertaining conversationalist. I learned that his firm import all kinds of timber, selling to builders, railway contractors, ship builders, etc. So far as Canada is concerned, they have confined their purchases chiefly to hardwood, buying in carload lots. They have purchased a considerable quantity of Canadian birch and elm, and while here it was Mr. Richardson's intention to arrange for some shipments of ash. Speaking of hardwoods, Mr. Richardson remarked that they found it possible to obtain Austrian oak at a low price, for the reason that the manufacturers in that country possessed facilities for utilizing every particle of timber. In this way they are enabled to sell their lumber at a moderate cost. This, in his opinion, was the great necessity of the lumber trade of Canada. When prices in Canada reach a certain figure, it becomes impossible to compete in Great Britain with woods from other countries. In this respect Great Britain is peculiarly situated, having the entire continent as well as America from which to draw her supplies. Spruce, for instance, competes with whitewood, and prices can only go so high. Unfortunately, Mr. Richardson says, the quality of American pine is deteriorating. Asked as to the reliability of auction sale prices, Mr. Richardson stated that in the case of mahogany, the greater bulk was sold in that manner, and therefore it was these prices which governed the market; not so with spruce and pine, as stocks offered for sale at auction were usually of a quality too inferior to be included in the regular contract of the manufacturer, or were under-sizes. It is Mr. Richardson's opinion that Canada can secure a larger share of the wood trade of Great Britain, and that she can hold it if her manufacturers fulfill their contracts to the letter, which is something greatly prized by importers.

CABLE ADDRESS :
"BARNET."

CODES USED :
A1, A.B.C., WATKINS·
LUMBERMAN'S STANDARD.

# The North Pacific Lumber Co.
Limited

EXCLUSIVELY . . . .
BAND SAWN
KILN DRIED
WELL DRESSED
**Lumber and Timber**

OUR SPECIALTIES.

FIR . . . . . —
CEDAR ROUGH AND DRESSED
SPRUCE —

**LUMBER AND TIMBER**
In all Sizes and Quantities.

**TIMBER PLANERS**
FACE UP TO
24 × 30

DRY KILNS
. . OF LARGE CAPACITY

Mills on Burrard Inlet and Canadian Pacific Railway

## BARNET, B. C.

*CAR SILLS, DECKING and SIDING, SHIP DECKING, FLOORING, SIDING, BASE, WAINSCOTING, BOX SHOOKS, DOOR, SASH. BLIND and MOULDING STOCK Cut to Sizes, SHINGLES, LATH and PICKETS.*

SUPPLEMENT

CEDAR COVE MILLS, POWELL ST.
VANCOUVER.

RUSKIN MILL, RUSKIN
FRASER RIVER.

# E. H. HEAPS & CO.

MANUFACTURERS OF . . . .

**Lumber**
**Shingles**
**Mouldings**
**Lath**
**Doors**

And All Descriptions of . . . .
**Inside and Outside Finish**

Office : 506 Cordova Street
Telephone 441.
Mill Telephone 292.

VANCOUVER, B. C.

WE MAKE A SPECIALTY OF CEDAR LUMBER, MOULDINGS, FINISH, ETC.

# THE NEWS.

CANADA.

—Mr. J. D. Shier, of Bracebridge, Ont., has just put in a new log carriage.

—A new shingle mill has been started at Fort William, Ont., by Mr. S. Stevens.

—Mr. F. H. Hale is about to erect a saw mill at Plaster Rock, near Andover, N.B.

—Mr. Ewan Dingwall has made extensive improvements to his saw mill at Williamstown, Ont.

—Messrs. Gillespie & Grier have purchased the planing mill of Argue & Son, at Parry Sound, Ont.

—The match factory of Mr. Dubord at Beauport, Que., was partially destroyed by fire last month.

—The factory of the Ontario Box Co., Hamilton, Ont., which was burned recently, is being rebuilt.

—Mr. Jacob Bingay, of Yarmouth, N.S., is offering for sale his sawmill and timber lands at Hill Grove.

—A new rotary saw mill is being erected at South Maitland, Ont., by L. R. Rettie & Co., of Truro.

—A new saw mill is about to be put in operation at Meech's Lake, Ont., by Messrs. Donnelly & Drum.

—The Canadian Pacific Lumber Co., of Port Moody, B.C., has opened a lumber yard at Vancouver, B.C.

—It is rumored that Reid Bros., of Hepworth, Ont., will probably erect a large saw mill at Southampton.

—An electric light plant has been installed in the saw mill of McLaurin & McLaren, at East Templeton, Que.

—It is stated that Mr. C. McGibbon, of Penetanguishene, Ont., purposes putting a band saw in his mill this winter.

—The saw and planing mill of W. C. Edwards and Co., at Ottawa Ont. was recently damaged by fire to the extent of $7,000.

—Mr. W. Maddock, of Huntsville, Ont., shipped another car load of broom handles to Glasgow, Scotland, a fortnight ago.

—The contract for show cases for the Dominion exhibit at the Paris Exposition has been given to Messrs. W. C. Edwards & Co., of Ottawa.

—The Turner & Fisher Lumber Company have opened an office at Trout Creek, Ont., in order to facilitate the transactions of their business.

—Mr. A. E. Young is building a sash and door factory at Columbia, B. C. He will also manufacture all kinds of mouldings and furnishings.

—Mr. E. Spraggett has built a new sawmill on the main Kettle river, half a mile from Grand Forks, B.C. The capacity is 30,000 feet per day.

—The Chemanius Lumber and Manufacturing Co. have given a free site and the necessary lumber for a general hospital to be built at Chemanius, B.C.

—The North Pacific Lumber Co., of Vancouver, B.C., have purchased a 24 × 30 timber sizer of the Berlin make, said to be the largest machine ever made.

—The exhibits for the Paris Exposition must be in Montreal by November 2nd, in order to be shipped by the Dominion government steamer Stanley.

—Mr. S. Rogers, of Cedarville, Ont., is offering for sale his saw, shingle and chopping mill at that place, together with about 300 acres of timber land.

—Messrs. J. L. Reaume & Co., of Essex, Ont. are manufacturing staves from sycamore. They have added considerably to their holdings of timber lands.

—The Ottawa Saw Works Company have made a proposition to the City Council of Hull, Que., to remove to that city and erect a factory to cost about $30,000.

—In common with all other articles of manufacture, axes have advanced considerably of late. It is said that axes that formerly sold at $4.75 are now quoted at $6 per dozen.

—It is reported that Mr. John A. Christie, formerly manager of the Assiniboine Lumber Co., at Brandon, Man., will remove to Skagway, where he has purchased a saw mill.

—The sawmill of E. G. Thomson & Co., near Cascade, B. C., has been purchased by Mr. D. Bailey, of Columbia. Mr. Bailey has removed the mill to Gilpin's ranch, on Kettle river.

—The Department of Interior at Ottawa invites tenders up to October 9th for a license to cut timber on a berth of 39 square miles on Lobstick Creek, in the district of Alberta, N.W.T.

—The Canadian Office and School Furniture Co., of Preston, Ont., are about to engage in the Australian trade, having arranged with a large wholesale dealer at Brisbane to handle their goods.

—The Parry Sound Lumber Co. are overhauling their saw mill at Parry Sound, Ont., and purpose operating it next year. New tramways will be built. This season their shingle mill only was operated.

—Messrs. John Harrison & Son, of Owen Sound, Ont., are just completing a large extension to their planing mill. Mr. J. S. Findlay, of same place, announces his intention to increase the capacity of his mill.

—Mr. O. Kitely, formerly with the Puget Mill Co. at Port Gamble, Wash. has succeeded to position of superintendent of the Hastings mill at Vancouver. This position was formerly held by Mr. W. D. Mearne.

—Messrs. H. A. Wilder & Co., of Montreal, are interested in securing a site in the eastern townships of Quebec on which to build a large furniture factory. It is necessary that there should be a good supply of hardwood timber.

—The North Pacific Lumber Co., of which Mr. J. M. Portras, formerly of Ottawa, is manager, expect to have their mill at Barnett in operation this month, after having been idle for a few years. It will cut 100,000 feet per day.

—The statement is made that the Capital Box Co., of Tacoma, Wash., will erect a box factory at New Westminster, B.C., costing about $40,000 and employing 75 hands. This company have lately been shipping a considerable quantity of their goods into British Columbia.

—A barque has loaded box shooks at St. John, N.B. for Glasgow. This is the first full cargo of shooks ever sent from that port, it being supplied by Donald Fraser & Sons, of Fredericton. This firm have just completed a new mill at Lake Temiscouata, near the headwaters of the St. John.

—A lumber camp near Chatham, N.B., owned by Hon. J. B. Snowball, was burned recently. It contained peavies and other lumbering tools, besides a large quantity of camp supplies. There were six buildings in the group, all but the one, containing the sleds and rigging, having been burned.

—A number of lumbermen, including Messrs. James Playfair, Geo. Chew, and D. L. White, jr., and W. J. Shepard, W. H. F. Russell, and W. J. Lovering, of the township of Tay, are seeking incorporation as the Midland Power Co., Midland, Ont., for the purpose of supplying light, heat and power.

—The mill of the Digby Manufacturing Co. at Digby, N.S. which was burned last month, contained a rotary, a complete equipment of planing and moulding machinery, and a printing press for stamping wood. Although the loss is only partially covered by insurance, it is understood to be Mr. Wood's intention to rebuild.

—On the evening of September 17th burglars entered the office of McArthur & Son, lumber merchants, South Lancaster, Ont., blew open the safe and secured promissory notes to the amount of $15,000. As yet no clue as to the parties has been obtained, but the firm are offering a reward for the return of the stolen notes.

—Mr. Thomas Southworth, chief of the Forestry Department of Ontario, draws attention to the increasing use of wood for street paving purposes in England. He does not see any reason why some of the coarser varieties of Ontario woods cannot be used in connection with street paving. For example, the jack pine of Ontario, he thinks, is far superior to the Baltic or Norway timber, being a heavier, stronger and denser wood. Mr. Southworth is of opinion that it would be an excellent thing to test the durability of jack pine as street paving material by laying a quantity of it on some Toronto thoroughfare as an experiment.

—The E. B. Eddy Co., of Hull, Que., are building new kilns for the drying of lumber used in the manufacture of tubs, pails, matches, etc. The wood will be treated by hot air driven through the kilns through flames and supplied by a system of steam fans. The arrangement will be such that the hottest air will act on the wood containing the most moisture. When the wood is partly seasoned it will be placed higher up in the kiln where the remaining moisture will be driven out, while the fibre and color of the wood under treatment will not be affected. The kilns will be of two styles, vertical and horizontal, and will cost in the neighborhood of $15,000.

—The employees of McLachlan Bros., sawmillers, Arnprior, Ont., were given a free excursion to the Ottawa Fair, the firm providing them with free transportation, street car tickets and admission to the Fair grounds. The employees and their families numbered 1,275, and were carried by sixteen coaches. The outing was given on account of the success which McLachlan Bros. have met with in their operations and as an acknowledgement of the part played by the employees, who fully appreciated the kindness. McLachlan Bros. operate four mills, two steam and two water power. Their annual cut is about 15,000,000 feet and the yards cover an area of 200 acres.

FOREIGN.

The United States Department of Agriculture is preparing for the Paris Exposition a history of forestry in that country, including an account of the efforts of private land owners to apply the principle of forestry. The work is in charge of M. Gifford Pinchot.

—An effort is being made to organize a company for establishing a modern sawmill on the American plan at Wahu, China. It is said that Li Hung Chang has signified his willingness to take stock to the extent of $2,000. In the Celestial empire there are no up-to-date sawmills.

—The Swan-Donogh Lumber Co., of North Tonawanda, N.Y., have recently acquired the planing mill and box factory of Calkins & Co., and are using it in connection with their lumber business. The purchase includes one of the largest planing mills in the Tonawandas, a box factory and the real estate on which both are located, a dry kiln, four shaving presses, lime kiln with stock, 225 trucks, about 2,000,000 feet of lumber, yards and docks, two lighters, two lumber sheds and two offices. The planing mill is splendidly equipped, and Canadian dealers shipping lumber across the line to be dressed at the border may find it to their advantage to avail themselves of the facilities possessed by the Swan-Donogh Company for handling this trade.

—During the fiscal year ending June 30, the United States exported the following timber products, compared with year preceding: Sawn timber, 416,448,000 feet, against 338,575,000; hewn timber, 4,796,658 cubic feet, against 5,489,714; logs and other timber, in value, $3,262,589, against $3,189,820; boards, deals and plank, 973,064,000 feet, against 790,659,000; joists and scantling, 34,394,000 feet, against 35,610,000; shingles, 73,734,000, against 50,524,000; staves, 44,325,545, against 54,142,759; all other lumber, in value, $3,081,295, against $3,256,880. The total value of the exports of wood and manufactures thereof for the year amounted to $41,679,416, against $37,513,252 in 1896 and $39,624,800 in 1897. The total exports of lumber for the year from the United States was, in round numbers, $1,904,391,000 feet.

## CASUALTIES.

—F. Gagnon, a lad of fifteen years, was killed in Gilmour & Hughson's mill at Hull by being caught in the shafting.

—F. Capp, of Ottawa, while working in the woods on Black River, for W. C. Edwards & Co., had his left leg broken by a falling tree.

—Wm. McCollum, a well-known logger, was crushed to death by a log while getting out timber at Dower Point, B.C., for Tait's mill at Vancouver.

—Harry Dooley, a mill hand at J. R. Booth's mill at Ottawa, was caught between two rolls and drawn in front of a large circular saw, being mangled in such a manner that he died shortly afterwards.

—While loading cars at McLaurin & McLaren's mill at East Templeton, Que., Joseph Bertrand was crushed between one of the cars and a pile of lumber which fell against him. His nose, collar bone and jaw bone were broken and other injuries sustained.

—Angus McDonald was employed at the slab saw in J. D. Carew's saw mill at Lindsay. Accidentally he fell against the saw, which cut almost half way through the left leg below the knee. As he endeavored to regain his footing the saw caught his left hip and sheared off a large portion of his leg. McDonald will recover.

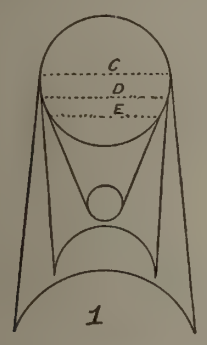
—As a three inch deal was being edged in Gillies Bros' saw mill at Braeside, Ont., it stuck in the saw. An employee, Chas. Reid, endeavoured to overcome the difficulty by moving the adjustable saw, but just as this was done a piece of edging flew back and struck him over the heart, resulting in his death in a few minutes.

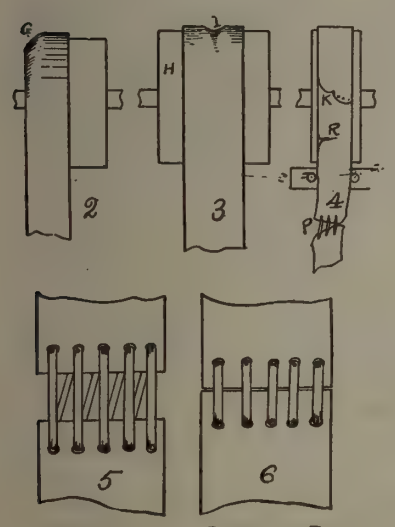
## LUBRICATION OF LEATHER BELTS.

The consumption of oils and greases for the lubrication of leather belts is much larger than many suppose. There are, of course, a number of special belting compounds which are used for the dressing of leather belts; but most of the manufacturing plants and power consumers adhere to the old way of caring for the belts, which consists in cleaning them at intervals with grease and oil, tallow or the like, then allowing the belts to stand until the lubricants have been absorbed. Belts which are run in dye houses, bleacheries, steam laundries and places where the air is moist do not get dry enough to require lubrication. But belting in wood working, metal working, shoe manufacturing, flour and similar establishments is more or less subjected to the dry, dust-laden atmosphere of the rooms, and in time becomes harsh, dry and stiff.

A little oil, grease or similar substance may be used to advantage in restoring the pliability of the leather. The trouble is that some men use too much of the lubricant. If the oil or grease is flowed all over belt and is not given time to impregnate the fibre, the belt will lose its grip on the pulley, and quickly run off. If, however, the softening stuffs are uniformly and lightly applied and given time to saturate the leather, the fiber will gradually assume a softer and more pliable condition, which will improve the driving qualities of the belt and avoid slipping.

But it is not always lack of a lubricant that causes a belt to slip and run to one side. If a belt is so arranged




Lubrication of Leather Belts.

as to take in but a portion of the pulley, like C, Fig. 1, then much of the arc of contact is lost and the belt will slip with a load, even if the leather is properly lubricated. If the arc of contact is increased to that of D, a fuller grip is obtained of the contacting surfaces, and the belt will not be so likely to slip if it is properly limbered up with the right lubricants. If the arc of contact is brought to F, the bite is still more increased, and the danger of slipping averted, other conditions being right.

The most effectively lubricated leather belts will run to one side if the wheels are incorrectly set. This is illustrated in Fig. 2, in which a sample is given for the condition in which the writer finds very many pulleys. For some reason the local machinists are quick to decide that the belt itself, the lubricants, or anything but the pulley itself, is wrong. The tendency for a belt is to run to the high side of a pulley, except in case where the belt pulls down on the pulley, as in Fig. 2, when the belt rides the lowest edge at G. There is but one remedy, and that is to line up the shafting on which the pulley runs. Then the belt will take the centre of the wheel.

In Fig. 3 is a common case. A tight and loose pulley run together, and the belt shifter is adjusted so that but a fraction of the belt runs on the tight pulley. The result is that the belt constantly slips. Lubrication will not help it. Procure a monkey wrench and set over the belt shifter so that the full width of the belt will run on the tight pulley, and the difficulty will be overcome. Or if the tight and loose pulleys are set so as to permit a space to exist between, the belt will sink down as at I, and, of course, produce slippage.

If the tendency is for the belt to take a side of the wheel, Fig. 4, out of line with the guide pins J of the shifter, much trouble will result. The strain coming on that side of the belt, the edge will be broken as at R and K, and probably the joint opened as at P. The remedy again is to level up the shaft and pulley.

Again, it may happen that a correctly adjusted belt and freely lubricated one slips at certain points. Then examine the splices. If the jointing of the belt is open, like that in Fig. 5, it may be seen that the slipping occurs here when the lace leather is riding the wheels. The only remedy is to draw up the lacings and close the butts of the belt, as in Fig. 6.—American Miller.

## QUESTIONS ON STEAM ENGINE OPERATION.

A writer in Modern Machinery asks the following questions: 1. How shall I proceed in order to equalize the load on the two pistons of my compound engine, 16 and 30 inches in diameter respectively? At present the high pressure piston does much more work than the low pressure and I wish to remedy the evil. 2. What is meant by re-evaporation in the cylinder of a steam engine? 3. Is it a source of gain or loss in economy? 4. How can it be prevented? The answers given are as follows: 1. If you have an adjustable cut-off on your low pressure valve gear, shorten up the point of cut-off. This will increase the back pressure on the high-pressure piston, and raise the initial pressure on the low pressure, thus giving more expansion and a better distribution of the steam. If you have no cut-off on the low pressure valve-gear, or if it is not adjustable and you cannot have it made so, lower your boiler pressure and carefully note the effect. This will raise the terminal pressure in the high pressure cylinder, and send more steam to the low pressure? 2. There is always more or less water in the cylinder when running, either from a boiler that furnishes wet steam, from a steam pipe that is not well protected, or on account of initial condensation. After the cut-off has taken place the pressure falls rapidly, and if it is very low near the end of the stroke it so reduces the boiling point that the heat in the walls of the cylinder causes it to evaporate into steam again, but too late to be of any service? 3. It is a source of loss, because it takes heat from the cylinder without producing steam in time to be of value. The result is that when another charge is admitted, some of it is condensed, and this loss frequently is heavy, although often unsuspected by engineers. 4. Measures should be taken to furnish the cylinder with dry steam, it should be well lagged to prevent condensation, and as the pressure cannot fall too low unless the load is light and the cut-off short accordingly, the boiler pressure should be reduced until the terminal pressure is raised. If this is not practical on account of the necessity of maintaining a high pressure for other purposes, a reducing valve may be placed in the steam pipe. These changes will also increase the economy by reducing the loss from other sources.

## ENGINEERING NOTES.

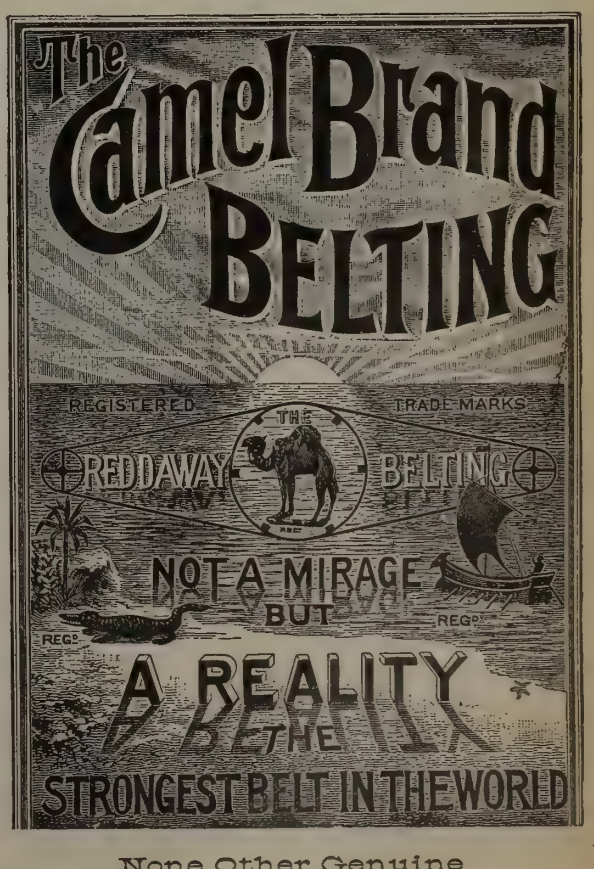
Water Hammer.—If steam be admitted at the top of a vessel partially filled with cold water, condensation will take place until the surface is somewhat heated, and this, in connection with a cloud which forms above the surface, will retard rapid condensation, so that in due time the full steam pressure can be maintained above water cold at the bottom. This phenomenon is not an infrequent occurrence in boilers in which the circulation is defective. It is therefore perfectly safe to heat up any vessels containing cold water, if the steam can be admitted from the top upon the surface of the water and so maintained.

Oil Testing.—A home-made oil tester for a shop consists of a shaft and balls with a shell between. The whole rests in half bearings, around which is put an iron strap, the tension being regulated by a set-bolt. The balls run in grooves. To test, apply the oil, run the shaft and if the bearing gives signs, upon cooling, that the lubricating oil is gumming, it is an indication that resins of similar body-giving substance have been used. Resin oil, if properly distilled, does not produce this clogging. These bearings form pretty good oil testers, and then are sometimes found where they will generate heat with one oil and not with another. Such a bearing will determine the special merits of a machine oil.

The temperature of water in a boiler is the same as the temperature of the steam. Water cannot be heated higher than 212 degrees in the open air because it evaporates at that point; but in a closed vessel such as a boiler where there is pressure this tends to retard the boiling and the temperature of the water is always the same as that of steam.

Belting.—The ultimate strength of ordinary bark-tanned single leather belting varies from 3000 to 5000 pounds per square inch of cross section. The thickness of single belting varies from 3/16 inch to 5/16 inch, and from 3/8 to 5/8 inch for double belting, and by taking the mean thickness we get the breaking stresses from 750 to 1250 pounds per inch of width for single belts and 1500 to 2500 pounds for double belts. The safe working tension should never exceed one-fifth of the strength of the joint, which is about one-third the above values. From this we find that by taking 1/5 of 1/3 of the breaking stress, or 1/15, the working tensions are, for single belting, 50 to 80 pounds, and for double belting, 100 to 160 pounds. Belts will run with the minimum of attention for many years, if the tensions do not exceed 50 pounds for single and 80 pounds for double belts per inch of width.—From "Smokeless Heat," by General Engineering Company.

When cold water comes in contact with hot plates, it cools them very rapidly and unevenly, the result being that the cooled part of the plate shrinks much faster than the rest, and this either cracks the plate or weakens it so much as to make it unsafe. The boiler may or may not explode, depending on the amount of injury done to the plate, and the steam pressure. A boiler explodes for the reason that some part is too weak for the pressure. The weakness may be due to a variety of causes, such as poor material, design, or workmanship, or to injury while in use. There is probably no case in which an explosion is due to gases generated in the boiler, although that theory is held by some. If the inside of the boiler is coated with scale, so as to prevent the heat from passing readily to the water, the plates may be cooler than the water if they are exposed to the air, or hotter if exposed to the fire; otherwise there will be very little difference in the temperatures.




None Other Genuine
W. A. Fleming & Co. 57 St. Francois-Xavier Street MONTREAL
.. SOLE AGENTS ..

# WOOD PULP DEPARTMENT

## PULP MANUFACTURE IN BRITISH COLUMBIA.

It is a subject of wonder that no pulp mill has as yet been established in British Columbia. In that province there is to be found an abundant supply of spruce timber, somewhat similar to the spruce of eastern Canada which has become so widely known for its excellent pulp-producing qualities. While no pulp has been mannfactured in British Columbia, shipments of this material have been made to Japan from Sault Ste. Marie, Ont., via Vancouver and other Pacific coast ports, and it is believed that a large trade will eventually be opened up with Japan, China and Australia. We are pleased to learn that an English syndicate is now considering the development of this trade, and that it is possible that calcium carbide will also be manufactured. The field seems to be a promising one.

## WOODS FOR PULP MAKING.

With the expansion of the pulp industry, experiments are being made with a view to finding suitable woods other than spruce for pulp making. While we do not anticipate that spruce will be superseded by any other wood, the fact cannot be overlooked that the steps taken towards finding other suitable woods have met with some degree of success.

Much attention has been paid to cottonwood, which is now used quite extensively for pulp making in Missouri, Arkansas, Tennessee and other parts of the United States. It is said that cottonwood is even better adapted for the manufacture of pulp for making the higher grades of paper than is spruce.

Hemlock is steadily coming to the front as a pulp wood. The Central Paper Co. are about to establish a pulp mill at Muskegon, Mich., the raw material for which will be hemlock slabs and edgings exclusively. This will be the first exclusive hemlock pulp mill in the United States. The raw material will be gathered up at the hemlock mills in the Muskegon district and brought by rail to that point, where a special patented process will be used for converting the wood into pulp. Other mills in Michigan and Wisconsin use hemlock as part of the raw material, one at Menominee using about 16,000 cords annually.

In connection with yellow pine, some experiments of much interest have taken place. A method is said to have been discovered by which the pitch can be extracted from long-leaf yellow pine so that the almost inexhaustible supply of that timber may be turned to the paper makers' use. A practical test of the method has been made, and a mill is being erected at Pensacola, Florida.

Perhaps the most important discovery has been that flax straw may be used for pulp making purposes, the product thus manufactured being superior, it is said, to that made from the best pulp woods. According to report, the Lloyds, of London, Eng., purpose establishing a mill at Niagara Falls, N.Y., with the intention of using flax straw as the raw material.

B. Mooney & Sons, of St. John, N.B., have taken the contract of building the new pulp mill of the Cushing Sulphite Fibre Co., near that city. The contract for boilers has been awarded to James Fleming & Son, of St. John. Work on the building has been commenced, and it is hoped to have the plant in operation by next spring.

It is rumored that Mr. Haggin, of New York, and his associates, have inspected water powers on the Great Northern Railway in Quebec, and that it is the intention to form a company for the manufacture of pulp and calcium carbide on an extensive sale. It is further stated that Mr. Haggin has lately sold large copper mines in the west for a considerable sum.

## HISTORY OF PULP AND PAPER MAKING.

Though paper made from vegetable products was in use many centuries before the Christian era; it is barely a hundred years since an adequate machine for making paper on an extensive scale was devised. The name of the inventor is forgotten; and though his ingenious device has been exploited, and his earliest machine altered and improved by daring plagiarists, there are comparatively few to whom the name of Louis Robert is familiar. Yet it was he who laid the foundation of an industry that has now swelled to gigantic proportions, and has contributed largely to the civilization of the world.

Louis Robert was a young clerk engaged in Francois Didot's paper-mill in Paris, France. Though not a trained mechanic, his tastes lay in the direction of mechanical contrivances, and he was struck by the circumstance that, while improvements in machinery were being introduced in nearly every other industry, paper-making was being conducted on the antiquated lines that had been followed for centuries. The process was tedious and uncertain, for if the workman who took the pulp from the vat on to the mould had not a steady hand, the paper was sure to be of unequal thickness. Robert's first purpose was to abolish the human moulder, and to substitute an adjustable machine which could be easily regulated. Having drawn out the plans of his proposed machine, he consulted with Didot, and ultimately the working out of Robert's idea was committed to the charge of the famous machinist, Foudrinier, by whom the first paper machine of this kind was constructed. In 1798 Didot had one of these machines working in his paper-mill. The unsettled state of France at that time prevented the development of industry; and in an evil moment Robert was induced to join with Foudrinier in a project for introducing the new machine into England. Ground was acquired in Hertfordshire, and in 1804 an extensive paper-mill was built there. This venture proved a complete failure, terminating in bankruptcy. Fordrinier returned to France, where he devoted himself to making paper machines for German and English manufacturers. The fate of Robert has not been recorded. It is certain that he never received the fortune to which he was entitled for his invention.

The principal changes in the making of paper have had reference to the adoption of substances for the manufacture of pulp, rather than to the manipulation of the pulp after it was formed. And here it may be mentioned as a curious fact that the modern idea of using wood for pulp-making is merely a revival of the oldest method of making paper known in history. It is stated that twenty-five centuries ago the Chinese used vegetable pulp for making paper, taking the down of the cotton plant as the chief ingredient. A similar method was followed in Japan, and seems to have made its way into India and Persia at a very early date. It has been proved beyond dispute that some of the ancient Egyptian

J. D. SHIER
MANUFACTURER OF
Lumber, Lath & Shingles
BRACEBRIDGE, ONT.

TELEPHONES
Send for our Illustrated Catalogue and Price List of
"UNIQUE" TELEPHONES
For Main Line and Warehouse Use.
Only Telephone made that does not get out of adjustment. Satisfaction guaranteed. Sold outright at low prices. No exorbitant royalties.
SOLE MANUFACTURERS
JOHN STARR, SON & CO., LIMITED
P. O. Box 448, HALIFAX, N. S.

GEO. T. HOUSTON & CO. CHICAGO, ILLS.
HOUSTON BROS. CAIRO, ILLS.
HOUSTON BROS. BIGBEE, MISS.
HOUSTON BROS. COLUMBUS, MISS.
EXTRAORDINARY
We are cleaning up numerous yards in connection with our Mills in the South, to make room for next year's new cut.
Stock consists of all grades and thicknesses Hardwood Lumber, Yellow Pine and Cypress, including a big surplus of No. 1 and No. 2 Common Yellow Pine, Select and Common Cypress. All of the above a year and over dry.
If you are in the market for any kind of Hardwood Lumber, Yellow Pine or Cypress, or expect to be in the future, send us your enquiries. The stock has to be moved, and if we can pick your orders out of any of the lots referred to, we will quote you prices to save additional handling expenses.
Address all Correspondence to our Main Office:
Cable Address, "HOUSTON."
Lumberman's and A.B.C. Codes.
GEO. T. HOUSTON & CO.
CHICAGO, ILLS., U.S.A.

manuscripts were written upon paper made from a vegetable paste, entirely different in composition from papyrus, which was the inner bark of the cyperaceous shrub called papyrus antiquorum.

The use of rags for the making of pulp dates from the close of the fourteenth century. The first mill for the manufacture of paper of this kind was established at Nuremburg in 1390 ; and shortly after that date similar mills were erected at Essonnes and Troyes. The rags used in Germany were chiefly linen, thus retaining the old idea of vegetable pulp ; but in France, and afterwards in England, woollen rags were preferred. The principal French mills were in Auvergne and Normandy. When the Edict of Nantes was evoked, many of the workmen engaged in these mills fled to England and Holland, and thus it happened that when the Elzevir Press was in existence, paper was provided of a kind not before known in the Low Countries. A century before that time (in 1588) a German, jeweller to Queen Elizabeth, founded the first paper-mill in England, at Deptford ; but the French and Dutch paper was preferred to the native manufacture, and was largely imported.

In the time of Cardinal Mazarin's supremacy (1641-1664), an attempt was made to revert to the old vegetable paper, a peculiar transparent paper being devised for the purpose of teaching children to write and draw from printed examples. The plan was not successful, nor was the similar effort in 1770 to reintroduce paper made from cotton pulp. When the Marquis de Villettee, the friend of Voltaire, published his works in 1786, he caused them to be printed on paper made from the marsh-mallow ; and at the end of his book he gave specimen pages of different kinds of paper made from twenty other substances. Louis Robert, the inventor of the paper machine, re-discovered in 1796 the secret of the Elzevir paper, and produced successful examples of it at Didot's mill at Essonnes. In 1802 the Dutch paper-maker Koops brought out his famous "straw-paper," though he had been anticipated by the Marquis de Villette twenty years before. In 1840 M. Julien proposed that Chinese bamboo should be used in making pulp, and though some of the manufacturers took up the idea, it was found to be too expensive ; and the attempt to substitute rose-fibres proved unsuccessful. Modern paper-makers use a great variety of substances for making pulp. The most notable change in recent times is the use of wood-pulp for paper-making. Nearly all the daily newspapers are printed on paper of this description, and the method is vaunted as a brilliant modern discovery. And yet it is only a revival and modification of the plan pursued in China hundreds of years before the birth of Christ.—Commercial Gazette.

## PULP NOTES.

The capital stock of the Laurentide Pulp Co., Grand Mere, Que., has been increased to $1,600,000.

The Blind River Lumber Co. are offering for sale a valuable water power on the Blind river in Algoma, which is said to be a very desirable site for a pulp mill.

It is stated to be the intention of the International Paper Co. to enlarge their wood preparing mill at Three Rivers, Que., by installing from 20 to 25 barkers, and by remodelling the plant generally. This property was formerly owned by the Glen Falls Paper Co.

The largest cargo of wood pulp ever landed in England arrived there recently on the steamer Hatasu, from Quebec. It consisted of 37,700 bales, of a total weight of 4,712 tons.

Mr. C. W. Morrison, of Brooklyn, N.Y., spent some time in Ottawa last month negotiating with Gilmour & Hughson for the purchase of 3,000 miles of spruce limits situated on the Gatineau river. He inspected the water powers at Ironsides and Chelsea, it being the announced intention of the company which he represents to build a pulp mill in Canada with a capacity of over 300 tons per day.

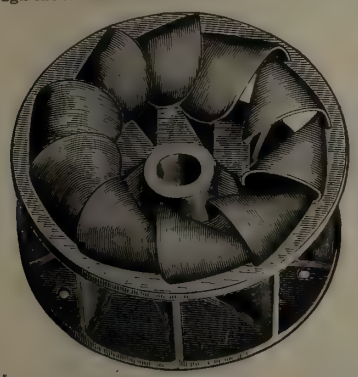
The Riordan Pulp Co. have put in operation their new pulp mill at Hawkesbury, Ont. This mill will manufacture pulp for the finest book paper, principally for the United States. The mill of the above company at Merritton will continue to make pulp for news and other cheap paper. Three digestors for the Hawkesbury mill were manufactured by the Polson Iron Works, Toronto, and three were purchased in Detroit.

The International Paper Company is gradually extending its foreign business, having recently established a Japanese branch. Mr. Shizuo Kando, who six years ago was the first to introduce American paper direct into Japan, has been selected as manager. He will make Tokyo his headquarters, and will establish a branch office at Osaka. These two cities, about 1,000 miles apart, are to Japan what New York and Chicago are to the United States.

As we go to press $500,000 of stock in the Sissiboo Pulp & Paper Co. is being offered to the public. The prospectus of the company gives the details of its proposed operations, which are to be carried on at Sissiboo Falls, near Weymouth, N.S. An established plant is to be taken over, together with 17,000 acres of land, well timbered with spruce. The company has also acquired the only available wharf property on the Sissiboo river at Weymouth Bridge. The directors of the company include some of Montreal's prominent business men, and no difficulty is likely to be experienced in disposing of the stock.


**BARBER'S CANADIAN TURBINE**

**As a Saw-Mill Wheel,** is by far the Steadiest Driver, varies less from light to full load and pulls steadily through the heaviest cut.



"Is by far the Best Wheel ; pulls through the Heaviest Cut where the Leffell could not live."—Wylie Bros.

Lowest Price and Highest Satisfaction.

C. BARBER - MEAFORD, ONT.

ESTABLISHED 1849.

Charles F. Clark, President. Jared Chittenden, Treasurer.

**BRADSTREET'S**

Capital and Surplus, $1,500,000.

*Offices Throughout the Civilized World*

Executive Offices :
Nos. 346 and 348 Broadway, New York City, U.S.A.

THE BRADSTREET COMPANY gathers information that reflects the financial condition and the controlling circumstances of every seeker of mercantile credit. Its business may be defined as of the merchants, by the merchants, for the merchants. In procuring, verifying and promulgating information, no effort is spared, and no reasonable expense considered too great, that the results may justify its claim as an authority on all matters affecting commercial affairs and mercantile credit. Its offices and connections have been steadily extended, and it furnishes information concerning mercantile persons throughout the civilized world.

Subscriptions are based on the service furnished, and are available only by reputable wholesale, jobbing and manufacturing concerns, and by responsible and worthy financial, fiduciary and business corporations. Specific terms may be obtained by addressing the company at any of its offices. Correspondence invited.

THE BRADSTREET COMPANY

Toronto Office : Cor. Jordan and Melinda Streets.

Thos. C. Irving, Sup't.

**TOWER & WALLACE**

ASHLEY B. TOWER, M. Am. Soc. C.E.
CONSULTING ENGINEER.

Broadway and 25th St. - NEW YORK

ARCHITECTS AND ENGINEERS
PAPER AND PULP MILLS
MANUFACTURING AND
POWER DEVELOPMENTS

**PULP AND PAPER MILL MACHINERY.**

CONTRACTORS FOR COMPLETE EQUIPMENT OF

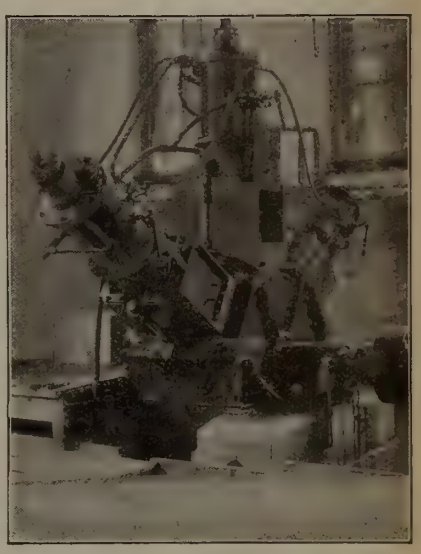
**GROUND WOOD, SODA or SULPHITE PULP MILLS.**

We invite correspondence from those requiring anything of this nature. We build a full line of

Barkers, Chippers, Tanks, Digesters, Pumps, Jewell Filters, Conveying Machinery, Wet Presses, Screens, Screen Plates, Etc., Etc.

**OUR CROCKER TURBINE PLANTS** are driving some of the best mills in the Dominion.

Write for Circulars and Prices.



**THE PORT HENRY PULP GRINDER.**

With latest improvements; patented 1898.

Operation continuous and production large.

Most convenient in handling and thoroughly well built.

Ask for special bulletin No. 505.

The Jenckes Machine Company.

*Branch Offices:*
*MONTREAL, TORONTO, RAT PORTAGE, ONT.*
*ROSSLAND, B.C.*

Head Office and Works :
36 to 40 Lansdowne St.
SHERBROOKE, QUE.

**CAMP SUPPLIES**

Send for a Sample of fine make and draw JAPAN TEA, at 13½ cents. Just the thing for the Camps.

**H. P. Eckardt & Co.**

WHOLESALE GROCERS - Cor. Front and Scott St., TORONTO

HOOKER & CO.

**Lumber . . . . Manufacturers**

Bills Executed with Satisfaction.

SELKIRK, MAN.

**Lumberman's Inspection Book**

Send four 3-cent Canadian postage stamps for a copy of the Lumberman's Vest-Pocket Inspection Book, containing rules for the Inspection of Pine and Hardwood Lumber in the Leading Markets of the United States and Canada.

Address : **The CANADA LUMBERMAN, Toronto, Ont.**

### FLAX STRAW AS PULP MATERIAL.

The Paper Mill is authority for the statement that English capital will be interested in a proposed pulp mill to be built at Niagara Falls, N. Y. It is said that the Lloyd's Limited, Insurance and Financial brokers, and Mr. Harold Krall, London, Eng., will be important factors in the new project. From what can be learned the mills play an important part in the revenue of western farmers, inasmuch as the straw of the flax is the raw material to be used in this new pulp mill.

Concerning the use of this material one contemporary says: "Heretofore it is understood to have been the custom of the growers of flax to cut off the top of the growth in order to obtain the head and seed for oil and other purposes. In many instances it has been a practice, it is said, to either burn the straw or plow it under, the growers not finding a market for this part of their product. It was this plentiful supply that led to experiments being made, with the result that a process has been discovered whereby this straw, heretofore practically useless, will be turned into pulp, and this pulp, those who know state, will be of fine quality. The men interested have been through the West and have made a full and careful examination of the situation in regard to the amount of raw material possible to obtain and the probable cost of the same, and they are delighted with the outlook. This raw material, the flax straw, will be baled out west in a dry state. The cars will be loaded to their utmost capacity, and it will be shipped to the mill at Niagara Falls. In shipping it in a dry state the consignee will not have freight to pay on green or water-soaked goods, and thus an item of considerable expense is avoided. To dry the flax straw, is to study economy in the same manner that the wood now brought from Canada is barked before shipment. On arrival at Niagara the straw will be fed to the machines in the proposed mill. The process to be used is understood to be similar to the manner in which wood is now treated in the digesters of a sulphite mill. The fibre is said to be remarkably strong, and it is understood that the product of the mill will be shipped to eastern manufacturers of high-grade book paper. One Niagara Falls paper maker stated that he had it intimated to him that the promoters of the new company already had a very desirable market open to them for their product. It is further stated that the pulp made from flax straw will make even a stronger sheet of paper than rags, while it is much nicer in color and can be made much cheaper. To-day many mills are running and using bleached sulphite in book paper, and it is understood that the new flax straw pulp will replace this material in many of these mills."

A report states that Mr. J. C. Morgan, who represented the International Paper Co. in England, has been engaged as manager of the new concern.


**POSITION WANTED**

A Competent Accountant, with large practical experience in the Lumber and Saw Mill business, desires to form connection for further work, or would undertake charge of Accounts and Bookkeeping together with official correspondence and orders. Excellent references. Moderate terms. Address "RELIABILITY," CANADA LUMBERMAN Office.

**John A. Bertram**
LUMBER INSPECTOR
. . . AND SHIPPER . . .
*Office: Room 35 Land Security Chambers*
*TORONTO, ONT.*

**RAILS FOR TRAMWAYS**

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.
JOHN J. GARTSHORE,
83 Front St. West, Toronto.

Sole Canadian Agents :-: Prices Reduced.
WATEROUS, BRANTFORD, CANADA.

**OUR EXTRA HAND-MADE AXE**

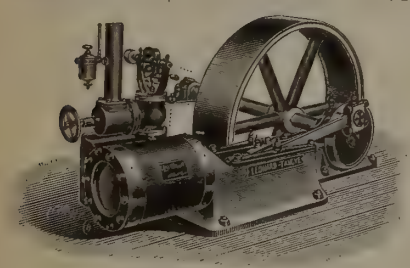
This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N. B.

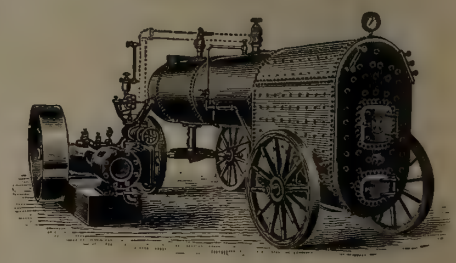
**FRICTION PULLEY BOARD**
The BEST Article Known for the Purpose
MANUFACTURED BY..... THE DOMINION LEATHER BOARD CO'Y. - MONTREAL, QUE.

*The Leading European Lumber Paper*
***The Timber Trades Journal***
Published Weekly by WILLIAM RIDER & SON, Ltd., 14 Bartholomew Close, LONDON, E. C.
SUBSCRIPTION: $5.00 PER ANNUM, POST FREE
The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .

**LUMBERMAN'S VEST-POCKET INSPECTION BOOK**
Containing Rules for the Inspection and Measuring of Pine and Hardwood Lumber in the leading markets of Canada and the United States.
Send Four 3-Cent Stamps for a Copy to
The C. H. Mortimer Publishing Co., Limited
Confederation Life Building, TORONTO


LEONARD-TANGYE ENGINE.

**E. LEONARD & SONS, LONDON, ONT.**
. . . Makers of . . .
*ENGINES and BOILERS*
For Lumbermen and Others. For any Purpose, and of any Power.
We make Several Styles, but only One Grade—THE BEST.
*If you need Steam Power, write to us, stating your requirements, and we will quote you prices.*
*Write for Catalogue No. 35a.*


LEONARD CLIPPER ENGINE AND LOCOMOTIVE BOILER.

EST. 43 YEARS
THE J.C. McLAREN BELTING COMPANY
OUR EXTRA BRAND
TORONTO FACTORY AT MONTREAL
WINNIPEG
E.R. COLEMAN.
STOCK ALSO IN VANCOUVER

OUR

# Cant-Hooks
and
# Peavies

Are unequalled by anything on the Market.

EVERY ARTICLE FULLY GAURANTEED.

## JAS. WARNOCK & CO.
GALT, ONT.

# STUART & HARPER

Winnipeg
Manitoba

WHOLESALE DEALERS IN ALL KINDS OF

## MACHINERY AND MACHINERY SUPPLIES

WESTERN AGENTS FOR

E. LEONARD & SONS, London, Ont.
Engines, Boilers, Tanks, Heaters, etc.

THE DODGE MFG., CO., Toronto, Ont.
Dodge system of Rope Drives, Dodge patent Wood Split Pulleys, Friction Clutches, Shafting, Hangers, etc. Full stock always on hand.

THE POLSON IRON WORKS CO., Toronto, Ont.
Brown automatic cut-off Engines, Marine Engines and Boilers, Propellors, etc.

THE BEARDMORE BELTING CO., Toronto, Ont.
Leather Belting. Full stock always on hand.

THE COLUMBUS MACHINE WORKS CO., Columbus, Ohio.
Gasoline Engines.

THE CANTON PUMP CO., Canton, Ohio.
"Millers" Patent Steam Pumps for all purposes.

THE ELECTRICAL CONSTRUCTION CO., London, Ont.
Electric Dynamos and Motors.

THE PACKARD ELECTRIC CO., St. Catharines, Ont.
Electric Lamps and Supplies.

MacGREGOR, GOURLAY CO., Galt, Ont.
Wood and Iron Working Machinery.

THE STRATFORD MILL BUILDING CO., Stratford, Ont.
Flour Mill Machinery. Complete mills contracted for.

THE TROY LAUNDRY MACHINERY CO., Chicago, Ill.
Laundry Machinery and Supplies.

**A LARGE STOCK OF NEW AND SECOND HAND MACHINERY CONSTANTLY ON HAND**

Estimates Furnished for Complete Manufacturing Plants of any Kind.
We are not Commission Agents, but Buy for Cash and Sell on Close Margins.

# B. R. Mowry & Sons

Manufacturers of . . .

## SAW MILL
AND
## SHINGLE MILL MACHINERY

Automatic Band Saw Sharpener

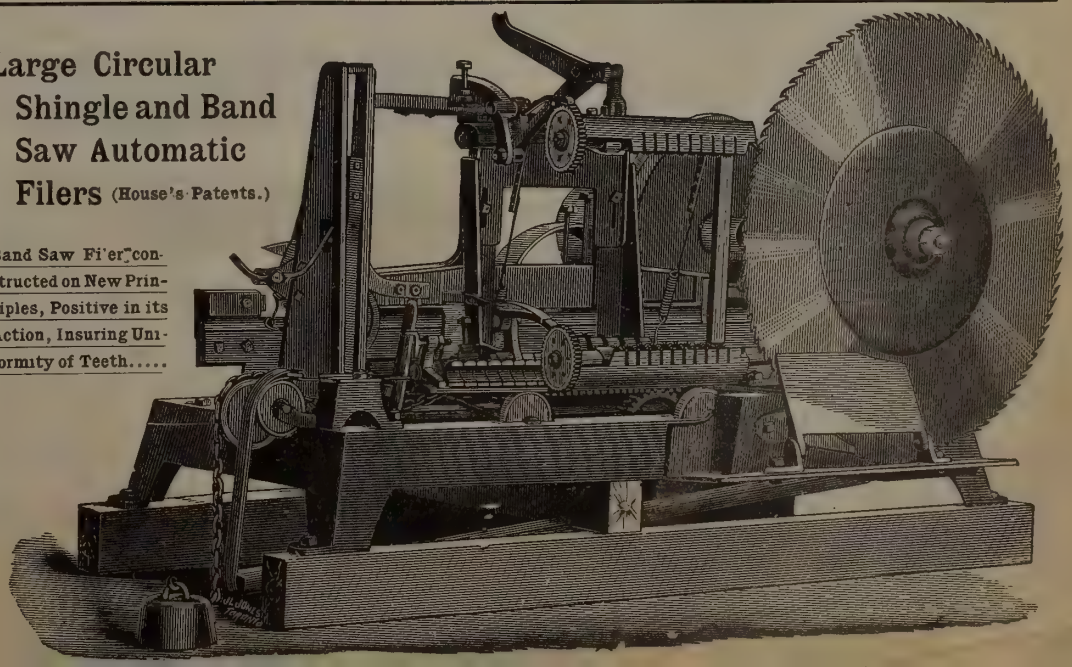
Shingle Machinery a Specialty

REPAIRING PROMPTLY AND CAREFULLY EXECUTED

Gravenhurst, Ont.

Large Circular Shingle and Band Saw Automatic Filers (House's Patents.)

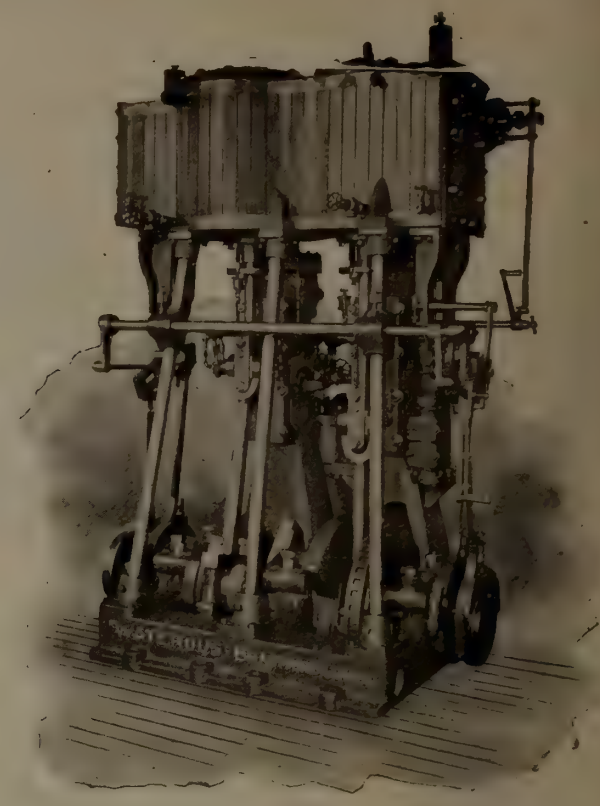
Band Saw Filer constructed on New Principles, Positive in its Action, Insuring Uniformity of Teeth.....



A "Scotch" Boiler 84 x 108 Drop Dry at 240 lbs C.W.P. Built for 150 pounds. Allowed 156 pounds.

**Have Material in Stock for a Duplicate of this Boiler**

# Marine Work



Fore and Aft Compound 10 and 20 x 12, driven by 84 x 108 Scotch Boiler.

We have made for many years a Specialty of . . . .

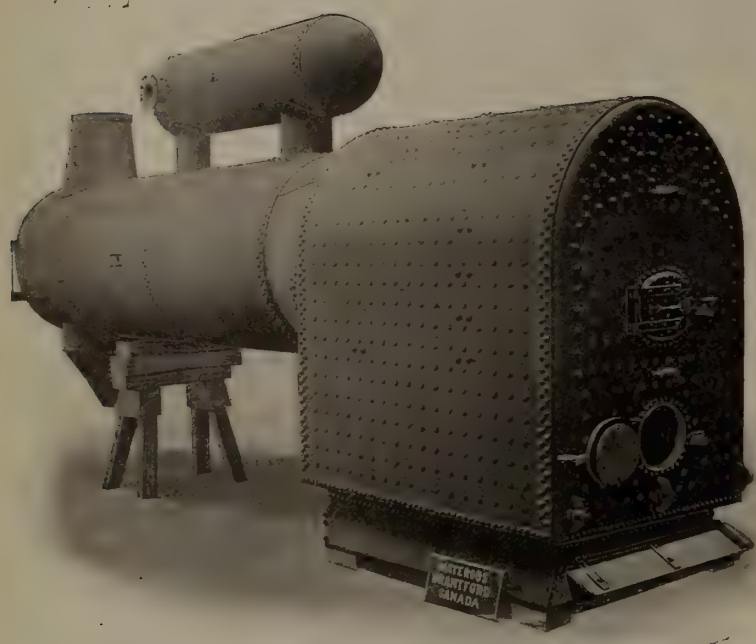
## MARINE BOILERS

We now Build . . . .

## MARINE ENGINES

of Modern Design—Plain, Fore and Aft, and Steeple Compound.

Old Engines Compounded at Reasonable Prices.



A Locomotive or Deep Square Fire Box, Direct Draft. Built for 175 pounds, allowed 176; for Steamer McConnel, March, '98, Pacific Coast. Drives two 16 x 72 Cylinders, 28 rev.

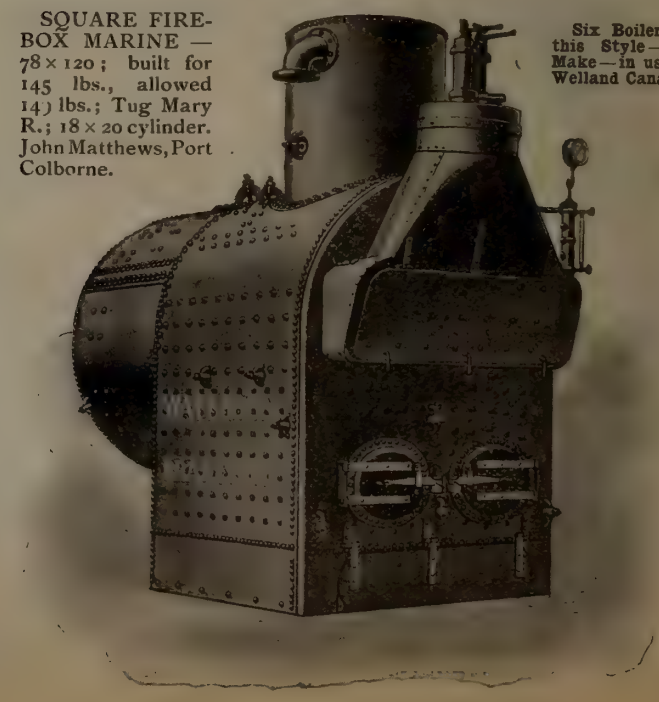
2½ x 3 Engine, 20 x 30 Boiler, 18" Propellor. Entire weight, 760 lbs. Used in a Skiff 22' x 7'.

**ORDER EARLY SAVING DELAY**

10 x 10 Single Cylinder.

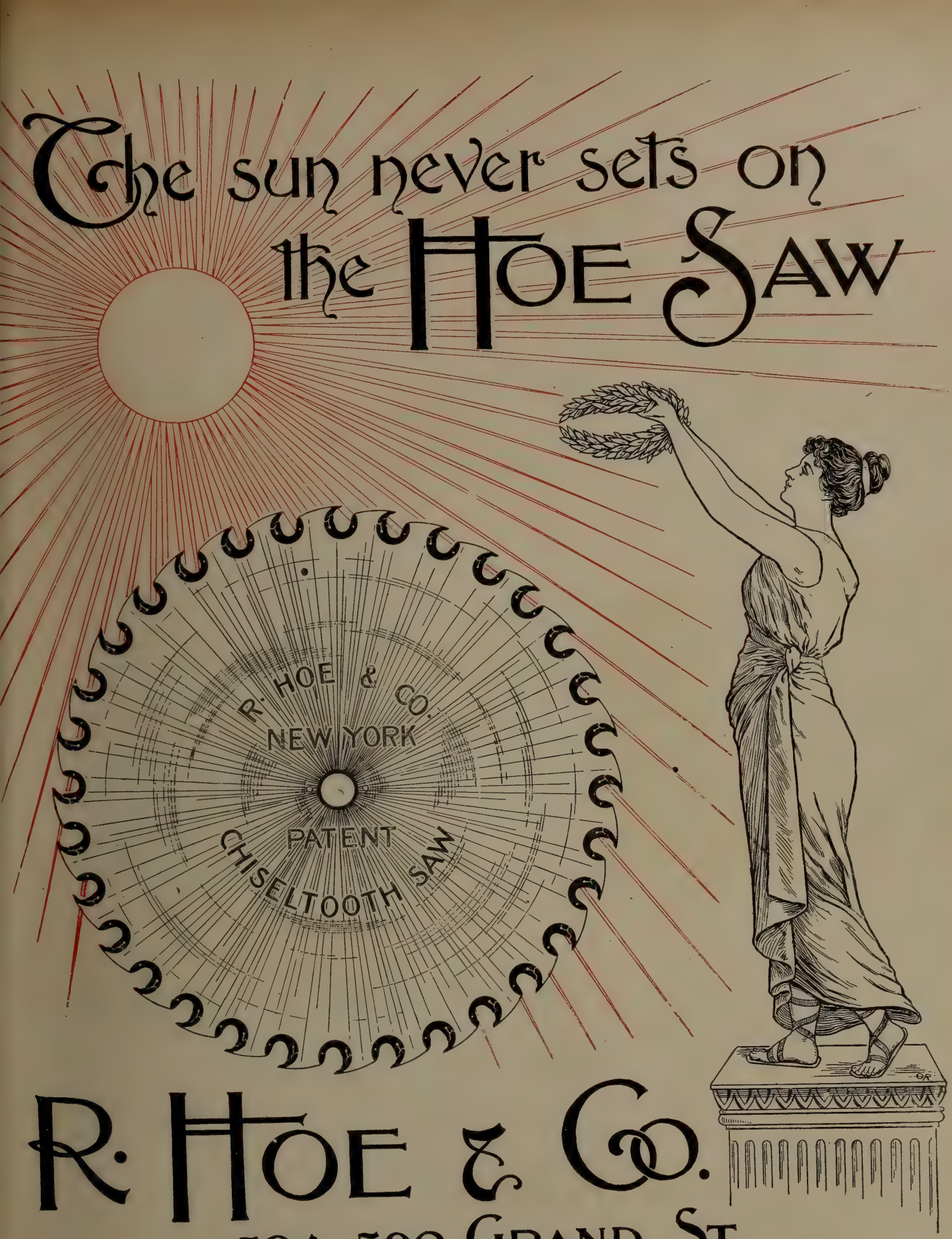
## WATEROUS
## BRANTFORD
## CANADA . . . .

SQUARE FIRE-BOX MARINE — 78 x 120; built for 145 lbs., allowed 140 lbs.; Tug Mary R.; 18 x 20 cylinder. John Matthews, Port Colborne.



Six Boilers of this Style—Our Make—in use on Welland Canal.

# The sun never sets on the HOE SAW



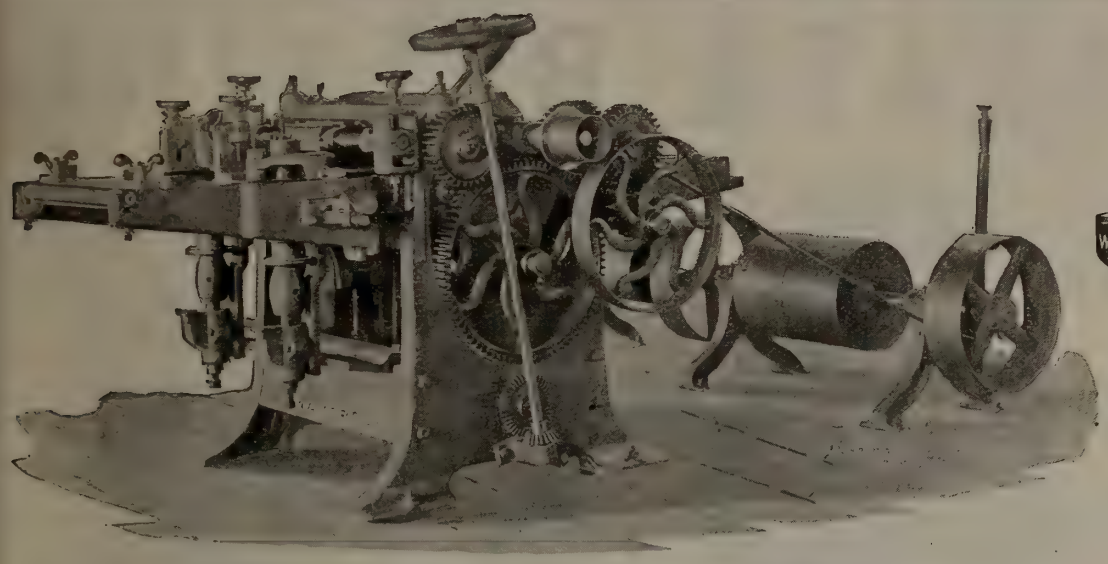

# R. HOE & CO.

## 504-520 GRAND ST.,
## NEW YORK N. Y.

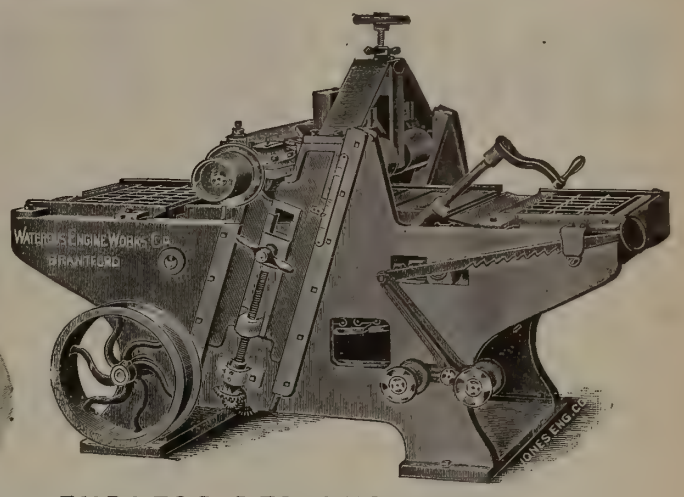
COPYRIGHT, APRIL 1898 BY R. HOE & CO. N.Y.

**WRITE FOR THE ADDRESS OF OUR NEAREST AGENT**

# WOOD-WORKING MACHINERY Suitable for . . . Saw Mills

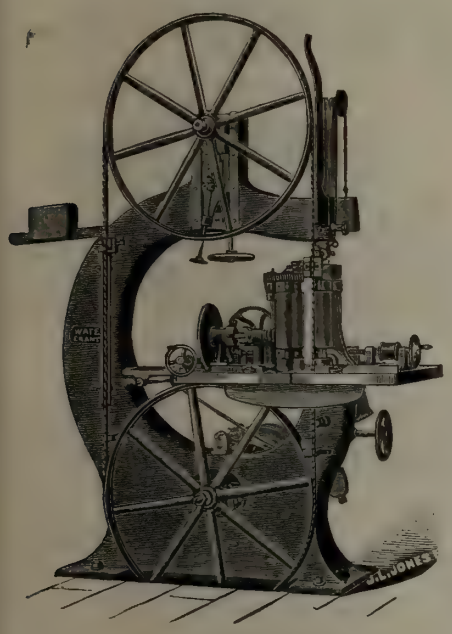


THE ECONOMIST PLANER, MATCHER AND MOULDER.—Mandrel Double-Belted—all Feed-Rolls Driven—Strong, Powerful Feed.




ENDLESS BED SURFACER

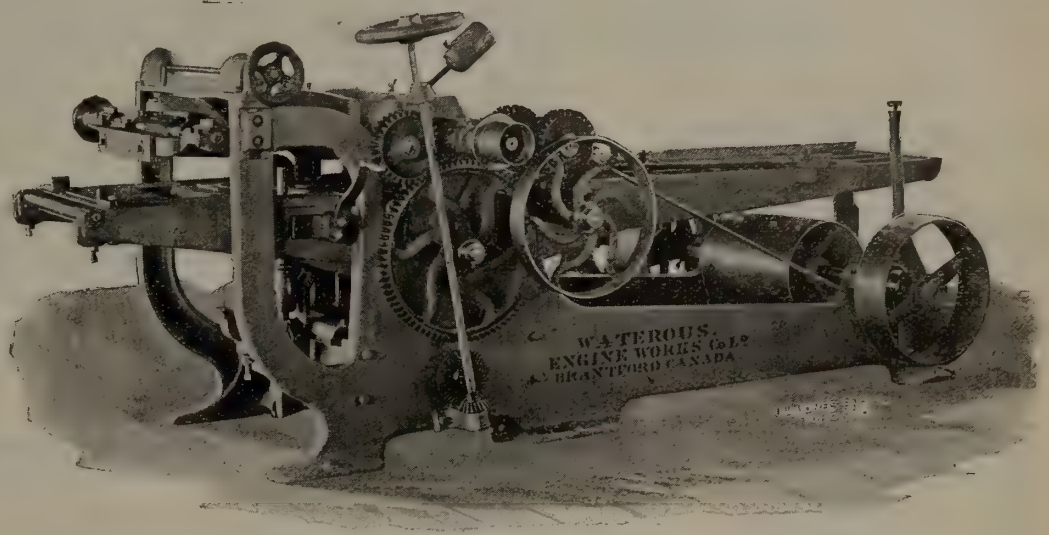
Single and Double Cylinder—a Positive Fast Feed for Green, Wet or Icy Lumber—Very Suitable for Saw Mills that ship Planed Lumber.



NO. 4 BAND RE-SAW.

## Band Re-Saws

from No. 4 Weight - 2,750 for Planing Factories to No. 8—12,500 for the Heaviest Re-Sawing in Slabs, Deals, &c.

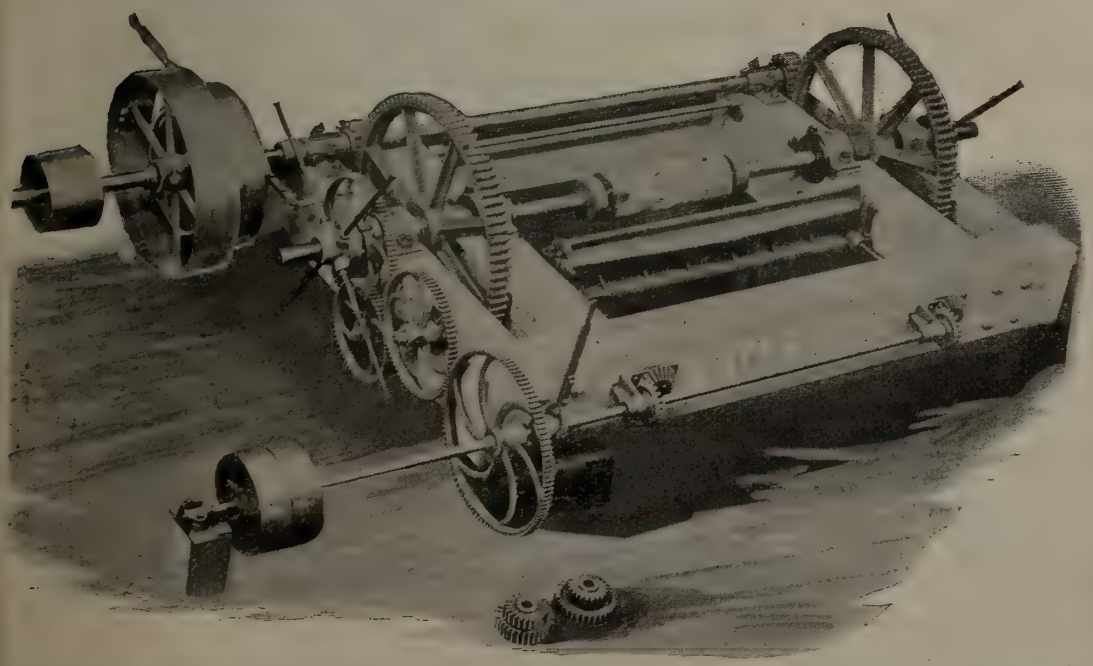



THE CHAMPION PLANER, MATCHER AND MOULDER, with Extended Frame and Table.—Mandrel Double Belted—all Feed-Rolls Driven—a Heavy, Fast and Very Popular Machine.

### RE-BUILT MACHINES

One **Re-Built Egan Band Re-Saw**, ready to ship; Wheels, 60 in. diameter; Lower Wheel Solid Disc; uses Saws up to 6 in. wide, 31 ft. long. Has been in use in a saw mill re-sawing slabs and lumber. Was replaced with a Heavy Band Re-Saw of our make. This Machine is ready for immediate shipment.

One **No. 1 Veneer Machine**; practically new; been used two weeks experimenting with a new product. Is in thorough order, ready to ship.



VENEER OR PEELING MACHINE Shown peeling a very short log.—No. 1 takes a log 5 ft. × 48 in.; No. 2, 6 ft. × 48 in.—Makes any thickness of Veneers—Handles nearly all Soft Woods without Steaming—a Very Profitable Addition to a Saw Mill.

EVERYTHING FOR SAW MILLS—GET OUR QUOTATIONS.

Best Quality of Work.
Low Prices.

# WATEROUS, Brantford, Canada

# The Strongest Belt in the World

# DICK'S BALATA BELTING

*Without a Peer for Saw Mills, Pulp Mills and Machine Shops.*

*Superior to all other Belting for Economy and Power Giving.*

**No Stretching ◎ Always Uniform ◎ Unequalled for Wet Work**

TRADE DICK'S ORIGINAL BALATA GUTTA PERCHA & CANVAS BELTING MARK

Agent for Canada

## J. S. YOUNG

Montreal, Que.

TRADE DICK'S ORIGINAL BALATA GUTTA PERCHA & CANVAS BELTING MARK



# OCTOBER, 1899

AN average size **"LEFFEL"** or **"VULCAN" Turbine,** working under a 20 foot head of water, is as good as a 100 h.p. Steam Plant, and can be bought for about ONE-TENTH the price.

Such a Turbine may be run constantly for 20 years—some have been used for 25 years. In 20 years the cost of maintaining the Steam Plant would probably reach $40,000—a tidy sum to "lay by" if you have the water power. NOTE—You can't save it all, or be sure of much of it, unless you equip with **"LEFFEL"** or **"VULCAN."**

. . . . . .

Large and costly Band and Gang Saw Outfits have their uses, but 95% of the Saw Millers of Canada are much more interested in a good Circular. That fact accounts for many hundreds of **"LANE IMPROVED"** Mills doing high duty in all corners of the Dominion.

. . . . . .

When open for the above Specialties or anything in the way of **Shingle Machines, Pulleys, Shafting, Gears, Bearings, Etc.,** you are invited to correspond and address

## MADISON WILLIAMS

**H. E. PLANT, Agent**
Common and Nazareth Sts., MONTREAL, Que.

Successor to Paxton, Tate & Co.

**PORT PERRY, ONT.**

THE

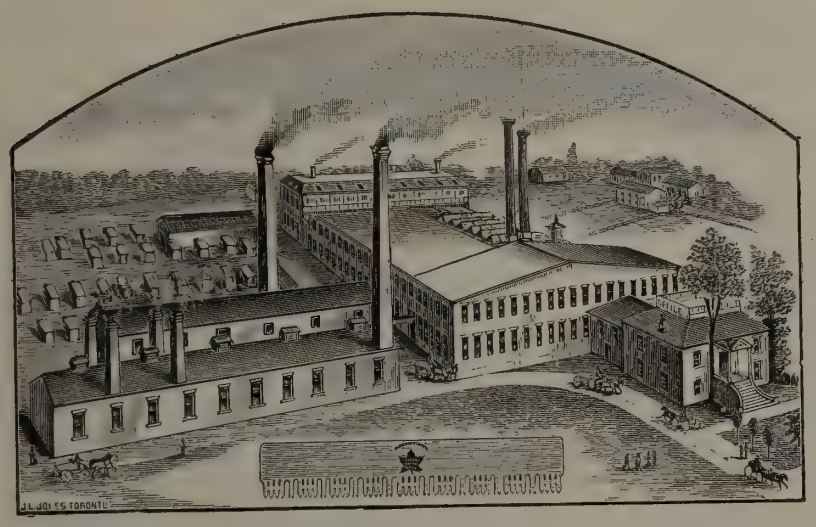
# MAPLE LEAF SAW WORKS

Shurly & Dietrich

GALT, ONT.

Manufacturers of

**CIRCULAR SAWS**
**GANG SAWS**
**MILL SAWS**
**BAND SAWS**
**CROSS-CUT SAWS**



Manufacturers of

**HAND SAWS**
**BUCK SAWS**
**PLASTERING TROWELS**
**BUTCHER SAWS**
**STRAW KNIVES, &c.**

**GROUND THIN ON BACK**

**Save Labor** **Save Gumming**
**Save Time** **Save Files**

## This Saw Stands Without a Rival

AND IS THE

**FASTEST CUTTING SAW IN THE WORLD!**

Its Superiority consists in its Excellent Temper. It is made of "Razor Steel," which is the finest ever used in the manufacture of Saws. We have the sole control of this steel. It is tempered by our secret process, which process gives a keener cutting edge and a toughness to the steel which no other process can approach.

## Maple Leaf Saw Set

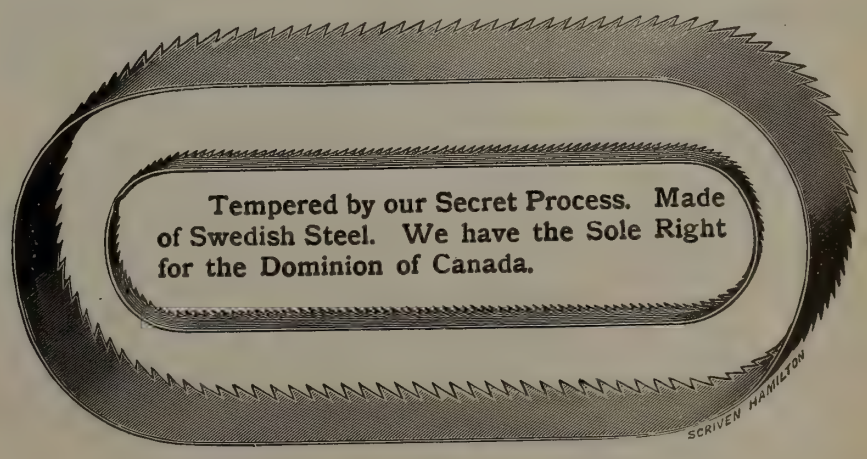
MANUFACTURED BY

**SHURLY & DIETRICH, Galt, Ont.**

**Directions.**—Place the set on the point of tooth, as shown in the accompanying cut, and strike a very light blow with a tack hammer. If you require more set, file the tooth with more bevel.

If you follow directions you cannot make a mistake. Be sure and not strike too hard a blow, and it will set the hardest saw. **On receipt of 40 cents we will send one by mail.**

We are the only manufacturers in the world who export Saws in large quantities to the United States.




We Manufacture

# HIGH GRADE BAND SAWS

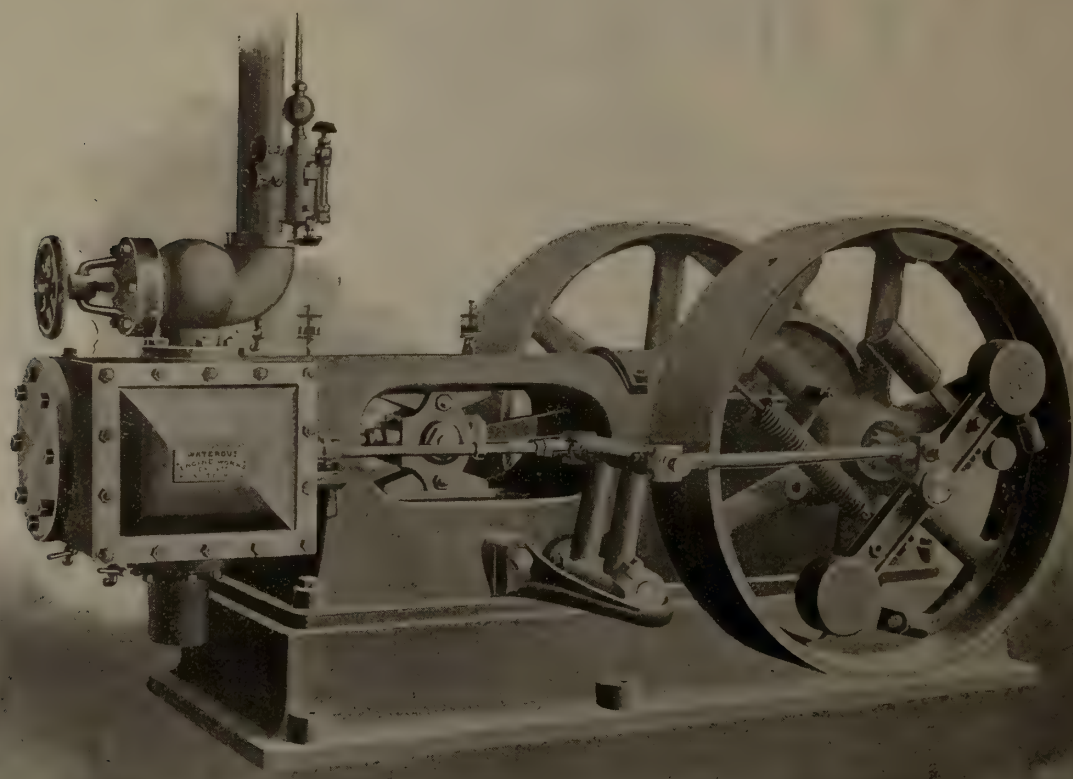
of All Widths and Lengths.

These Saws are made of Refined Swedish Steel imported direct, and tempered by our Secret Process; for Fine Finish and Temper are not excelled.

# The McEwen Automatic Engine

BUILT IN CANADA BY

## THE WATEROUS ENGINE WORKS CO., BRANTFORD



**Perfect Balance**—photographs of 50 h.p. placed on rollers, not held down by bolts or otherwise, running at full speed, show Engine clear cut and still except in reciprocating parts.

**Ample Weight**—to take all the thrust and stroke of engine, ensuring cool and noiseless movement.

**Simplicity of Construction**—and ease of access—a slide valve anyone can understand and adjust—crosshead easily adjusted.

**Shaft**—a double crank, forged and slotted from the solid bar—properly counterbalanced with crank pin same size as bearing—a perfect construction—running cool, noiseless, giving no trouble.

**Regulation**—Here's our guarantee :

**GUARANTEE:**

"The engine shall not run one revolution slower when fully loaded than when running empty, and a reduction of boiler pressure from the greatest to that necessary to do the work will not reduce the speed of engine one revolution. Any engine failing to meet this guarantee becomes the property of the purchaser upon payment of one dollar."

**Price**—a fair one considering quality, weight and merit.

These Engines are running most satisfactorily—driving saw mills, wood-working, electric and other plants in Canada.

# WATEROUS, BRANTFORD, CANADA

McEachren's

# PROGRESSIVE LUMBER DRY KILN

Our Heaters and Fans are Economical with Steam and Power, are **Safe as a Fire Risk.** Plans and specifications furnished with each apparatus. . . . . .

Write for Prices and Particulars to

## McEACHREN HEATING & VENTILATING CO. - GALT, ONT.

## THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office : TORONTO, ONT.

Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

# Electrical Machinery and Apparatus

. . . FOR . . .

**LIGHT and POWER**

SPECIAL ATTENTION GIVEN TO——

**LONG DISTANCE TRANSMISSION OF ELECTRICITY**

FOR LIGHT AND POWER

ALSO FOR

## ELECTRIC PLANTS FOR MILLS

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

# IT COSTS A CENT

To ask for our New Catalog. It tells how the "STANDARD" is built, and why it is the Kiln you should buy. Your name on a postal gets it.

## THE STANDARD DRY KILN

Best at any price—but costs no more than others. It dries every kind of forest products, and does it right. Is that the kind of a Kiln you want?

THE DRY KILN THAT DOES NOT Disappoint

## THE STANDARD DRY KILN CO.

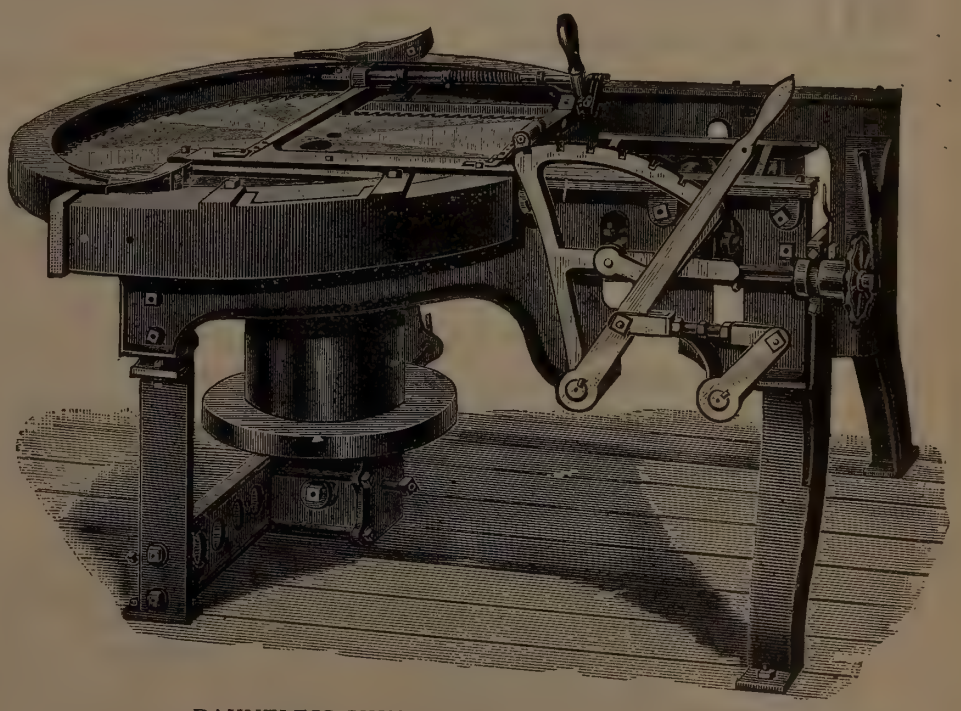
INDIANAPOLIS, IND.

# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON - ONTARIO

Manufacture

- Band Saw Mills
- Gang Saw Mills
- Circular Saw Mills
- Portable Saw Mills
- Shingle Mills
- Lath Mills
- Saw Filers, and all of F. J. Drake's Patents



DAUNTLESS SHINGLE AND HEADING MACHINE.

Size No, 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter. Capacity 25,000 to 50,000 per day.

Our Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.

——CORRESPONDENCE SOLICITED——

# THE JAMES ROBERTSON CO., Limited.

Manufacturers of..... Saws of All Description

A Full Line of Mill Rubber and Leather Metal, &c., always

Supplies, including Belting, Babbit carried in stock.

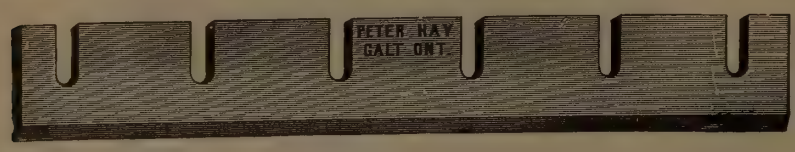
Head Office:
144 William St
MONTREAL

Factories at
MONTREAL,
TORONTO,
and
ST. JOHN, N.B.

ALL OUR SAWS FULLY WARRANTED
Orders promptly attended to.
Satisfaction Guaranteed.

CIRCULAR, GANG AND MILL SAWS A SPECIALTY
Correspondence Solicited.

# Galt Machine Knife Works




**MACHINE KNIVES** OF EVERY DESCRIPTION

FOR **Woodworking Machines**

...Send for Price List...

PETER HAY - - - - - Galt, Ont.

# SUPPLIES
## OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

# RICE LEWIS & SON
(LIMITED)

Cor. King and Victoria Sts. - TORONTO

Every Lumberman wants it — 35 cents buys it

# Scribner's Lumber and Log Book

Brimful of Every-day, Practical Information

Address: The Canada Lumberman, Toronto

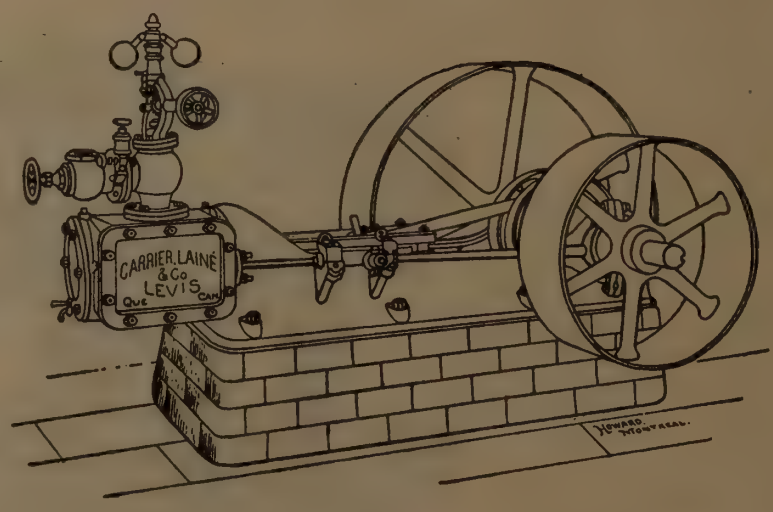
SAVES TIME SAVES MISTAKES SAVES MONEY

7 3 10

# "DEAD EASY"

But if that "3" represents Middlemen's commission on the Machinery you buy, you had better make a change and deal at headquarters.

**No better Mill Machinery is made in Canada or elsewhere than that supplied "DIRECT" from our Machine Shops.**




## Portable and Stationary Engines and Boilers

CIRCULAR SAW MILL PLANTS
GANG AND BAND SAW MILLS
SHINGLE MILLS, LATH MILLS
EDGERS,
PLANERS and
BUTTERS

Modern Patterns in Every Line.

Tools, Belting and Supplies.

We are equipped to build any special machine you may require.

IF YOU HAVE PLANT TO EXCHANGE GET OUR ESTIMATES

# CARRIER, LAINE & CO.,
LEVIS, QUE.

USE THE FAMOUS .. **PINK LUMBERING TOOLS**

Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks

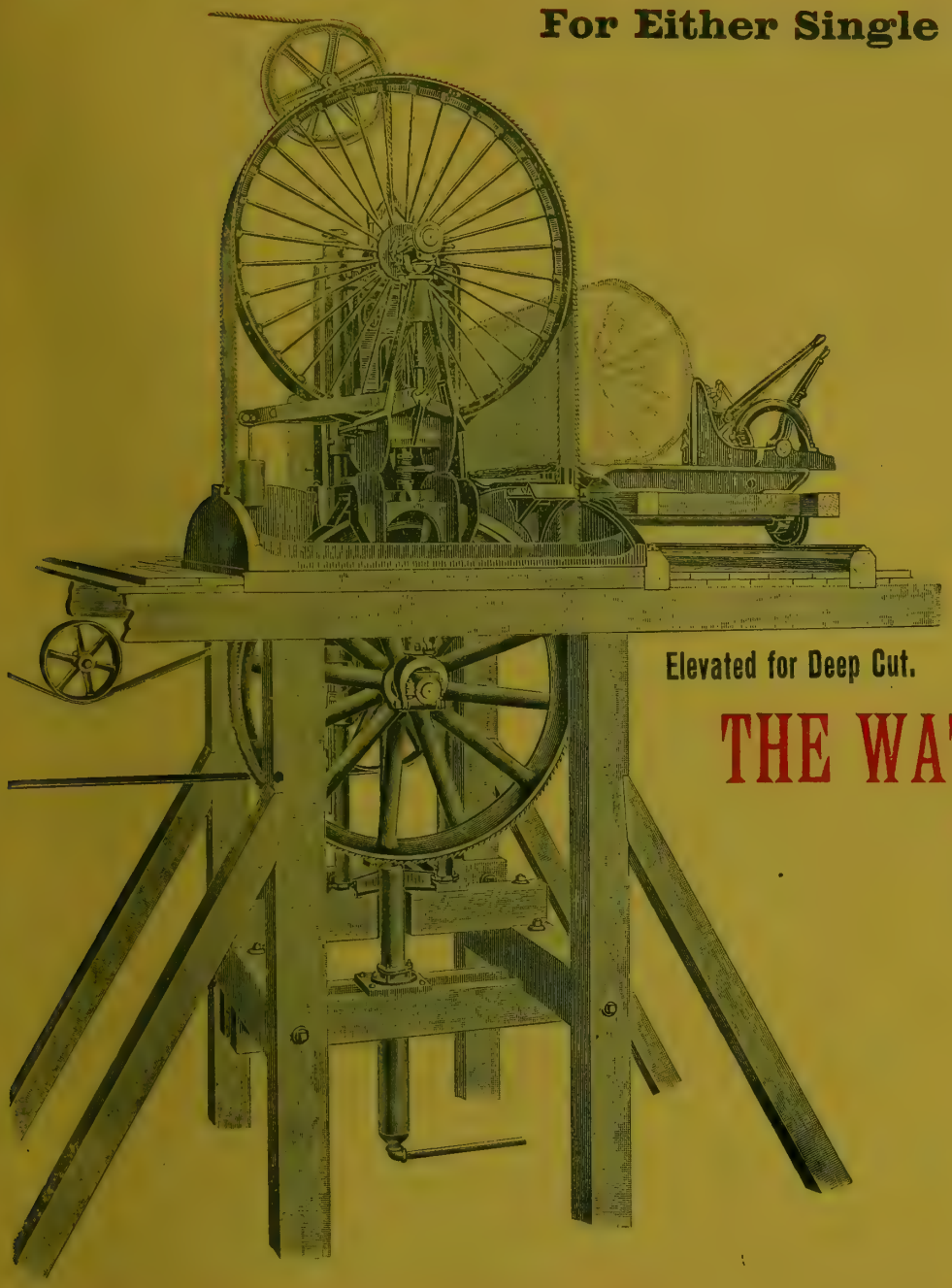
Cant Hook Handles, Peavy Handles } By Car Load or Dozen

Pike Poles, Skidding Tongs, Boom Chains

Lowest Prices ◎ THOMAS PINK ◎ PEMBROKE, ONT.

# New Allis Telescopic Band Mill

## For Either Single or Double Toothed Saws



Elevated for Deep Cut.

Is built on correct mechanical principles.

This entire mill is moved vertically, so that the centre of the upper band wheel can be brought down close to the top of the smallest log, thereby having a saw shorter than a gang saw above the work on any sized log, thus doing away with upper guide.

The vertical movement keeps the surplus length of saw blade below instead of above the log. The upper wheel acting as the guide, insures the greatest possible rigidity of the saw, enabling the saw to stand more feed than on the ordinary band mill.

**Manufactured in Canada only by**

## THE WATEROUS ENGINE WORKS CO.

**BRANTFORD, CANADA**

Lowered for Narrow 12″ Cut.

## As a Double Cutting Mill

**No Offset**—carriage travels at uniform speed each way, saving rack and strain.

**Safer**—each side of saw cuts its own clearance.

**Smoother** lumber; teeth not cutting almost plane the lumber in passing.

**Saws**—last longer, require less work to keep in order—strain being equal on both edges.

**Increased Cut**—30 to 50% with practically no additional cost.

Adjustment to depth of cut quicker than operating the old guide.

J. D. Shier, Bracebridge, Ont., has run this mill as a double cutter night and day all season, and verifies the above statements. He is more than pleased, says no one can afford to cut lumber with any other mill.

The Rat Portage Lumber Co., Norman, Ont., have run it as a single cutter all season, and are especially well pleased.

PLEASE NOTE.—Our capacity is limited—even with increased facilities and very much larger force—we have been and are running to our utmost capacity. Prices are advancing in sympathy with the large and steady increase in raw materials.

To obtain earliest delivery—probably then later than desired—orders should be placed at once. Some recognizing this have already ordered Telescopic Bands for next year's work.

## WATEROUS, BRANTFORD, CANADA

# SAW MILL MACHINERY

**Full lines of MACHINERY and SUPPLIES for Stationary and Portable Saw Mills.**
**Engines and Boilers—New and Second Hand.**
**Shingle Mill Outfits.**
**Woodworking Machinery of every description.**

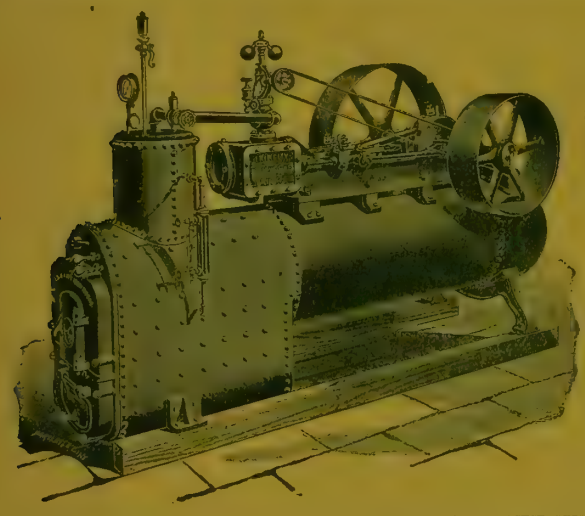
Agent for the genuine Hoe Chisel Tooth Saws.
Magnolia Metal.
Buffalo Pressure Blowers and Exhaust Fans.
Dry Kiln Plants.
Steel Rails—New and Second Hand.
Mining Machinery. Air Compressors. Steam Pumps.

**SPECIAL—FOR SALE**

Waterous No. 2 Band Mill, 8 ft. wheels. A bargain.
Wheelock Automatic Engine, 17 × 34. Good as new.
Leonard Ball High Speed Engine, 10 × 12.
Double Edger, refitted, three saws. Cheap.
24" Little Giant Water Wheel.
Send for New Catalogue No. 21.

## H. W. PETRIE

141 to 145 Front Street West (Adjoining Union Passenger Station) TORONTO, CANADA

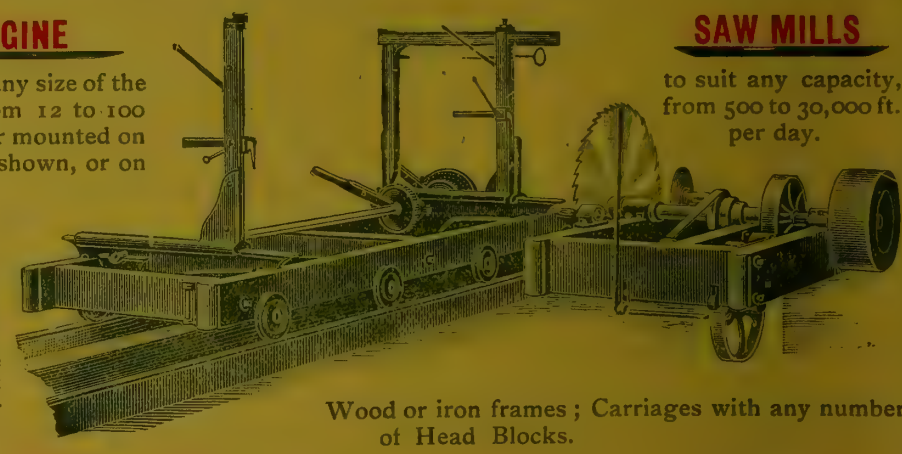


## PORTABLE ENGINE

We can furnish you any size of the above style Engine from 12 to 100 H.P., either on Skids or mounted on wheels with Engine as shown, or on separate Frame.

• • •

Also Engines, Boilers, Double Edgers, Trimmers, Top Saw Rigs, Log Jacks, Niggers, Shafting, Pulleys, Gears, Saws, etc. We can save you money. Let us quote you prices. Catalogues free.



## SAW MILLS

to suit any capacity, from 500 to 30,000 ft. per day.

Wood or iron frames; Carriages with any number of Head Blocks.

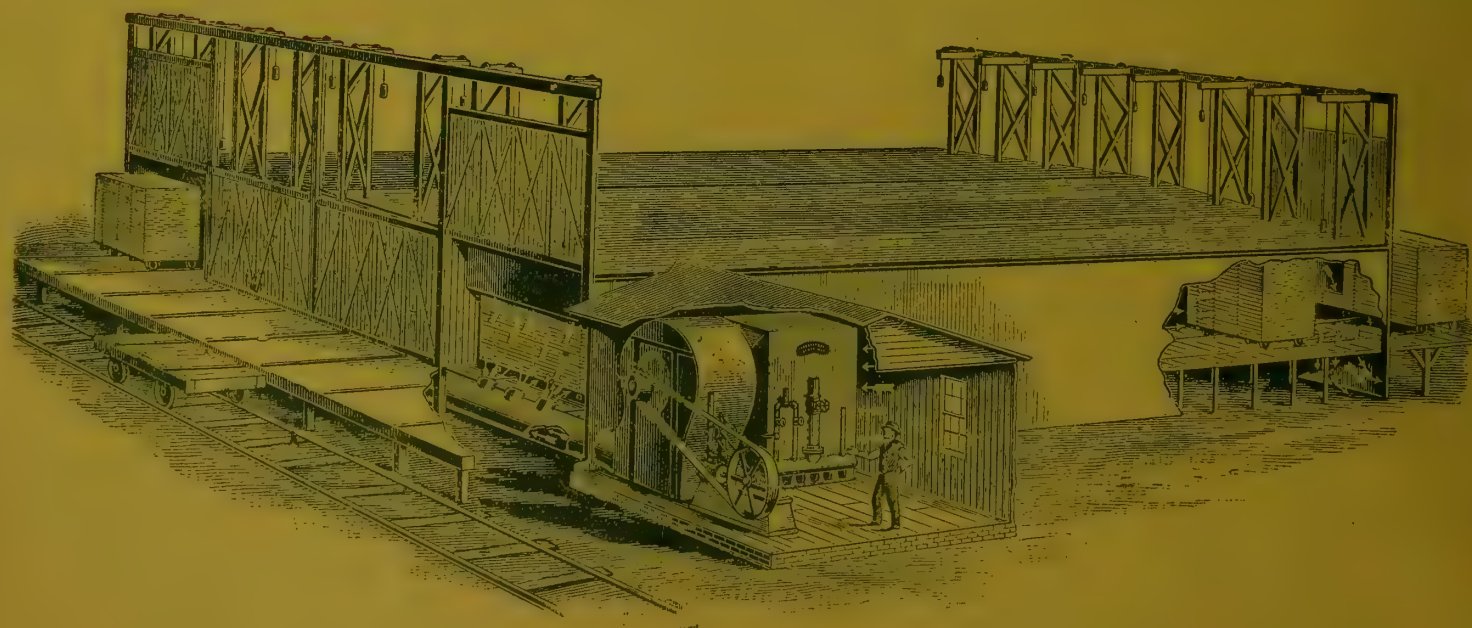
**ROBT. BELL, JR., Box 35, HENSALL, ONT.**

# MONTREAL DRY KILN APPARATUS

FOR

Lumber, Shingles and all Mill Products

ECONOMY



EFFICIENCY

SHAVING CONVEYORS, AUTOMATIC BOILER FEEDS, Etc., Etc.

## GEORGE W. REED & CO.

Heating and Ventilating Engineers.

783 and 785 CRAIG STREET, MONTREAL

# THE CANADA LUMBERMAN

WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XX. NUMBER 11. | TORONTO, CANADA, NOVEMBER, 1899 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.



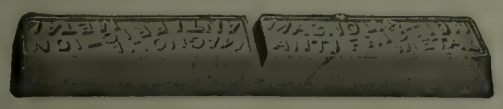
## MAGNOLIA METAL

In Use by All the Leading Governments

BEST ANTI-FRICTION METAL FOR ALL MACHINERY BEARINGS.

### BEWARE OF IMITATIONS

Genuine Magnolia Metal is made up in bars, of which this is a fac-simile :



The Name and Trade Mark appear on each box and bar, and besides this the words "Manufactured in U S.," and "Patented June 3, 1890," are stamped on the underside of each bar.

**MAGNOLIA METAL CO.**

Owners and Sole Manufacturers 266 and 267 West Street, NEW YORK

Canadian Office, 318 St. Paul Street, Montreal, Que.

Chicago Office, Fisher Building, 281 Dearborn St. London Office, No. 49 Queen Victoria Street, London, E. C.

FOR SALE BY ALL DEALERS

MAGNOLIA METAL IS STILL SELLING AT THE SAME PRICE IT HAS ALWAYS SOLD AT—NO ADVANCE.

## Ottawa Saw Works Co.

Middle Street - OTTAWA, ONT.

"SANDVIK" SWEDISH STEEL.

We Manufacture

HIGHEST GRADE BAND SAWS

MADE FROM

Triple Refined Swedish Steel

.... IMPORTED DIRECT. ....

WE HAVE THE SOLE RIGHT FOR THE

Dominion of Canada

CORRESPONDENCE SOLICITED.

OIL TEMPERED

## MOORE STEAM PUMP

For Stationary, Traction and Marine Boilers.

High and Low or Special Duty.

Send for Illustrated Catalogue.

DARLING BROTHERS

Reliance Works - MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.

Frank Darling, Agent, Nelson, B. C.

## DICKS BELTINGS

Never is affected by wetness, and does not stretch.

Excels in Transmission Power.

Always Uniform.

LARGE STOCKS ON HAND.

WRITE TO SOLE AGENT:

J. S. YOUNG, 15 Hospital Street, MONTREAL

## JAMES W. WOODS

Manufacturer of LUMBERMEN'S SUPPLIES

Tents, Awnings, Tarpaulins, Sails, Etc., Overhauls, Top Shirts, Pants, all kinds of Underwear, Sox, Mitts, Moccasins

75 QUEEN ST. - OTTAWA, ONT.

Tent Factory: 19 Elgin St., OTTAWA.

ALL ORDERS CAN BE EXECUTED ON THEIR RECEIPT.

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING .... AND LACE LEATHER

Danville, Que.

MANUFACTURERS OF

# HIGH GRADE CIRCULAR AND LONG SAWS

UNEXCELLED

# SHINGLE SAWS

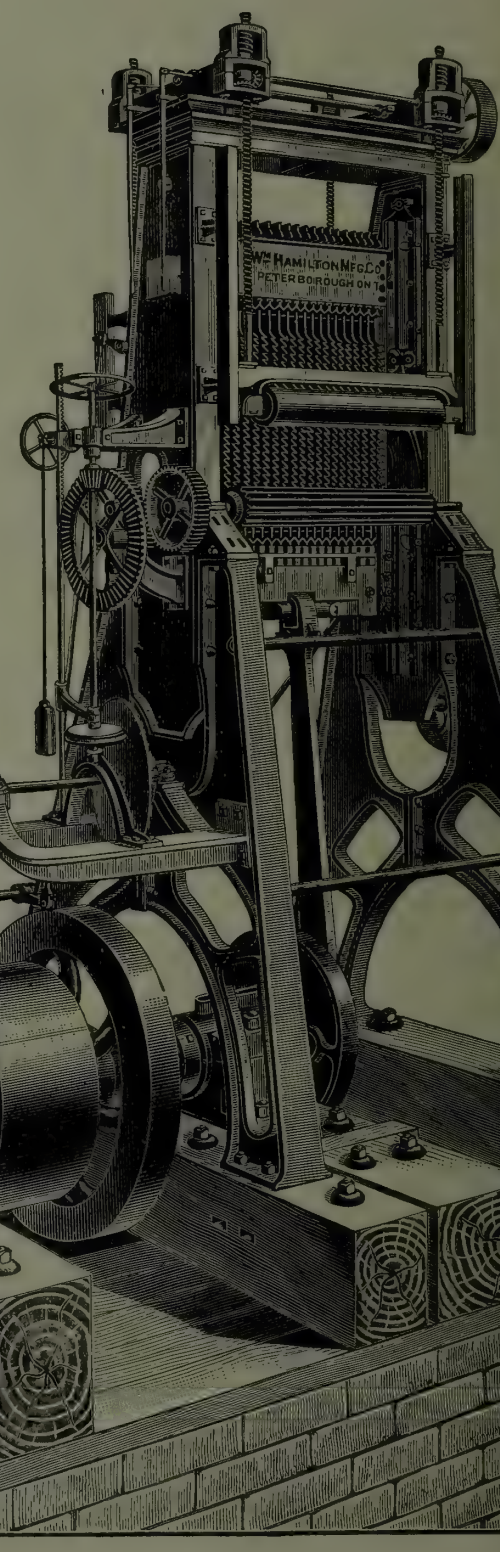
OUR INSERTED TOOTH SAW POSITIVELY THE BEST

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

We manufacture a
Complete Line of

HIGH GRADE
SAW-MILL
MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION

We are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Limited

Branch Office: VANCOUVER, B.C.

PETERBOROUGH, ONT.

# R. H. SMITH CO., LIMITED

## St. Catharines, Ont.

We are the Sole Manufacturers of Saws under the

## Simonds' Process

in the Dominion of Canada.

There is no process its equal for tempering circular saws. Other makers recognize this fact, as some of them, in order to sell their goods, claim to have the same process. **All such Claims are FALSE,** as the patentee in the U. S. and ourselves are the only firms in the world who use it.

MILL STREAM, QUE., on I. C. R'y, December 17th, 1894.

R. H. SMITH CO., LTD., St. Catharines, Ont.

DEAR SIRS,—Driving a 20 in. 13 gauge saw into frozen hardwood, using a 9 in. 4-ply belt, if it can be done satisfactorily, is a very severe test. Your saws have stood that test better than any I have tried. I have been experimenting with different makes—both home and imported—during the last five years, and give yours the preference. Last order is just to hand and will report on them by and bye.

Yours very truly, JAMES McKINLAY.

CAMPBELLTON, N.B., Nov. 17th, 1894.

R. H. SMITH CO., LTD., St. Catharines, Ont.

DEAR SIRS,—In regard to your Shingle Saws, you can say that I have been using Shingle Saws of your make (Simonds) for the past four years, and they have given good satisfaction. I am running nine machines and use a good many saws, but have never had a saw yet that did not work satisfactorily. Before using your saws I used saws of American make, which worked well, but after giving your saw a trial have continued to use yours, as they are cheaper, and in regard to working qualities are all that is needed.

Yours truly, KILGOUR SHIVES.

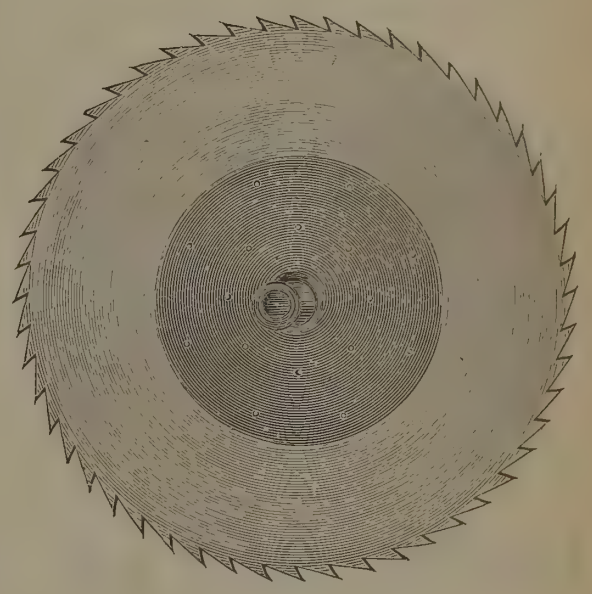
CLAVERING, ONT., May 3rd, 1897.

R. H. SMITH CO., LTD., St. Catharines, Ont.

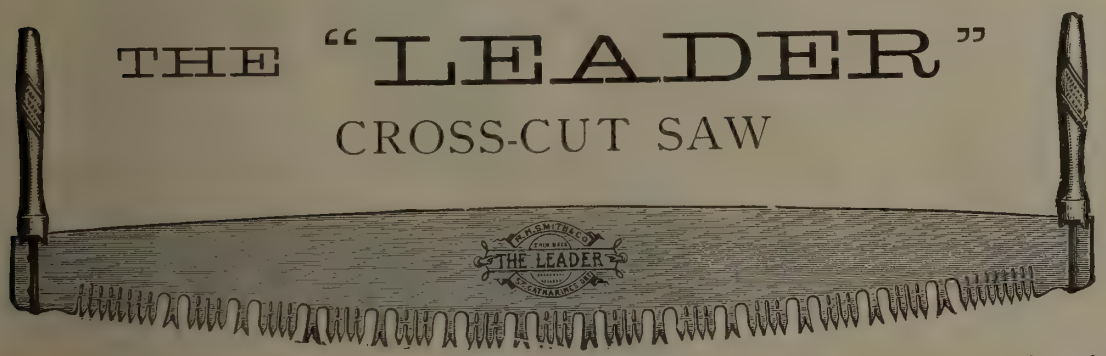
GENTS,—In reply to your letter asking me how I liked the 62" SIMONDS Saw, I must say in all my experience I never had a saw stand up to its work like the one purchased from you last month. Having used saws for the last 22 years, and tried different makes, I can fully say it is the best saw I have ever had in my mill, and would recommend the SIMONDS' Process Saws to all mill men in need of circular saws.

Yours truly, W. G. SIMMIE.

P.S.—I am sending you my old saw to be repaired; please hammer to same speed as new one. W.G.S.



## THE "LEADER" CROSS-CUT SAW




These Saws are made from the best DOUBLE REFINED SILVER STEEL, warranted four gauges thinner on back than front, and the only Saws on the market that are a perfect taper from the points of the teeth to the back, and require less Set than any other Cross-Cut Saw.

They are tempered by the Simonds' Patent Process, insuring a perfectly uniform temper throughout the plate, and stand without a rival as the BEST, FASTEST, AND EASIEST-CUTTING SAW KNOWN. A gauge to regulate the clearing teeth is furnished with each saw.

Directions for Setting and Filing are plainly Etched on every Saw. None genuine without our Registered Trade Mark as shown in cut.

## THE "LEADER" SAW SWAGE

**Made in 3 Sizes—$2.00, $2.50, $3 00 Net.**

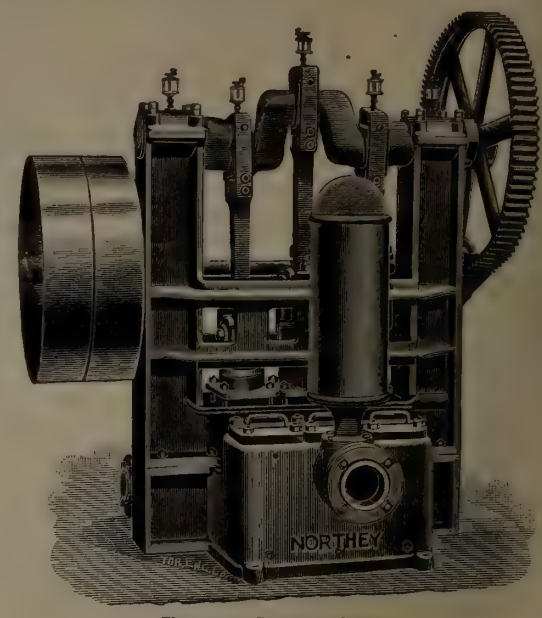
OUR PRICES ARE RIGHT. KINDLY ALLOW US TO QUOTE YOU BEFORE PURCHASING.

# R. H. SMITH CO., Limited, St. Catharines, Ont.

# Pumps "FOR ALL DUTIES"

**STEAM OR POWER**

**All Types and Sizes**




TRIPLEX POWER PUMP.

The Laurentide Pulp Co., of Grand Mere, Que., one of the largest Pulp Mills on this Continent, use our

STUFF PUMPS, SUCTION PUMPS, BOILER FEEDS AND CENTRIFUGAL PUMPS

The same remarks apply to the Riordan Paper Mills Co., Hawkesbury, Ont., the E. B. Eddy Co., Hull, Que., and also to other extensive mills in Canada.

**Send for Catalogue**

## NORTHEY MFG. CO., Limited, Toronto

---

A. L. COPE & SONS

Manufacturers of . . . . .

## LUMBERMEN'S WOODEN SUPPLIES

One Question: **Do you use Cant Hook Stalks, Whiffle Trees, Etc.?** If so, write us for Prices.

All orders receive prompt and careful attention. Satisfaction guaranteed.

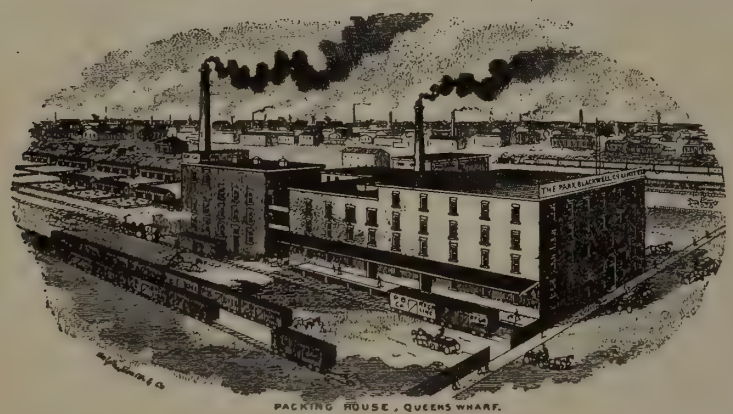
Correspondence Solicited. **COPE'S FALLS, ONT.**

---

# LONG CLEAR BACON

Car Loads

**Quality Finest.** **TON and CASE LOTS**



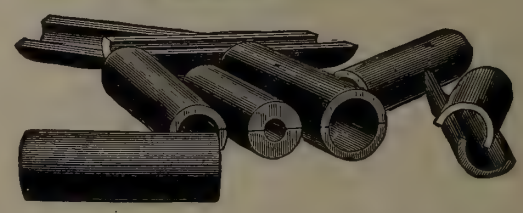

TELEPHONE No 1608.

## THE PARK, BLACKWELL CO., LIMITED

**Pork Packers** **TORONTO**

---

**Dodge Patent Independence Wood Split Pulley with Patent Standardized Bushing System.**



# Dodge Pulleys

are now the recognized 'STANDARD' the world over.

We make them for Saw Mill Work.

Much handier, can be got quicker, and Cost Less than any other Pulley made.

Every Pulley Guaranteed.

SEND FOR CATALOGUE.

. . . SOLE MANUFACTURERS. . . .

## DODGE MANUFACTURING CO. of Toronto, Limited

WORKS: Toronto Junction. OFFICES: 74 York Street, Toronto, Ont.

---

Please mention the CANADA LUMBERMAN when corresponding with advertisers.

---

TO BELT USERS:

Try Our . .

*BRANCHES:*
TORONTO, 88 Bay St
'Phone 374.
OTTAWA, Spark St.

GENUINE

# ENGLISH OAK-TANNED BELTING

# Lancashire Hair Belting

D. K. McLAREN, **MONTREAL**

# THE CANADA LUMBERMAN

VOLUME XX. NUMBER 11. | TORONTO, CANADA, NOVEMBER, 1899 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

## HON. E. J. DAVIS,

COMMISSIONER OF CROWN LANDS FOR ONTARIO.

IN the reconstruction of the Ontario Cabinet consequent upon the retirement of Hon. A. S. Hardy, Hon. J. M. Gibson, who for four years has had charge of the Crown Lands Department, becomes Attorney-General, and is succeeded as Commissioner of Crown Lands by Hon. E. J. Davis, late Provincial Secretary. The placing of the crown lands of the province under the supervision of Mr. Davis will, we believe, prove to have been a wise course, and one which will give general satisfaction. Readers of THE LUMBERMAN will be interested in the following brief sketch of his career.

Hon. E. J. Davis, M.P.P. for North York, is of United Empire loyalist descent, his father, Ashel Davis, having come from one of the Carolinos in 1770 and settled in Halton county. Mr. Davis himself was born in the township of King on December 2nd, 1851, and was educated at the public schools, at Waterdown grammar school, and at Hamilton Commercial College. When seventeen years of age he was apprenticed to learn the trade of tanning, an avocation which he has since followed with marked success. He is to-day at the head of the firm of A. Davis & Son, of King City, one of the largest tanning establishments in Canada.

From his boyhood Mr. Davis has always taken a keen interest in the public affairs of the country. He has served in the capacity of councillor for King township, and as deputy reeve, reeve and warden for the county of York. He was the youngest man ever elected to the council board of King township, and the youngest warden York county has ever had. In the year 1888 he was elected a member of the local house at a bye-election to fill a vacancy caused by the resignation of Dr. Widdifield, and was re-elected with large majorities in 1890, 1894 and 1898. He took an active interest in the work of the legislature, and showed himself a man of much capacity. His incisive and logical style of debate, lighted up with a kindly humor and graceful oratory, and his extensive and accurate acquaintance with public affairs, commanded the esteem and admiration of all the members of the legislature. He soon became a member of the important committees of the House. He was acting chairman of the Public Accounts Committee during the session of 1894, and was next session elected chairman and president over its deliberations. On the reorganization of the cabinet, caused by the retirement of Sir Oliver Mowat and the accession of Mr. Hardy to the premiership, Mr. Davis accepted a cabinet position without portfolio, and on the demise of Hon. Mr. Balfour he became provincial secretary, assuming charge of that department on August 28th, 1898. This position he has since occupied, in which capacity he has exhibited an intimate and thorough knowledge of the accounts of the province.

Mr. Davis began his career as a public speaker by debating the temperance question, a cause in which he has never lost interest. He is a total abstainer, and has been a member of the Sons of Temperance since 1870. He is a member of the Independent Order of Foresters and of the Masons; in the latter order he is P.M. of Robertson Lodge No. 292. He is a prominent member of the Methodist church, and has been a teacher of the Bible class in the church at King City for 23 years. He is also a member of the Toronto Board of Trade and of the Commercial Travellers' Association. In 1874 Mr. Davis was married to

HON. E. J. DAVIS.

a daughter of Squire David Johnston, a Justice of the Peace at Aurora.

The industrial, commercial and business experiences of Mr. Davis well fit him to discharge the duties pertaining to the honorable and responsible position of commissioner of the crown lands of Ontario, and the lumbermen of the province may feel assured that at his hands their interests will receive due consideration.

## COCKBURN VS. IMPERIAL LUMBER COMPANY.

AN important judgment was delivered last week by the Supreme Court at Ottawa in the action of Cockburn v. The Imperial Lumber Company. The judgment deals with the rights of lumbermen under the Provincial Statute known as the Saw Logs Driving Act. The facts which gave rise to the litigation were briefly as follows: The plaintiffs, Cockburn & Sons, of Sturgeon Falls, owned timber limits on Deer Creek, in Nipissing District, and the Imperial Lumber Company had limits on the other bank of the creek. Both parties were entitled to the use of the stream. In June, 1896, Cockburn & Sons complained that their logs in the creek had been detained during the driving season by jams of the Imperial Lumber Company's logs which were ahead. Proceedings were instituted under the Saw Logs Driving Act and the matters in dispute were referred to the arbitration of District Judge Valin, of North Bay. The arbitrator in August, 1896, awarded $1,376 damages to Cockburn & Sons, and it subsequently appeared that this amount was made up as follows: (1) $1,276 for damage suffered by Cockburn & Sons by reason of the company having obstructed the stream ahead of the former's logs, and (2) $100 for seizure and detention by the company of some of Cockburn & Sons' logs under a claim of lien thereon for expenses which the company claimed to have incurred in breaking jams further up the stream.

The Imperial Lumber Company claimed that the award was invalid upon the ground that the arbitrator had no power under the Saw Logs Act to award damages for obstruction of the stream, and that the only remedy when a person's logs are obstructed by another person's logs is to break the jam and claim a lien for the cost of doing so.

The action to enforce the award was tried before Mr. Justice Rose at the Barrie assizes in November, 1897. Judgment was given in favor of Cockburn & Sons, holding that damages may be recovered under the act for wrongful obstruction of waters to which the act applies.

From this judgment an appeal was taken to the Court of Appeal, and in January, 1899, that court, composed of Chief Justice Burton and Justices Osler, Maclennan, and Lister gave judgment reversing that of Mr. Justice Rose, and holding that the Saw Logs Act gives no right to an owner of logs to recover damages from a person who allows his logs to form a jam and so obstruct the stream.

The Supreme Court, composed of Chief Justice Strong and Justices Gwynne, Taschereau, King and Girouard, have now reversed the judgment of the Court of Appeal and restored the judgment of the trial judge.

The practical result of the decision is that an owner of logs who is wrongfully obstructed in the use of a stream is not confined to the remedy of removing the obstruction and then recovering the expense of doing so, but he may claim damages for the delay.

Dunn & Boultbee, now of the firm of Denton, Dunn & Boultbee, have acted as solicitors for Cockburn & Sons, Mr. H. D. Gamble being associated with them as counsel. Barwick, Aylesworth & Wright have represented the Imperial Lumber Company.

The M. L. Russell property at Renfrew, Ont., has been purchased by A. H. Hough, who intends rebuilding the saw mill.

## IMPORTS AND EXPORTS OF TIMBER PRODUCTS.

THE Statistical Year Book of Canada for 1898, compiled by Mr. Geo. Johnson, Dominion Statistican, and issued by the Department of Agriculture, has reached our desk. The book, as usual, is very complete and bears evidence of the great amount of attention bestowed upon the various subjects by its author. The tables published should be of interest and value to the business community of Canada. From the book we take the following statistics of the imports and exports of wood goods:

### IMPORTS OF FOREST PRODUCTS—FREE GOOD.

| | 1897. Value | 1898. Value. |
|---|---|---|
| Corkwood | $ 12,106 | $ 39,367 |
| Barks, cordwood | 66,372 | 55,945 |
| Barks, other | 1,018 | 2,501 |
| Felloes of hickory wood, rough, sawn to shape only | 29,600 | 23,438 |
| Hickory spokes rough turned | 60,366 | 10,906 |
| Ivory nuts (vegetable) | 9,458 | 19 793 |
| Fence posts and railroad ties | 92,409 | 68,236 |
| Logs and round unmanufactured timber, N. E. S. | 139,577 | 136,918 |
| Lumber and timber— | | |
| Cherry, chestnut, gumwood, hickory and whitewood | 156,883 | 227,280 |
| Mahogany | 15,566 | 42,492 |
| Oak | 339,540 | 484,782 |
| Pitch pine | 162,906 | 295,748 |
| Redwood | 1,229 | 190 |
| Spanish cedar | 15,596 | 9 228 |
| Walnut | 44,550 | 56,049 |
| Timber, squared or sided | 357,132 | 4[illegible]2,363 |
| Sawed boards, planks deals and other lumber | 331,937 | 384,767 |
| Shingles | 39,9 0 | 19,772 |
| Staves | 25,245 | 27,440 |
| Wood for fuel | 28,405 | 21,861 |
| Other articles of the forest | 52,798 | 138,433 |
| Total | $2,032,554 | $2,527,509 |

### EXPORTS OF FOREST PRODUCTS.

| | 1897. | 1898. |
|---|---|---|
| Ashes, pot, pearl, leached and other | $ 101,590 | $ 112,305 |
| Bark, for tanning | 112,154 | 105,057 |
| Basswood | 41,636 | 37,044 |
| Hickory | 1,718 | 437 |
| Firewood | 173,921 | 140,897 |
| Knees and futtocks | 8,972 | 14,175 |
| Logs, cedar, for shingle bolts | 4,280 | 500 |
| Logs, elm | 77,978 | 5 ,784 |
| Logs, hemlock | 13,790 | 4,030 |
| Logs, oak | 4,066 | 2,517 |
| Logs, pine | 1,832,352 | 1,6 6,671 |
| Logs, spruce | 102,399 | 38,885 |
| Logs, all other | 90,843 | 89,430 |
| Lumber— | | |
| Battens | 24,594 | 20,350 |
| Deals, pine | 3,266,087 | 3,814,947 |
| Deals, spruce and other | 7,394,485 | 7,918,366 |
| Deal ends | 637,193 | 641,043 |
| Laths | 471,341 | 343,378 |
| Palings | 8,403 | 14,851 |
| Pickets | 35,532 | 18,052 |
| Planks and boards | 10,817,912 | 5,611,537 |
| Joists | 23,531 | 5,2 9 |
| Scantling | 414,443 | 241,044 |
| Staves | 699,381 | 401,083 |
| Other lumber | 315,660 | 243,672 |
| Total lumber | $23,808,562 | $19,273,552 |
| Masts and spars | $ 2,926 | $ 2,448 |
| Piling | 72,850 | 135,154 |
| Poles, hop, hoop, telegraph and other | 61,232 | 36,126 |
| Posts, cedar, tamarac and other | 54,537 | 23,374 |
| Shingles | 1,201,360 | 994,3 6 |
| Sleepers and railroad ties | 229,780 | 1 1,19 |
| Stave bolts | 3 ,[illegible]34 | 20,811 |
| Shooks, box | 80,626 | 117,4 4 |
| Timber, square—Ash | 47,991 | 58,6 7 |
| " " Birch | 194,080 | 142,565 |
| " " Elm | 170,689 | 175,348 |
| " " Maple | 3,280 | ,098 |
| " " Oak | 516,544 | 666,7 4 |
| " " Pine, red | 52,439 | 59,[illegible]87 |
| " " Pine, white | 1,283,693 | 1,536,67 |
| " " All other | 26,352 | 28 882 |
| " " Total, timber | $2,289,068 | $2,579,986 |
| Wood, blocks and other for pulp | 711, 52 | 91 04 |
| Other articles of the forest | 141,654 | 104, 84 |
| Total, forest | $31,258,729 | $26,511,539 |

To show the relative value of the markets of Great Britain and the United States, tables are given of the exports of timber products to these countries in the years 1897 and 1898. Of pine deals practically none were exported to the United States, while Great Britain took them to the value approximately of $7,000,000 in the two years. Spruce and other deals were exported to Great Britain to the value of $13,500,000, as against $300,000 to the United States. The exports of planks and boards to Great Britain were valued approximately at $2,000,000, and to the United States over $12,000,000. Staves were shipped to Great Britain to the value of $105,000 and to the United States $1,000,000. Of pulp wood Great Britain took $70,000 and the United States $1,500,000.

Besides the above there were exported the following:

| | | |
|---|---|---|
| Barrels, empty | $ 3,331 | $ 3,413 |
| Household furniture | 115,863 | 242,177 |
| Doors, sashes and blinds | 285,161 | 3 4,492 |
| Matches and match splints | 151,276 | 195,770 |
| Mouldings and trimmings, etc | 16,121 | 14,779 |
| Pails, tubs, churns, etc | 12,789 | 19,666 |
| Spool wood and spools | 85,770 | 76,657 |
| Wood pulp | 741,959 | 1,210,421 |
| Other manufactures of wood | 240,047 | 284,664 |
| Total | $1,652,317 | $2,372,039 |

### EXPORTS FOR THIRTY-ONE YEARS.

Mr. Johnson has also compiled tables of the exports of manufactures of wood since the year 1868, showing the value and country to which exported. These show the total value during that period to have reached in value $556,613,330, or an average ef $17,948,817. The tables are given below:

### EXPORTS OF MANUFACTURES OF WOOD. (Separating Lumber.)

| Year. | Lumber. | Other Manufactures. |
|---|---|---|
| 1868 | $12,552,970 | $ 791,106 |
| 1869 | 13,969,368 | 788,610 |
| 1870 | 15,190,441 | 662,912 |
| 1871 | 15,403,173 | 760,624 |
| 1872 | 16,114,489 | 790,707 |
| 1873 | 20,025,872 | 788,233 |
| 1874 | 19,377,260 | 513,649 |
| 1875 | 16,451,185 | 653,791 |
| 1876 | 14,053,173 | 445,988 |
| 1877 | 14,457,097 | 607,648 |
| 1878 | 13,586,587 | 322,042 |
| 1879 | 10,185,137 | 453,938 |
| 1880 | 12,761,516 | 556,763 |
| 1881 | 17,139,770 | 526,024 |
| 1882 | 17,770,098 | 612,173 |
| 1883 | 18,444,021 | 552,498 |
| 1884 | 18,921,489 | 506,244 |
| 1885 | 16,085,540 | 662,902 |
| 1886 | 16,113,085 | 632,891 |
| 1887 | 16,519,088 | 963,985 |
| 1888 | 15,777,598 | 680,776 |
| 1889 | 17,871,834 | 678,567 |
| 1890 | 19,855,295 | 845,425 |
| 1891 | 18,971,389 | 961,485 |
| 1892 | 16,878,999 | 1,247,898 |
| 1893 | 20,646,151 | 1,450,556 |
| 1894 | 19,411,500 | 1,491,154 |
| 1895 | 18,350,602 | 1,434,667 |
| 1896 | 19,972,704 | 2,726,435 |
| 1897 | 25,090,554 | 1,780,837 |
| 1898 | 20,385,292 | 2,489,525 |
| Totals | $528,233,277 | $28,380,053 |

### EXPORTS OF MANUFACTURES OF WOOD—(Not including Ships.)

| Year. | Total. | Great Britain. | United States. | France. | Germany. | Other Foreign Countries. | B. N. A. Provinces | British West Indies. |
|---|---|---|---|---|---|---|---|---|
| 1868 | $13,344,076 | $ 5,326,668 | $ 6,572,345 | $ 24,428 | $ 6,480 | $ 894,498 | $104,981 | $414,676 |
| 1869 | 14,757,976 | 6,704,929 | 6,396,670 | 29,810 | 22,382 | 1,048,964 | 87,216 | 468,007 |
| 1870 | 15,853,353 | 6,204,405 | 7,734,947 | 59,464 | 5,640 | 1,372,478 | 107,125 | 369,294 |
| 1871 | 16,163,797 | 6,200,078 | 7,802,754 | 16,267 | 300 | 1,513,807 | 121,700 | 508,891 |
| 1872 | 16,905,196 | 6,582,588 | 7,981,995 | 26,566 | ..... | 1,597,873 | 120,884 | 595,290 |
| 1873 | 20,814,105 | 7,711,044 | 10,287,834 | 7,411 | 230 | 2,061,763 | 325,159 | 420,664 |
| 1874 | 19,890,909 | 9,580,426 | 7,869,494 | 34,708 | ..... | 1,720,090 | 75,403 | 610,708 |
| 1875 | 17,104,976 | 9,717,385 | 5,191,898 | 171,126 | 962 | 1,314,414 | 93,197 | 615,994 |
| 1876 | 14,499,161 | 9,063,912 | 3,958,905 | 41,645 | ..... | 931,786 | 100,826 | 402,087 |
| 1877 | 15,064,745 | 9,734,887 | 3,680,749 | 248,521 | ..... | 885,557 | 137,352 | 377,679 |
| 1878 | 13,908,629 | 8,725,306 | 3,549,696 | 275,748 | 7,200 | 869,048 | 136,195 | 345,430 |
| 1879 | 10,639,075 | 5,642,576 | 3,396,615 | 222,505 | 521 | 918,054 | 92,565 | 366,239 |
| 1880 | 13,318,279 | 6,478,882 | 5,260,625 | 309,859 | 12,930 | 851,241 | 72,457 | 332,285 |
| 1881 | 17,665,794 | 8,977,842 | 6,849,425 | 590,953 | 11,594 | 788,206 | 73,723 | 374,051 |
| 1882 | 18,382,271 | 7,858,861 | 8,147,267 | 685,906 | 426 | 1,284,391 | 64,831 | 340,589 |
| 1883 | 18,996,519 | 8,494,879 | 8,085,954 | 415,069 | 2,286 | 1,462,233 | 124,227 | 411,871 |
| 1884 | 19,427,733 | 8,878,085 | 8,326,654 | 347,539 | 120 | 1,396,093 | 139,363 | 339,879 |
| 1885 | 16,748,442 | 6,402,588 | 8,299,523 | 243,247 | 630 | 1,421,163 | 108,057 | 273,234 |
| 1886 | 16,745,976 | 7,681,913 | 7,459,820 | 213,720 | 829 | 1,128,798 | 75,552 | 185,344 |
| 1887 | 17,483,073 | 7,396,702 | 8,408,265 | 239,653 | 1,235 | 1,175,317 | 60,628 | 201,273 |
| 1888 | 16,458,374 | 6,571,121 | 8,580,305 | 115,977 | 1,250 | 874,150 | 81,171 | 234,340 |
| 1889 | 18,550,401 | 7,298,861 | 9,433,418 | 105,639 | 1,825 | 1,420,522 | 61,524 | 228,612 |
| 1890 | 20,700,720 | 10,112,301 | 8,776,629 | 108,860 | 9,925 | 1,366,556 | 86,151 | 240,298 |
| 1891 | 19,932,874 | 8,448,576 | 10,086,768 | 129,062 | 7,095 | 877,645 | 66,478 | 317,250 |
| 1892 | 18,126,897 | 7,300,069 | 9,462,471 | 184,014 | 1,087 | 966,539 | 46,513 | 166,204 |
| 1893 | 22,096,707 | 8,840,154 | 11,512,192 | 105,196 | 1,836 | 1,107,850 | 315,153 | 214,326 |
| 1894 | 20,902,654 | 9,478,920 | 9,760,261 | 107,485 | 1,781 | 1,030,557 | 269,612 | 254,038 |
| 1895 | 19,685,269 | 8,893,473 | 9,332,203 | 132,853 | 582 | 1,105,363 | 62,643 | 168,152 |
| 1896 | 22,699,139 | 10,215,034 | 10,965,416 | 140,400 | 23,683 | 1,168,022 | 55,456 | 131,128 |
| 1897 | 26,871,391 | 12,591,666 | 12,476,813 | 157,817 | 3,004 | 1,436,130 | 49,159 | 162,802 |
| 1898 | 22,874,817 | 14,663,954 | 6,590,784 | 302,190 | 24,782 | 1,106,086 | 48,302 | 138,719 |
| Totals | $556,613,330 | $257,768,085 | $242,238,695 | $5,787,718 | $150,615 | $37,095,194 | $3,363,603 | $10,209,354 |

## WINDOWS AND DOORS IN MARSEILLES.

United States Consul Skinner, of Marseilles, France, writes as follows regarding the market there for sashes and doors:

"A series of questions having been put to me concerning the possibility of introducing factory-made window sashes and doors in France, I wish to say, first, that the method of interior construction in this country does not resemble our own, and any manufacturer desiring to do business here should visit the country and study the local pecularities. All building is done to stay, and the light pine doors and sashes often used in America would not do here at all. Furthermore, there are no window frames in France that slide up and down as they do in the United States. The sashes are as long as doors, a double sash being made for each window, opening inward, clamped with a special fastening, and provided with interior and exterior blinds. In this southern country, where winds are severe, the outside shutters have immovable slats and are very heavy. Taking up the questions in detail, I have to say:

"There is no existing demand for factory-made doors. The notion prevails that ready-made doors are inferior to the hand-made article, and a demand would have to be created.

"As to shapes and styles in use, they are many. Sliding doors are unusual. As a rule, even large double doors swing on hinges. The dimensions of single doors of the ordinary types are: Height, 2.20 to 2.25 meters (7.22 to 7.38 feet); width, 80 to 90 centimeters (2.6 to 2.8 feet); thickness, 3½ centimeters (1.4 inches). Doors generally are hung on simple hinges. As no factory-made doors are sold, prices can not be quoted. For hand-made doors of the ordinary variety, the ruling price is 7 francs ($1.35) per square meter (10.76 square feet), or for double doors, 10 francs (1.93) per square meter.

"One builder ventures to say that from three to five thousand doors are used annually in Marseilles. No dependence can be placed on the guess. The consumption obviously depends on the amount of building. Doors used here are of local manufacture, the lumber generally coming from Sweden and Norway. There are no special door factories in this city."

The London Timber Trades Journal tells about a record in connection with the making of cricket bats that has just been established by a London firm of manufacturers. The firm recently purchased a gigantic willow tree which had been planted near the River Chelmer at Boreham, Essex, in 1835. When cut down it was found to weigh nearly 12 tons, was 101 feet long, and 5¾ feet in diameter. Out of this magnificent piece of willow no fewer than 1,179 cricket bats are said to have been cut from the best wood.

## THE TIMBER TRADE OF CAPE COLONY.

CAPE TOWN, SOUTH AFRICA, Sept. 20th, 1899.

Editor CANADA LUMBERMAN:

DEAR SIR,—Since my last letter appeared in the columns of your paper many changes have taken place in the conditions governing the timber trade of this colony, and I believe of the whole of South Africa. At the time referred to, the principal supplies of timber were brought from the Baltic and the port of Pensacola in South America, with small lots from Quebec and St. John, N.B. The most favored timber then (and for that matter at the present, only not to the same extent) was the Baltic deal, for the reason that builder's specifications invariably called for deals of an average length of about 20 feet, and these lengths were only obtainable from Norway and Sweden.

Within the past eighteen months, however, what is called here "Douglas Fir' or "Oregon," a wood hitherto unknown on this market, has made its appearance, and I understand it to be commanding a good place and a large sale. This wood has long been sought after for use in harbor improvements on account of its enormous length, and I believe it was on representations by the Harbor Board of Table Bay that the first logs were brought here. Since the time of its introduction it has been steadily growing in favor, not only on large works, but for building purposes also, and in conversation with one of Cape Town's most extensive timber importers recently, he bespoke for this wood a very large consumption, not only in this colony, but in all the ports of South Africa. This opinion seems to be well founded, from the fact that whereas only one cargo arrived at this port from British Columbia during last year, three cargoes have arrived up to the present date of this year, and more are expected, besides what has come from United States ports on the Pacific. During last year the United States product seemed to have preference with dealers here, but at the present time, for some reason, there seems to exist a preference for the Canadian, which will account for increased shipments from British Columbia. It may be that British Columbia mills are prepared to cut the most suitable specification for this market.

I understand, too, that one cargo which arrived from British Columbia was so far ahead of what had been hitherto received from American ports, insofar as grain and quality were concerned, as to give it first place at once. Be this as it may, there is no reason known here why British Columbia should not obtain a large share of the future trade with this country, providing she can supply the same quality of timber and on as favorable conditions as London and New York houses, acting as brokers for the American millman, offer, and it might be worth mentioning here that one New York commission house has been offering Douglas fir c.i.f. Cape Town at a lower price than English houses have been able to touch heretofore. It is the high freight from port of loading, coupled with the heavy expense of handling long timber at this end, which makes the price of an otherwise cheap cargo run into big figures before it reaches the yards of the South African importer, and it is possible in the particular instance referred to, that the New York commission house had an offer of low freight from a vessel near to or at the port of loading.

The following is a specification of a cargo such as would be suited to this market at any time:

DEALS AND SCANTLINGS.

Average length to be not under 30 feet.

| | | | |
|---|---|---|---|
| 4½ in. x 3 in | 20 to 40 ft | 20 | standards. |
| 6 in. x 3 in | " | 20 | " |
| 7 in. x 2½ in | " | 20 | " |
| 9 in. x 2 in | " | 10 | " |
| 9 in. x 3 in | " | 350 | " |
| 11 in. x 2 in | " | 20 | " |
| 11 in. x 3 in | " | 200 | " |
| 12 in. x 4 in | " | 25 | " |

Average length to be not under 45 feet.

| | | |
|---|---|---|
| 9 in. x 3 in | 40 to 50 ft | 200 to 300 pcs. |
| 11 in. x 3 in | " | |

LOGS.

Average length not under 40 feet.

| | | | |
|---|---|---|---|
| 9 in. x 9 in. | 30 to 50 ft | 50 | logs. |
| 12 in. x 12 in | " | 100 | " |
| 12 in. x 14 in | " | 50 | " |
| 14 in. x 14 in | " | 100 | " |
| 15 in. x 15 in | " | 50 | " |
| 16 in. x 17 in | " | 50 | " |

FLOORING.

Average Length 17 feet.

| | | | |
|---|---|---|---|
| T and G 6 in. x 1⅛ in | 12 to 24 ft | 15 | standards. |
| " 4 in. x 1⅛ in | " | 25 | " |
| " 6 in. x ⅞ in | " | 20 | " |

The value of such a specification as I have given at Cape Town to-day would be in the neighborhood of £10 sterling per St. Petersburg standard, for lengths up to 40 feet, cost freight and insurance, with a slight advance on longer lengths. No. 1 flooring is worth £12 2s 6d per standard and No. 2 flooring £11 5s per standard.

The following ships have discharged British Columbia timber at this port during the present year: "Kennebeck," 2127 tons; "John A. Briggs," 2110 tons; and "Undaunted," 1764 tons; and the "Harvester," 1494 tons, is expected. Apart from the business of this port, I believe The Lingham Timber Co. bring a considerable quantity of this timber to Delagoa Bay and the east coast of Africa.

If any of your readers are in a position to secure a low freight at any time, the opportunity might be seized upon to send in a cargo to this port in accordance with the above specification, as there would be no difficulty in placing it with some importer here. Another course is to offer the above or a similar specification to some of the several London houses representing the merchants here, among whom are Messrs. Mackie, Dunn & Co., Davis & Soper, and Findlay, Durham & Brodie, all well known firms.

The returns show that only one cargo arrived at this port from British Columbia during 1898, and two from United States, whilst Canadian ports have taken the lead by sending four ships already this year, which is a sure indication that the consumption of this timber is on the increase at the expense of the trade from the Baltic.

I shall be pleased to give further information to individual enquirers.

Yours truly,

THOS. MOFFAT.

---

SKETCH OF MR. MOFFAT.

The writer of the above contribution to THE LUMBERMAN is a son of the late Lt. Col. James Moffat, Brigade Major, Canadian Militia District No. 1, London, Ont. He was born at London on August 22nd, 1861, and resided

MR. THOMAS MOFFAT.

there until 1885, when he was admitted to practice as a barrister and solicitor of Osgoode Hall. He practiced at Chatham, in co-partnership with James Magee, Q. C., the present County Crown Attorney for the county of Middlesex, and at London until March, 1895, when he removed to Cape Town, South Africa, which has been his headquarters ever since.

Since his arrival in Cape Town, Mr. Moffat has been engaged in furthering Canada's interests in trade, and in the beginning of 1897 founded the firm of Moffat, Hutchins & Co., now one of the best known firms in the colony, and dealing exclusively in Canadian manufactures and products. His partner is Mr. William J. Hutchins, also a native of Canada. When Mr. Moffat reached South Africa, importers had not heard of Canada's manufactures, and were too conservative to give them a trial, so the most practical plan to adopt was the formation of a firm which would handle them and thus obtain for them a foothold in the market. The success which has attended his efforts has justified the means, as merchants are always willing to buy goods whieh are being sold by others.

In the early part of 1898 the Dominion government, recognizing Mr. Moffat's efforts towards trade extension, rewarded him by appointment as agent for the colony.

The business of handling Canadian shipments is left to the firm of Moffat, Hutchins & Co., whilst Mr. Moffat attends to his government office, looks for new fields of enterprise, and gives information to enquirers both in that country and in Canada.

---

## THE CARE OF BOX MACHINERY.

IN regard to the care of box-making machinery, there are general rules that apply here just as they do to any woodworking establishment, and these general rules are the things to be used for the foundation of any system for the maintenance of such machinery. The individuality, the variation owing to the special character of the machines and their work, is only a matter of detail and is easily kept up with if there are brains and system in the attempt, and if there are not both there may be a lack of money on the profit side of the ledger when the machinery has served for only a short while.

The model of ideal in shop arrangement has been pictured many times by mechanical writers, and with some variation, owing, partly, to a matter of individual taste. The general rules for observation in this are, an arrangement of machines in order that the stock may go through the necessary machines and come out at the finishing end of the shop with as little work and confusion as possible. Presume a beginning at the surfacing planer at the stock-receiving end, then step by step through the shop the material should come to each machine in the order of their work, without any circumventing or coming back again for any part of the machine work. Some consideration, however, must be taken as we go along of the machines themselves, and their connection with the driving power, or else in catering to the convenience of handling stock there may result a poor mechanical arrangement of machines. In conforming to the mechanical idea in shop construction we should bear in mind, first, that the machines and driving line of shafting should be so arranged that the belts going from the line to the counter shafts of the various machines may not all pull on any one side, but be distributed so as to pull against each other as much as it is practical to so arrange them so that they balance, as it were. This idea has been diagrammatically laid out heretofore, but every man can make his own diagram if he will only bear in mind that the idea is to get his line of shafting in the center, not necessarily of the building, but in the center of machine distribution, and if he has two lines of shaftings to the building he should not put them along each side wall, but divide the machine distribution into two parts and center each half with a line of shafting. The other general mechanical idea to be borne in mind is to try and get the heaviest driving nearest to the power end of the line. This cannot be easily conformed to in all cases, as that of distributing the counter shafting, for it is sometimes necessary to get a light machine near the power end, and likewise a heavy one away out toward the other end, but it is well to bear the idea in mind, and get all the heavy machines possible up near the power end of the driving line.

After the machines are all up each machine should be numbered on the body of the machine and the same number tacked up by the counter shaft. Of these a record or book should be kept, opening with the cost of the machine in detail, including belting and all connections, with date of application and name of manufacturer. This may seem like a lot of red tape at first, but by and by the advantage of it will become apparent. The millwright can enter on his book the repair expenses of each individual machine, and incidentally record the substance of his opinion of the trouble and worry of keeping the machine in good running order. Then the foreman in his book of estimates on the cost of getting out stock has something to conjure with in the number of these machines. It is easy, under such an arrangement, to get the record of each machine, and a comparison of books by the foreman and millwright would tell, without any guessing, when it would be advisable to discard a machine for something new. And, too, there is something fascinating about this positive knowledge of what you are doing once you get started at it, and instead of seeming like a useless rigamarole of a task, it will appear like the only real manner of business, and you will wonder why you did not take it up sooner.—Barrel and Box.

---

Hemlock shooks are beginning to be quite as popular as pine in the United States.

CANADA LUMBERMAN
WOOD WORKERS MANUFACTURERS AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS
PUBLISHED BY
The C. H. Mortimer Publishing Company
of Toronto, Limited
CONFEDERATION LIFE BUILDING, TORONTO
BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Especial pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

## SUSPENSION OF THE COASTING LAWS.

CANADIAN lumbermen, many of whom are vessel owners, are strongly opposed to the recent action of the Dominion government in suspending for the balance of the season the coasting laws of Canada, thus permitting American vessels to trade between Canadian ports upon equal terms with British vessels. By this action the Canadian vessel trade is placed in the same position as the lumber industry, that is, the United States citizens retain their own trade exclusively, and are given equal privileges and opportunities with Canadians in the Canadian trade.

The result of the suspension of the coasting laws will surely be detrimental to the interests of this country. Coming at a time when contracts have been made for new tonnage to the capacity of 300,000 bushels of grain, and when other contracts for additional ships are under negotiation, it has created a great lack of confidence in the policy of the government, which should be designed to protect Canadian interests.

It is pointed out that a Canadian railway company has been employing American bottoms for carrying grain from upper lake ports to a port on the Georgian Bay, and that one object in the suspension of the law is to permit this company to employ these vessels for carrying grain between the Canadian ports of Fort William and Parry Sound. On this point we cannot speak definitely, but certainly some influence must have guided the government in its action.

The carrying of lumber is not likely to be affected to any extent this year by this enactment. The trade is at present of small volume, but upon the completion of a 14-foot waterway on the St. Lawrence route, now almost accomplished, vessels will carry lumber from Georgian Bay ports to Montreal and Quebec for export to foreign markets. Then the admission of American bottoms to the Canadian trade would mean more than it does to-day.

This should be a non-political question. The principle should be recognized that the coasting laws should be designed to protect the national commerce, and should not be subject to radical changes.

## CANADIAN EXPORTS.

FROM a study of the tables of Canadian exports some comparisons are deduced which may not be uninteresting to the lumber trade. We have exported since Confederation, or from June 30, 1868, to June 30, 1898, home products to the value of $2,464,277,239. In 1868 our exports were valued at $45,543,177, while last year they reached $139,920,932. During the thirty-one years under review the exports of our manufactures amounted to $1,020,212,537, made up as follows: Manufactures of wood, $556,613,330; cheese, $218,241, 262; flour, $613,340,182; butter, $58,471,604; ships, $17,172,269; other manufactures, $108,373,890. Great Britain is our best customer, taking in 1898 over $93,000,000 worth. In 1882 the exports to the United States reached $41,700,000, but since that time they have steadily decreased, and last year were only $34,400,000.

Elsewhere in this issue will be found tables showing the value of the exports of manufactures of wood since Confederation. These tables are compiled by Mr. Geo. Johnson, Dominion Statistician, and are perhaps as nearly correct as it is possible to make them. Their value, however, is lessened by the absence of information as to what material was classified as manufactures of wood. It would appear from a perusal of the tables that nothing outside of lumber and partially manufactured lumber was taken into consideration. In 1868 the exports of manufactures of wood were valued at $13,344,076, while last year they were $22,874,817. The exports of the intervening years have varied between these figures, excepting in the case of 1897, when they reached $26,871,391.

It must be admitted that our exports of lumber have not increased in the thirty-one years under review to the extent which they should have done. From this we conclude that the foreign demand in ordinary lumber has been well supplied, and that home industries have consumed a much larger quantity of lumber. It is in the direction of manufactures of wood that we should seek to extend our foreign trade. The tables show that Great Britain purchased from us manufactures of wood to the value of $257,758,085. In that market we naturally meet competition from almost every wood-exporting country in the world, hence the great necessity of manufacturing our lumber as far as possible at home, thus bringing down freight charges to the minimum in proportion to the value of the goods.

Butter and cheese are responsible for a large increase in our exports. In 1868 the combined exports of these goods were valued at $2,318,585, while last year the exports are represented by $19,619,449. These figures have an especial interest for the lumber trade, inasmuch as they show the large and increasing demand for boxes in which to export butter and cheese.

## LOGGING REGULATIONS.

THE Department of Woods and Forests of Quebec has submitted to the lumber trade of that province some proposed amendments to the regulations governing logging operations. The main object intended to be accomplished by the new orders is the securing of more accurate returns of the quantity of timber cut on Crown lands. These regulations have not been favorably received by the lumbermen. While admitting the importance both to the government and to themselves of having accurate returns of the quantity of timber cut, they point out that the proposed changes are entirely impracticable, and that they would increase the cost of taking out logs to such an extent as in some instances would compel lumbermen to cease business.

For the first parapraph of article 13 of the regulations as they now stand, the following, according to the new laws, is to be substituted:

"Every such culler employed by a licentiate to measure timber must number each piece of timber measured by him, and inscribe the number in his book of measurements, and state opposite each number the variety and dimensions of said piece of timber. He must make a separate count for each shanty, following without interruption the order of numbers from one upwards. The book in which the log counter has entered the timber measured by him must at all times be subject to the inspection and usage of the bush ranger or other officer authorized by the commissioner to examine same, and must be transmitted at the end of logging season to the local crown timber agent, after having been sworn to by the culler."

This clause, it is contended, is unworkable. It would be a most difficult matter to number each saw log with the number of the shanty, number of the log, and size of log. Suppose the number of the camp was 3, number of log 10,199, size 14 inches; if properly marked it would appear thus: $\frac{5}{10,199}$. Under favorable conditions it would be possible to mark the log as ordered; but in the early autumn when the gum is oozing out of the log, later on when the logs have to be drawn through bush to the rollways, and still later on when the soft snow freezes to the end of the log, it would be exceedingly difficult and expensive to comply with the regulations, and a much larger gang of men would be required to take out a given number of logs.

Another clause of the proposed amendments reads as follows:

"Licentiates are strictly forbidden to place logs in the water in the fall, or to pile them on the ice in winter. All logs or other timber, without exception, must be put in rollways, above high water mark, and sufficient space must be left between each pile to allow the cullers and bush rangers to measure both ends of each piece of timber."

Nearly everyone familiar with the lumber business will, we think, admit that the above law, if made effective, would cause unnecessary hardship to the lumbermen and in the end re-act against the interests of the government. Logs are, of course, watered in all sorts of ways; but the popular method employed in the Ottawa valley and northern Quebec is to place them on the ice as soon as it is strong enough to carry the

horses. During the winter the logs sink to a greater or less extent. By this method there is saved the expense of clearing large spaces to pile them along the shores, which are usually very rough, also the expense of the second handling in the spring when time is of the most vital importance so as to take advantage of the first flow of water. If the logs had to be piled as proposed by the new regulations, they would all be frozen together and could not be placed in the stream in time for the spring freshets without great expense and loss of much valuable time.

In some instances logs are put into small streams in open water from the commencement of the logging season (usually about the first of September) up to the time that drawing on the snow and ice is commenced. This can only be done, of course, in the case of logs close enough to the water to be drawn in on the chain, but if these logs had to be piled along the small streams, it would require the clearing of miles of space along the banks, which, owing to the rough and rugged nature of many river banks, would entail a large expense.

Another serious objection would be the expense of keeping a large force of men to do the piling as the logs are drawn to the banks and of breaking the large rollways in the spring when the logs would be frozen together. It would also be necessary in many instances, owing to the nature of the bank, to roll the logs a considerable distance to the water, and before this could be accomplished the water in the stream would perhaps have lowered, and in addition to the extra expense, the probability of having the drive hung up would be increased.

The objections which we have enumerated are, we think, sufficient to show that the proposed regulations contain many objectionable features, the enforcement of which would seriously interfere with logging operations, without any material gain to the government. In this matter the authorities manifested a spirit of fairness by soliciting the view of the lumbermen before putting the regulations into force. No doubt in view of the representations which will come from the trade, the proposed measure will be freed from its objectionable features.

## EDITORIAL NOTES.

Can a lumberman be found who has not made money this year? We know of one firm who, after holding a large stock of lumber for several years, sold it last summer at an increased price which paid them many times over the insurance charges and other incidental expenses consequent upon keeping the lumber in their yards. Had they held the stock until the present time, they could have realized several thousand dollars more than they received a few months ago.

There is, we believe, a bright future for the hardwood industry of this country. Some lumbermen who have in the past operated exclusively in pine, but who find their supply of timber becoming exhausted, are now turning their attention to the hardwood timber on their limits. Within the past month a deputation of Ottawa valley lumbermen interviewed the Ontario cabinet and requested the government to grant licenses for the cutting of timber other than pine in Algonquin Park. The government were compelled to make the somewhat unintelligent response that no action could be taken at present, owing to the absence of accurate information as to the quantity of hardwood timber on the limits in question. This instance emphasizes the necessity of some steps being taken by the government to ascertain the quantity, location and variety of hardwood timber on the Crown lands of the province. If such information were obtainable, an expansion in the development of the hardwood industry would undoubtedly be witnessed.

The developments of the past ten days have demonstrated that the value of timber limits is steadily increasing. It wil be remembered that at the Ontario government sale of 1892 a thirty-six mile berth in the township of Morgan was sold for $373,650, the highest price ever paid for a berth of that size. Recently, however, this same berth has been sold to the Michigan Land & Lumber Company for a sum understood to be considerably larger than that originally paid for the property. The sale conducted by Mr. Peter Ryan on October 24th is another indication of the great wealth contained in our forests. For 108 square miles there were realized $679,500. And here it might be mentioned that a Michigan lumberman was a purchaser at this sale of limits to the value of $282,500. The result of the sale is a tribute to the shrewdness and business foresight of Mr. Peter Ryan and his associates. While we are not authorized to give the exact figures, it is well known that but a few months ago they purchased these limits for a sum not greatly in excess of $550,000. Now they have sold three-fourths of the property for $679,000, and refused to accept an offer of $125,000 for the unsold portion. It is safe to assume that at least an even $200,000 was made by the transaction.

## EXTENSIVE SALE OF TIMBER LIMITS.

The rotunda of the Board of Trade, Toronto, was crowded with lumbermen on the afternoon of October 24th, when Mr. Peter Ryan offered for sale the Comstock limits, on the Spanish River. Trill and Ermatinger were offered in full 36 mile berths, and Foster and Nairn in quarter sections of 9 square miles each.

The Canadian trade was represented by: Cook Bros. Lumber Co.; Victoria Harbor Lumber Co.; Georgian Bay Lumber Co.; Muskoka Mill and Lumber Co.; J. B. Smith & Sons; Parry Sound Lumber Co.; Imperial Lumber Co.; Conger Lumber Co.; Collins Inlet Lumber Co.; Ontario Lumber Co., all of Toronto; J. R. Booth, Ottawa; Pembroke Lumber Co.; Chas. McCool, Geneva Lake; John McNeil, Gravenhurst; Thos. Long & Bro., Collingwood; Robt. Thompson & Co., Hamilton; The Brennan Co., Hamilton; C. Beck, Penetanguishene: A. Barnet and Allan Frances, Renfrew; Egan, Mackie, Fraser and Eddy, of Ottawa; Booth & Shannon, George Gordon, J. W. Munro, Pembroke; Jas. S. Playfair, Midland; The Byng Inlet Co., Byng Inlet; Henry Lovering, Coldwater; Mr. Lomas, Sprague; J. & T. Conlon, Thorold; J. Ferguson, M. P., and J. McFadden, Ottawa; Geo. Paget, Sturgeon Falls; Jas. Scott, W. J. Sheppard, T. Sheppard, W. J. Irwin, Geo. McCormick M.P., Angus McLeod, F. J. Gillespie, Chas. Mickle, N. Dyment, Burton Bros., and others.

Michigan lumbermen were also there in great force, among whom we noticed Maurice Quinn, E. W. Sparrow, F. W. Gilchrist, Thos. Pitts & Co., W. L. Churchill, Hon. S. O. Fisher, Burrough & Rust, John Millen, Alger, Smith & Co., Saginaw Salt & Lumber Co., Hardy Lumber Co., Spanish River Lumber Co., and others. It was a gathering, as Mr. Ryan said, of the monarchs of the pine lumber trade. Sharp at two o'clock Mr. Ryan, accompanied by his solicitor, Mr. Frank Denton, Q. C., and Mr. Clarkson, entered the room, and was received with applause by the assembled lumbermen, for it was well known that he had purchased the limits as a private speculation and was going to make a test of the soundness of his judgment by putting them up to public competition. Never was any sale conducted in a more honorable manner, and certainly there has never been carried out a more successful transaction in buying and selling a group of timber limits than in this case.

After a few words on the growing scarcity of northern pine from the eloquent auctioneer, whose fame as a speaker on public questions is Dominion wide, the township of Ermatinger was offered and withdrawn at $125,000, after which came Trill, which was knocked down to Mr. C. Beck for $160,000; then in rapid succession came Foster and Nairn in nine-mile berths, which were sold off to the Victoria Harbor Lumber Co., J. W. Munro, Ferguson & McFadden, and W. L. Churchill, the latter representing a syndicate of Michigan lumbermen. As will be seen from the list, the total sales footed up to $679,500, with Mr. Ryan retaining Ermatinger for private sale. There was one action on the part of the auctioneer which elicited for him the deserved applause of the crowd of competing lumbermen. Just as the name of Mr. Churchill was declared the buyer of one of the berths, an advance of $2,500 was heard, but the auctioneer refused to receive the bid, though by so doing he was refusing some thousands of dollars additional profit. Mr. Frank Denton, Q.C., of the firm of Denton, Dunn & Boultbee, solicitors, of Toronto, and Mr. E. R. C. Clarkson, also of Toronto, attended to the legal and financial features of the sale, which were conducted and finished in a most successful manner; and we need not say that the best known timber limit auctioneer on the continent was highly congratulated by his friends on the outcome of this sale, which has given a still firmer character to the value of our forest wealth.

Herewith we give the complete result of the sale:

Parcel No. 1—Township of Ermatinger, 36 square miles, withdrawn at $125,000.

Parcel No. 2—Township of Trail, 36 square miles, sold to C. Beck Manufacturing Company, Penetanguishene, Ont., for $160,000.

Parcel No. 3—South-west quarter of Foster township, 9 square miles, sold to W. L. Churchill, of Alpena, Mich., for $82,500.

Parcel No. 4—South-east quarter of Foster township, 9 square miles, sold to J. W. Munro, of Pembroke, for $21,000.

Parcel No. 5—North-west quarter of Foster township, 9 square miles, sold to W. L. Churchill, for $132,500.

Parcel No. 6—North-east quarter of Foster township, 9 square miles, sold to W. L. Churchill, for $67,500.

Parcel No. 7—South-west quarter of Nairn township, 9 square miles, sold to Victoria Harbor Lumber Company, Toronto, for $80,000.

Parcel No. 8—South-east quarter of Nairn township, 9 square miles, sold to Victoria Harbor Lumber Company, Toronto, for $51,000.

Parcel No. 9—North-west quarter of Nairn township, 9 square miles, sold to Ferguson & McFadden, of Ottawa, for $33,000.

Parcel No. 10—North-east quarter of Nairn township, 9 square miles, sold to J. W. Munro, of Pembroke, for $52,000.

MY attention has been called to an inaccuracy in the figures I gave in this column recently showing the tonnage of the Manchester Canal. Mr. Frank Southern, of Manchester, from whom I received the data on which the paragraph was based, writes : "I fear I did not make myself clear ; the tonnage mentioned referred to tons of timber imported only, the tonnage of all goods inward and outward being, of course, vastly greater. The timber imports last year reached 212,996 tons, and will probably be considerably larger this year."

* * *

I HAD the pleasure of a chat the other day with Mr. Maitland, the well known lumberman of Owen Sound. I found him in excellent spirits as the result of the prosperity which, in common with others, his firm have enjoyed during the present year. He gave it as his opinion that the year 1899 was the most prosperous during the last twenty years for the lumber trade. In answer to my remark "that all things come to those who wait," Mr. Maitland replied, "Yes, but many could not wait long enough and so went under." He further expressed the opinion that Canada has now reached the point where she can be independent of the United States market as an outlet for her lumber. The only drawback to the trade this year has been the inadequate shipping facilities. The unusual activity in the iron trade had led to the employment of many more vessels than usual for the carrying of iron ore. On top of that came the demand for vessels for shipments of grain. This demand, as usual, came suddenly, and the period for shipments being short, every vessel that could be procured was brought into service ; indeed, many vessels that had gone out of service were refitted to a sufficient extent to be again put to use. Under these conditions great difficulty had been experienced by lumbermen in securing vessels to carry their shipments, and lake freights had advanced to a point which left no advantage in shipping by vessel, as compared with shipping by rail.

* * *

I FIND the portrait of a Canadian adorning the front page of a recent issue of the American Lumberman. It is that of James Moloney, who has worked his way in the business world until he has become the chief man in the Moloney-Bennet Belting Co., of Chicago. Born on a farm near Lindsay, Ont., and becoming dissatisfied with his surroundings, one summer day he started out into the world, bare-footed and arrayed only in a pair of jeans and a calico shirt. Of money he had none, but another boy who accompanied him was the possessor of an old trunk, which was sold for fifty cents. Arriving at Port Hope, he borrowed ten cents from his companion and invested it in apples. These he peddled out, renewing his stock from time to time until he acquired in profits the sum of seventy cents. Deciding to go to the United States, he obtained a position as cook on a steamer, for the purpose of getting across Lake Ontario. In Rochester he secured a position driving a mule on the Erie canal, following this work for three summers and spending the winters in New York city at whatever he could find to do. Then he returned to Canada, and when sixteen years old went again to the United States. At St. Louis he secured work and attended night school for six or seven years, acquiring in this way a fair education. In St. Louis he learned the wood-working business, going from there to Missouri to take charge of a saw mill. From Missouri he went to Little Rock and started to work on a farm, but after a short time removed to Chicago, which has since been his headquarters. He worked as a millwright, and in 1883 entered the leather belting business, seven years later organizing the Chicago Belting Company. Later he disposed of his interest in that company, and organized the company of which he is now the head.

* * *

ONE had but to enter the corridors of the Queen's Hotel in Toronto on the evening of October 24th to know that something had transpired in the city of more than usual interest to the lumber trade. There were to be found the lumber kings of Michigan—men representing great wealth and influence. They had come to Toronto in search of that commodity, timber, for which their appetites have in no sense been appeased by the act prohibiting the exportation of saw logs from the province. I noticed among them Hon. S. O. Fisher, of the firm of Turner & Fisher, and president of the Michigan Land & Lumber Company, of Bay City, who was for several years a representative to Congress, and of whom everybody spoke as a grand old man ; W. F. Churchill, of Alpena, the hero of the day, he having added to his possessions at the sale limits to the extent of nearly $300,000 ; Maurice Quinn, representing Col. Bliss, of Saginaw ; R. A. Loveland and R. H. Roys, of Loveland, Roys & White, Saginaw ; Bert Burton, manager for Pitts & Company, Bay City ; Edmund Hall, of Detroit, and F. W. Gilchrist, of Alpena. Not since the sale of 1892 has such a representation of Michigan lumbermen visited Toronto at one time. The topic of conversation was, of course, the sale held in the afternoon. Everyone admitted it was a grand success. "Peter Ryan deserves every dollar he has made, for he is a hustler and a hard worker," was one of the remarks during the evening. The question was asked why Michigan men continued to purchase limits in Ontario in the face of the government embargo. A common reply was that the courts would not allow the law to stand, and that next year logs would again be going across to Michigan. But, reading between the lines, one could easily see that they were not investing money entirely on the faith that this would be the case. In other words, as one gentleman remarked, "timber is a good investment wherever it stands." Herein lies the pith of the matter.

* * *

MR. Geo. Mabee, who operates a saw and shingle mill at Mabee, about eight miles from Tilsonburg, Ont., came to Toronto for the purpose of attending the sale of timber limits held by Mr. Peter Ryan on the 24th inst. Mr. Mabee's supply of timber has become well nigh exhausted, and he is looking around for a new site, being prepared to purchase a small limit either of pine or hardwood. In conversation with me Mr. Mabee questioned the policy of the governments in selling timber in large parcels. "Such a policy," said Mr. Mabee, "is opposed to the proper development of the lumber industry. It results in large capitalists buying heavily solely for speculative purposes, and shuts out the man of ordinary means when he wishes to buy timber with the object of carrying on a saw-milling business. I was told by a party the other day that one of the objects of the government had been to keep down the number of accounts open, but that seems to be a weak explanation, as the slight additional labor thus involved would be made up many times over by the higher prices which would be obtained for limits if put up in small lots." Mr. Mabee referred to the policy pursued by other governments, pointing out that in New Brunswick the government will not sell more than ten square miles in one berth, and that in California the maximum is 160 acres, and in that state the purchaser must become a resident for three months before he can get a deed of the property, and then he is required to take the oath of allegiance. There is, I believe, some truth in what Mr. Mabee says, but I do not think the Ontario government has been a great sinner in this direction. If my memory serves me, at the government sale in 1897 the largest parcel offered was less than ten square miles. At the great sale of 1892 some berths of 36 square miles each were sold, but by far the greater number of those offered ranged from 7 to 15 square miles. Allowing 3,000,000 feet to the square mile, a 36-mile berth would yield 108,000,000 feet, and many of the large pine mills in Ontario would cut this amount in a few seasons.

## THE NATIONAL HARDWOOD LUMBER ASSOCIATION.

CINCINNATI, OHIO, September 22nd, 1899.

Editor CANADA LUMBERMAN :

DEAR SIR,—We herewith enclose notice of our next meeting of the National Hardwood Lumber Association. We are possibly a little early getting out our notice for this meeting, but we want to say in reference to it, that we desire your co-operation in helping us all you can towards getting the lumbermen of this and your country together in the National Convention. The advantages of it are apparent in many ways, and we trust that you will give us your co-operation in this matter.

Yours truly,

NATIONAL HARDWOOD LUMBER ASSOCIATION,
W. A. BENNETT, President.

COPY OF NOTICE.

"It is with pleasure that I call your attention to the next meeting of our Association, which occurs at Memphis, Tenn., November 16th, and it is to be hoped that you will be there and your neighbors also. We must make this the meeting of the Association, and on account of the location being one of the best manufacturing and distributing points in the hardwood lumber belt, that of itself should appeal to you as a strong incentive to attend. The noted old fashioned hospitality of the southern people in general and the Lumbermen's Club of Memphis in particular should also warrant a pleasant social time. We will, however, at this meeting take up many things of special material interest to the trade, and it is to be hoped all will come with a view of occupying our time in business while at it."

Yours truly,

W. A. BENNETT, President.

The men employed at Blue's sawmill at Rossland, B.C., went on strike recently, demanding an increase in wages of twenty-five cents per day. The manager, Mr. Louis Blue, acceded to their wishes after but a temporary cessation of operations.

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN GREAT BRITAIN, THE UNITED STATES, AND OTHER FOREIGN MARKETS.*

VOL. V. TORONTO, ONT., NOVEMBER 1, 1899 No. 41.



**CANADA LUMBERMAN**

PUBLISHED BY

**The G. H. Mortimer Publishing Co'y of Toronto, Limited**

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL.

**Weekly Lumberman,** published every Wednesday. Contains reliable and up-to-date market conditions and endencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman,** Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type; 12 lines make one inch. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

FOR SALE.—THE CUT OF 2,000 ARPENTS of Hardwood Limits, only 22 miles from Montreal and on G.T.R. and I.C.R. "B.," care of P.O. Box 268, Montreal.

FOR SALE.

BIRCH FLOORING, KILN DRIED, HOLLOW backed, butted and bundled—suitable for factories, workshops, etc. The KNIGHT BROS. Co., Burks Falls, Ont.

WANTED.

TO BUY A GOOD SECOND HAND SAW MILL of capacity about 20,000 feet per day. Apply to GODERICH LUMBER Co., Goderich, Ont.

WANTED.

DRAUGHTSMAN, THOROUGHLY COMPETent man, one accustomed to engine and saw mill work preferred. WATEROUS, Brantford.

WANTED.

60 MILLION FEET SPRUCE LATHS, 2 TO 5 feet long. Full particulars on application to "G.A.M.A.," c/o CANADA LUMBERMAN.

FOR SALE.

BAND RE-SAW, DOUBLE SURFACER AND Matcher, Four Side Moulder, Sash Sticker, 50 h.p. Boiler and Engine, all in good repair. TORONTO MACHINERY SUPPLY Co., Tor nto.

WANTED.

CORDWOOD, BEECH, MAPLE, OAK OR Ash, dry, and Hardwood Slabs; Lath, Shingles and Lumber. Address, NORTHSIDE LUMBER & COAL Co., 860 Greenwood Avenue, Detroit, Mich.

WANTED.

TO CONTRACT FOR LARGE SUPPLIES OF Soft Elm Boards from 1 to 3 inches in thickness, 1st and 2nd quality; also Chair Stock—by foreign buyer now in Canada. Reply by letter to "Alpha," c/o CANADA LUMBERMAN.

WANTED.

SPRUCE BOARDS, 1ST QUALITY, WANTED, 50 standards; sizes 1 in. (full) thick by 3 in. wide; 1¼ in. by 3¼ in., and 1½ in. by 3½ in., or double above widths. Prices delivered Liverpool or Manchester to RILEY'S BILLIARD WORKS, Accrington, England.

WE WANT TO BUY 200,000 FEET OF 3-INCH Mill Culls (Pine), also four or five cars inch Roofing Boards; it does not matter how badly discolored these latter are. Address, M. M. SMITH, North Tonawanda, N.Y.

WE HAVE FOR SALE, OR WILL EXCHANGE for Lumber, one medium sized Carey Safe, one large Herring Office Safe, and one very large Herring Bankers' Safe, with burglar-proof steel vault. For particulars address M. M. SMITH, North Tonawanda, N.Y.

PIANOS AT WHOLESALE, OR IN EXCHANGE FOR LUMBER

PARTIES WISHING TO PURCHASE A PIANO can buy them of us at wholesale, or we will exchange them for an equivalent value in Lumber, Lath or Shingles. Address, "T. A. A.," c/o CANADA LUMBERMAN.

WANTED.

THE UNDERSIGNED INVITES CORRESpondence from Canadian manufacturers who can supply in large quantity Canadian Pine Doors and Windows. Goods must be of first-class quality as to material and manufacture. Address, HARRY G. BOYCE, Atheneum Chambers, 71 Temple Row, Birmingham, England.

SAW MILL FOR SALE.

THIRTY-FIVE HUNDRED DOLLARS BUYS Saw mill worth double this amount, if taken at once; 2 Boilers 120 h.p., Engine 100 h.p., Iron Saw Frame, Three Block Carriage, 2 good Saws, Double Edger and Trimmer good as new, Slash Chain, all in good running order, run this season; size of Mill, 30×100 ft.; good Boiler House, Blacksmith Shop, House, Barn, etc.; 400 acres of good Birch and Hemlock, also thousands of acres of timber near by. For particulars, address ALLEN CRESSMAN, Berlin, Ont.

## CANADIAN HARDWOOD LUMBER

MILLMEN AND OTHERS HAVING FOR sale please quote for:

**Soft Elm, 1" to 3" thick x 6" and wider, 1¼" x 14", 1" x 13" and wider.**

**Coffin Specifications, first-class stuff.**

**Prime Hard Maple, 1", 1¼", and 1½" x 6" and wider.**

**Also Prepared Flooring and Roller Block.**

State quantities offered, when available for shipment, prices f.o.b. winter ports and Montreal for first open water. Cash in New York against railroad bills of lading. Address "SPOT CASH," care of CANADA LUMBERMAN, Toronto.

### ENQUIRY FOR ELM BOARDS.

A foreign buyer now in Canada is desirous of arranging with manufacturers for large supplies of soft elm boards and a quantity of chair stock. His announcement appears in the "Wanted and For Sale" department.

### FIRES.

The planing mill of John Kaufman, near Cassel, Ont., was burned recently.

The saw mill of D. Purinton, near Richmond Corner, N.B., has been burned.

Fulton Bros.' saw mill at Fingal, Ont., was destroyed by fire on October 25th. The loss is $5,000, there being no insurance.

The steamer Fram has been chartered to take a cargo of deals from Miramichi, N.B., to Rochefort, France, at 70s. The steamer Rydal Holme takes deals from Quebec to Barcelona, Spain, at 70s.

### CURRENT TRADE CONDITIONS.

#### ONTARIO.

The drawing to a close of the shipping season has caused much activity in the lumber business of the Ottawa valley. Some shipments are being made by vessel to Montreal for export to Great Britain and South America, but the most urgency of demand at the present time pertains to the United States trade. Eastern wholesale dealers have visited the Ottawa valley and bought quite heavily of grades and dimensions suitable to their trade. This has given stability to the market. Reports from the Georgian Bay district are but a repetition of what has been said heretofore. Many enquiries are being received for stock, and particularly for the lower grades, the supply of which has become well nigh exhausted. The increase in manufacturing of all kinds in Ontario, coupled with active building operations this year, has been responsible for a large demand for the coarser grades of lumber, which have been steadily advancing for some months.

Many lumbermen are this winter increasing their operations in the woods, and there promises to be a large production of logs for sawing in the season of 1900. Several Michigan firms have already arranged to have their logs sawn at mills on the Georgian Bay.

#### QUEBEC AND NEW BRUNSWICK.

Each day witnesses an improvement in the spruce market of the eastern provinces. On account of high freight rates and short supply, very little stock is going forward to Great Britain, but there is quite a liberal movement of lumber, clapboards and shingles to the Eastern States, where the market has improved wonderfully of late. Before the mills commence operations in the spring practically all the stock will have been moved from the yards, and the season will open with unusually bright prospects. Bay of Fundy deals are now quoted at $9.50 to $10, and St. John deals at $10 to $10.50, but it would be difficult to find any considerable quantity that has not been purchased by the shippers. Extra cedar shingles are quoted at $3.15 to $3.25, taking Boston rate of freight, and the market is strong.

#### MANITOBA AND BRITISH COLUMBIA.

In some sections of Manitoba and the North-west Territories the country demand for lumber has been restricted on account of prevailing bad weather. Mills are catching up somewhat with orders, although the demand is such that dealers and manufacturers have no hope of accumulating any stocks for some weeks to come. A large quantity of British Columbia lumber and shingles has been sold this year in the North-west, and at satisfactory prices. The mills in British Columbia report no slackening in the demand. Building operations are proceeding unabated, and even at this late season of the year the erection of several large buildings is just being commenced.

#### UNITED STATES.

In the United States trade there has been a falling off during the past few days in the country demand and a partial cessation of building operations. On the other hand, the manufacturing demand for lumber shows no signs of abating. Reviewing the situation, there seems to be a lighter movement of pine stocks than has been the case for some weeks past. Box lumber and low grade stock of all kinds is in short supply, but in medium grades the supply is in better proportion to the demand. Receipts of lumber at eastern wholesale points, and particularly Buffalo and Tonawanda, have been quite large of late, but heavy shipments are being made to the east by the Erie canal, and winter stocks will be somewhat broken. Wholesale prices at Saginaw valley and Lake Erie distributing points have undergone the advance to which reference was made in our last issue. This advance ranges from 50 cents to $3 per thousand, the latter being on the upper grades. In another column details of the new list are given. The upward tendency in the spruce market has continued, a shortage of stock being reported at Boston, New York, and other large centres.

We believe that there has been a slight falling off in the demand for some varieties of hardwood lumber. Maple, for instance, is not as much enquired for as earlier in the season. Quotations at Boston are $27 for 1 inch, $29 for 1¼ and 1½ inch, and $31 for two inch. Elm holds its own at $30 to $31 for 1 inch and $32 to $33 for thicker.

#### FOREIGN.

British importers of wood goods are now turning their attention to arranging for next year's shipments, and there is much speculation as to the prices which will rule. We have not learned of any contracts having been made as yet, but it is said that shippers have refused offers higher than the prices which were realized or shipments this year. There is a strong

probability that prices for early spring shipments in 1900 will be higher than the closing sales of the present year. The South African war does not seem to have interfered with the timber trade; on the other hand, it has had rather an enlivening effect.

Holders of Canadian spruce deals report an unusually brisk demand for goods, and prices are steadily advancing. Within one month third quality spruce has advanced nearly 25s per standard at London, although at time of writing second and third quality are slightly easier, several contracts having just been concluded for seconds at £8 15s and for thirds at £8 5s. It is predicted that the top has not yet been reached, and that still higher prices will rule during the winter months. At Liverpool a cargo of 1,250 standards has been sold at £7 2s 6d, cost, freight and insurance, and £7 5s is being asked for West Bay and similar stock. There has also been increased firmness in Quebec pine deals of all qualities, and sellers are inclined to hold goods for higher prices.

From Australia comes the report of improved conditions in the timber trade. An advance has been made in the price of Oregon pine, and the outlook for the future is brighter than it has been for some time.

### STOCKS AND PRICES.

John Collins, of Honora, Ont., expects to get out about 100,000 ties this winter.

James Beveridge, of Parry Sound, has gone to Webbwood, Ont., to superintened the cutting of 10,000,000 feet of logs near that place.

Lindsay, Baird & Fulton, of Belmont, N.S., are prepared to let contracts to four jobbers to take out about 1,000,000 feet of logs each.

S. A. Baldwin, of Stanhope, Que., has been given a contract to get out 5,000,000 feet of logs this winter at Norton Mills for Mr. Fitzgerald.

Chew Bros., of Midland, Ont., have contracted with Joseph Turner, of Saginaw, Mich, to cut about 15,000,000 feet of lumber for him next season.

Vigars Bros., of Port Arthur, Ont., are preparing to get out a large number of logs this winter, but so far have been somewhat handicapped by the scarcity of men.

The extensive mill property, wharves, etc., of S. T. King & Sons at Kingsville, on the St. John river, about one mile from St. John, N.B., are being offered for sale by L. A. Curry, solicitor, of St. John.

Wm. Gordon, of Stratford, is supplying the timber and lumber for the Whyte Packing Co.'s factory in that city. The contract calls for over 600,000 feet, and his tender was in the vicinity of $12,000.

The bark Argilla cleared from Parrsboro, N.S., on October 26th for Cardiff, England, with about 1,000,000 feet of deals, shipped by M. L. Tucker for W. M. Mackay. This is the last vessel of this season's deal fleet of that port.

The Conger Lumber Co., of Parry Sound, Ont., has closed a deal with an American firm to saw 10,000,000 feet of logs for them during the season of 1900. The Conger Company will also cut about the same quantity of their own logs.

A syndicate has acquired the Violin Lake property in British Columbia. This property includes between 1,600 and 1,700 acres of the finest timber land in the Kootenay district and the whole area of Violin Lake in addition. It is understood to be the intention of the purchasers to operate quite heavily for some years.

J. & T. Conlon, of Thorold, Ont., are offering for sale their timber limits on the north shore of Lake Huron, comprising in all 191 square miles. The pine in the townships of Thompson and Bright has nearly all been cut off, but it is estimated that there is in these townships about 40,000,000 feet of hardwood timber, principally birch, red oak, hard maple, ash and hemlock.

The largest cargo of lumber that ever cleared from the port of Vancouver, B.C., was carried on the whaleback Elm Branch, which sailed for Shanghai, China, one week ago. The cargo consisted of 2,841,324 feet, valued at $26,000. The timber is for the Chinese railway, and will be used chiefly for bridge building. It is prouable that this steamer will be re-chartered to take another cargo from Vancouver.

Following is a comparative statement of timber, &c., measured and culled at Quebec to October 31st, 1899:

| | 1897. | 1898. | 1899. |
|---|---|---|---|
| Waney white pine, cu. ft. | 4,310,682 | 1,903,148 | 1,780,405 |
| White pine, cu. feet | 832,557 | 1,062,157 | 592,588 |
| Red pine, cu feet | 210,704 | 239,512 | 159,937 |
| Oak, cu. feet | 1,448,960 | 1,072,588 | 600,882 |
| Elm, cu. feet | 662,577 | 474,194 | 456,841 |
| Ash, cu. feet | 132,435 | 35,164 | 56,646 |
| Basswood, cu. feet | 5 | | |
| Butternut, cu. feet | 673 | 955 | 60 |
| Tamarac, cu. feet | 396 | | 415 |
| Birch and Maple, cu. feet | 271,176 | 112,500 | 244,530 |

The following prices were obtained at a recent auction sale held by Foy, Morgan & Co., London, Eng.: Pine—Ex Canadia, from Montreal—12 ft. 3 x 11 4th quality, £8; 12-13 ft. 3 x 10, £7 10s; 12 ft. 3 x 9, £7 10s; 12 ft., 3 x 8, £6 15s; 12 ft., 3 x 7, £6 15s; 12-17 ft., 3 x 5, £6 10s. Ex Monmouth, from Montreal—6 ft. 3 x 11 3rd quality, £8 15s. Spruce—Ex Yolam, from Montreal—13 ft. 3 x 9 2nd quality, £8 10s. Ex Montauk, from Montreal—10 14 ft., 3 x 5, £6 2s 6d. Sawn Birch—Ex St. John City, from St. John, N.B.—3½ x 4-18, 8d per cubic foot.

The new white pine list issued by Buffalo and Tonawanda dealers is an advance over the August list of $3 on uppers and $2 on selects, No. 1 cuts, most of the dressing and the greater part of No. 1 barn and box. No. 1 dressing is now quoted at $33.50 to $36.50, No. 2 dressing at $23 to $29.50 for inch, No. 1 barn at $22.50 to $30, No. 2 barn at $20.50 to $24.50, and No. 3 barn at $19 to $20.50. Box boards range from $17 to $20, and mill culls are quoted at $16.50. Prices on Norway piece stuff are based on $19.50 for 2 x 4 in the short lengths, and $20 for 2 x 6 and 2 x 8. No. 1 Norway dressing ranges from $22 to $30 and No. 3 from $18 to $20. Shingle prices remain unchanged.

### TIMBER SALE AT DUBLIN, IRELAND.

A sale of wood goods, consisting chiefly of Canadian pine and spruce deals, was held recently at Dublin, Ireland, by Wm. Graham. The prices realized, per Irish standard of 3,240 superficial feet, were as follows:

QUEBEC SPRUCE DEALS.—9 x 3 in., 11-12 ft., £13; 12 ft., £13 5s; 9 x 2 in., 9-12 ft., £12 12s 6d to £12 15s; 11-13 ft., £12 17s 6d; 12-13 ft., £13 2s 6d.

BAY VERTE SPRUCE.—4 x 3 in., 10-14 ft., £11 2s 6d; 13-15 ft., £11 5s; 16-20 ft., £11 2s 6d; 5 x 3 in., 10-11 ft., £11; 12-16 ft., £11 2s 6d; 15-18 ft., £11 5s; 6 x 3 in., 10-11 ft., £11 2s 6d; 10-16 ft., £11 3s 6d; 7 x 3 in., 10-12 ft., £11 5s; 11-14 ft., £11 2s 6d; 12-14 ft., £11 5s; 13-16 ft., £11 5s; 14-17 ft., £11 7s 6d; 8 x 3 in., 10-13 and 13-15 ft., £11 5s; 9 x 3 in., 12 ft., £11 12 6d; 13 ft., £11 10s; 13-14 ft., £11 15s; 14-15 ft., £12 5s; 15 ft., £12; 15-16 ft., £12 10s; 10 x 3 in., 10-13 ft., £11 12s 6d; 11-13 ft, £11 10s; 13-14 ft., £11 17s 6d; 14-16 ft., £12; 11 x 3 in., 11-13 ft., £11 15s; 14 ft., £12; 12 x 3 in., 10-14 ft., £11 10s.

MIRAMICHI SPRUCE DEALS.—6 x 2 in., 18-21 ft., £12 2s 6d; 7 x 3 in., 10-12 ft., £12 10s; 13-14 ft., £12 7s 6d; 15-19 ft., £12 12s 6d; 9 x 3 in., 10-11 ft., £12 2s 6d; 10-12 ft., £12 10s; 13-14 ft., £12 12s 6d; 14 ft., £12 15s; 15 ft., £12 12s 6d; 15-16 ft., £12 7s 6d; 16-17 ft., £13 and £13 2s 6d; 18 ft., £13 5s; 19 ft., £13; 5 x 2 in., 10-11 ft., £11 17s 6d; 11-13 ft., £12; 14 ft., £12 12s 6d; 15-17 ft., £12; 18-20 ft., £12 5s; 6 x 2 in., 10-12 ft., £11 17s 6d; 13 ft., £11 12s 6d; 14 ft., £11 15s; 15-18 ft., £11 15s; 7 x 2 in., 10-14 ft., £12; 15 ft., £12 2s 6d; 16 ft., £12; 17 ft., £12 5s; 18 ft., £12 2s; 19 ft., £12 7s 6d; 8 x 2 in., 10-12 ft., £11 15s; 13-17 ft., £12 2s 6d; 18-20 ft, £12 5s; 10 ft., £12; 11 ft., £12 2s 6d; 12 ft., £12 5s to £12 12s 6d; 14 ft., £12 10s; 15-16 ft., £12 10s; 16 ft., £12 12 6d; 17 ft., £12 10s; 8 x 4 in., 14-22 ft., £12 15s; 9 x 4 in., 18-22 ft., £12 15s; 10 x 4 in., 13-20 ft., £12 5s; 11 x 4 in., 13-20 ft., £12 15s.

MIRAMICHI PINE DEALS.—7 x 3 in., 10-11 ft., £12; 14 ft., £12; 14-15 ft., £12 12s 6d to £13; 15-16 ft., £12 15s; 16-17 ft., £12 5s to £12 10s; 18-22 ft., £13; 8 x 3 in., 10-12 ft., £12; 14-20 ft., £12 5s; 9 x 3 in., 10-11 ft., £12; 12 ft., £12 7s 6d; 11 x 3 in., 10-12 ft., £12 10s; 13-15 ft., £12 15s; 12 x 3 in., 10-12 ft., £12 17s 6d.

### THE AUSTRALIAN MARKET.

The monthly timber report of Fraser & Co., Melbourne, reviews the Australian market as follows:

As we anticipated in our last report, an improved tone in the market has been experienced during the past month, better business from the country districts having been arranged, while the demand from our city and suburbs has been well maintained, and from both direction there are appearances of such continuing for at least some time to come. In no case has there been a decline upon our last valuations, but in several important lines an advance in prices has been secured, notably in flooring goods and Oregon, and the improvement made in these is likely to be sustained, while it is probable that very shortly we shall be able to advise higher rates as ruling for several other descriptions of timber which are placed upon this market.

The position of affairs with us should also be strengthened by the fact that c.i.f. values are increasing from many of the export countries which send supplies to here, and that generally the indications from these quarters point to still further higher rates ensuing rather than any lower values being manifested in the near future.

OREGON PINE. — Imports: 30,000 superficial feet, from Sydney. The trade having bought largely from supplies received last month, consequently no quantity of importance has been quitted within the past few weeks. Holders are, however, firm and £7 per thousand feet is now required, at which price some business has been done. Further sales are pending upon this basis.

LATHS AND PICKETS.— Imports: Laths, 1305 bundles. Both are wanted, but extremely scarce. Laths have been disposed of at 37s 6d, while pickets are quoted at £7 10s per 1000 pieces. An advance upon these rates will likely be obtainable when forward supplies are available.

### THE OUTLOOK FOR BASSWOOD.

BASSWOOD is so plentiful in the stump, so easily logged and handled compared with some of the other hardwoods, is capable of such rapid manufacture, and can be so quickly cured for market, that a possibility of a shortage in supply has not perhaps entered the minds of many buyers or consumers, says the American Lumberman. Nevertheless, the time has arrived when the likelihood of a shortage in the supply of basswood lumber within the next few months assumes such prominence that it is worthy of serious consideration.

The demand for basswood opened up early this year, and even in January and February there were quite a number of transactions in which mill cuts were involved. As the manufacturing season progressed, the interest of buyers in the basswood output increased accordingly. For several months there was a great deal of quiet buying and large bunches of stock were taken off the market. But there was apparently so much left that even those buyers who were most interested saw no reason to apprehend that there would not be enough basswood to go around. However, some new and unexpected factors entered the situation. Many wholesalers who had supposed they had acquired enough stock to carry them through the winter suddenly awoke to a realization of the fact that their stocks were dwindling and their assortments broken, and immediately set about looking for further supplies. In canvassing the northern mills they found that the


H. D. WIGGIN BOSTON, MASS. 89 STATE ST.
will inspect at mill and PAY CASH for
LOG RUN
Elm, Ash, Bass and other Hardwoods
CORRESPONDENCE SOLICITED.

WANTED
Mill Culls
(All Thicknesses)
FOR CASH
John F. Stengel No. 928 Ellicott Square, BUFFALO, N.Y.

Sieveking, Podmore & Co.
WOOD AGENTS
7 CROSBY SQUARE, LONDON, ENG.
Cable Address: "Sieveking," London
Branch at LIVERPOOL.

HESSLER & CO.
WOOD AGENTS AND SHIP BROKERS
West Hartlepool, ENGLAND
Branch Offices in Hull and Newport, Mon.
Cable Address: "Hessler," Westhartlepool.

WANTED FOR EXPORT
All kinds of Logs and Lumber
Payment by Montreal Bankers.
DENNY, MOTT & DICKSON - LONDON, ENG.

FELBER, JUCKER & CO.
Lumber Importers
MANCHESTER - ENGLAND
Invite offers from Lumbermen for . . .
Spruce Deals and Battens, Spruce and Pine Floorings, Shooks, Sashes, Mouldings, Dowels, Broom Handles or any Woods suitable for English Market.
Telegraphic Address: FELBER, MANCHESTER.

WANTED
MESSRS. JOSEPH OWEN & SONS, Ltd., of Liverpool, Eng., are open to treat for regular supplies of large quantities of HARDWOOD LUMBER, and will be glad to hear from holders who have to offer WHITE ASH, WHITE OAK, SCALY BARK and SECOND GROWTH HICKORY, POPLAR and WALNUT, in logs, planks and boards, also prime fresh BIRCH LOGS of large dimensions.

SOUTH AFRICA
Millmen throughout Canada are invited to correspond with us and give particulars of the woods which they can supply for Constructional and Furniture purposes.
MOFFAT, HUTCHINS & CO.
CAPE TOWN, S. A.
Cable Address, "CASKET," Cape Town.
A.B.C. Code used.

PLANING MILL AND BOX FACTORY
Special Facilities for Dressing Lumber in Transit.
SWAN-DONOGH LUMBER CO.
WHOLESALE LUMBER DEALERS.
North Tonawanda N.Y.
Cable Address, "SWAN DONOGH—TONAWANDA
Lumberman's Code.

season's cut had been practically disposed of, that there was no appreciable stocks held in reserve by manufacturers and that for any considerable quantities the market was absolutely bare. This is the situation in basswood to-day.

One of the causes operating to reduce the available supply of basswood in so short a time was its general substitution for other woods, which it had supplanted heretofore in only an occasional or desultory way. Stocks of common basswood were largely picked up by the box-makers, who suddenly found themselves deprived of the corresponding grades in poplar, cottonwood and white pine. Molding manufacturers made heavy inroads upon the stocks of firsts and seconds and common, while the agricultural implement makers, the wagon manufacturers, the car builders and musical instrument makers all turned to basswood for the filling of the wants which they could not satisfy in other directions. The white pine dealers also furnished a requirement for large quantities of basswood, mostly in the shape of strips, for siding, ceiling and wainscoting. These large and unexpected demands rapidly dissipated the cut of basswood and it was shipped forward all summer, in most cases as fast as it was ready for the market. There is the very best of authority for the statement that, aside from the occasional ill-sorted stocks to be found in the hands of the wholesalers, the big basswood cut of last winter and spring has passed out of the market and the bulk of this is already consumed or in the hands of consumers.

Now that we know the disposition of last winter's cut it should not be difficult to figure on the future. The manufacturer of hardwood lumber in Wisconsin have lately had the scarcity of basswood brought home to them so forcibly that they are already looking forward to the winter's log cut. It is said that logs have lately been contracted for at $10, or fully $4 higher than they were selling at two winters ago. If this price is maintained, log-run basswood will therefore cost the operators $14 a thousand to put in pile; in other words, the cost of basswood at the mill in the several grades may be very close to the present selling prices from the yards.

With last season's cut of basswood exhausted and with no prospect of any addition to the visible supply of dry lumber until next May or June, a serious question presents itself to hardwood consumers. There is no surplus in the hands of wholesalers, and the demand is heavy. Meanwhile the season of basswood consumption in many industries is just beginning and will reach its height during the winter. In all probability it will be one of the biggest seasons in the manufacturing line, generally speaking, that has ever been known, and the consumption of raw material will be correspondingly heavy. Under these circumstances, and knowing that many of the premises herewith stated are not to be controverted, we do not think that we exaggerate in predicting still higher prices for basswood before the first of the year. No other conclusion can be reached, and as this year has broken many records in numerous channels of industry, it would not be out of the common for something of the same kind to take place in the basswood line.


**JAMES COOKE & CO.**
WOOD BROKERS
NEWCASTLE-ON-TYNE, ENGLAND
Cable Address, "Woodgoods," Newcastle-on-Tyne.
Representing A 1 Canadian and American Lumber Shippers.

## CANADIAN EXPORTERS AND WHOLESALERS

**R. LAIDLAW LUMBER CO.**
WHOLESALE DEALERS
Head Office—TORONTO—700 King St. West.
WHOLESALE DISTRIBUTING YARDS AT SARNIA AND BUFFALO

**JAS. PLAYFAIR & CO.**
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . .
MIDLAND, ONT.

**THE PEMBROKE LUMBER CO. LIMITED**
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT.

**A. & P. WHITE** Manufacturers of and Dealers in.....
*Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.*
PEMBROKE, ONT.

A. A. SCOTT. WM. COOKE.
**COOKE & SCOTT**
MANUFACTURERS
HARDWOOD LUMBER, HOOPS AND STAVES
McGregor, Ont.
*Red and White Oak Bills cut to order.* Correspondence Solicited from British Importers.

**ROBERT WATT • WIARTON**
MANUFACTURER AND Wholesale Lumber
Pine Lath, Cedar, and Pine Shingles.
*A Quantity of Cedar Posts for Sale on the Shore of the Georgian Bay and Lake Huron.*
CORRESPONDENCE SOLICITED. HEMLOCK BILLS A SPECIALTY. Mills at Wiarton

**McLAURIN & MacLAREN**
Lumber Manufacturers
Dimension Timber in White or Red Pine, Spruce, Hemlock, or Cedar.
PINE DEALS
Cedar Shingles, Cedar Ties, Posts and Poles, Pine Lath, Etc., Etc.
SHIPMENTS BY RAIL OR WATER. - EAST TEMPLETON, QUE.

**MAITLAND, RIXON & CO.** OWEN SOUND, ONTARIO.
Manufacturers and Dealers
LUMBER, LATH, TIES, POLES, SHINGLES, ETC.
Make a Specialty of Long Pine, Cedar and Hemlock Bill Stuff.
WE SHIP BY C.P.R., G.T.R. AND BY WATER

**ROBERT THOMSON & CO.** Manufacturers and Wholesale Dealers in
Dimension Timber of all sizes, Car Flooring
Red and White Pine and Spruce Deals
Cedar, Tamarack and Hemlock Railway Ties; Shingles and Lath. Contractors for Railway Supplies of all kinds. Mills at Chelmsford. Timber Lands and Limits and Logs for Sale
Write us for Quotations. Head Office: 141 Stuart Street, HAMILTON, CANADA

**CANADA ATLANTIC RAILWAY**
Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
H. B. MUSSEN, Contracting Agent.
M. A OVEREND, Foreign Freight Agent, 115 Board Trade, Montreal
. . . . Shortest and Quickest Route from . . . . OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PEMBROKE, PARRY SOUND and other Lumber Centres, TO BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
W. P. HINTON, Ass't General Freight Agent, Ottawa.
C. J. SMITH General Traffic Manager, Ottawa, Ont.

**KILN-DRIED BIRCH FLOORING** SHEETING .. and .. CEILING Flooring from $12.00 Ceiling " 10.00 SAMPLES BY MAIL KNIGHT BROTHERS CO. Burk's Falls, Ont.

## FOREIGN IMPORTERS

**WRIGHT, GRAHAM & CO.**
7 Royal Bank Place, GLASGOW, SCOTLAND
**WOOD BROKERS**
Cable Address: "Brakridge," Glasgow.
Codes Used: Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of CANADIAN WHITE PINE AND SPRUCE, cut to all sizes—and all kinds of Hardwoods in Log, Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

**SMITH & TYRER** - 14 Canada Dock, LIVERPOOL
. . Wood Agents . .
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax, N.S.

**C. H. GLOVER & CO., Ltd.**
Importers of
SPRUCE, BOX SHOOKS, PINE, ETC.
From now we intend buying DIRECT from the Manufacturer. Offers Invited . . . . .
Wharves, Mills and Offices: HATCHAM, LONDON, S. E., ENGLAND

**IRVIN & SELLERS**
Cable Address: "Primus" Liverpool Forge Street, Bootle, LIVERPOOL.
BUYERS OF POPLAR, SOFT ELM, PLANKS and BOARDS, ROCK ELM and MAPLE LOGS
ALSO DEALERS IN BOXWOOD, LIGNUM, EBONY and all HARD and FANCY WOODS

# DIRECTORY OF ADVERTISERS

In the Monthly Edition of "The Canada Lumberman."

**BELTING**
Fleming, W. A., Montreal, Que.
Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
McLaren, D. K., Montreal, Ottawa and Galt.
The Waterous Co., Brantford.
Young, J. S., Montreal.

**BRASS CASTINGS**
Magnolia Metal Co., New York.

**DRY KILNS**
McEachren Heating & Ventilating Co., Galt, Ont.
Standard Dry Kiln Co., Indianapolis, Ind.

**ELECTRICAL APPARATUS**
Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

**LUMBERMEN'S SUPPLIES**
Cope & Sons, A. L., Cope's Falls, Ont.
Eckardt, H. P. & Co., Toronto.
Gartshore, John, Toronto.
Park, Blackwell & Co., Toronto.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

**MACHINERY**
Bell, Robt., Jr., Hensall, Ont.
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston, Ont.
Carrier, Laine & Co., Levis, Que.
Darling Bros., Montreal.
Leonard & Sons, E., London, Ont.
Lloyd Manufacturing Co., Kentville, N. S.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Waterous Co., Brantford.

**MAGNOLIA ANTI-FRICTION METAL**
Magnolia Metal Co., New York.

**PAPER AND PULP MILL ENGINEERS**
Tower & Wallace, New York.

**PULP AND PAPER MILL MACHINERY**
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.

**PULLEYS**
Dodge Wood Split Pulley Co., Toronto, Ont.
The Dominion Leather Board Co., Montreal, Que.

**RAILROAD BRASSES**
Magnolia Metal Co., New York.

**SAW MANUFACTURERS**
Burns, E. R., Saw Co., Toronto, Ont.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.
The James Robertson Co., Montreal, Que.

**TURBINES**
Madison Williams, Port Perry, Ont.

**WHOLESALE LUMBER DEALERS**
Houston, G. T. & Co., Chicago, Ill, U.S.A
Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

**MISCELLANEOUS**
Axes, Campbell Bros., St. John, N. B.
Axes, Jas. Warnock & Co., Galt, Ont.
Canadian Photo Engraving Bureau, Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Embossed Mouldings, Boynton & Company, Chicago, Ill.
Legal, Denton, Dunn & Boultbee, Toronto, Ont.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Lumber Inspector, John A. Bertram, Toronto, Ont.
Machine Knives, Peter Hay, Galt, Ont.
Pumps, Northey Manufacturing Co., Toronto.
The Bradstreet Mercantile Agency, New York and Toronto.

# WHOLESALE PRICES CURRENT.

## TORONTO, ONT.

TORONTO, November 1, 1899.

CAR OR CARGO LOTS.

| | | | | |
|---|---|---|---|---|
| 1¼ 1½ and 2 inch cut up and better | $32 00 | $34 00 | 1 inch dressing and better | $20 00 | $22 00 |
| 2 inch picks and uppers | 34 00 | 36 00 | 1 inch siding mill run | 15 00 | 16 00 |
| 1x12 dressing and better, 60% 16 ft | 22 00 | 24 00 | 1 inch siding common | 12 00 | 13 00 |
| | | | 1 inch siding shipculls | 11 00 | 11 50 |
| 1x10 fine dressing and better | 22 00 | 24 00 | 1 inch siding mill culls | 9 00 | 9 50 |
| 1x10 and 12 Canadian dressing and better | 18 00 | 20 00 | Cull scantling | 8 50 | 9 00 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 | 1 inch strips 4 in. to 8 in. mill run | 14 00 | 15 00 |
| 1 1-4 in. cut up and better | 33 00 | 35 00 | 1 inch strips, common | 11 00 | 12 00 |
| 1x10 and 12 mill run | 16 00 | 18 00 | 1 1-4 inch flooring | | 16 00 |
| 1x10 and 12 common. | 12 00 | 14 00 | 1 1-2 inch flooring | | 16 00 |
| 1x10 and 12 mill culls | 10 00 | 10 50 | XXX pine shingles, 16 inch | | 2 60 |
| inch clear and picks | 28 00 | 30 00 | XX pine shingles 16 inch | | 1 70 |
| | | | Lath, No. 1 | | 2 65 |
| | | | Lath No. 2 | | 1 75 |

HARDWOODS—PER M. FEET CAR LOTS.
Quality, 1s and 2s unless otherwise specified.

| | | | | | |
|---|---|---|---|---|---|
| Ash, white, 1 to 2 in. | $26 00 | $28 00 | Elm rock, mill run, 1 to 1¼" | 18 00 | 20 00 |
| " " 2½ to 4 in. | 30 00 | 32 00 | Elm, rock, mill run, 1½" | 21 00 | 23 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in. | 20 00 | 22 00 | Hickory, 1sts and 2nds, 1½" | 28 00 | 30 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in. | 22 00 | 24 00 | Maple, 1sts and 2nds, 1 " 1½ | 16 00 | 18 00 |
| Ash, M. R., 1 to 2 in. | 17 00 | 19 00 | Maple 1sts and 2nds, 2 " 4 | 17 00 | 18 00 |
| Birch, 1 in. | 18 00 | 20 00 | Oak, red, p'n, 1sts & 2nds 1 " 1½ | 26 00 | 30 00 |
| " 1½ " 2 | 20 00 | 23 00 | Oak, red, p'n, 1sts & 2nds 2 " 4 | 29 00 | 32 00 |
| " sqrs. 4x4 " 8 x8 | 24 00 | 26 00 | Oak, white, 1sts & 2nds 1 " 1½ | 28 00 | 30 00 |
| Basswood, 1sts and 2nds, 1 to 1¼ in. | 18 00 | 20 00 | Oak, white, 1sts & 2nds 2 " 4 | 30 00 | 35 00 |
| 1½ to 2 in. | 21 00 | 22 00 | Oak quart'd, 1sts & 2nds 1 " 2 | 50 00 | 60 00 |
| " m. r. 1 " 1¼ | 15 00 | 17 00 | Walnut, 1sts and 2nds, 1 " 3 | 85 00 | 100 00 |
| Butternut 1 " 1½ | 23 00 | 25 00 | Whitewood, 1sts & 2nds 1 " 2 | 32 00 | 36 00 |
| " 2 " 3 | 25 00 | 28 00 | | | |
| Chestnut 1 " 2 | 24 00 | 2 00 | | | |
| Cherry, 1sts and 2nds, 1 " 1½ | 50 00 | 60 00 | | | |
| Cherry, 1sts and 2nds, 2 " 4 | 60 00 | 65 00 | | | |
| Elm, soft, mill run, 1 " 1½ | 16 00 | 18 00 | | | |
| Elm, soft, mill run, 2 " 3 | 17 00 | 19 00 | | | |

## OTTAWA, ONT.

OTTAWA, November 1, 1899.

| | | | | | |
|---|---|---|---|---|---|
| Pine, good sidings, per M feet, b.m. | $32 00 | 40 00 | Pine, 8 s.c. and better stock | 13 00 | 15 00 |
| Pine, good strips, | 25 00 | 30 00 | Pine, 8 & up s.c. sidings | 11 00 | 14 00 |
| Pine, good shorts, | 17 00 | 30 00 | Pine, s.c. strips | 10 00 | 12 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m. | 19 00 | 24 00 | Pine, s c. shorts | 7 00 | 10 00 |
| | | | Pine, box culls | 10 00 | 11 00 |
| Pine, No. 1 dressing strips, | 16 00 | 18 00 | Pine mill culls | 9 00 | 10 00 |
| | | | Lath per M No. 1 | 1 35 | 1 50 |
| Pine, No. 1 dressing shorts, | 12 00 | 15 00 | Lath per M No. 2 | 1 00 | 1 10 |
| | | | 1x10 No. 1 barn | | 20 00 |
| Pine, 10 s.c. and better stock, | 14 00 | 17 00 | 1x10 No. 2 " | | 18 00 |
| | | | 1x8 & 9 No. 1 " | | 19 00 |
| | | | 1x8 & 9 No. 2 " | | 17 00 |

## QUEBEC, QUE.

QUEBEC, November 1, 1899.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Square white pine, measured off, 40 to 45 feet average, | 30 | 32 |
| " good fair " " " | 32 | 24 |
| " first class " " " | 38 | 42 |
| First class Ottawa waney, 18 inch average, according to lineal | 36 | 42 |
| " " " 19 to 21 inch average " " | 38 | 41 |
| " Michigan " 19 to 21 in average " " & size | 43 | 4- |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 26 |
| In shipping order, " " " | 23 | 27 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 32 | 35 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average and quality | 21 | 24 |
| To average 16 inch | 25 | 26 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 15 | 18 |
| 16 " " | 21 | 25 |
| 18 " " | 27 | 30 |

DEALS.

Bright spruce, according to mill specification, $39 to $42 for 1st, $25 to $27 for 2nd, $22 to $25 for 3rd, and $18 to $21 for 4th quality. F.O.B. batteau

## NEW YORK CITY.

NEW YORK, N.Y., November 1, 1899.

WHITE PINE TIMBER.

| | | | | | |
|---|---|---|---|---|---|
| Bridge timber | $28 00 | @ 40 00 | Building orders | $27 00 | @ 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in. | 14 00 | 14 50 | 10 to 12 in. | 16 25 | 17 00 |
| 6 to 12 in. | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 o 12 in. | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | | | |
|---|---|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, | | 10 to 16 | | 35 00 |
| 1¼ to 2 in. | " | " | " | | 36 00 |
| 1 inch, | " | Sott Elm, | " | | 25 00 |
| 1¼ in and thicker, | " | " | " | | 26 00 |
| 4/4 | " " | Hard Maple, | " | | 24 00 |
| " | " " | Basswood, | " | | 25 00 |
| | " " | Birch, | " | | 24 00 |
| | " | Black Ash, Com. and Shipping Cull, M.C.O. | | | 14 00 |
| " | " | Soft Elm, | " | " | 12 00 |
| " | " | Hard Maple, | " | " | 14 00 |
| " | " | Basswood, | " | " | 12 00 |
| " | " | Birch, | " | " | 14 00 |

## ALBANY, N.Y.

ALBANY, N.Y., November 1, 1899.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $61 | $63 | 1x12 inch shippers | $ | $19 |
| 2½ in. | 60 | 62 | 4/4 inch " 13" & up. | | 20 |
| 1 to 2 in. | 48 | 50 | 4/4 Box boards, 6" and up | 16 | 17 |
| 4 inch uppers | | 65 | 10-in. dressing and better | 26 | 32 |
| Selects, 2½ in. up | | 55 | 10-in. common | | 17 |
| 1 to 2 in. | | 43 | 12-in. dressing and better | 30 | 34 |
| Fine common, 2½ in. and up | 45 | 50 | Common, 1x12 | | 17 |
| 1 to 2 in. | 38 | 40 | No. 1 barn, 1x12 | 23 | 25 |
| No. 1 cuts, 1 to 2 inch | 28 | 35 | 1x10 | | 23 |
| No. 2 | 20 | 25 | 1x8 | | 20 |
| No. 3 | 17 | 70 | No. 2 barn, 1x12 | | 21 |
| No. 1 molding, 1 to 2 in. | 30 | 36 | 1x10 | | 20 |
| No. 2 molding, 1 to 2 in. | 24 | 27 | 1x8 | | 18 |
| Stained saps | | 28 | Shaky clear, 1 to 6/4 in. | 25 | 30 |
| Bracket plank | 30 | 35 | " " 2 inch | | 30 |
| Shelving boards, 12-in. up | 32 | 35 | Dressing | 20 | 25 |
| Dressing boards, narrow | 25 | 25 | Common | 16 | 17 |
| 1x10 inch shippers | | 18 | | | |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Pine | $2 | 50 | Spruce | $2 | 50 |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $4 00 | $4 25 | Bound butts, 6 x 18 | $5 | 50 5 |
| Clear butts | 3 00 | 3 25 | Hemlock | | 15 |
| Smooth, 6 x 18 | 5 00 | 5 50 | Spruce | | 2 20 |

## BOSTON, MASS.

BOSTON, November 1, 1899.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $10 50 | 12 00 | Boxboards, 1 inch | $10 00 | $11 00 |
| Coarse No. 5 | 15 00 | 15 50 | ⅞ inch | 9 00 | 9 50 |
| Refuse | 12 00 | 13 00 | ¾ inch | 9 25 | 9 50 |
| Outs | | 9 00 | 11-16 inch | 9 00 | 9 50 |
| | | | ⅝ inch | 8 00 | 8 75 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in. | $50 00 | @52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in. | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in. | 58 00 | 62 00 | 1¼, 1½ and 2 in. | 30 00 | 32 00 |
| Selects, 1 in. | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in. | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in. | 53 00 | 56 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in. | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in. | 24 00 | 38 00 |
| Fine common, 1 in. | 40 00 | 41 00 | Coffin boards | 18 00 | 20 00 |
| 1¼, 1½ and 2 in. | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in. | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SPRUCE CLAPBOARDS.

| | | | | | |
|---|---|---|---|---|---|
| Extra 4 ft. | $30 | 00 | 2nd Clears | $25 | 00 |
| Clears | 28 | 00 | | | |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 2 20 | 2 35 |
| Cedar, extra | 3 15 | 3 25 | Extra No. 1 | 1 25 | 1 50 |
| Clear | 2 70 | 2 80 | | | |

LATH.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | | | By cargo | 1 80 | @ 1 90 |
| By car | 1 80 | @ 2 00 | | | |

## BUFFALO AND TONAWANDA, N.Y.

TONAWANDA, N Y., November 1, 1899.

WHITE PINE.

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in. | $54 00 | 55 00 | 1¼x10 and 12 | 32 00 | 34 50 |
| | | | 1½ in. | 32 50 | 34 50 |
| 2½ and 3 in. | | 63 00 | 2 in. | 33 50 | 35 50 |
| 4 in. | | 68 00 | Shelving, No. 1, 13 in. and up, 1 in. | | 35 50 |
| Selects, 1 to 2 in. | 45 00 | 48 00 | Mold st'ps, 1 to 2 in. | 31 00 | 33 00 |
| 2½ and 3 in. | | 57 00 | Barn, No. 1, 12 in. | | 30 00 |
| 4 in. | | 62 00 | 6, 8 and 10 in | 21 00 | 26 00 |
| Fine common, 1 in., up to 12 in. wide | 38 00 | 41 50 | No. 2, 10 in. | | 20 00 |
| 1¼ and 1½ in. | 39 50 | 40 50 | No. 2, 12 in. | | 24 00 |
| 2 in. | 40 50 | 41 50 | No. 3, 10 in. | | 19 00 |
| 3 in. | | 50 00 | No. 3, 12 in. | | 20 50 |
| 4 in. | | 55 00 | Common, 1 in. | 15 00 | 18 00 |
| Cut'g up, No. 1, 1 in. | | 30 00 | Box, 1 x 4 | | 17 00 |
| 1¼ to 2 in. | 35 00 | 37 50 | 1 x 6 to 12 in. | | 18 50 |
| No. 2, 1 in. | | 18 50 | 1 x 10 to 13 in. | 15 00 | 19 50 |
| No. 2, 1¼, & 1½ in | 26 00 | 28 00 | 1¼ and 1½ in. | | 20 00 |
| No. 3, 1¼ & 1½ in | | 22 00 | Mill Culls, 1, 1¼, 1½ and 2 in. | 15 00 | 16 50 |
| No. 3, 2 in. | | 22 00 | | | |
| Dressing 1¼ in. | | 32 00 | | | |

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 28 00 | 30 00 | 2½ to 4 in. | 34 00 | 38 00 |
| 1¼ to 2 in. | 31 00 | 33 00 | Strips | 20 00 | 22 00 |
| | | | Com. and culls | 12 00 | 14 00 |

BLACK AND BROWN ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch up, | 25 00 | 26 00 | Com. & good culls | 12 00 | 14 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 28 00 | 30 00 | 1st & 2nd, white, 6" & up, | 18 00 | 20 00 |
| | | | Com. & good culls | 10 00 | 11 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 20 00 | 22 00 | 1st & 2d, soft, 8 in. & up, | 18 00 | 20 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 18 00 | 20 00 | 1st & 2d, soft, 6in. & up, | 18 00 | 20 00 |

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., November 1, 1899.

UPPERS AND SELECTS.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $53 | 50 | Selects, 1 in., 8 in. and up wide | $47 | 50 |
| 1¼ 1½ and 2 in. | 53 | 50 | 1¼, 1½ and 2 in. | 47 | 50 |
| 2½ and 3 in. | 62 | 50 | 2½ and 3 in. | 58 | 50 |
| 4 in. | 67 | 50 | 4 in. | 59 | 50 |

FINE COMMON.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 8 in. and up wide | 39 | 50 | 2½ and 3 in., 8 in. and up wide | 54 | 50 |
| 1¼ and 1½ in. | 40 | 50 | 4 in. | 59 | 00 |
| 2 in. | 42 | 50 | | | |

B FINE COMMON OR NO. 1 CUTTING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 7 in. and up wide | 30 | 50 | 2½ and 3 in., 7 in. and up wide | 45 | 30 |
| 1¼ and 1½ in. | 35 | 00 | 4 in. | 50 | 50 |
| 2 in. | 37 | 50 | | | |

STRIPS, A AND B (CLEAR AND SELECTS).

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 46 | 00 | 1 in., 4, 5 and 7 in. wide | 40 | 00 |
| 6 in. wide | 48 | 00 | 6 in. wide | 48 | 00 |

FINE COMMON OR C.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 in. wide | 32 | 00 | 1¼ in., 4, 5 in. wide | 35 | 00 |
| 1¼ in., 6 in. wide | 36 | 50 | in., 6 in. wide | 36 | 00 |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 30 | 00 | 1 in., 4, 5, 6 in. wide | 25 | 00 |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 in | 21 | 00 | 1¼ in., 4, 5 and 7 in. | 23 | 50 |
| 1 in., 6 in. | 21 | 50 | 1¼ in., 6 in. | 24 | 50 |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 18 | 50 | 1¼ in., 4 to 7 inch | 20 | 00 |
| 1 in., 6 inch | 18 | 50 | No. 3 Fencing, 1 in., 6 inch | 17 | 00 |

SHELVING.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 29 | 00 | No. 2, 1 in., 7 and 8in. stocks | 25 | 50 |
| 1 in., 10 in. and up wide | 34 | 00 | 1 in., 10 in. stocks | 25 | 50 |
| 1 in., 12 in. stocks | 34 | 50 | 1 in., 12 in. stocks | 30 | 50 |
| 1 in., 12 in. and up wide | 35 | 50 | 1 in., 10 in. and up wide | 27 | 00 |
| 1¼ in. 1½ and 2in., 8in. and up wide | 31 | 00 | 1 in., 13 in. and up wide | 31 | 50 |

BARN BOARDS OR STOCKS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 12 in. | 25 | 50 | No. 2, 9 in. | 18 | 50 |
| 10 in. | 21 | 50 | 8 and 7 in. | 18 | 50 |
| 9 in. | 21 | 50 | No. 3, 12 in. | 17 | 50 |
| 8 and 7 in. | 21 | 50 | 10 in. | 17 | 00 |
| No. 2, 12 in. | 20 | 00 | 9 in. | 17 | 00 |
| 10 in. | 13 | 50 | 8 in. | 17 | 00 |

SHIPPING CULLS OR BOX.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4 and 5 in. wide | $12 | 50 | 1 in., 13 in. and up wide | $15 | 50 |
| 1 in., 6 in. wide | 14 | 50 | 1¼, 1½ and 2 in., 7 in. and up wide | 15 | 50 |
| 1 in., 7 in. wide and up | 15 | 00 | | | |

SHAKY CLEAR.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9in. wide | 27 | 50 | 1 in., 10 in. and up wide | 30 | 00 |
| 1 in., 6 in. wide | 29 | 00 | 1¼, 1½ and 2 in., 8in. and up wide | 30 | 00 |

COFFIN BOARDS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 13in. and up | 26 | 00 | No. 1, mill culls | 13 | 50 |
| No. 2 | 22 | 00 | No. 2, or red horse | 10 | 00 |

TIMBER, JOIST AND SCANTLING.

| | | | | | |
|---|---|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $13 | 00 | Hemlock, 2x4 to 10, 12 to 16 feet | 12 | 00 |
| 18 ft. | 15 | 00 | | | |
| 20 ft. | 15 | 50 | 2x12 | 12 | 50 |
| 22 and 24 ft. | 16 | 50 | Add $1 to each additional 2ft. in length. | | |

SHINGLES, 18-IN.

| | | | | | |
|---|---|---|---|---|---|
| Country brands, XXXX | 3 | 25 | Standard brands, river made, XXX | 3 | 50 |
| Clear Butts | 2 | 75 | Clear Butts | 3 | 00 |

WHITE PINE LATH.

| | | | | | |
|---|---|---|---|---|---|
| No. 1 | 3 | 75 | No. 2 | 3 | 25 |
| | | | Hemlock | 2 | 75 |

## PRICES OF COOPERAGE STOCK.

F.o.b. cars at Sutherland Innes Mills.

| | |
|---|---|
| No. 1 28½ inch jointed elm staves, per net 1,000 | $5 75 |
| No. 1 30 " " " " " | 5 75 |
| No. 1 32 " " " " " | 6 00 |
| No. 1 24 " " " " " | 4 00 |
| No. 2 28½ " " " " " | 4 00 |
| No. 2 30 " " " " " | 4 00 |
| No. 2 32 " " " " " | 4 00 |
| No. 2 24 " " " " " | 4 50 |
| No. 1 14 in. to 14¾ in. kiln dried basswood heading, per set | 2 00 |
| No. 1 15 " 16 " " " " | 3¼ |
| No. 1 17⅛ " " " " " | 3½ |
| No. 1 18 " 18¼ " " " " | 4¼ |
| No. 1 19⅛ " " " " " | 4½ |
| No. 1 19½ " " " " " | 4¾ |
| Mill run heading 17⅛", $3.75 per 100 sets; No. 2, $3.50. | 5 |
| A No. 1 4½ ft. patent elm hoops, per net 100 | 4 60 |
| No. 1 5½ ft. patent coiled elm hoops, per net 1,000 | 6 50 |
| No. 1 6 " " " " " | 6 75 |
| No. 1 6½ " " " " " | 7 00 |
| No. 2 hoops about 50 cts. per thousand less. | |
| No. 1 28½ in. jointed white ash staves, per net 1,000 | 6 75 |
| No. 2 28½ " " " " | 75 |
| 34 in. to 35 in. elm syrup bbl. staves | 3 00 |
| No 1 30 inch half syrup barrel staves | 1 00 |

(If bent to shape, $2.00 per thousand more.)

## THE LATE T. G. HAZLITT.

ON October 12th death removed Mr. T. G. Hazlitt, president and general manager of the Dickson Lumber Company, of Peterborough, Ont. In March, 1898, Mr. Hazlitt was seized with an attack of paralysis. After a few months, however, he recovered, but in September last serious symptons appeared and death finally resulted.

Deceased was one of the most prominent business men and respected residents of Peterborough. He was born in the County of Armagh, Ireland, in the year 1823, and at the age of twenty-four came to Canada with his father, the late John Hazlitt, who died in August, 1869. He had received a good education, and shortly after his arrival in Canada obtained the position of principal in the Picton Grammar School, which he held for some time. In the year 1852 he removed to Peterborough and embarked in mercantile pursuits, which he carried on with varying success. In the year 1865 Mr. Hazlitt engaged in the lumber business as assistant to the late Samuel Dickson. Upon the death of Mr. Dickson in the spring of 1870, the management of the estate was transferred to the subject of this sketch. Although thrown upon his own resources, and with but a short experience in connection with lumber manufacturing, Mr. Hazlitt displayed remarkable executive ability and successfully guarded the large interests committed to his care. During the period since 1870 there have been many years of depression in the lumber business, under which many have succumbed, but Mr. Hazlitt's courage never flagged,

THE LATE T. G. HAZLITT.

his ceaseless energy never failed, and while others let the reins pass from their hands, he kept them well within his grasp, and by his untiring efforts added to the value of the property which had been left in his charge.

In 1885 a joint stock company was formed for the purpose of carrying on the business of the Dickson estate, under the name of "The Dickson Company, of Peterborough, Limited." Mr. Hazlitt at once became the managing director and shortly after its president, both of which offices he has held continuously ever since. Mr. Hazlitt was also the pioneer of electric lighting in Peterborough, and has been the president of the Peterborough Light & Power Company since its establishment nine years ago. In religion Mr. Hazlitt was a Presbyterian, and in politics a Liberal. In 1858 he married a daughter of the late Samuel Dickson. In his death the town of Peterborough loses a pioneer business man and respected citizen, and the lumber trade an esteemed member.

## "WANTED AND FOR SALE."

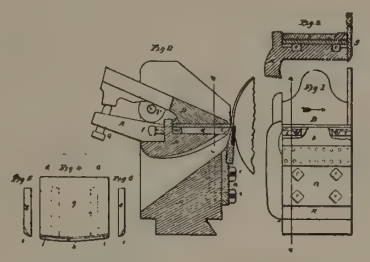
Persons having for sale or wishing to purchase a particular lot of lumber, a mill property, timber limits, second hand machinery, etc., in fact, anything pertaining to lumbering operations, will find a buyer or seller, as the case may be, by placing an advertisement in the "Wanted and For Sale Department" of the CANADA LUMBERMAN Weekly Edition. Testimonials to the value of this department by those who have given it a trial state that the results of advertisements were frequently better than anticipated. The cost is comparatively small. Mill owners might, with profit to themselves, make use of this method of advertising their stock to a still greater extent.

## RECENT CANADIAN PATENTS.

PATENTS have recently been granted in Canada for the following devices of interest to lumbermen and woodworkers:

### SHINGLE SIZER AND EDGER.

Leander Fox, of Lake Arthur, Lousianna, has been granted a patent for a shingle sizer and edger. It consists of the combination with the main frame, the saws, the lower feed roll held in close relation with the saws and adapted to be removed through the space between the same and the end bar of the frame, and the saw guard secured to said end bar and provided with guide blocks adjustable longitudinally of the machine; the combination of the main frame having the vertical end member 6, the removable vertical guide 7, vertical sliding frame located between the end member 6, and the guide 7, the upper rolls journalled on the sliding frame, the lower rolls, springs for forcing the upper rolls downward, weighted levers fulcrumed at a common point and engaging the sliding frames, etc.

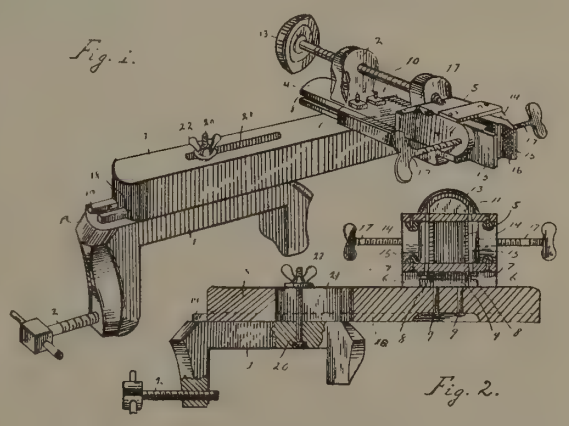


VENEER CUTTING MACHINE.

To G. E. M. Lewis, of Truro, Nova Scotia, has been granted a patent for a veneer cutting machine, as shown in the accompanying illustration. The claim is for a machine, the knife block combined with the curved knife secured thereto, said knife part being provided with grooves, the pivoted clamp 3, the screw Q, the presser bar g held in position by the clamp, two chamfering knives fitted in the grooves of the knife block and held in position by the presser bar, and the screws for adjusting the knives.

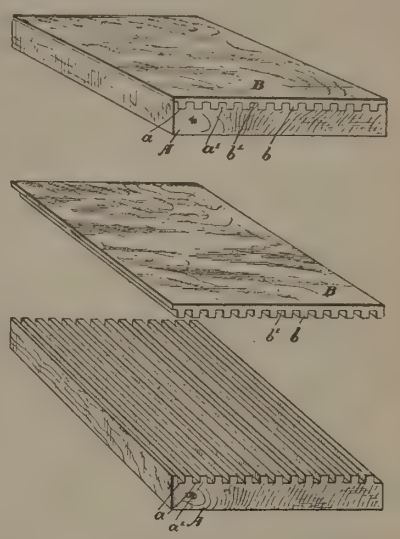
### METHOD OF PRESERVING WOOD.

The Electric Fire-Proofing Company, of New York City, has been granted a patent for a method of preserving wood. It consists in enveloping the wood within a closed receptacle with an atmosphere saturated with aqueous vapor maintained at about 110 degrees to 200 degrees Fahrenheit, to soften and open the wood, then producing a vacuum and removing the vapor and water from the wood, impregnating the wood uniformly throughout with the fire-proofing solution under pressure, and finally drying the wood at a temperature ranging from 85 degrees to 125 degrees Fahrenheit; the product being fire-proofed wood impregnated uniformly throughout and maintaining its natural color, electricity and tensile strength.




CIRCULAR SAW DRESSER.

Patent No.63,636 has been granted to H. L. Bee, L. M. Lang and C. M. Lang, of West Virginia, for a circular saw dresser, as shown herewith. The claim is for a saw dressing machine having pivotal space jaws mounted upon a support for angular adjustment with relation thereto, and provided with seats for an abrading object, and means for angularly adjusting the jaws to vary the angular position of the abrading object with relation to the plane of a saw blade, and a feed screw for adjusting its position of the slide, a clamp for engagement with the frame of a sawing machine, a supported bar upon said clamp for adjustment in a direction tranverse to the plane of the saw, a clamping device for securing the supporting frame at the desired adjustment, a guide carried by the supporting bar, a slide mounted upon said guide for adjustment parallel with the plane of the saw, means for operating the slide upon its guide, and emery stone engaging devices carried by the slide.



METHOD OF MANUFACTURING LUMBER.

A patent has been granted to David Gilmour, Trenton, Ont., for a new method of manufacturing lumber, as shown in the illustration. The claim is for a lumber product comprising a low grade base piece of wood having a plurality of grooves upon the side thereof, and an outer high grade layer or piece having corresponding layers and grooves formed on the low grade piece provided with a plurality of projections and recesses registering, fitting into, compressed and interlocking with the tongues and grooves of the base, whereby the surface on the side of the low grade piece is covered by the superimposed high grade piece, and a suitable water-proof cement for securing the tongued and grooved sides together.

## FOREIGN MARKETS.

THE Department of Trade and Commerce at Ottawa has received a communication from Mr. Harrison Watson, curator of the Canadian section of the Imperial Institute, London, asking for the name of Canadian manufacturers of maple skewers.

According to Mr. Sidney A. J. Churchill, British Consul at Palermo, Sicily, there is a chance for Canadian timber merchants in Sicily. He states that the pitch pine and other timber used there is purchased in Genoa or other continental ports, and points out that Canadian exporters might secure a share of the market.

The High Commissioner of Canada in London, England, has received the following enquiries: From a firm of importers desirous of arranging for consignments of Canadian wood pulp; from a London firm wishing to correspond with Canadian manufacturers of turnery and white birch caps and brush handles for mucilage bottles.

Mr. Edouard Hermann, of Antwerp, Belgium, recently made a tour of Canada in the interests of a large commission firm. Belgium, he says, has a population of 6,000,000 people on a very small area, and they cannot raise one-tenth of the produce required. Lumber will find a ready market there and is nominally free of duty. His firm are prepared to buy and pay spot cash for good lumber.

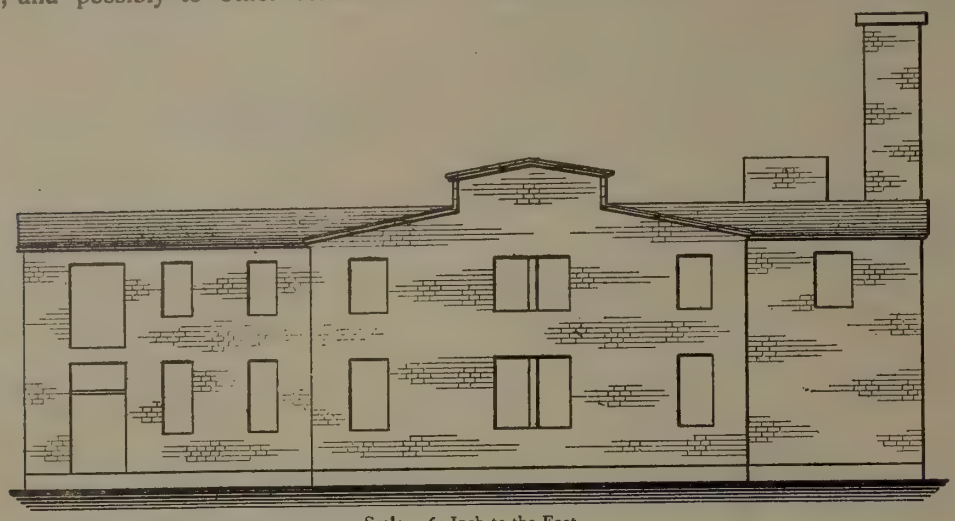
Mr. D. M. Rennie, Dominion government agent in the Argentine Republic, in a letter to the CANADA LUMBERMAN, says: "As regards spruce, on account of some new regulation as to cattle fittings on steamers, there is not so much used as formerly. I expect that the Argentine government will only reduce the special duty of ten per cent. for war supplies one-half in place of removing it, according to law."

The Magnolia Metal Co., of New York, have recently completed arrangements whereby the Q. & C. Company, of Chicago and New York, become the exclusive agents for the railroad trade for magnolia metal for the United States, Mexico and Canada, and the Metal Sales Company, 15 South Water Street, Cleveland, Ohio, have been appointed sole agents for Ohio, Indiana and Michigan.

## DESIGN FOR A PLANING MILL.

A CORRESPONDENT of Carpentry and Building sends the accompanying drawings of a planing mill, concerning which he says :

As being of interest to the correspondent in question, and possibly to other readers of the paper, I send floor plans and elevations of a mill that I drew about three years ago for a person who contemplated erecting a new mill near Philadelphia. In the present instance it will be seen that I have tried to arrange the machinery in the mill in such a way as to be most convenient. Referring to the floor plans, it will be seen that the machines are numbered, as they can be more readily indicated in this manner, and by less confusion than by writing the name of each one on the drawing.



Scale, 3-64 Inch to the Foot.

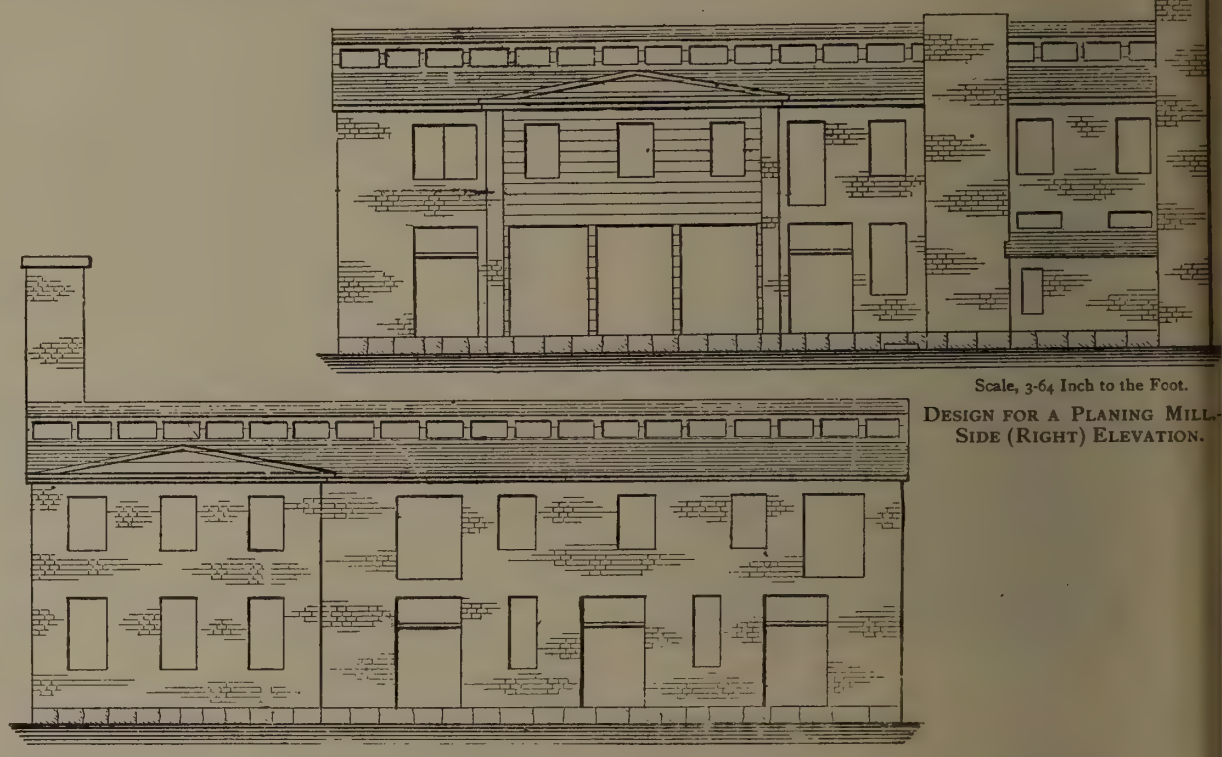
DESIGN FOR A PLANING MILL.—FRONT ELEVATION.

In connection with the first floor plan, A A, &c., are work benches. No 1 is a pulley stile mortiser, No. 2 a jointer with 14-inch cutter, No. 3 a Universal saw bench, No. 4 a molding machine with 6-inch cutter, No. 5 a rip saw, No. 6 a heavy band saw, No. 7 a molding machine with 10 inch cutter, No. 8 a swing cut off saw, No. 9 a large rip saw, No. 10 a double surface planer, No. 11 a rip saw, No. 12 a molding machine with 7-inch cutter, No. 13 a rip saw and No. 14 a swing cut-off saw.

On the second floor, B B, &c, are work benches. No. 15 is a light mortise machine, No. 16 a rip saw, No. 17 a sash and shutter clamp, No. 18 a tenoning machine, No. 19 a horizontal boring machine, No. 20 a sand papering machine, No. 21 a molding machine, No. 22 a blind slat tenoning machine, No. 23 a jig saw, No. 24 a light band saw, No. 25 a cylinder sand papering machine, No. 26 a single surface planer, No. 27 a boring machine, No. 28 a jointer with 16-inch cutter, No. 29 a Universal saw bench, No. 30 a tenoning machine, No. 31 a mortising machine, No. 32 a door clamp and No. 33 a turning lathe.

The engine, it will be noticed, is placed in the basement in order to get it as near as possible to the center of its main work. There is also a machine shop in the basement, as it is supposed that the engineer will have time to repair the machines, make bits and sharpen the knives. He has all his work in the basement, and is able to watch his engine at the same time. The floor of the boiler room is level with the floor of the basement, so as to make it convenient to the engine. It will be noticed that there is a dry-kiln on one side of the main building opening into the main floor at one end, while the other end opens to the railroad track at the side. The room is laid with pipe on the floor and heated by the exhaust steam from the engine. The room over the dry kiln, opening on the second floor, is used for glueing purposes, and is fitted with glue pans and pots. There is a coil pipe for heating veneers, also a veneer press and a large door clamp.

The building is arranged for the frame makers to work on the first floor in the "L" of the building, and for the heavy machine work, such as cutting out, planing and working moldings, to be done in the main part of the building. On the second floor of the "L" are made the sash, outside blinds and shutters, and here also are the inside blind makers, the work of the different



Scale, 3-64 Inch to the Foot.

DESIGN FOR A PLANING MILL.—SIDE (RIGHT) ELEVATION.

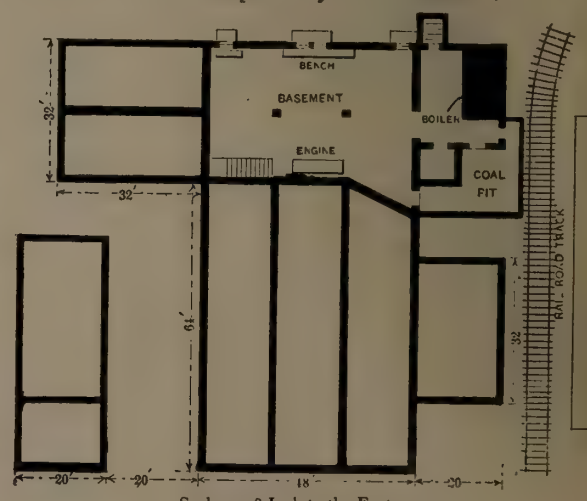
Scale, 3-64 Inch to the Foot.

DESIGN FOR A PLANING MILL.—SIDE (LEFT) ELEVATION.

FIRST FLOOR. Scale, 3-128 Foot to the Inch. SECOND FLOOR.

DESIGN FOR A PLANING MILL.

divisions extending into the main building. The balance of the space on the second floor is intended to be occupied by door makers, stair




Scale 3-128 Inch to the Foot.

DESIGN FOR A PLANING MILL.—GROUND FLOOR.

workers, bulks, &c. An inspection of the second floor plan shows that there is an office for the foremen and his draftsmen, which is to be in-

closed by sash, so that observation can be made of what is going on in the mill. At the left of the main building are the offices and warerooms, which are built two stories high to correspond with the other structures.

To run a mill of this size to its full capacity would require a bookkeeper, a man to estimate, one to make out orders and make measurements, a main foreman and his assistant, an engineer, a teamster, and 35 mechanics, both bench and machine hands. I trust that what I have given may be of some benefit to the readers of the paper, and I would be glad to hear from any of them on this topic through the columns of the paper.

## VANCOUVER ISLAND TIMBERS.

WHEN William J. Sutton, of Victoria, B.C., was in the Lumberman office the other day he told some very good stories of the timber growth of Vancouver Island, with which he is very familiar and in which, as president of the Sugton Lumber Company, he is interested. Mr. Sutton is a geologist by profession, has recently been occupying a professorship at the University of Michigan, and scientific habits have enabled him to make unusually careful observations of the facts as to the growth and characteristics of timber in relation to the soil.

The red cedar he considers practically indestructible. He has found fallen trees six feet in diameter with 6-foot cedars growing on top of them, embracing with their roots the fallen trunks, which must have lain in that position for centuries and are now perfectly sound except that the sap has rotted away. But as the sap on the red cedar is seldom over two inches thick, the size of the tree was hardly lessened. The firs also have very thin sap, perhaps the larger and most rapid grower not exceeding 2½ inches.

The cedars under favorable conditions sometimes grow to an immense size. He relates that once when he was conducting a surveying party, running a l ne through the forest, one of the party got lost in going around a cedar. It was a tree fifteen feet in diameter which lay directly in the line of survey. It had three or four blazes upon it. After passing it some distance, a member of the party was sent back to pick up some tools left on the line of the survey. He came to this cedar, which was more than fifteen feet in diameter at the roots and surrounded by underbush and other trees, became confused, and went clear around it and never discovered his error until he struck camp again.

In Mr. Sutton's opinion, the growing life of a cedar is about 1,500 years, when there begins a period of gradual deterioration. He says that he has no doubt that there are a good many of these trees standing in the forest of the Pacific coast that are at least 2,000 years old. After about 1,500 years heart rot sets in and death ensues after a few centuries more. These exceptionally large trees, however, are not the best for lumbermen, for Mr. Sutton thinks they are an example of arrested growth as far as height is concerned, the trunk being a good deal shorter than in trees of smaller diameter. The ideal red cedar will be from six to twelve feet in diameter with a maximum height to the first limb of 200 feet. The best timber, however, is still smaller, ranging from 5 to 8 feet in diameter. He says that the cedars stick very closely to limestone areas, where they are found in their maximun and best development.

# THE NEWS.

### CANADA.

—J. F. Boyd has opened a lumber yard at Minnedosa, Man.

Mr. Shaw, of Elmvale, intends establishing a saw mill at Phelpston, Ont.

—A company is being formed at Kentville, N. S., to establish a saw mill.

—Simon Seguin, of Embrun, Ont., has purchased a new engine for his saw mill.

—Shook & Arnott, saw mill, Lemon Creek, B.C., have sold out to Winlow & Bell.

—The Granby Box Company, of Granby, Que., is erecting extensive lumber sheds.

—Wm. Reid has been appointed curator of the estate of Quinn & Allard, saw mill owners, Conception Station, Que.

—It is reported that the Eastman Lumber Co., of Eastman, Que., have decided to close their saw mills at that place.

—W. L. Shields, of Coboconk, Ont., has purchased the Revell mill property and is just completing a saw and shingle mill.

—The Arrow River and Tributaries Slide & Boom Co., Limited, has been granted an Ontario charter, with a capital of $20,000.

—Chas. Warder, a band saw filer in Cook's mill at Sprague, Ont., and a native of Midland, was caught in a belt and instantly killed.

—W. W. Carter, of Fesserton, Ont., has recntly made extensive improvements to his mill, having put in a band saw and an electric light plant.

—James Forbes, recently of the Bronson & Weston Lumber Co., Ottawa, has gone to Winnipeg to take charge of a gang of men on railway construction work.

—It is said that Hilyard Bros., of St. John, have commenced the erection of a saw mill in the parish of Burton, Sunbury county, where they own a block of timber land.

—The McKee Machinery & Lumber Co., Limited, is seeking incorporation, with capital of $15,000, head office at 68 Bank street, Ottawa, and branches in New York and Boston.

—Incorporation is being asked for Randolph & Baker, Limited, to take over the lumbering business of Randolph & Baker, St. John, N. B. The capital is fixed at $80,000.

—It is the intention of Messrs. Mohr & Ryan, Killaloe Station Ont., to take out during the coming winter a large quantity of cedar poles, posts, etc., for next season's delivery.

—It is estimated that over 1,000 men have left Hull and vicinity in the past three months to work in the lumber woods. This is nearly three times the number that left in former years.

—E. A. Walker, of New York, has just secured a second large contract for machinery to be installed in the Ottawa Carbide Co.'s works at Ottawa. The contract is for a 60 ton travelling crane for the power house.

—The Tracadie Lumber Company, whose mills are at Tracadie, in Gloucester county, N.B., is about to construct a box factory to manufacture box shooks for the British market. The resident manager is Mr. B. H. Foster.

—At the recent fair at New Westminster, B.C., Messrs. Hardie & Thompson, of Vancouver, exhibited a self-oiling, reversing, three cylinder engine of five horse power, which occupied a space less than one foot square. This engine is said to be very suitable for the operation of portable saw mills.

—Attention is called to the professional card in another column of the firm of Denton, Dunn & Boultbee, solicitors, Temple Building, Toronto. The members of this firm have had great experience in, and are recognized authorities on questions relating to timbering, lumbering and milling interests.

—A feature of the Canadian forestry exhibit at Paris will be a section of Douglas fir 15 feet in diameter, and, according to naturalists, 600 years old. The tree was felled on Vancouver Island, between Victoria and Nanaimo, and as a branch railway track had to be built to the place, it cost $1,500 to get the section out to the main line of the C.P.R.

—When the improvements to the Parry Sound Lumber Co.'s mill now under way are completed, it will be one of the most modern in Western Ontario. The dam is being rebuilt, and the water wheels will be put in shape, the foundation of the mill overhauled, and a boiler house erected for the purpose of using steam feed apparatus for the circular and band saws. The machinery to be put in will include a double cutting band, circular and gang saws. It is the intention of the company to operate the mill next season.

—During the past month an English syndicate has taken over the business of Alexander Gibson & Sons at Marysville, N. B. The assets include the Gibson cotton mills, saw mills and timber limits, the Canada Eastern Railway, and much property in the town of Marysville. The company is now paying $35,000 per month in wages, and exports annually lumber to the value of $1,000,000. The cotton factory is the largest in the Maritime provinces.

### FOREIGN.

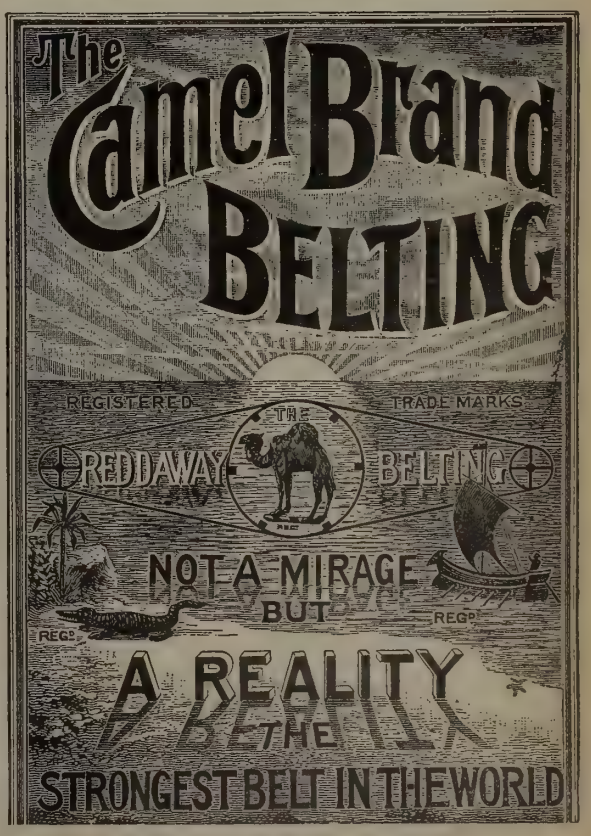
—For the eight months ending August 31st, 1899, the timber imports of Great Britain were 5,631,209 loads, against 4,999,902 loads for same period in 1898 and 6,061,940 loads in 1899.

—In the erection of grand stands for the Dewey reception in New York, there was consumed 7,758,904 feet of lumber. This was furnished by thirty-five different firms, and taking an average of $22.50 per thousand, the value would be $174,575.32.

—The United States exported $420,256 worth of box shooks the first eight montns of this year, against $251,643 for the same period of 1898, also $781,870 worth of sash, doors and blinds, against $671,315 last year in the same eight months. These figures are not tremendously large, but they show a steadily increasing export trade.

—There is a little Utopia at Orsa, in Sweden, where a community has sold about a million's worth of timber in a generation, and has in consequence no taxes to pay. By judicious planting they hope to realize as much income every thirty years. The railways, telegraphs, telephones, schools, and many other institutions are all free.

In December last Mr. Jas. Penner, of Derby, bought all of Mr. Fulford Cunningham's elm then standing, and paid $25 for same. Shortly afterwards, elm having advanced very much in price, Cunningham returned Penner the purchase money and refused to carry out the contract, alleging that as the sale of standing timber is technically a sale of land and that as writings are necessary in order to transfer the latter, there was no contract on his part because no writings had been entered into. Penner sued, and Judge Morrison at the Division Court awarded him $60 damages.



None Other Genuine
W. A. Fleming & Co. 57 St. Francois-Xavier Street MONTREAL
. . SOLE AGENTS . .

# WOOD PULP DEPARTMENT

## PINE AS A PULP WOOD.

TORONTO, Oct. 23rd, 1899.

To the Editor of the CANADA LUMBERMAN:

DEAR SIR,—I have carefully read your last issue of the LUMBERMAN, and note with pleasure that you are giving more attention to the pulp industry. This great and growing industry should have every assistance, and such a paper as THE LUMBERMAN is in a position to render it great service.

I note an article mentioning a few woods which are considered as likely to be rivals of spruce as our principal material for pulp making. Some of these enumerated in your article will, in special localities and for special reasons, reach some importance, but the bulk of paper pulp will be made from spruce and its allied woods for a good many years to come. Investors need have no fear that capital invested in spruce limits and pulp mills is likely to be lost because of a substitute being found for spruce. There is no substitute in sight, as far as I know, except for special grades of pulp, which can hardly be considered as competitors for spruce "news" pulp.

Now, there is no doubt that nearly all kinds of wood can be manufactured into pulp and paper, but the question for the pulp maker is, Will it pay? There seems to be some discussion regarding yellow pine, and also the short-leafed variety, for pulp making. From my personal experience I do not think these woods will amount to anything for this purpose, especially in Canada, where there are at present such large tracts of good spruce, which can be obtained at $2.50 or $3 per cord, laid down in the mill yard.

In the case of the two woods mentioned, the principal objection is the presence of resin. This must be got rid of, and if the process for doing so is not cheap enough, or if the by-products of tar, etc., do not bring in sufficient returns, the use of pine for pulp making will never assume any considerable proportions. There are other objections to its use which, though not so important as that mentioned, will seriously act against its use. I think pine will be found to grind much easier than spruce, especially if the wood is at all softened during the process of extracting the resin. This is an advantage, and will to some extent increase the output in tons per horse power. The pulp made from it will be cream yellow in color, or darker, will be soft in texture, close—or short and mealy—in grain, lacking the tough, strong character of the spruce. It will be ground in short fibres of comparatively large cross-section, which will be difficult to pass through the screw plates. This latter is, however, largely a matter of the degree of sharpening given to the stone and the amount of pressure used in grinding.

The process for extracting the resin will have to be one which does not injure the fibre or discolor it in any way, otherwise the pulp will be useless as a first-class article.

In Ontario the supply of spruce is as large, or will soon be as large, as that of pine. This means that the supply of pine is of more value as lumber than as pulp wood. It is not likely, then, that under these conditions much pine will be used in this way, especially as the pulp would not bring as high a price as that made from spruce, on account of its inferior quality.

The qualities required in a good "news" pulp are whiteness and strength, with a fibre uniform in size and of a good length, giving toughness. These qualities depend to a very great extent on the wood or material used, but evenness and uniformity will always depend on the skill used in sharpening the stones, the judgment of the pressure, and the care taken in choosing the screen plates.

Whatever may be said for or against pine, of either the long or the short-leafed variety, as a probable substitute for spruce in pulp making, it will never be considered as a question of much importance by Canadians.

W. H.

## THE LATE J. C. WILSON.

ONE prominently connected with the paper and pulp industry of Canada passed away on October 9th, in the person of Mr. J. C. Wilson, principal of the firm of J. C. Wilson & Company, paper makers, Montreal, with mills at Lachute and St. Jerome. Mr. Wilson came to Canada from Ireland when but an infant, was educated at McGill Normal School, taught school at Beauharnois from 1859 to 1862, then removed to Belleville and later to Toronto. In 1863 he secured a position with T. W. Strong, publisher, New York, but in a year or two returned to Montreal, becoming book-keeper for Angus Logan & Co., now the Canada Paper Co.

In 1870 Mr. Wilson started in business for himself with a small capital, and gradually worked up the ladder of success until at his death he was one of Canada's most prominent paper manufacturers. He built his paper mill at Lachute in 1880, since which time considerable additions have been made thereto.

## PULP MARKET IN FRANCE.

MR. Wohlfarth, general director of an importing company of Paris, France, and representative in that country of the Sault Ste. Marie Pulp & Paper Company, was recently on a visit to Canada, and gave some information as to the possibility of increasing our export trade in pulp. The French market, he says, is accessible only to dry pulp, by reason of the high freight that must be paid. Dry pulp occupies 90 cubic feet to the ton weight, while the regular space allowed for a ton is only 40 feet. Special freight rates are therefore applied to pulp, and all it can stand is a freight of 20s. per ton to Spain and Marsellies; the Compagnie trans-Atlantic charge 20 francs from New York to Havre. The Sault Ste. Marie Pulp & Paper Company is about the only one that makes dry pulp, although recently the Laurentide Pulp Company made a start in that direction. As the small mills in Canada are provided with apparatus for wet pulp only, and as this wet pulp contains 50 per cent. of water, Mr. Wohlfarth says that it would be necessary to have a freight rate of 10 francs or 10 shillings at the most in order to place it on the market in Spain, Portugal or Belgium to compete with the Norwegian pulp. If the eastern mills could supply dry pulp they would have a great advantage in transportation charges over the Sault Ste. Marie Company.

## FLAX PULP.

IN the last issue of THE LUMBERMAN reference was made to the proposed establishment of a flax pulp mill at Niagara Falls, N.Y., the process to be adopted being the invention of Mr. F. H. Hickman, of New Jersey. Concerning the process we find the following in the World's Paper Trade Review, of London, Eng.:

It is well known that flax straw as a raw material differs essentially from wood and the straw of other fibrous plants, such, for example, as jute and hemp. The fats and waxes of the flax plant are far more difficult to break down and saponify with a caustic alkali solution than are those of wood, and the percentage of fats and waxes in flax is much higher than in other fibrous plants. Hence, it is necessary to provide a solution for flax which will efficiently break down and eliminate this unusual quantity of fats and waxes, and which can overcome their peculiarly refractory character without destroying or weakening the fibre.

The invenfor says it has been found, in a long course of experiments, that by combining a proper percentage of sulphur with an aqueous solution of caustic soda, the former unites with or saponifies the more refractory fats and waxes of flax and retards the oxidizing effect of the caustic alkali, and thus the process of saponification is so far modified and hastened under proper conditions of time, temperature and pressure, that the fibrous material is protected from injury by oxidation, and the encrusting matter, such as lignin, fats, waxes and gums, is broken down before the fibrous and cellulosic tissue can be

J. D. SHIER
MANUFACTURER OF
Lumber, Lath & Shingles
BRACEBRIDGE, ONT.

TELEPHONES
Send for our Illustrated Catalogue and Price List of
"UNIQUE" TELEPHONES
For Main Line and Warehouse Use.
Only Telephone made that does not get out of adjustment. Satisfaction guaranteed.
Sold outright at low prices. No exorbitant royalties.
SOLE MANUFACTURERS
JOHN STARR, SON & CO., LIMITED
P. O. Box 448, HALIFAX, N. S.

GEO. T. HOUSTON & CO. CHICAGO, ILLS.
HOUSTON BROS. CAIRO, ILLS.
HOUSTON BROS. BIGBEE, MISS.
HOUSTON BROS. COLUMBUS, MISS.
EXTRAORDINARY
We are cleaning up numerous yards in connection with our Mills in the South, to make room for next year's new cut.
Stock consists of all grades and thicknesses Hardwood Lumber, Yellow Pine and Cypress, including a big surplus of No. 1 and No. 2 Common Yellow Pine, Select and Common Cypress. All of the above a year and over dry.
If you are in the market for any kind of Hardwood Lumber, Yellow Pine or Cypress, or expect to be in the future, send us your enquiries. The stock has to be moved, and if we can pick your orders out of any of the lots referred to, we will quote you prices to save additional handling expenses.
Address all Correspondence to our Main Office:
Cable Address, "HOUSTON."
Lumberman's and A.B.C. Codes.
GEO. T. HOUSTON & CO.
CHICAGO, ILLS., U.S.A.

attacked and weakened by the alkali. The percentage of fats and waxes in the flax plant varies under different conditions of soil and maturity, consequently the percentage of sulphur necessary in the caustic liquor varies accordingly. While, however, the proper proportions of ingredients are thus variable within the range of say ½ per cent. to 5 per cent. by weight of sulphur with 99½ to 95 per cent. by weight of caustic soda, the proportions said to be generally found most satisfactory are about 2 per cent. of sulphur to 98 per cent. of caustic soda. It may be said, however, that an excess of sulphur has no deleterious effect upon the product. The liquor is prepared by boiling the sulphur in the caustic soda solution in which it is readily dissolved. In carrying out the process the material is treated with the liquor in a suitable digester under a pressure of preferably 70 to 95 pounds per square inch, with a corresponding temperature for about 4½ hours. The conditions of temperature, pressure and time may, however, be interchangeably varied without affecting the desired result. For the purpose of cheapening the liquor sometimes sodium sulphate has been used as a partial substitute for the caustic soda.

While the flax-plant can be utilised in its pristine condition, that is to say, as it is gathered from the fields, it is advantageous to break it beforehand by machinery, as in the well known process for making upholsterer's tow. This process can also be employed with complete efficiency for the elimination of the objectionable matters frequently found in manufactured flax products, such as yarn or linen fabrics of the lower qualities, their value and utility being thus greatly enhanced.

It is pointed out by Mr. Hickman that the process differs from retting, which only partially removes the gum from the fibre, and only a small percentage of its contained fats and waxes, whilst it destroys all cellulosic tissue other than the bast fibre. It also differs from the bi-sulphite of lime process in being a saponification process, which the bi-sulphite process obviously is not. It also differs from all other saponification processes by reason of the presence in the reducing liquor of sulphur in such form as to be available for union with the fatty constituents distinguishing this pulp, the saponification being thus so far promoted as to make its completion possible before the bast fibres and other cellulosic tissue are injured, a result not attained by the treatment of this pulp material with any other liquor.

## PULP NOTES.

A paper import agency is about to be opened at Shanghai, China, under the title of Ostasiatischen Lloyd.

Mr. F. P. Buck, of Sherbrooke, Que., has been appointed general manager of the Royal Paper Mills Company, East Angus, Que.

On October 16th the ratepayers of Woodstock, N.B., voted in favor of granting a bonus of $50,000 for the establishment of a pulp mill.

Negotiations are still in progress for the purchase by an American syndicate of the Gilmour & Hughson water power at Ironsides, with a view to the erection of a large pulp mill.

Mr. A. J. Morrill, of Nicolet Falls, Que., is considering the erection of a pulp mill on his water power. The electors of Shipton will vote on a by-law to grant him a loan of $10,000 for the purpose.

Mr. Robert Daw, who was connected with the Wilson paper mills at Lachute, Que., for six years, has become manager of the Ottawa Paper Co.'s mill at Ottawa. This mill will turn out 60 tons of paper per week.

It is reported that Mr. J. E. S. Trelawney, of the Anglo-Canadian Syndicate, is negotiating for the purchase of a water power at Bryson, Que., with the object of supplying electrical power and the erection of a pulp mill.

Ground wood pulp is worth nearly 50 per cent. more than it was a few months ago, says the Paper Mill. Sulphite is scarce and costly, and soda pulp commands almost any price the manufacturer cares to name.

The Bertrams, Limited, of London, England, furnished a pulp machine for the Cushing Sulphite Fibre Co.'s mills at St. John, N. B. It has a width of 158 inches, with 25 four-foot dryers, pulp cutting apparatus, etc.

The new dam built last summer at Greenfield, N.S., by T. G. McMullen, M. P. P., was swept away by a recent flood, at a loss of over $15,000. This has retarded the erection of his proposed pulp mill at that place.

A correspondent of the Paper Trade Journal states that Mr. C. W. Roberts has introduced a new style of wood pulp grinder. The invention has been tested by Mr. F. W. Roberts, of the Roberts Grinder Company, of Rondont, N.Y., at the Maxwell pulp mill. It is claimed that an entirely new system for grinding pulp wood has been inaugurated, and that the pulp produced has four times the strength of the ordinary ground wood.

The Dufferin Falls Lumber, Pulp & Paper Co., of Montreal, has been granted provincial incorporation, with capital of $1,000,000. Among the promoters are Wm. Currie, paper manufacturer, and J. T. Shearer, lumber merchant, of Montreal.

Mr. Chas. Phillips, proprietor of S. C. Phillips Co.'s publications, London, England, has been in Canada recently arranging for a visit of leading English publishers to inspect the timber limits and paper manufactories of America. It is expected that the visit will be made next spring.

An important change has been made in the law of Newfoundland affecting pulp wood areas. Hitherto the payment of an initial bounty of $25 per mile entitled the lessee to a lease for twenty-one years, which was renewable. Under the new law the first bounty payable is $5 per year, whereupon a lease will issue for 99 years, subject only to an annual rental of $3 per mile.

A leading publisher of London, England, makes the following statement regarding Canadian pulp: "Many of our paper manufacturers who have used the pulp on a large scale state most emphatically that it is longer and stronger in fibre than the Scandinavian product, and fitted more for making real newspaper for fast running work than any other, and more than one of these gentlemen have stated that they would rather give $2.50 per ton more for the Canadian than any other."

## ONE DOLLAR.

THE above sum represents the yearly subscription price of the CANADA LUMBERMAN, including both weekly and monthly editions, mailed to any address in Canada or the United States. Owing to postal charges, the subscription price to foreign subscribers is two dollars per year. Persons in foreign countries interested in Canadian timber products can invest that sum to no better advantage than by becoming a subscriber. Likewise every mill owner in Canada should read the columns of the CANADA LUMBERMAN. A sample copy will be furnished upon request.


**TOWER & WALLACE**

ASHLEY B. TOWER, M. Am. Soc. C.E.
CONSULTING ENGINEER.

Broadway and 25th St. - NEW YORK

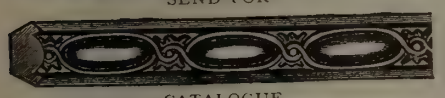
ARCHITECTS AND ENGINEERS
PAPER AND PULP MILLS
MANUFACTURING AND
POWER DEVELOPMENTS

**BOYNTON & COMPANY**

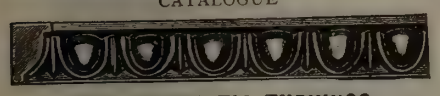
MANUFACTURERS OF

EMBOSSED AND TURNED MOULDINGS, WOOD GRILLES,

SEND FOR



CATALOGUE



AND AUTOMATIC TURNINGS

67 W. Washington St., - CHICAGO, ILL.

ESTABLISHED 1849.

CHARLES F. CLARK, President. JARED CHITTENDEN, Treasurer.

**BRADSTREET'S**

Capital and Surplus, $1,500,000.

*Offices Throughout the Civilized World*

Executive Offices:
Nos. 346 and 348 Broadway, NEW YORK CITY, U.S.A.

THE BRADSTREET COMPANY gathers information that reflects the financial condition and the controlling circumstances of every seeker of mercantile credit. Its business may be defined as of the merchants, by the merchants, for the merchants. In procuring, verifying and promulgating information, no effort is spared, and no reasonable expense considered too great, that the results may justify its claim as an authority on all matters affecting commercial affairs and mercantile credit. Its offices and connections have been steadily extended, and it furnishes information concerning mercantile persons throughout the civilized world.

Subscriptions are based on the service furnished, and are available only by reputable wholesale, jobbing and manufacturing concerns, and by responsible and worthy financial, fiduciary and business corporations. Specific terms may be obtained by addressing the company at any of its offices. Correspondence invited.

THE BRADSTREET COMPANY

Toronto Office: Cor. Jordan and Melinda Streets.
THOS. C. IRVING, Sup't.

**CAMP SUPPLIES**

Send for a Sample of fine make and draw JAPAN TEA, at 13½ cents. Just the thing for the Camps.

**H. P. Eckardt & Co.**

WHOLESALE GROCERS - Cor. Front and Scott St., TORONTO

**PULP AND PAPER MILL MACHINERY.**

CONTRACTORS FOR COMPLETE EQUIPMENT OF

GROUND WOOD, SODA or SULPHITE PULP MILLS.

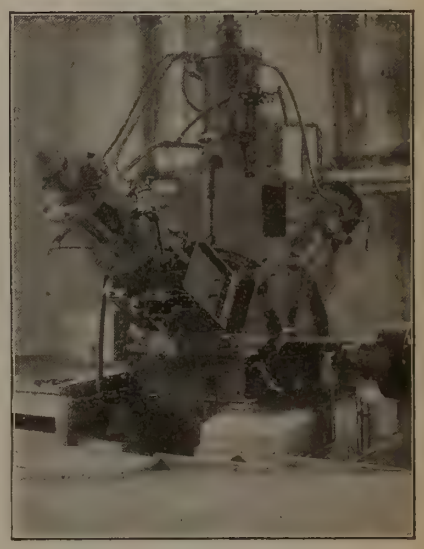
We invite correspondence from those requiring anything of this nature. We build a full line of

Barkers, Chippers, Tanks, Digesters, Pumps, Jewell Filters, Conveying Machinery, Wet Presses, Screens, Screen Plates, Etc., Etc.

**OUR CROCKER TURBINE PLANTS** are driving some of the best mills in the Dominion.

Write for Circulars and Prices.

The JENCKES MACHINE COMPANY.



**THE PORT HENRY PULP GRINDER.**

With latest improvements; patented 1898.

Operation continuous and production large.

Most convenient in handling and thoroughly well built.

Ask for special bulletin No. 505.

*Branch Offices:*
*MONTREAL, TORONTO, RAT PORTAGE, ONT.*
*ROSSLAND, B.C.*

Head Office and Works:
36 to 40 LANSDOWNE ST.
SHERBROOKE, QUE.

## LUMBER RAFTS FROM BRITISH COLUMBIA.

JAMES ROBERTSON, owner of the patented Robertson rafts, so famous on the Nova Scotian coast, as well as on the Pacific, sailed from Vancouver recently on the Empress of India for the Orient. Mr. Robertson, the Vancouver World says, is on his way to Japan for the purpose of arranging there for the sale of several of the rafts, which are to be built in British Columbia waters near Vancouver, and sent across the Pacific in tow of some tramp steamers.

During his stay in Vancouver, the World remarks, Mr. Robertson made all the necessary arrangements at this end of the line, and now he has gone to Japan to close there for the large lumber contract that he has in hand. This will be the first of the famous lumber rafts to be made in British Columbia, although several of them have during the last two or three years been made on Puget Sound. The rafts were invented quite a number of years ago in Nova Scotia, and the first timber sent by them went to the market along the eastern coast of the States. They were towed by large ocean tugs, and altogether the system has been a complete success. Several of the rafts have been sent from Puget Sound to San Francisco. The last one met with misfortune, but it was later picked up intact and taken to port. It appears from the statement of Mr. Robertson that the hawser between the tugboat and the raft was cut by the seamen, who are opposed to this method of ocean towing, in that it does away with the natural work of loading ships and so on. Another steamer was compelled to spend 20 days in looking up the lost lumber, but after finding it she brought it safely to San Francisco. Mr. Robertson has at the present time another raft building on Puget Sound, but lately he has conceived the idea of taking it across the Pacific, instead of to the south, and has gone over to the other side to make the final arrangements about the deal.

To take one of the rafts across the Pacific will, of course, be the longest tow that was ever attempted, but Mr. Robertson does not think there will be any additional trouble in connection with it.

The last cargo taken to San Francisco consisted of 22,000,000 feet of lumber, the raft being 600 feet long, 40 feet wide and about 25 feet in depth. It is reported that the first one to Japan shall be of about this size, and shaped like a cigar. The principle of construction is that the logs are bound together with steel wire ropes, wrapped around the body of the raft, and through it for the entire length. The raft is made in a cradle, which, in the case of the Seattle raft, cost about $8,000. The raft is built up on the sides higher than in the middle, and then the cables are wrapped around it. The centre is then filled in, and as it does the whole raft settles and the cable becomes tighter all the time. The raft is filled as heavily as possible, and still the cable becomes tighter. The raft is launched and the rolling motion of the sea makes the raft still stronger, and in a short time it is ready for the ocean trip.


FRANK DENTON, Q.C. HERBERT L. DUNN.
W. MULOCK BOULTBEE.

**DENTON, DUNN & BOULTBEE**
Barristers, Solicitors, Notaries, etc.
"Temple Building,"
Bay and Richmond Sts. - TORONTO.

**John A. Bertram**
LUMBER INSPECTOR
. . . AND SHIPPER . . .
*Office: Room 35 Land Security Chambers*
*TORONTO, ONT.*

**RAILS FOR TRAMWAYS**
NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.
JOHN J. GARTSHORE,
83 Front St. West, Toronto.

BEST MAIN DRIVE. CANDY'S PATENT REGISTERED TRADE MARK GUARANTEED.
CANDY'S AMERICAN COTTON BELTING
Sole Canadian Agents :-: Prices Reduced.
WATEROUS, BRANTFORD, CANADA.

OUR EXTRA HAND-MADE
**AXE**

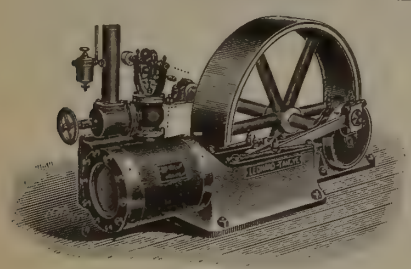
This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N. B.

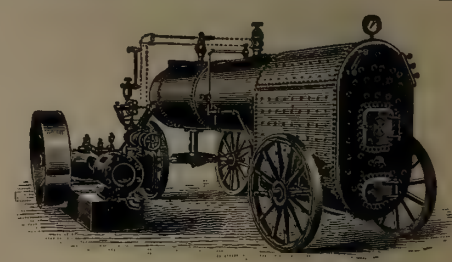
**FRICTION PULLEY BOARD**
The BEST Article Known for the Purpose
MANUFACTURED BY..... THE DOMINION LEATHER BOARD CO'Y, - MONTREAL, QUE.

*The Leading European Lumber Paper*
**The Timber Trades Journal**
Published Weekly by WILLIAM RIDER & SON, Ltd., 14 Bartholomew Close, LONDON, E. C.
SUBSCRIPTION: $5.00 PER ANNUM, POST FREE
The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .

LUMBERMAN'S
VEST-POCKET
**INSPECTION BOOK**
Containing Rules for the Inspection and Measuring of Pine and Hardwood Lumber in the leading markets of Canada and the United States.
Send Four 3-Cent Stamps for a Copy to
The C. H. Mortimer Publishing Co., Limited
Confederation Life Building, TORONTO


LEONARD-TANGYE ENGINE.

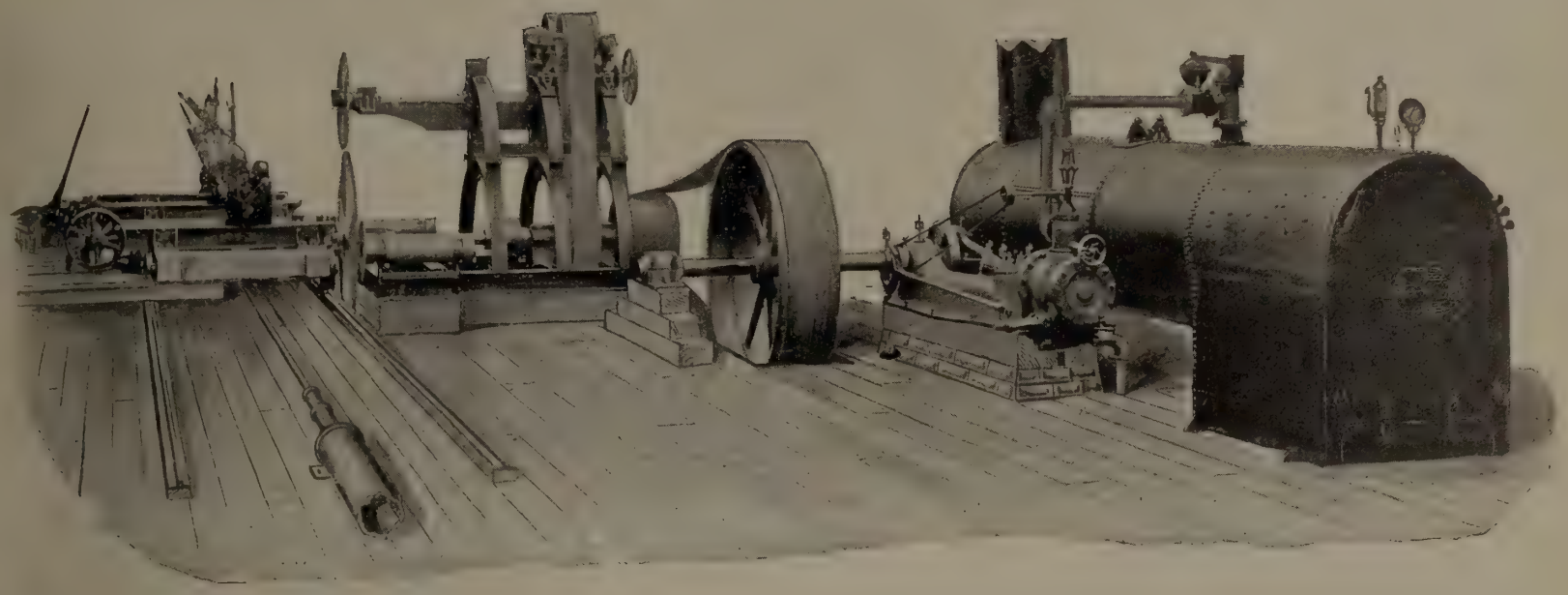
**E. LEONARD & SONS, LONDON, ONT.**
. . . Makers of . . .
*ENGINES and BOILERS*
For Lumbermen and Others. For any Purpose, and of any Power.
We make Several Styles, but only One Grade—THE BEST.
*If you need Steam Power, write to us, stating your requirements, and we will quote you prices.*
*Write for Catalogue No. 35a.*


LEONARD CLIPPER ENGINE AND LOCOMOTIVE BOILER.

EST. 43 YEARS
THE J.C. McLAREN BELTING COMPANY.
THISTLE BRAND RUBBER BELTING
EVERY BELT IS GUARANTEED
8 YEARS ON THE MARKET.

# PORTABLE SAW MILLS

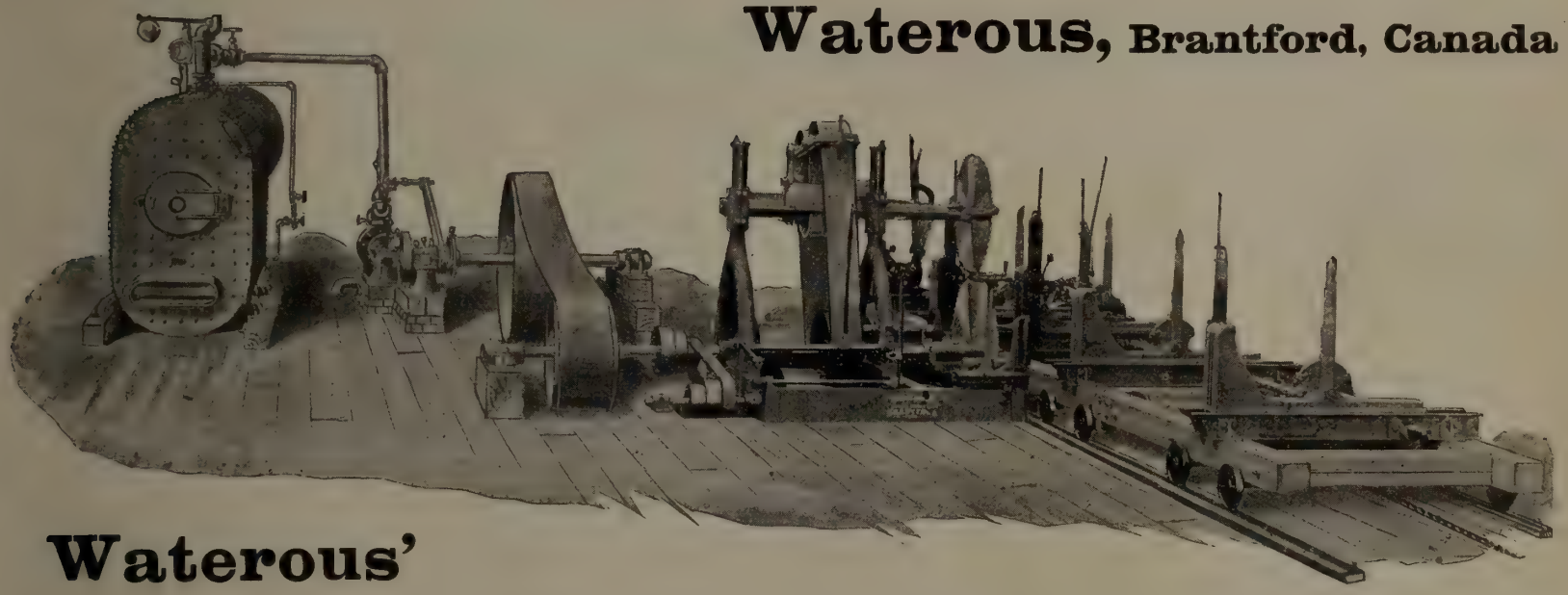
in many instances are indispensable.
Our Experience in building them extends over Half a Century. . . . . .



## 100 H.P. "PACIFIC COAST MILL"

With No. 4 Saw Frame, 72″ Lower and 56″ Upper Saw ; No. 6 Girder Steel Unbreakable Carriage, opening 72 inches from Saw—all portions of Carriage either Rolled or Cast Steel, Direct-Acting Steam Feed, etc.

**Waterous, Brantford, Canada**



**Waterous'**

## 60 H.P. "ONTARIO AND WESTERN MILL"

With No. 3 Saw Frame, having 12 inch Face Friction Feed Works, taking 60 inch Lower Saw and 40 inch Upper Saw. A No. 3½ 5 Block Girder Steel Carriage opening 50 inches from Saw, with Peel and Reliance Cant Hook Double Spud Dogs—Rope Feed, Automatic Coupling in Carriage between 3rd and 4th blocks—extras when required, Bull Wheel, Slab Saw, Single or Double Edger, Trimmer, Live Rolls, Planer and Matcher, etc.

THE above are our Large Portable Saw Mills. We Manufacture all sizes down to 12 H.P., with Saw Irons of Smallest and Lightest Dimensions for Mule Back or Dog Train Transportation to the Mines. One of our 12 H.P. mills is operated by the Hudson Bay Co., at Fort Churchill, H.B. They are scattered throughout the Dominion, from the Atlantic to the Pacific, and many Foreign Countries. Write or Wire us for Prices and Delivery Date.

We frequently have in stock very serviceable Portable Mills that have been previously used, which we can offer at considerable reduction.

**Waterous, Brantford, Canada**

OUR

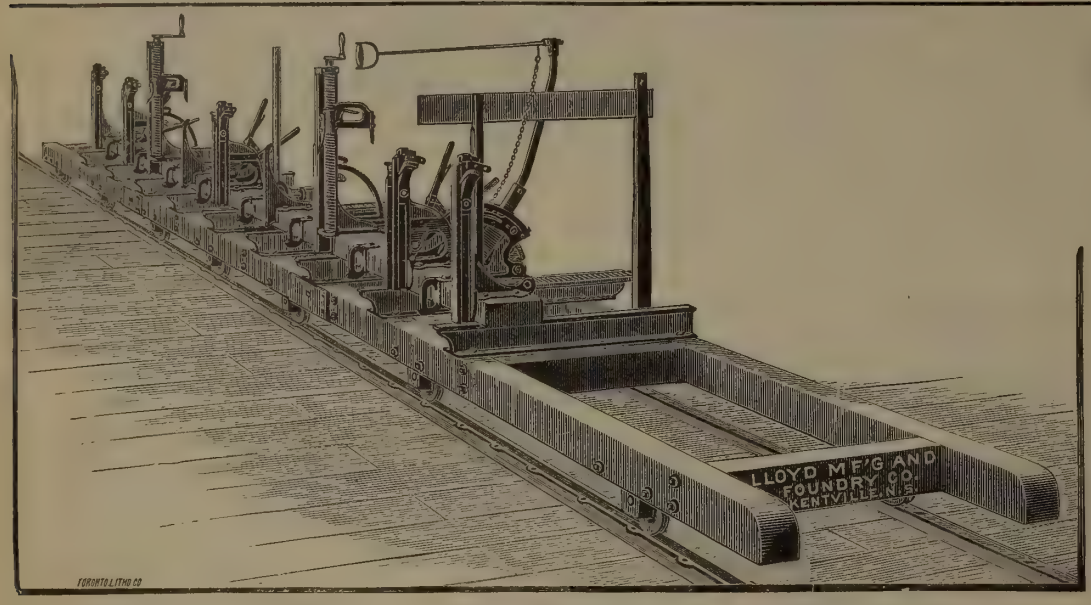
# Cant-Hooks and Peavies

Are unequalled by anything on the Market.

EVERY ARTICLE FULLY GAURANTEED.

## JAS. WARNOCK & CO.

GALT, ONT.




## Lloyd Manufacturing Co'y

JOHN I. LLOYD, Proprietor.

# SAW MILL OUTFITS

**Pulp Machinery, Belting, Etc.**

OUR SPECIALTIES:

Band Saw Mill Machinery,
Improved Rotary Saw Mills,
with Green Mountain Dogs,
Also Screw Post Dogs,
Turbine Water Wheels,
Power Feed Gang Edgers,
Buzz and Surface Planers,
Heading Rounders,
Stave Machines, Stave Jointers,
Stave Planers.

KENTVILLE, N.S.

# NOVEMBER, 1899

AN average size **"LEFFEL"** or **"VULCAN" Turbine,** working under a 20 foot head of water, is as good as a 100 h.p. Steam Plant, and can be bought for about ONE-TENTH the price.

Such a Turbine may be run constantly for 20 years—some have been used for 25 years. In 20 years the cost of maintaining the Steam Plant would probably reach $40,000—a tidy sum to "lay by" if you have the water power. NOTE—You can't save it all, or be sure of much of it, unless you equip with **"LEFFEL"** or **"VULCAN."**

. . . . . .

Large and costly Band and Gang Saw Outfits have their uses, but 95% of the Saw Millers of Canada are much more interested in a good Circular. That fact accounts for many hundreds of **"LANE IMPROVED"** Mills doing high duty in all corners of the Dominion.

. . . . . .

When open for the above Specialties or anything in the way of **Shingle Machines, Pulleys, Shafting, Gears, Bearings, Etc.,** you are invited to correspond and address

## MADISON WILLIAMS

**H. E. PLANT, Agent**
Common and Nazareth Sts., MONTREAL, QUE.

Successor to Paxton, Tate & Co.

**PORT PERRY, ONT.**

McEachren's

# PROGRESSIVE LUMBER DRY KILN

Our Heaters and Fans are Economical with Steam and Power, are **Safe as a Fire Risk.** Plans and specifications furnished with each apparatus.

Write for Prices and Particulars to

## McEACHREN HEATING & VENTILATING CO. - GALT, ONT.

## THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office: TORONTO, ONT.

Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

# Electrical Machinery and Apparatus

... FOR ...

**LIGHT and POWER**

SPECIAL ATTENTION GIVEN TO

**LONG DISTANCE TRANSMISSION OF ELECTRICITY**

FOR LIGHT AND POWER

ALSO FOR

**ELECTRIC PLANTS FOR MILLS**

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

# IT COSTS A CENT

To ask for our New Catalog. It tells how the "STANDARD" is built, and why it is the Kiln you should buy. Your name on a postal gets it.

## THE STANDARD DRY KILN

Best at any price—but costs no more than others. It dries every kind of forest products, and does it right. Is that the kind of a Kiln you want?

THE DRY KILN THAT DOES NOT Disappoint

## THE STANDARD DRY KILN CO.

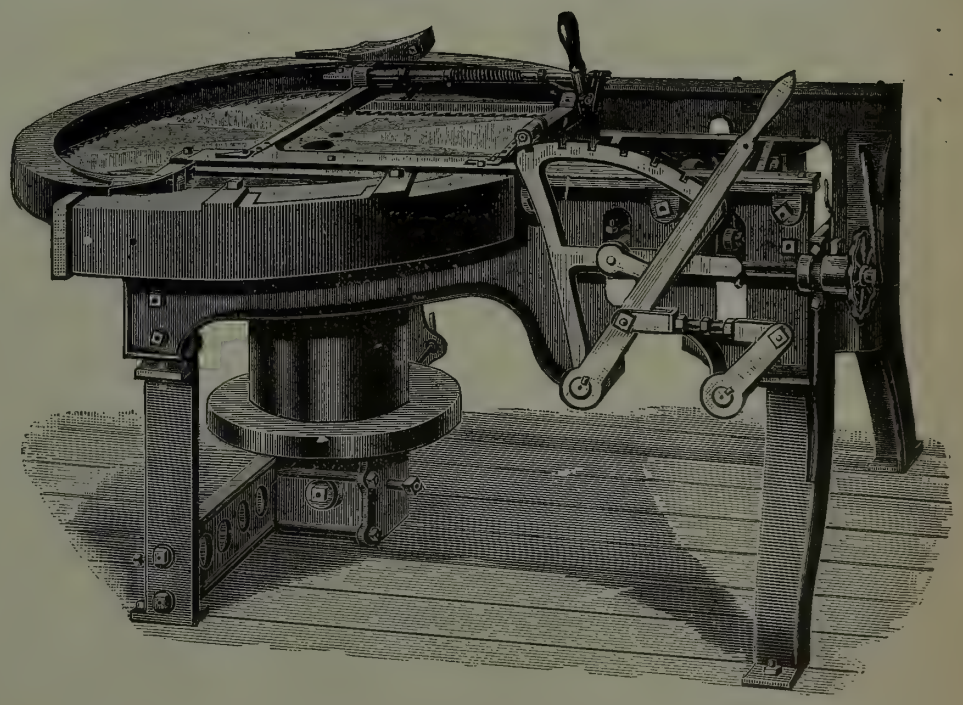
INDIANAPOLIS, IND.

# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON - ONTARIO

Manufacture

- Band Saw Mills
- Gang Saw Mills
- Circular Saw Mills
- Portable Saw Mills
- Shingle Mills
- Lath Mills
- Saw Filers, and all of F. J. Drake's Patents



DAUNTLESS SHINGLE AND HEADING MACHINE.

Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter. Capacity 25,000 to 50,000 per day.

Our Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.

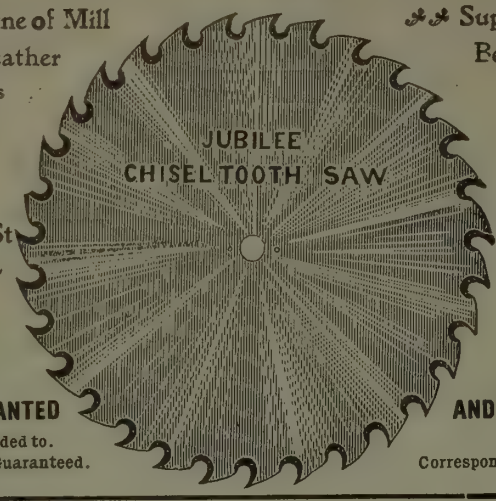
CORRESPONDENCE SOLICITED

# THE JAMES ROBERTSON CO., Limited.

Manufacturers of..... Saws of All Description

A Full Line of Mill Rubber and Leather Metal, &c., always

Supplies, including Belting, Babbit carried in stock.




Head Office:
144 William St
MONTREAL

Factories at
MONTREAL,
TORONTO,
and
ST. JOHN, N.B.

ALL OUR SAWS FULLY WARRANTED
Orders promptly attended to.
Satisfaction Guaranteed.

CIRCULAR, CANC AND MILL SAWS A SPECIALTY
Correspondence Solicited.

# SUPPLIES
OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

# RICE LEWIS & SON
(LIMITED)

Cor. King and Victoria Sts. - TORONTO

# Galt Machine Knife Works

**MACHINE KNIVES** OF EVERY DESCRIPTION
FOR **Woodworking Machines**
...Send for Price List...
PETER HAY - - - - - Galt, Ont.

Every Lumberman wants it — 35 cents buys it

# Scribner's Lumber and Log Book

BRIMFUL OF EVERY-DAY, PRACTICAL INFORMATION
Address: THE CANADA LUMBERMAN, Toronto
SAVES TIME SAVES MISTAKES SAVES MONEY

7 3 10

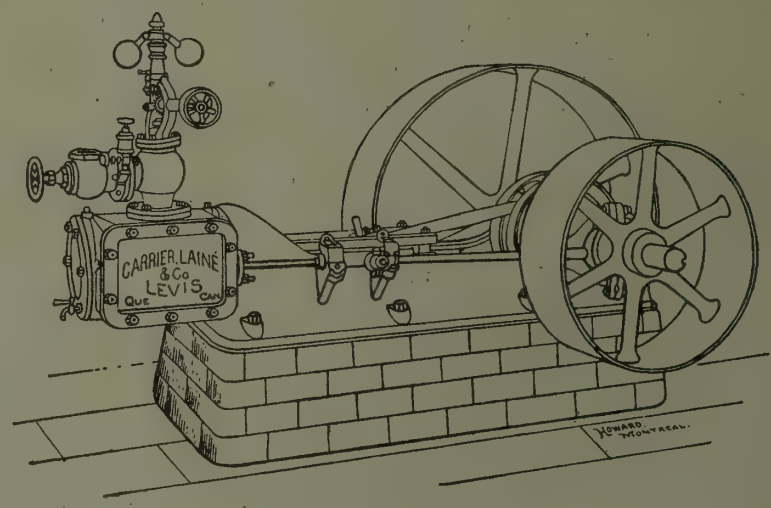
# "DEAD EASY"

But if that "3" represents Middlemen's commission on the Machinery you buy, you had better make a change and deal at headquarters.

**No better Mill Machinery is made in Canada or elsewhere than that supplied "DIRECT" from our Machine Shops.**

## Portable and Stationary Engines and Boilers

CIRCULAR SAW MILL PLANTS
GANG AND BAND SAW MILLS
SHINGLE MILLS, LATH MILLS
EDGERS,
PLANERS and
BUTTERS




**Modern Patterns in Every Line.**

**Tools, Belting and Supplies.**

We are equipped to build any special machine you may require.

IF YOU HAVE PLANT TO EXCHANGE GET OUR ESTIMATES

# CARRIER, LAINE & CO.,
LEVIS, QUE.

USE THE FAMOUS .. **PINK LUMBERING TOOLS**
Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks
Cant Hook Handles, Peavy Handles } By Car Load or Dozen
Pike Poles, Skidding Tongs, Boom Chains
Lowest Prices THOMAS PINK PEMBROKE, ONT.

# THE CANADA LUMBERMAN

WOOD WORKERS' MANUFACTURERS' AND MILLERS' GAZETTE

VOLUME XX. NUMBER 12. | TORONTO, CANADA, DECEMBER, 1899 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.



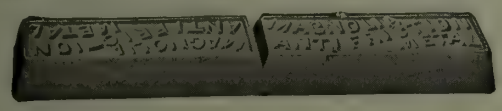
## MAGNOLIA METAL

In Use by All the Leading Governments

BEST ANTI-FRICTION METAL FOR ALL MACHINERY BEARINGS.

### BEWARE OF IMITATIONS

Genuine Magnolia Metal is made up in bars, of which this is a fac-simile :



The Name and Trade Mark appear on each box and bar, and besides this the words "Manufactured in U.S.," and "Patented June 3, 1890," are stamped on the under side of each bar.

**MAGNOLIA METAL CO.**

Owners and Sole Manufacturers 266 and 267 West Street, NEW YORK

Canadian Office, 318 St. Paul Street, Montreal, Que.

Chicago Office, Fisher Building, 281 Dearborn St. London Office, No. 49 Queen Victoria Street, London, E. C.

FOR SALE BY ALL DEALERS

MAGNOLIA METAL IS STILL SELLING AT THE SAME PRICE IT HAS ALWAYS SOLD AT—NO ADVANCE.

## Ottawa Saw Works Co.

Middle Street - OTTAWA, ONT.

"SANDVIK" SWEDISH STEEL.

We Manufacture

HIGHEST GRADE BAND SAWS

MADE FROM

Triple Refined Swedish Steel

IMPORTED DIRECT.

WE HAVE THE SOLE RIGHT FOR THE

Dominion of Canada

CORRESPONDENCE SOLICITED.

OIL TEMPERED

## MOORE STEAM PUMP

For Stationary, Traction and Marine Boilers.

High and Low or Special Duty.

Send for Illustrated Catalogue.

DARLING BROTHERS

Reliance Works - MONTREAL

Head Office and Works: Queen and Ottawa Streets, MONTREAL.

Frank Darling, Agent, Nelson, B. C.

## DICKS BELTINGS

Never is affected by wetness, and does not stretch.

Excels in Transmission Power.

Always Uniform.

LARGE STOCKS ON HAND.

WRITE TO SOLE AGENT:

J. S. YOUNG, 15 Hospital Street, MONTREAL

## JAMES W. WOODS

Manufacturer of LUMBERMEN'S SUPPLIES

Tents, Awnings, Tarpaulins, Sails, Etc., Overhauls, Top Shirts, Pants, all kinds of Underwear, Sox, Mitts, Moccasins

75 QUEEN ST. - OTTAWA, ONT.

Tent Factory: 19 Elgin St., OTTAWA.

ALL ORDERS CAN BE EXECUTED ON THEIR RECEIPT.

## John Bertram & Sons

CANADA TOOL WORKS

*DUNDAS - ONTARIO.*

Any one desiring a good Second-Hand Tool, should write us for prices. Have several we will dispose of at a bargain.

*CORRESPONDENCE SOLICITED*

C. C. CLEVELAND G. F. CLEVELAND

## J. L. Goodhue & Co.

MANUFACTURERS OF

LEATHER BELTING AND LACE LEATHER

Danville, Que.

MANUFACTURERS OF




# HIGH GRADE CIRCULAR AND LONG SAWS

UNEXCELLED

# SHINGLE SAWS

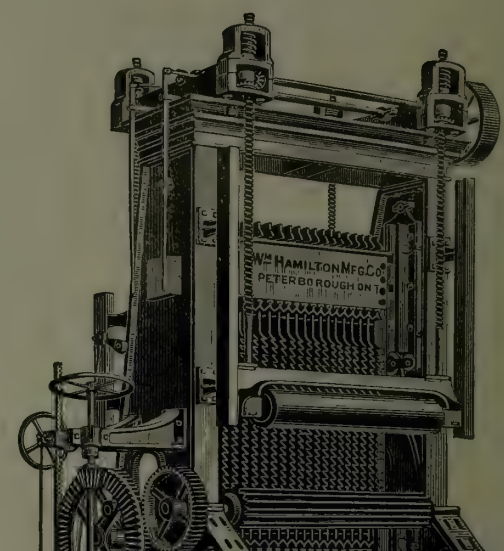
OUR INSERTED TOOTH SAW POSITIVELY THE BEST

# No. 1 IRON FRAME OSCILLATING GANG

## SAW SASHES OF ALL WIDTHS

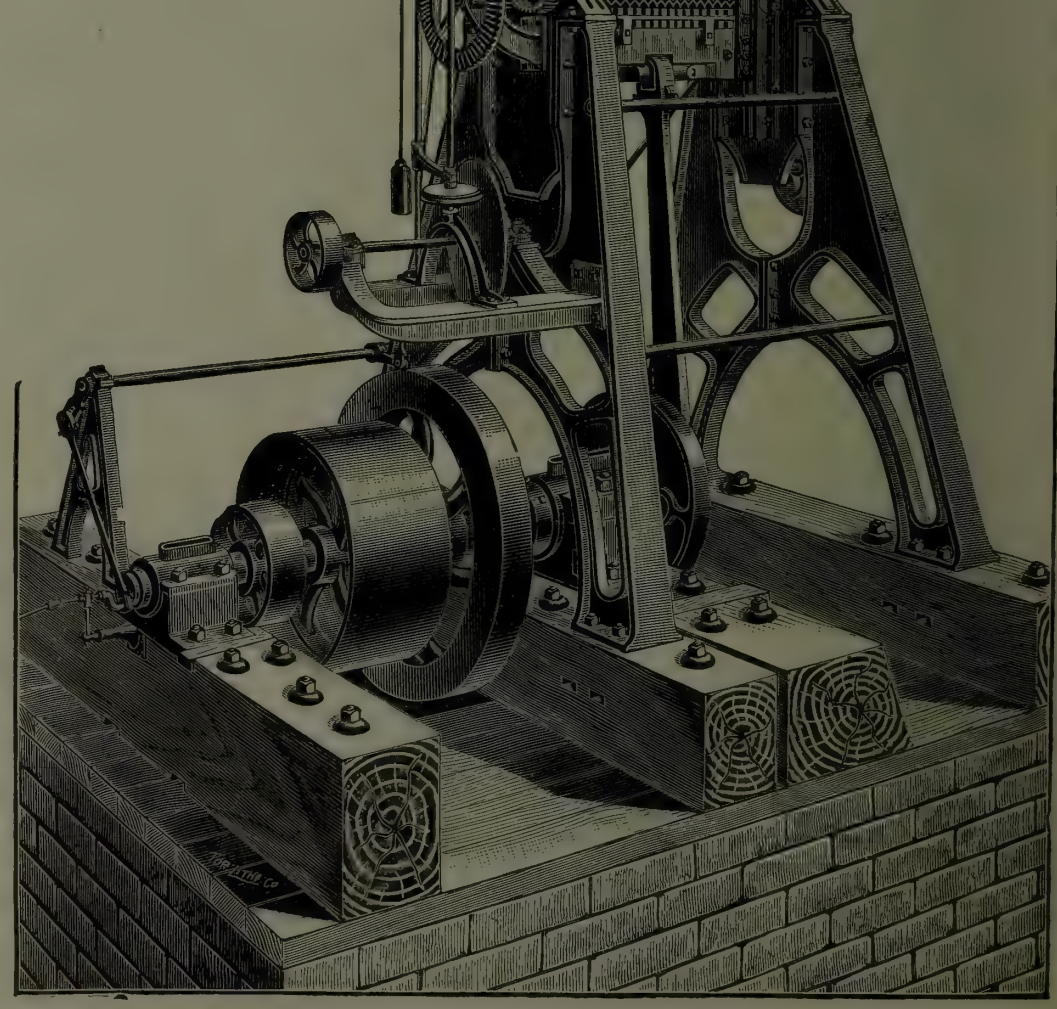
We manufacture a
Complete Line of

## HIGH GRADE SAW-MILL MACHINERY




**Prescott Band Mills**
**Perkins Shingle Mill Machinery**
**Covel's Tools for the care of Saws**
**Engines, Boilers, Etc.**

CATALOGUES ON APPLICATION



We are prepared to furnish plans, specifications, and build mills complete of any capacity, or to remodel old mills.

Write for prices, informing us what your requirements are.

# The Wm. Hamilton Mfg. Co., Limited

**Branch Office: VANCOUVER, B.C.**

**PETERBOROUGH, ONT.**

# British Columbia Mills, Timber and Trading Company

Head Office: VANCOUVER, B.C.

PROPRIETORS AND OPERATORS OF

The Hastings Saw Mill { VANCOUVER, B.C. } The Royal City Saw, Planing and Shingle Mills
The Royal City Sash, Door and Box Factory

The Royal City Saw and Planing Mills
The Royal City Sash, Door and Box Factory } NEW WESTMINSTER, B.C. (On Fraser River)

Combined 10-hour Capacity: 350,000 feet B.M. of Lumber; 200 Doors; 200 Windows; 5,000 Boxes; 160 M Shingles.

HASTINGS SAW MILL.

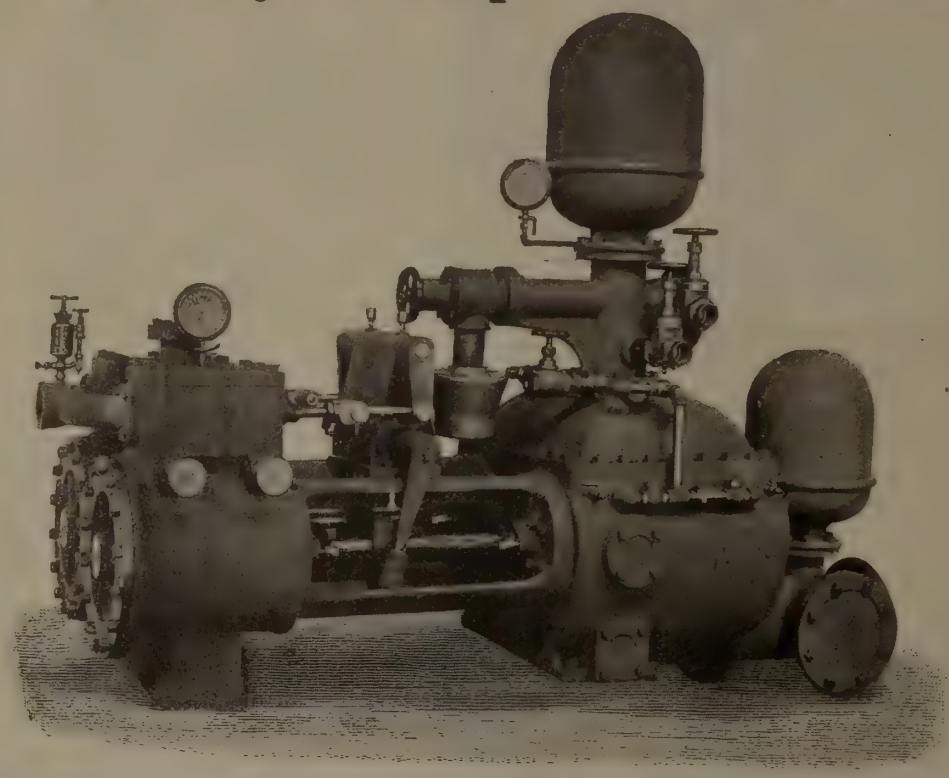
Facilities for shipping from three mills by Rail to all points in Canada and United States, and by Water to all parts of the World.

MANUFACTURING

## SPARS, DERRICK MASTS, ANCHOR SPUDS, TRUSS and BRIDGE TIMBERS, SHIP TIMBER and DECKING

**Capacity for Sawing up to 110 Feet and up to 36 x 36 Inches.**

# Northey Pumps—the Standard for Canada



## Underwriters Fire Pump

This Pump fully satisfies the requirements of the Associated Mutual Insurance Companies. The Valve-Gear, Water Passages, Steam Ports and Air Chamber are all larger than in the ordinary Commercial Pump. Its construction leaves nothing to be desired in the way of Rust Proof, Strain Resisting Materials and Superior Capacity. A Pump of this description must command attention from every Factory or Mill Owner, as it is worth it's cost many times over in an Emergency.

We will be pleased to forward Catalogue and Specifications upon request.

## The Northey Mfg. Co., Limited, Toronto, Ont.

---

A. L. COPE & SONS

Manufacturers of . . . . .

**LUMBERMEN'S WOODEN SUPPLIES**

One Question: Do you use Cant Hook Stalks, Whiffle Trees, Etc.? If so, write us for Prices.

All orders receive prompt and careful attention. Satisfaction guaranteed.

Correspondence Solicited. COPE'S FALLS, ONT.

---

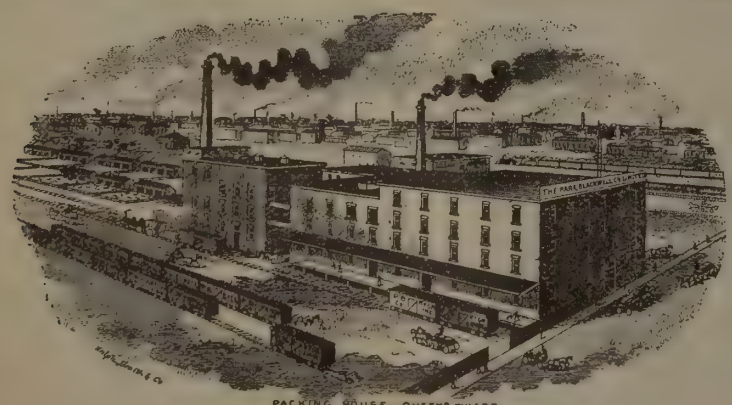
Please mention the CANADA LUMBERMAN when corresponding with advertisers.

---

# LONG CLEAR BACON

Car Loads

Quality Finest. TON and CASE LOTS



PACKING HOUSE, QUEENS WHARF.

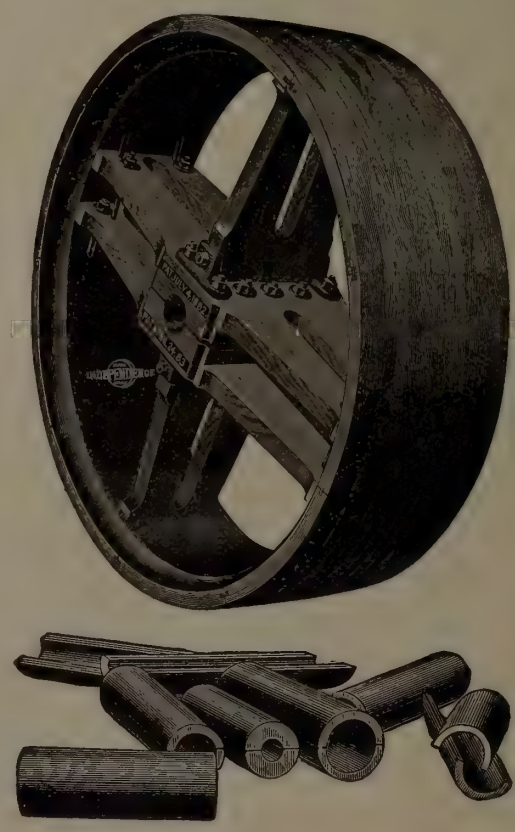
TELEPHONE No 1608.

**THE PARK, BLACKWELL CO., LIMITED**

Pork Packers TORONTO

---

**Dodge Patent Independence Wood Split Pulley with Patent Standardized Bushing System.**



# Dodge Pulleys

are now the recognized 'STANDARD' the world over.

We make them for Saw Mill Work.

Much handier, can be got quicker, and Cost Less than any other Pulley made.

Every Pulley Guaranteed.

SEND FOR CATALOGUE.

. . . SOLE MANUFACTURERS. . . .

**DODGE MANUFACTURING CO.**

of Toronto, Limited

WORKS: Toronto Junction. OFFICES: 74 York Street, Toronto, Ont.

# THE CANADA LUMBERMAN

VOLUME XX. NUMBER 12. | TORONTO, CANADA, DECEMBER, 1899 | TERMS, $1.00 PER YEAR. Single Copies, 10 Cents.

## THE MONTREAL, OTTAWA AND GEORGIAN BAY CANAL.

THE accompanying map serves to illustrate the importance to the commercial interests of Canada of the proposed Montreal, Ottawa and Georgian Bay ship canal, a project which bids fair to be carried to completion in the early years of the twentieth century. We are pleased to present also a portait of Mr. McLeod Stewart, the energetic promoter of this magnificent undertaking.

The Montreal, Ottawa and Georgian Bay canal, as the name implies, will extend from the mouth of the French river, on the Georgian Bay, to Montreal, following the course of the French river, Lake Nipissing, Mattawa river and Ottawa river. The total distance is 430 miles, of which 308 miles along the Ottawa river from Montreal to the mouth of the Mattawa is now a navigable channel, requiring but little improvement. The portion of this between Ottawa and Montreal, as shown by solid black line on map, is now a complete waterway, requiring no further improvements. The remaining distance, 122 miles, will consist of the Mattawa and French rivers and Nipissing lake, and, in addition to locks, etc., the construction of about 29 miles of canal will be required. According to the estimates of prominent engineers, the cost of the work will be about $17,000,000, on which two per cent. interest for a period of twenty years has been guaranteed by the Dominion government.

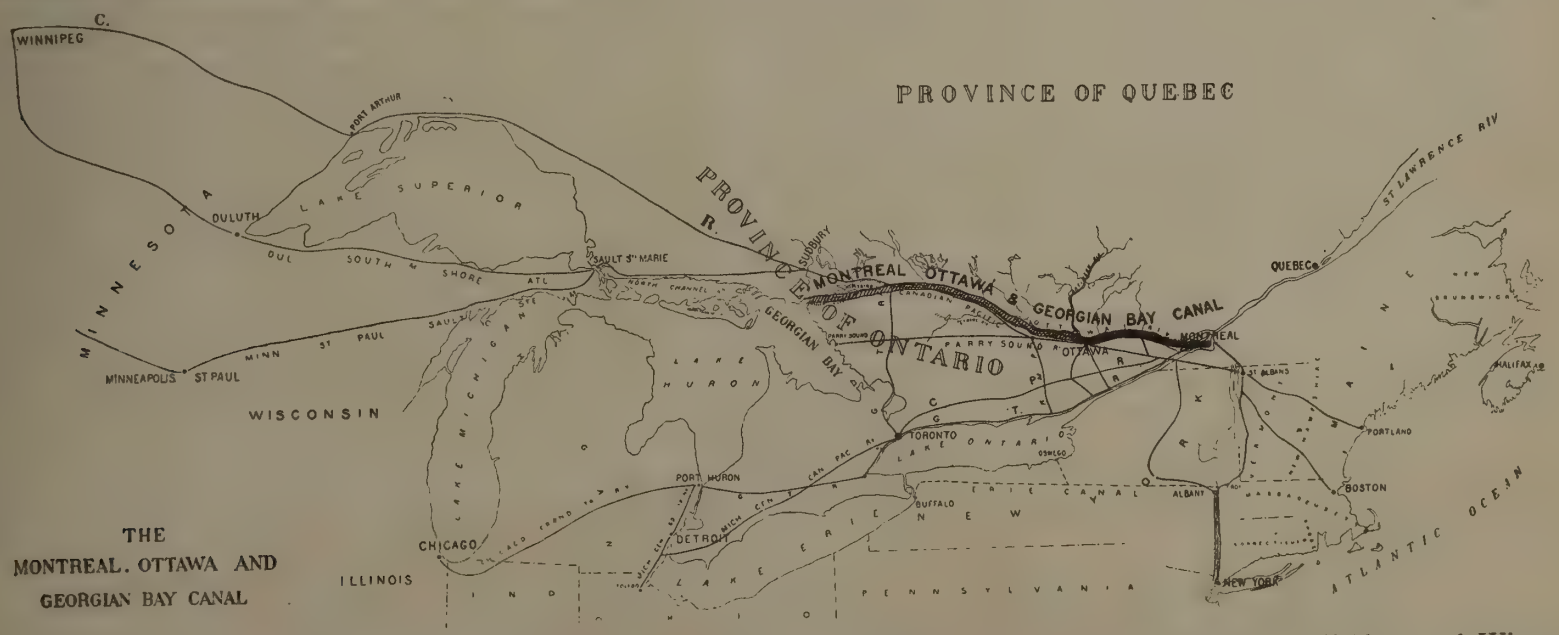
The purpose of this article is not to deal with the financial and engineering features of the canal, but rather to point out briefly some of the advantages which will accrue to Canada and to the lumbering industry of this country by its construction. The development of that section of country surrounding the great lakes has been retarded on account of its inacessibility to ocean navigation. All traffic from the upper lakes must reach tide water via Sault Ste Marie, Lake Huron, Lake Erie, and either the Welland canal, Lake Ontario and the river St. Lawrence to Montreal, or by way of Buffalo, Erie canal, Albany and Hudson river to New York. Both of these routes are very indirect. The proposed Ottawa river route is the shortest practicabl

MR. MCLEOD STEWART,
Promoter of the Montreal, Ottawa and Georgian Bay Canal.

one that can be found from Chicago or any point on Lake Superior, being 307 miles shorter to Montreal than by the Welland and St. Lawrence route, and 435 miles shorter to Montreal than it is to New York by the Erie canal and Hudson river. Thus from Chicago to Montreal via the St. Lawrence the distance is 1,287 miles, and from Chicago to New York via the Erie route 1,415 miles, while from Chicago to Montreal via Ottawa the distance is only 980 miles. The respective distances from Chicago to Liverpool are as follows: Via the Erie canal, 4,505 miles; via Welland canal and St. Lawrence river, 4,087 miles; via Ottawa, 3,780 miles; showing a distance of about 700 miles in favor of the Ottawa route over that of the Erie canal. By means of this shorter distance a saving in time of several days would be effected.

The great lakes, with a coast line of 4,000 miles and an area of 95,000 square miles, afford the largest system of deep water inland navigation on the globe. Vast wealth is already centred in the territory surrounding them, and incalculably rich resources remain still undeveloped. Both in the United States and Canada the greatest development of trade in the future must be in the region tributary to the great lakes, an area of upwards of 2,200,000 square miles, comprising the wheat and timber growing lands of the continent. The natural outlet for those products is through the lakes to the east and tide water. Already an enormous traffic has been developed. From 28,000,000 to 30,000,000 tons of freight are said to pass Detroit annually, and about 18,000,000 tons a year pass through the Sault Ste. Marie canal connecting Lake Superior with Lake Huron. A conservative estimate calculates the traffic by the Ottawa route at the outset at 5,000,000 tons. It has been estimated that wheat can be laid down in Montreal by the Ottawa route at a cost for transportation from Chicago not exceeding three cents per bushel.

It is pointed out that vessels carrying grain eastward will find return cargoes of lumber for lake ports and for distribution throughout Manitoba and the Territories, the route passing through the heart of the richest lumber districts of the continent. Michigan and Wisconsin pine timber is being rapidly exhausted, and a large traffic will be developed along this route from the heavily timbered districts of Northern Ontario and Quebec to Chicago and other lake ports. White pine is said to supply more freight for vessels passing into the St. Lawrence than any other commodity; it employs more capital,




THE MONTREAL. OTTAWA AND GEORGIAN BAY CANAL

and provides more employment for workmen than any industry except agriculture.

The importance of a short waterway to the lumber industry will be enormous. Vast quantities of material now left in the woods owing to cost of transportation will become available for export, and will swell the traffic to much larger proportions without trenching seriously on the supply. The country to be passed through possesses not only a large supply of pine, but also hardwoods, which are being used in increased quantities in the manufacture of furniture, in house finishing, etc. The great spruce tracts will also be opened up, and the development of the pulp industry encouraged.

The lumbermen in Algoma, Nipissing and other northern districts will welcome the completion of the canal. They will thus be enabled to reach their natural market at reasonable carrying charges.

As to the mining properties, we will quote from the prospectus of the company :

" Millions of acres of fertile lands in Northern Ontario now covered with timber will with the advent of cheap transportation fill up with settlers ; and in Algoma, Temiscamingue and Nipissing districts many thousands of people will make homes. Lands now worthless, or held at a nominal figure only, owing to lack of transportation facilities, will at once acquire value approaching nearly to that of lands in the well-settled portions of the province. Mining and smelting operations, the requirements of manufacturing, and of the population will give rise to an ever-increasing demand for coal ; and an important feature of the traffic in the near future will be the carriage of coal from Lake Erie points to points on the system and to French River as a coaling station for vessels engaged in the train trade, with return traffic of lumber and ores from the rich timber and mineral regions along the route ; and probably also the carriage, as a return cargo, of Nova Scotia coal from Montreal to points along the route. Mining is yet in its infancy in the Ottawa country, but researches made up to the present time have shown it to be possessed of incalculable stores of mineral wealth. Within a few miles of the city of Ottawa are immense quantities of iron ore of great richness. The nickel and copper deposits of the Sudbury region are already famous. Several years ago experts who examined the deposits for the United States Navy Department estimated the ore then in sight at 650,000,000 tons, constituting the largest known supply. At many points the Huronian formation, which extends over an area of thousands of square miles, has been found to abound in minerals. Gold, silver-bearing galena, zinc, platinum, tin, molybdenum, graphite, apatite, mica and iron are found, and to some extent already mined. Fine granites, sandstones, roofing-slates, serpentine and dolomitic marbles, etc., are among the non-metallic mineral resources of commercial importance awaiting development ; and the carriage of ores, building-stones, marbles, granites, etc., must in a short time afford the source of considerable revenue to the canals. The four items already mentioned—viz., grain lumber, coal, and ores—constitute almost 90 per cent. of the commerce of the Great Lakes, and the bulk of the traffic of the Ottawa route will no doubt be derived from the same sources."

## EFFECT OF THE CAR SHORTAGE ON THE LUMBER TRADE.

BELOW will be found the opinions of lumber manufacturers and dealers regarding the recent shortage in the supply of freight cars for the movement of lumber. The opinions were offered at the solicitation of the CANADA LUMBERMAN about the middle of October, and are based on individual experiences. Questions were asked as to the extent of the shortage, and whether it was the opinion that other goods had been given precedence over lumber.

IMPERIAL LUMBER CO., Toronto : " We cannot complain seriously of any delay regarding cars."

PEMBROKE LUMBER CO., Pembroke, Ont.: " We have no reason to complain of car supply from the C. P. R., but the Canada Atlantic Ry. has not supplied the demand at all satisfactorily."

ORILLIA EXPORT LUMBER COMPANY, Orillia, Ont.: " We certainly have suffered severely in our business for want of cars. We had orders placed weeks ago that remain unfilled, but cars seem to be more plentiful since the 15th inst."

J. E. MURPHY, Hepworth Station, Ont.: " I had most of my lumber marketed before the scarcity of cars occurred. For what little I have been shipping out, I have been fairly well supplied with cars, leaving no grounds for personal complaint."

J. D. SHIER, Bracebridge, Ont.: " We have, indeed, found the car supply far short of our wants. We have many orders ahead, in fact enough to keep us busy for several weeks. Until lately we do not think other freights got precedence. Now the grain trade is taking all the good box cars. Foreign cars are also scarce."

MICKLE, DYMENT & SON, Barrie : " We have suffered a very heavy loss by the shortage of cars, and in fact have been at nearly a standstill with our shipping. We have only been getting about one-eighth of the cars we need. The G. T. R. have been using the most of their flat cars for hauling gravel for their own use, consequently lumbermen had to go without."

THE GEORGIAN BAY LUMBER COMPANY, Waubaushene, Ont.: " We have been furnished a very fair supply of cars during the season, at times not as many as we desired, but have no complaints to make on that score. Just now box cars are scarce. We presume this is owing to the rush of grain from the west. This will shortly stop, and we will then, possibly, get plenty for lumber."

RHODES, CURRY & CO., Amherst, N. S.: " Cars have been somewhat scarce in the lower provinces for all classes of goods. We think, perhaps, the lumbermen have fared as well as any other shippers. Personally we have had very little trouble about cars, as we are constantly unloading cars coming into us and also building new cars, most of which we have the privilege of loading up again."

JOHN H. EYER, Toronto : " We have not experienced any shortage, this fall, in freight cars, although we have shipped considerably more than in previous years. I attribute the satisfactory supply to the fact that we always have our cars handled smartly and released in good time upon their arrival at destination. We believe the railways keep a record of this and supply cars to those shippers who release their cars the most promptly."

GILMOUR & HUGHSON, Hull, Que.: " We have felt the shortage of cars in the most positive kind of way—an absolute famine. We have orders amounting to hundreds of cars, received in September and not yet shipped. We do not know how it is in other goods, but fancy it to be the same but in a lesser degree. We think there is no doubt the railways have given preference to other business that paid greater freight. And then, too, we think the Canadian railways have had so much business within the country that they would allow no cars to go off their own roads. The American lines knowing this, have refused to send them any cars, when they could get no Canadian cars in exchange. The famine has not been confined to this country ; it has been general over the whole continent. We think it is exaggerated in some parts of Canada."

RAT PORTAGE LUMBER CO., Rat Portage, Ont.: " We have not experienced any serious loss to our trade through a shortage of cars. We are situated on the main line of the C. P. R., about 300 miles west of Lake Superior, and as the C. P. R. have a large number of empty cars moving westward mostly all seasons of the year, they are only too glad to leave them off here to be loaded with lumber to be distributed throughout Manitoba, where they are again loaded up with wheat for Fort William."

HUNTSVILLE LUMBER CO., Huntsvills, Ont.: " There has been a great shortage of cars, more especially flat cars, at this point for a long time. We have been urging the management both at Allandale and Montreal, but with litte effect. We believe that this point being inland has not had a fair show, at least several of the buyers have informed us that they could get cars at any time at Georgian Bay points. We have been behind with our orders to the extent of 150 to 250 cars for some months."

MAITLAND, RIXON & CO., Owen Sound, Ont.: " Re shortage of freight cars to move our stock this season, would say we have up to date had no trouble to get cars, which may be accounted for in this way : A large lake traffic is done through this port, which necessitates the unloading of the large amount of both flat and box cars and leaves plenty available for local shippers. Besides this we have two very accommodating agents here on the C. P. R. and G. T. R., who are always looking after the interests of local shippers."

MASSEY-HARRIS CO., Toronto : " We ourselves have not had any great difficulty so far in securing a supply of cars for our outward shipments. We have had some difficulty in securing supplies of cars for lumber shipments inwards, and our inspectors have sometimes been obliged to wait a day or two for cars. Up to the present time, however, we have not had much cause for complaint. We understand from coal shippers and iron shippers that they are having great trouble in getting supplies of cars. As to whether a preference is given to other goods over lumber we cannot express any opinion."

OLIVER LUMBER CO., Toronto : " The greatest shortage of cars that we experienced was foreign cars, having to wait sometimes for two or three weeks before we could obtain them. We are not aware whether the railroad companies have given precedence to other commodities over lumber. We have always been of the opinion that the railroad companies paid too much attention to through business to the exclusion of their local customers, and hauled commodities for a good deal less money than they would have made had they looked after their local trade. So far as our experience goes, we have had to refuse orders on account of want of cars."

A. F. BURY AUSTIN, Montreal : " We have never experienced, since we have been in business, such a shortage of freight cars to move our stock of lumber. My belief is that the railway companies have given other goods precedence over lumber. We have not been able to get sufficient cars for our lumber for export, and ocean steamers have been daily leaving this port without half the lumber space being filled which has been bought for lumber. The railways have made a rush for the grain traffic, for which no doubt they get a higher rate than for lumber. Again, the railway companies have been doing a good deal of construction work, which has utilized their flat cars, and it has been almost impossible to get a supply of cars to ship our dimension timber. The writer has still some very large contracts to fill for transportation, but we are at the mercy of the railways. We just have to take an odd car when it is given to us, and now that the lumber companies have had a short supply of cars, naturally a large amount of lumber has to be shipped, but the railways have taken good care to advance freight rates on lumber. We expect the lumber trade to be far better next year, and if we do not get better car service than we got this year, all lumbermen will be placed in a very awkward position. My impression is that the railway companies ought to provide a better car supply to the lumber manufacturers, as the railway companies get a very large revenue from the

lumbermen, and they ought to endeavor to see that they get a good car service. There are lots of stocks of lumber which will have to be wintered which should have been shipped before the close of navigation. Owing to the want of cars it has been impossible to ship the material."

HANBURY MFG. CO., Brandon, Man.: "We have had considerable trouble this fall in securing cars for eastern points for handling our stock, but do not think we have been inconvenienced any more than the grain dealers at this point. We feel that we have received as good attention as the railway companies could possibly give us, considering the great rush of freight to the east. Most of our shipments are westward, and we have not had much trouble in getting cars for these points. We have experienced more trouble from having the cars lying in the yards for want of locomotives. Have known cars to lay in the yard here for nearly a week from that cause."

KEENAN BROS., Owen Sound, Ont. : "While we have been very seriously inconvenienced, and even had orders cancelled on account of inability to make shipment because we could not get cars placed, yet we have no knowledge that the railways have discriminated against lumber, and we do not think they have. From inquiries we have made we have found the G. T. R., for instance, has in the neighborhood of 2,500 cars loaded and waiting for transportation from Montreal, and they have no place to store the contents of these cars, even if it were desirable to do so. In spite of the delay we have experienced, we think that both the C. P. R. and the G. T. R. have done all that was possible to supply the requirements of their patrons. We think the only point that possibly may need investigation is whether they have allowed too many of their cars to be sent west to move the grain from that section of the country, thus making this section of the country stand more than our share of the car famine. Except in this way we do not think there has been any discrimination. But, of course, they consider any old car good enough to carry lumber, and will not furnish a car for lumber if it will carry grain without spilling it along the track."

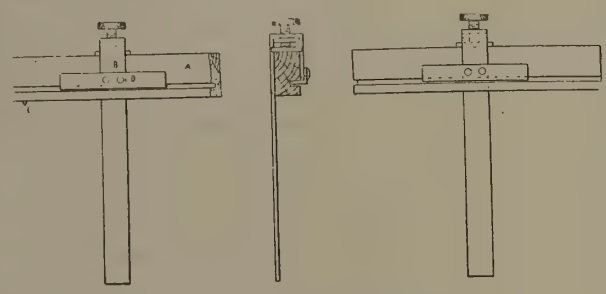
R. LAIDLAW LUMBER CO., Toronto : "The failure of the railways to supply cars this fall has been a serious drawback to our business. For the past three months it has been almost impossible to secure any cars. We have orders for between four hundred and five hundred cars accumulated at the mills, and have had to take our salesmen off the road and refuse to accept further orders on account of our helplessness to fill orders we have. Every mail brings in complaints from our customers of the unfortunate position they have been put in through the want of lumber, for which in many cases contracts have been taken ahead. We could only reply that we were powerless and at the mercy of the railroads. The yards at the mills are overcrowded with lumber ready to ship, and shipping gangs are idle waiting for cars. The effect on the retail trade of the west is disastrous. Building operations have been seriously checked, and in some cases abandoned, on account of the shortage in lumber. A great deal of work that was contemplated has been postponed. One result is that a host of small portable mills are beginning operations in all parts of the west where there is any timber to be secured, and are taking out stocks this fall and winter which can be teamed direct to the retail yards independent of the railways. This will affect the demand on the large mills on the Northern and Midland divisions of the railways when trade opens up next spring. We know of retail concerns in Western Ontario who have contracted for a good part of their stock for next season from small portable saw mills at or near their respective towns, whence they will be sure of their supply and be entirely independent of the railroads. The railroad agents in their official capacity will not give any reason for the car famine in the lumber districts. But, unofficial, it is told that the policy of the railroads is to give their whole attention to competitive business while there is a sufficient rush in that quarter, and to leave all the customers who are entirely dependent upon them to the more convenient season when the boom of prosperity is perhaps on the wane. This is a good money making policy, but whether or not it is a sound business policy is a question. It may have the immediate effect of making a good showing on the stock dividends for a year or so, but surely it is a short sighted manœuvre for any corporation to treat its customers with such utter neglect. The number of our orders is now being gradually reduced, not by shipping, but by our customers instructing us to cancel their orders unless the goods can be shipped by a certain date. As the matter of shipping is beyond our control we must lose these orders and shall lose many others, some of which we probably shall be glad to take again at considerably lower prices. Meantime, the railways have advanced their freight rates and are congratulating themselves that they can at least be sure of their profits on the manufactured stock. In the United States competition keeps the railroads in line. In England a few years ago when the railroads tried to behave as a private monopoly, a railway commission was instituted. This commission has become a permanent body to regulate and control the railways in all matters which pertain to the general public interests and business welfare. What this country needs is a railway commission."

## DOUBLE T-SQUARE.

WRITING in Modern Machinery, Mr. W. G. Garretson says :

I submit herewith a sketch of a double T-square, useful to wood turners on work where there are many pieces to be turned out alike.

The angle iron (D) should be riveted to the blade (B) perfectly square, or when the square is completed and



DOUBLE T-SQUARE.

slipped onto the wooden bar (A) it will belie its name and be a reproach to its maker.

A pin (C) may be inserted near one end to gauge the first line from the end of the work. Several pieces may be laid off at once with this tool, and although marked on one side only, the mark will seem to extend around the piece when revolving in the lathe.

## RAILROAD TIES.

Concluding an article on the relative merits of metal and wood ties, our contemporary, the Pacific Coast Wood and Iron, says :

Substitution of wood for ties has already undergone a great change. Originally the chestnut was considered the finest tree for supplying railroad ties, but forests of chestnuts are scarce in all parts of the country. Oak and pine have both succeeded the chestnut. Of the 80,000,000 ties used for renewals each year, about 45,000,000 are cut from oak trees, 12,500,000 from pines, 3,500,000 from chestnut, 5,000,000 from cedars, 2,500,000 from hemlocks and the tamaracks, 2,500,000 from redwoods, and 1,500,000 from the cypress trees of the south. Thus the oaks furnished about 60 per cent. of all the ties cut annually. The use of the pine trees of the south for railroad ties is rapidly increasing, and when the turpentine or pitch is left in them they last as long as many of the hardwoods. This pitch acts as a natural preservative.

When the ties are cut they have to be piled in neat square heaps according to a system that has been found to give the best results. Careless piling of the ties has cost the railroads thousands of dollars in the past, and now they all insist upon proper piling. This consists in putting not more than 50 ties in a heap, and arranged in a square so that each tier contains from six to nine ties ; separated from each other by a space equal to the width of one tie. The next tier is made up of one tie at each end, placed crosswise, so that the ties are all separated from each other. By this method the wind circulates freely through the piles and causes uniform and slow seasoning.

Railroad ties are both sawn and hewn. The former can be had more cheaply, but the latter last much longer. Some roads claim that the hewn ties will last from one to three years longer than the sawn ties. The rougher surface of the sawn ties collects the water and thus gives the fungus a better opportunity to grow. Nevertheless, the amount of waste of lumber necessary to make the hewn ties often more than counterbalances this difference in the cost.

There is a great diversity in the number of ties used to the mile on the different railroads, as well as in the size and quality of timber. The New York, New Haven and Hartford road use 2,800 ties to the mile, three-quarters of which are chestnut and one quarter oak, while some roads use as few as 2,000 to 2,500 to the mile. Over 60 per cent. of the ties are cut 8 feet long, 12 per cent. 9 feet long, and the rest 8½ feet. The 9-foot ties are used chiefly by the Southern and Gulf group of railroads, where pine timber is very abundant and cheap. The New England roads have their ties cut from 5 to 6 inches in thickness, while the Southern roads seem to prefer 7 inch ties. Tne width of the ties likewise varies from 5 and 6 inches in New England to 8 inches on the Central Northern and the Southern roads.

The tendency to economize on the ties in the east is thus apparent in the size of the sleepers selected, while in the Southern and Western States, where timber is plentiful, there is no such attempt to reduce the width, length and thickness of the ties. The denudation of the forests in the east has made it difficult work for the great railroads to secure all of the ties they require for annual renewal of the roadbed. Most of them have exhausted all of the available timber along the line of the track, and with the exception of a few scattering lots cut by farmers and small wood owners the ties have to be brought from long distances. One of the most important phases of the coast trading business of our lumber ships is the carrying of railroad ties from the woods of Canada to New York and Boston. Cedar ties are now brought in large quantities from New Brunswick and the woods of Maine to New York. This white cedar makes pretty good ties and its abundance makes the ties cheap. The lumber schooners come from New Brunswick by way of the Bay of Chaleur, the great shipping point for cedar ties, and they are dilivered by cargo lots at thirty cents apiece. Hundreds of thousands of the ties are shipped by rail and dilivered to the New York and New England roads at the rate of $12 per thousand feet, board measurement. Besides white cedar ties from the woods of Maine and New Brunswick, there are smaller lots of chestnut, oak, tamarack and hemlock sent down.

The first excelsior machine was a large wheel, called the "Yankee whittler," which cut excelsior very fast, but not the best quality, and was soon discarded for what is called the upright machine. This machine, says the Wood-Worker, has been greatly improved within the last few years. At first one man would cut about 1,600 pounds in ten hours. At present, with the latest improved upright machine, one man will cut from 3,500 to 4,000 pounds in the same time.

THE CANADA LUMBERMAN
WOOD WORKERS' MANUFACTURERS AND MILLERS' GAZETTE

MONTHLY AND WEEKLY EDITIONS

PUBLISHED BY

The C. H. Mortimer Publishing Company of Toronto, Limited

CONFEDERATION LIFE BUILDING, TORONTO

BRANCH OFFICE:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL

The LUMBERMAN Weekly Edition is published every Wednesday, and the Monthly Edition on the 1st day of every month.

TERMS OF SUBSCRIPTION:

One Copy, Weekly and Monthly, One Year, in advance..... $1.00
One Copy, Weekly and Monthly, Six Months, in advance..... .50
Foreign Subscriptions, $2.00 a Year.

ADVERTISING RATES FURNISHED ON APPLICATION

THE CANADA LUMBERMAN is published in the interests of the lumber trade and allied industries throughout the Dominion, being the only representative in Canada of this foremost branch of the commerce of this country. It aims at giving full and timely information on all subjects touching these interests, discussing these topics editorially and inviting free discussion by others.

Special pains are taken to secure the latest and most trustworthy market quotations from various points throughout the world, so as to afford to the trade in Canada information on which it can rely in its operations.

Special correspondents in localities of importance present an accurate report not only of prices and the condition of the market, but also of other matters specially interesting to our readers. But correspondence is not only welcome, but is invited from all who have any information to communicate or subjects to discuss relating to the trade or in any way affecting it. Even when we may not be able to agree with the writers we will give them a fair opportunity for free discussion as the best means of eliciting the truth. Any items of interest are particularly requested, for even if not of great importance individually they contribute to a fund of information from which general results are obtained.

Advertisers will receive careful attention and liberal treatment. We need not point out that for many the CANADA LUMBERMAN, with its special class of readers, is not only an exceptionally good medium for securing publicity, but is indispensable for those who would bring themselves before the notice of that class. Special attention is directed to "WANTED" and "FOR SALE" advertisements, which will be inserted in a conspicuous position at the uniform price of 15 cents per line for each insertion. Announcements of this character will be subject to a discount of 25 per cent. if ordered for four successive issues or longer.

Subscribers will find the small amount they pay for the CANADA LUMBERMAN quite insignificant as compared with its value to them. There is not an individual in the trade, or specially interested in it, who should not be on our list, thus obtaining the present benefit and aiding and encouraging us to render it even more complete.

## THE GRADING OF LUMBER.

THE CANADA LUMBERMAN has always contended that uniform rules of inspection are a great necessity of the lumber trade of this country. It is with much satisfaction, therefore, that we learn of the steps proposed to be taken by the lumbermen of the Ottawa valley to formulate rules for the uniform grading of the product of the mills of that district. It is hoped that the originators of this important movement will receive the hearty support and co-operation of every manufacturer and dealer.

In the Ottawa valley, as elsewhere in Canada, each individual manufacturer has, in the past, made his own inspection. This individual inspection has, we believe, been more nearly uniform in the Ottawa valley than in other lumbering districts of Canada where the mills are more scattered, yet the manufacturers there have at last recognized in a practical way the benefits to be derived from an absolutely uniform standard of inspection. It is only natural to expect that other districts will follow their example, and that the question of national, or, failing this, provincial inspection, for the various timber products will receive consideration in the early years of the twentieth century.

Much has been said regarding the advantages of standard grading. Perhaps the greatest benefits would accrue in connection with our foreign trade. Foreign buyers could then order lumber by grades and know exactly what to expect. Should a dispute arise as to the quality of the lumber, the adopted rules would stand as an authority, and the duty of the courts would be to determine whether the lumber came up to the standard as laid down by the rules.

May uniform rules for both pine ond hardwood lumber soon be established in Canada.

## MEANS OF DEVELOPING THE CANADIAN PULP INDUSTRY.

IN common with all other lines of manufacture, there has developed a shortage in the supply of pulp. The price in Great Britain has been advanced from ten to twenty shillings per ton as compared with last year, and the Scandinavian pulp manufacturers have increased their price for contract for 1900. These facts, coupled with other recent developments, have created a marked revival of interest in the Canadian pulp industry, and a question much discussed is the most efficacious policy to be adopted to assist the development of the industry.

The present policy of the Dominion government permits pulp wood to be exported to the United States free of duty, while the United States government imposes a duty of about $1.66 per ton on mechanical pulp and $6 per ton on chemical pulp exported into that country from Canada. These conditions certainly do not favor the growth of the Canadian pulp industry. The United States is to some extent dependent upon Canada for a supply of pulp wood to keep her pulp mills in operation, and so long as this wood can be obtained free of duty, very little manufactured pulp will be imported; but shut off the supply of pulp wood and the paper manufacturers there must necessarily import pulp from Canada to meet their requirements.

One method of equalizing the conditions would be to place an export duty on pulp wood leaving the Dominion equalling the import duty on pulp imposed by the United States. This is a course which has long been advocated, but which has met with opposition from the farmers and jobbers who take out pulp wood during the winter months and dispose of it to United States concerns. It would not seem, however, that their means of livelihood would in any way be affected by the imposition of an export duty. The only difference would be that the pulp wood which they take out would be manufactured into pulp in Canada instead of in the United States, thus affording employment to Canadian workmen.

Another policy which has many advocates is to bonus home manufacture. The present stumpage dues on pulp wood in New Brunswick amount to about 60 cents per cord, and in Ontario and Quebec to 35 cents per cord. The proposition is to raise the stumpage dues to $3 per cord, and on all wood manufactured in the Dominion allow a rebate of $2.65 per cord. The advantage of this course would be that the Dominion government would not be brought in conflict with the provisions of the Dingley Bill.

It is understood that British capitalists who have been investigating the possibilities of profitably manufacturing pulp in Canada have taken cognizance of the unfair relations which exist as between Canada and the United States, and have held aloof from investment on this account. It is said that they have even caused representation to be made to the United States government looking to the reduction of the duty on pulp and paper. Granting this to be the case, the Dominion government should declare its policy in this importrnt question before the British pulp and paper manufacturers pay their proposed visit to this country next summer. Mr. S. C. Phillips, who has just returned to England after completing arrangements for the visit, states that one object in view is to investigate what the British paper makers are much interested in, namely, the best source of supply of wood pulp. That they are turning their attention to Canada for their supply, which a few years ago was obtained almost exclusively from Scandinavia, is an index of the future importance of the pulp and paper trade of this country.

## SHORTAGE OF CARS.

IN past years freight car shortages have been known, but it is doubtful if ever before the supply of cars was so out of proportion to the stock waiting movement as this year. In nearly every branch of industry this shortage has been experienced; in the lumber trade it has been acutely felt. The commerce of Canada has not alone suffered from this condition; it has extended over the entire continent.

The cause of this general shortage in car supply is, we believe, largely attributable to the rapid expansion of trade within the past two years. Until the early months of 1898 there were few, if any, signs showing that the period of depression was drawing to a close. Towards the middle of that year there was a partial revival of prosperity, which in less than one year culminated in an almost unprecedented improvement in trade. During the period of depression the railroad companies operated their property at small profits, and consequently added to their equipment as little as possible. When a wave of prosperity suddenly swept over the country, they endeavored as far as possible to increase their rolling stock, but the increase was by no means proportional to the augmented quantity of freight created by the opening of factories long idle and the establishment of new industries. A partial car famine was the natural result.

While admitting that the inadequate supply of cars is the result of abnormal conditions not within the control of the railway companies, it would seem that the lumber trade has not been given that consideration by the railway companies to which it is entitled. To some extent lumber has been side-tracked in favor of other commodities. The Canadian railway companies have given precedence to the carrying of grain from the west to Montreal and other eastern shipping ports, and have neglected local shipments of lumber. This has been done in order to get the grain into Montreal and loaded on the vessels before the close of navigation. Local lumber shipments entirely dependent on rail transportation were allowed to wait the convenience of the railway companies, presumably to be moved when the shipment of grain should cease and when there should be less freight to be carried. The local business, it would seem, has been to some extent starved in order that through freight might be accommodated.

What has been the effect of this car shortage upon the lumber trade? This question impresses upon us the serious nature of an insufficient car

supply. The inability of manufacturers to obtain cars for lumber shipments has left lumber in the yards which was contracted for, and which, with ample transportation facilities, could have been sold many times over. Projects intended to be proceeded with this fall have been deferred, and orders for lumber cancelled. Some of this lumber may be carried over, with the consequent incidental expenses, until next spring, and then it may be found necessary to accept a price lower than that at which it was sold this fall, thus entailing a considerable loss to the manufacturer. Another result has been that retail dealers who have been unable to obtain lumber on account of the car shortage are encouraging the starting up of small portable mills in districts where they will be independent of the railways, of course, teaming the lumber to the retail yards. Thus the business of the larger mills will be affected, and there will be less prospect of maintaining prices on a profitable basis.

Observation leads to the conclusion that mills favorably situated have been fairly well supplied with cars; in other words, cars have been supplied only where it suited the convenience of the railways. Other manufacturers, less fortunate, have orders for hundreds of cars of lumber, placed two months ago, which were not shipped by the middle of October, and ocean steamers have left Montreal without half the lumber space being filled that had been contracted for.

It is a peculiar coincidence that since the 15th of October, when an advance on rail freights went into effect, the supply of cars has been much more satisfactory. From this the reader may draw his own conclusions. A situation such as has been encountered this fall emphasizes the necessity of a railway commission to regulate the dealings of the railways with the public.

## EDITORIAL NOTES.

WHEN, we may ask, may the lumbermen expect from the Dominion government an answer to their memorial asking for an import duty on United States lumber coming into Canada? Even if the authorities are not disposed to grant the request, it would be some satisfaction to receive advice to that effect, coupled with the reasons why they consider Canadian lumbermen should not be placed on an equal footing with their competitors to the south.

THE news page of this issue bears evidence of the improved conditions now prevailing throughout the lumber trade of Canada. Encouraged by the increased demand for timber products, manufacturers in every province of the Dominion are taking steps in the direction of increasing their output by erecting new mills or making additions to existing ones. Antiquated machinery is being cast aside, to give place to more modern equipment capable of turning out a better product. Manufacturers of saw mill and wood-working machinery who hope to obtain their share of the benefit resulting from the good times should keep their names prominently before the trade. Do not rely on the motto that when business is brisk advertising is not necessary, otherwise your competitor will reap the cream of the trade, and when business becomes less prosperous, you will find that you have lost ground.

IT is indeed surprising that the lumbermen in the eastern provinces have so long adhered to the axe for the felling of trees. There seems no reason why the saw should not have been as generally adopted for this purpose in the east as it has been in western Canada. There are undoubtedly many advantages in favor of the saw, chief among which is the great saving of timber, a consideration which will become more important as our timber supply becomes reduced. By the use of the saw logs can be cut quicker and at less expense than with the axe, while it also does away with the necessity of experienced choppers. A few of the lumbermen in the eastern provinces some years ago recognized the advantages of the saw over the axe and adopted this method of felling trees, and others are gradually following their example, so that eventually the axe will be entirely superseded by the saw. One result of this will be an increased demand for saws.

## THE ONTARIO TIMBER LAW.

THE hearing of the case brought by the Michigan lumbermen against the Ontario government to test the constitutionality of the provincial law applying the manufacturing clause to all Crown timber lands under license began at Osgoode Hall, Toronto, on November 7th, before Mr. Justice Street, and occupied two days. The proceedings embodied the submission of argument rather than evidence, only one or two witnesses being examined. The Michigan lumbermen were represented by Mr. Christopher Robinson, Q.C., and Mr. H. J. Scott, Q.C., while Mr. S. H. Blake, Q.C., and Mr. Gow were counsel for the Crown.

Mr. Scott, on behalf of the suppliants, opened the case. He said that the petition of right was filed by Mr. Smiley and the Canadian Bank of Commerce, who claimed to be the owners, or licensees, of certain timber lands in the province. Some of these were sold to the licensees in 1872 and the balance in 1885. He contended that the licensees were entitled to the renewal of the license each year in the same form as the old license, with the manufacturing clause omitted. Mr. Scott gave an historical review of the administration of the Crown Lands of Ontario down to the year 1845. In 1845 regulations were passed providing that the licensees should pay certain specified rates for the timber they might cut and should be entitled to a renewal of their licenses, which were issued for one season only, as long as they continued to cut on the limit and otherwise complied with the conditions required. In 1849 regulations were passed providing that timber should be cut at certain specified rates, and there was also a clause stipulating that licensees who duly occupied their limits should be considered as having a preference to renewal above all others. Regulations were adopted in 1851 which superseded the regulations of 1849; under these regulations a ground rent of 2s. 6d. for every superficial mile of timber land was exacted, in addition to the established dues. Thus for the first time was mention made of anything more than a payment for the actual timber cut. A different set of regulations were adopted in 1866, under which timber berths were sold to the highest bidder by public auction at an upset price of $4 per square mile. In 1869 other regulations came into force providing for the exploration of new timber berths and their sale by public auction, the upset price being fixed upon valuation. Mr. Scott reviewed at some length the legislation bearing on the subject passed by the Dominion, Provincial and United States governments, with which our readers are familiar. He contended that if it was held that the Legislature intended to confiscate the property of the Michigan lumbermen, then they maintained that the act was ultra vires; it was clearly an interference with trade and commerce.

Replying to Mr. Scott, Mr. Blake said that the Crown had always reserved to itself the right, as the needs of the country called for it, to make alterations in the law. This was apparent in the case of the increase of rent and in the imposition of higher dues where exportation was intended. While the act of 1849 provided that a license to cut timber might be granted subject to such conditions and regulations as might from time be established, it stipulated that no license should be issued for a longer period than twelve months. Every person who purchased property from the Crown was fully aware of the conditions to which they became subject.

Mr. Aubrey White, Deputy Commissioner of Crown Lands, was examined in respect to the details of his department. He stated that there were approximately 20,000 square miles of timber limits under license. From 1894 to 1898 the output of logs amounted to 715,000,000, of which about one-third was exported.

Mr. John Charlton, M.P., was examined by Mr. Scott. He would not say that the passage of the Ontario law prevented an agreement being reached by the Joint High Commission in regard to lumber, but its effect was certainly prejudicial. Mr. Charlton was questioned regarding the work of the Commission, but his evidence brought out little of interest.

Mr. Robinson then entered upon the argument for the plaintiffs. He said that under the law the licensees were certainly entitled to use their timber berths. Could it be seriously contended that the regulations meant that one year the government could sell a man timber berths and next year take them away from him? He contended that regulation did not include prohibition, but simply meant regulations as to the cutting of timber, and so on. The manufacturing clause applied to future new sales of timber berths and was not retrospective in its operation. He drew attention to the decision of the Privy Council as to what constituted matters of trade and commerce, claiming that the prohibition of the export of saw logs was strictly a matter of trade and commerce, and therefore should be controlled by the Dominion government.

Mr. Blake replied to Mr. Robinson, reminding the court that under the British North America Act the making of laws relating to the management and sale of the public lands and timber lands of the province was relegated to the provincial legislsture. He then laid down the following principles as being correct: (1) A special or particular right of the province cannot be overruled by general and large powers of taxation. (2) Where ground is not claimed and is not entered upon by the Dominion, it will permit the province to go into that ground, although at a subsequent date it may be necessary for the Dominion, by its larger rights, to qualify something which the province has done.

Chief Justice Street reserved judgment.

Since the above was written judgment has been delivered, confirming the action of the government in imposing the manufacturing clause. The full text of the judgment will be found on another page.

## OBITUARY.

The death is announced of Mr. H. Ross, lumber dealer, of Sherbrooke, Que. He had been a sufferer from asthma for some years.

Mr. Adam Shaefer, of Tavistock, Ont., died recently as a result of injuries sustained while operating a rip saw in his planing mill. Deceased was born in Germany in 1845 and emigrated to Canada in 1852, settling on a farm. He learned the trade of a carpenter, and for twenty-eight years was engaged in the furniture business. About five years ago he purchased a saw mill in the Parry Sound district, which he sold last year. He then purchased a furniture factory in Tavistock, which he operated up to the time of his death.

### CHARLES HAMILTON.

Chas. Hamilton, for more than twenty years a prominent lumber operator in the province of New Brunswick, died at St. John early in November, at the age of eighty-five years. Mr. Hamilton retired from active business several years ago, but his only son, James S. Hamilton, owns a large saw mill near the city of St. John. Deceased was born in Sago, Maine, and before removing to St. John was actively engaged in the lumber and pulp business in that state.

### HON. RALPH A. LOVELAND.

Hon. Ralph A. Loveland, a conspicuous figure in the white pine lumber industry of Michigan, died in Saginaw on November 9th. Mr. Loveland was born at Westport, N.Y., in the year 1819, and had been connected with the lumber business since 1857, when he formed a partnership with D. L. White and S. W. Barnard under the firm name of White, Loveland & Company, wholesale dealers, with headquarters at Albany, N. Y. Mr. Loveland's health becoming impaired he removed to Janesville, Wis., in 1863, and in 1869 established a lumber yard in Chicago under the firm name of R. A. Loveland & Company. This enterprise was a marked success, but the failure of a large concern which owed the firm considerable money swept away Mr. Loveland's fortune, and in 1876, at the age of fifty-seven, he started out to begin life anew. He purchased a small mill in Montcalm county, Mich., and later some timber lands in Iosco county estimated to cut 150,000,000 feet of timber. The logs from this tract were rafted to a mill on the Saginaw river near the city of East Saginaw. This limit was logged continuously until 1893, since which time the mill has been supplied from pine lands purchased in the Georgian Bay district of Ontario.

Mr. Loveland, in 1881, organized the Saginaw Lumber & Salt Co., whose annunl output has been 30,000,000 feet of lumber and 50,000 barrels of salt. Mr. Loveland was also a member of the firm of Loveland, Roys & White, which purchased a large tract of pine lands in the Parry Sound district, where board timber for the Quebec market was taken out. Of late years they have taken out a considerable quantity of logs which have been manufactured in lumber at Midland, Ont., under the superintendence of Mr. D. L. White, jr. Deceased was also interested in the Michigan Log Towing Company, as well as several other important enterprises.

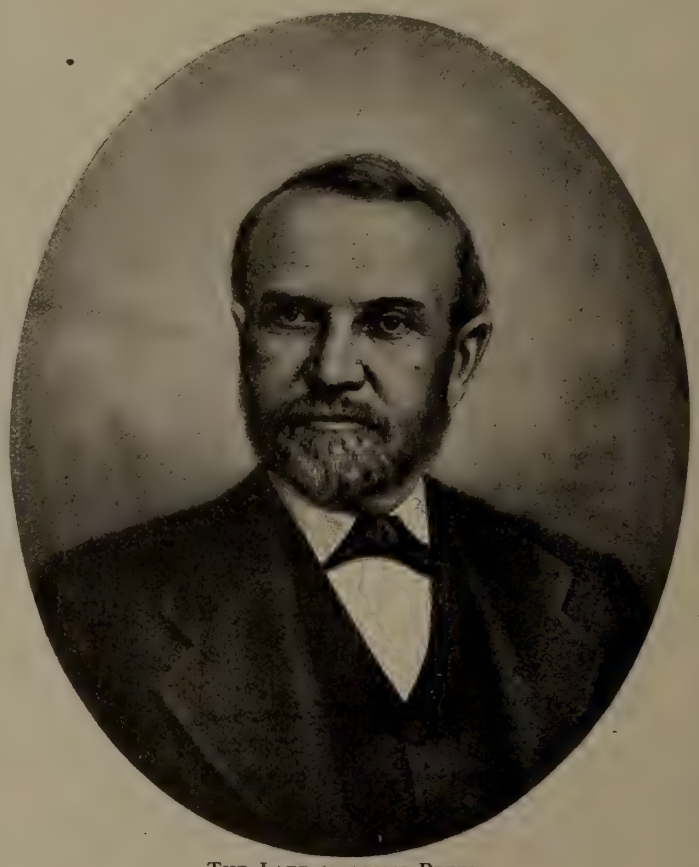
### WILLIAM PETER.

Before the last issue of THE LUMBERMAN had reached the reader, news was to hand of the death of Mr. Wm. Peter, who, through his operations in the Georgian Bay district, had become prominent in Ontario lumber circles. Mr. Peter's death took place at his home in Columbiaville, Mich.

From the American Lumberman we learn that Mr. Peter was born at Bavaria, Germany, in the year 1824, and as a young man came to America as an emigrant. After working on a farm for a time he, in 1851, took up his residence at Columbiaville, Mich., then a little saw mill hamlet on the Flint river, where he has resided ever since. He was employed as a laborer around the little Mulay saw mill at the point, which had a daily capacity of 3,000 feet, but within a month was advanced to the position of sawyer. Shortly afterwards a rise in the river swept the dam away and the mill was shut down for want of power. Here came about Mr. Peter's first business opportunity. In the stream above the broken dam of the mill were left stranded a considerable quantity of large logs intended for sawing. These he purchased with such capital as had been accumulated. He contracted to repair the dam, and then employed the mill owners to cut his logs. The lumber was hauled by team to the Saginaw river 30 miles away. On this venture he cleared about $1,900, and this speculation was the foundation for the big fortune which rewarded his subsequent efforts. For many years following Mr. Peter invested every dollar of his savings in white pine timber lands. He became one of the largest operators in Michigan and held that position for many years. In the year 1860 he established a saw mill at Bay City, Mich., by which he produced many million feet of lumber. He became the owner of timber tracts in Wisconsin, but these he sold without operating on them.

Recently Mr. Peter's holdings of white pine timber in Michigan have become exhausted, and anticipating this, some years ago he purchased the timber limits of the Midland and North Shore Lumber Company in the Georgian Bay district, comprising 212 square miles, together with the saw mill of the company situated at Parry Sound. He at once set to work to make improvements, and put in a double band mill with a daily capacity of 100,000 feet. He has since operated his mill there every season, notwithstanding the very general depression in the lumber trade, which resulted in the closing down of many mills. Mr. Peter was one of the first Michigan lumbermen to secure a mill on the Canadian side of Lake Huron, and his establishment has been a great benefit to the town of Parry Sound.

As Mr. Peter accumulated wealth, he invested it for the



THE LATE WILLIAM PETER.

development and industrial advancement of the country. In his native village of Columbiaville he built a large woollen mill, and nearby conducted an extensive farm. At Toledo, Ohio, he had large and comprehensive interests, including a wholesale distributing yard and door, sash and blind factory, and he was the sole capitalist in the Union Manufacturing Company, producers of sewing machines and woodenware. He was also connected wtih the leading national bank in Bay City.

Mr. Peter was a modest man, very retired, steadfast, and a loyal friend. He left an estate estimated at $1,200,000. Of this he willed $10,000 to his son Alvin Peter, of Toledo, who in late years has had much to do with the management of his business affiairs, and a like amount to his daughter, the remainder being bequeathed to his widow.

---

The property of Young Bros., at St. Margaret's Bay, N. S., consisting of saw mills and 80,000 acres of timber land, has been purchased by Peter Ryan, of Toronto, who is understood to be acting for Michigan and Chicago capitalists. The consideration was $300,000. The purchasers will continue the lumber operations, and will also engage in the manufacture of pulp. A large pulp mill will be erected and additions made to the saw mill, at an expenditure of several hundred thousand dollars.

## OTTAWA VALLEY NEWS.

A MEETING of the leading mill owners of the Ottawa valley was held early in November at the office of the Hull Lumber Company to talk over the question of establishing a uniform standard of grades for lumber. The companies represented included the Hull Lumber Company, Hawkesbury Lumber Company, W. C. Edwards & Company, Gilmour & Hughson, and J. R. Booth. The feeling seemed to be in favor of taking some action, and at a meeting of the Wholesale and Retail Lumber Merchants Association held at a later date the question was further discussed. At this latter meeting there were present representatives of Davidson & Thackray, W. C. Edwards & Company, Hurdman & Elmitt, W. H. McAuliffe, D. O'Connor, jr., S. R. Poulin, Fraser & Hamilton, J. McLaughlin, and others. The question of forming a lumber board of trade for the Ottawa valley was also considered. The officers of the Wholesale and Retail Lumber Merchants' Association are: James Davidson, president; Cecil Bethune, secretary; G. I. Dewar, treasurer.

Speaking of the proposed sale of timber limits to be held by the Ontario government, Mr. Alex. Lumsden, M.P.P., who is interested in the lumber business, stated that the public are not apt to take into consideration the large number of mining prospectors in the country, who would just as soon see a country cleared of its timber, as it would then be more advantageous for the prosecution of their work. He also points out that no government can guard the limits from fire as effectively as private owners can. This was not a reflection on the Crown Lands Department of Ontario, for in no department are the officials so assiduous in the faithful performance of their duty, but it just shows that the public are less afraid of prosecution by the government for any damage done than by private limit owners. Mr. Lumsden is inclined to think that under the circumstances the proposed sale is justified and will prove beneficial to the province.

Judgment has been handed down in the Court of Appeal at Toronto in the case of Hurdman vs. Whyte, reversing the finding of Judge Rose, which was in favor of Whyte. The action was for a declaration that a certain agreement between plaintiffs and defendants in regard to timber limits in the Ottawa valley owned by plaintiffs and advances of money made by defendants were in the nature of a mortgage of such limits by plaintiffs to defendants, and for leave to redeem and other relief. The judgment of Justice Rose declared that upon the fulfilment of certain conditions the plaintiffs would be entitled to immediate possession of a one-fifth share of the property, and directed a reference to take certain accounts if the plaintiffs so desired it. The Court agreed with the holding of the presiding judge that the agreement was not in the nature of a mortgage, but directed a variation of the judgment.

Large gangs of men have been sent to the lumber districts of the Ottawa valley this fall, Messrs. Chitty & Company having supplied most of them. The number of shanties on the various rivers and limits is much greater than it was last season. On the Coulonge there are at least twelve more shanties, while the Black river and other streams each have almost as great an increase. Limits are being worked along the Black river which have scarcely been touched heretofore.

It is reported that 200,000 logs are hung up in the Dumoine river.

The value of sawdust in the Ottawa valley has lately advanced, owing to its more general use as a fuel. The manager of the Hotel Cecil was among the first to start burning the sawdust, and now his hotel is being heated altogether with that product. He pays $1.25 per load of 248 cubic feet. The largest consumers of sawdust in the district are the E. B. Eddy Company. It is said that since they started burning sawdust their fuel bill has been decreased $10,000 a year.

---

## REORGANIZATION OF THE SNOWBALL BUSIINESS.

HON. Senator Snowball is about to make an important change in the lumbering, mill and general business which he established at Chatham, N.B., thirty-five years ago. The business will in future be known as the J. B. Snowball Company, Limited, of Chatham, for which incorporation has been asked. The incorporators are: Hon. J. B. Snowball, W. B. Snowball and R. A. Snowball, of Chatham; F. P. Thompson, of Fredericton, and Geo. E. Fisher, of Chatham. The capital stock is $1,000,000, of which $800,000 is paid up.

# Ontario Timber Legislation Sustained

## Justice Street Dismisses the Action of the Michigan Lumbermen Against the Ontario Government.—The Passing of the Manufacturing Clause Within the Powers of the Provincial Legislature.—Applicable to Limits Sold Before Its Enactment.—Full Text of the Judgment in the Case of Smylie vs. The Queen.

IN the Trial Court at Osgoode Hall, Toronto, judgment was given a few days ago by Mr. Justice Street in the important case of Smylie vs. The Queen, which was an action brought by certain Michigan lumbermen against the Ontario government to compel the renewal of their licenses without the insertion of the clause requiring logs to be sawn within the province, and to obtain damages for the loss sustained through the refusal of that right. The judgment is very strong, and was based on a strict interpretation of the statutes defining the powers of the government in issuing licenses to cut timber of limits that have been sold. The important points established by the judgment are, briefly, that the manufacturing clause applies alike to limits sold before and after its enactment, that the Act is not a breach of contract, and that it is not ultra vires of the Ontario government.

In their first legal fight with the Ontario government the Michigan lumbermen have been defeated, but the case will doubtless be taken to the Judicial Committee of the Imperial Privy Council for a final decision. What this decision will be must remain unknown until judgment has been delivered, but the decision of Mr. Street, and his thorough review of the case and of the arguments presented by the able counsel, cannot but have some influence upon the final result.

The counsel were Christopher Robinson, Q.C., and H. J. Scott, Q.C., for the supplicants, and S. H. Blake, Q.C., and Walter Gow for the Crown. Following is the full text of the judgment :

The rights claimed by the suppliants have their origin in three licenses to cut timber upon certain public lands of the province, the first bearing date on the 10th April, 1873, and the other two on the 2nd October, 1888, issued by the Commissioner of Crown Lands for the Province of Ontario, acting under the authority of certain statutes and orders in council.

The statute in force at the date of the first of these licenses was chapter 23 of the Consolidated Statutes of Canada, entitled "An Act Respecting the Sale and Management of Timber on Public Lands." This Act was a re-enactment and consolidation of an Act passed in the same language by the Parliament of Canada in 1849, being chapter 30 of 12 Vict., which was the origin of the legislation upon the subject, and which has held its place in its original form and substance in the various revisions and consolidations of the statutes of the province down to the present time. Prior to the passing of the statute of 1849 the sales of Crown timber had been regulated by proclamation of the governor-general and by orders in council passed from time to time.

The sections of chapter 23, C. S. C., bearing upon the claim of the suppliants, are as follows :

Sec. 1.—The Commissioner of Crown Lands, or any officer or agent under him authorized to that effect, may grant licenses to cut timber on the ungranted lands of the Crown, at such rates, and subject to such conditions, regulations, and restrictions as may from time to time be established by the governer in council, and of which notice shall be given in the Canada Gazette.

Sub-sec. 2.—No licenses shall be granted for a longer period than twelve months from the date thereof.

Sec. 2.—The said licenses shall describe the lands upon which the timber may be cut, and shall confer for the time being upon the nominee the right to take and keep exclusive possession of the lands so described subject to such regulations and restrictions as may be established ; and such licenses shall vest in the holders thereof all rights of property whatsoever in all trees, timber, and lumber cut within the limits of the license thereef.

Regulations under the authority of the first section of this Act have been from time to time approved, altered, and amended. Those in force at the date of the first of the three licenses in question were passed in 1869, and they remained in force with no material alteration at the time the other two licenses were issued. They are, in fact, in force at the present time, with certain amendments, to which it is necessary hereafter to refer.

The order-in-council of 1869 describes the regulations in question as being sanctioned and established under cap. 23, C.S.C. Those material to the present controversy are as follows :

3rd. The berths or limits when surveyed and set off shall be explored and valued, and then offered for sale by public auction, at the upset price fixed by such valuation, at such time and place and on such conditions and by such officer as the Commissioner of Crown Lands shall direct by public notice for that purpose, and shall be sold to the highest bidder for cash at the time of sale.

5th.—License holders who shall have complied with all existing regulations shall be entitled to have their licenses renewed on application to the Commissioner of Crown Lands, or to such local agent as he may appoint for that purpose.

11th.—All timber licenses are to expire on the 30th April next after the date thereof, and all renewals are to be supplied for and issued before the 1st July following the expiration of the last preceding license, in default whereof the right to renewal shall cease and the berth or berths shall be treated as forfeited.

12th.—No renewal of any license shall be granted unless or until the ground rent and all costs of survey and all dues to the Crown on timber, saw logs, or other lumber, cut under and by virtue of any license other than the last preceding, shall first have been paid.

13th.—All timber, berths or limits shall be subject to an annual ground rent of $2 per square mile, payable in advance before the issuing of any original license or renewal.

14th.—All timber, saw logs, wood, or other lumber cut under any license now in force, or under any license which may be hereafter granted, shall be subject to the payment of the following Crown dues, that is to say :—

(Then follows a table of dues per cubic foot, payable upon the cutting of the various classes of logs and timber.)

24th.—Licenses are to be granted in the annexed form, in duplicate, one of which shall be given to the licensee, and the other kept on fyle at the Crown Lands Department. (Then follows a form of license, being that in which the license granted James Wilkinson on the 10th April, 1873, set out below, was issued.)

Pursuant to the statute and regulations, an auction sale was held at Toronto on the 15th October, 1872, of timber berths, under the authority of the Commissioner of Crown Lands. In the advertisement of the sale, as well as the printed conditions for the guidance of purchasers, it is set forth that licenses for berths sold will be issued one month after date of sale and payment of bonus and ground rent for current season, subject to existing Crown timber regulations, and to such regulations as may hereafter be established by order in council, and also to all orders in council now existing or hereafter to be adopted affecting licensed territory.

The first of the three licenses forming the foundation of the claim of the suppliants was issued on the 10th April, 1873, to one James Wilkinson, who had become the highest bidder at the sale of 15th October, 1872, of the timber berth or location referred to. The license so issued is in the following terms :

By the authority of chapter 23 of the Consolidated Statutes of Canada, 34th Victoria, chapter 19 of the Statutes of Ontario, and the Crown timber regulations dated the 16th day of April, 1869, and for and in consideration of the payments made and to be made to Her Majesty,

I do hereby give unto James Wilkinson, of the town of Barrie, Esquire, and unto his agents and workmen, full power and license to cut every description of timber and saw logs on unlocated and unsold lands or lots, and all pine trees on lots sold or located, under the orders in council of the 27th of May, 1869, or patented as mining lands under the general Mining Act of 1869, upon the location described on the back hereof by number, and to hold and occupy the said location to the exclusion of all others, except as hereinafter mentioned, from 22nd January, 1873, to 30th April, 1873, and no longer, with the right of conveying away the said timber through any ungranted or waste lands of the Crown.

And by virtue of this license, the said licensee has right by the said provincial statute to all timber cut by others during the term of this license in trespass on the ground hereby assigned, with full power to seize and recover the same anywhere within this province.

But this license is subject to the following conditions, viz: That nothing herein shall prevent any person or persons from taking standing timber of any kind to be used for the making of roads or bridges or for public works, the authority of the Department having first been obtained.

And that persons settling under lawful authority or title within the location hereby licensed shall not in any way be interrupted in clearing and cultivation by the said licensee, or any one acting for him or by his permission.

And further, under the condition that the said licensee or his representatives shall comply with all regulations that are or may be established by order in council, and shall submit all timber, saw logs, or other lumber cut under this license to be counted or measured, and settle for the duties chargeable thereon, when required by me or any officer thereunto authorized, otherwise the said timber will be forfeited to the Crown, and the said licensee be subject to such other penalties as the act provides.

Given under my hand, at Toronto, the tenth day of April, in the year of our Lord one thousand eight hundred and seventy-three, in duplicate.

| | |
|---|---|
| Ground rent paid for this license..... | $ 72.00 |
| Bonus ..... | 1980.00 |
| | $2,052.00 |

(Signed) THOS. H. JOHNSON,
Assistant Commissioner.

(DESCRIPTION.)

This license not to interfere with prior licenses.

This license is subject to order-in-council of 19th April, 1872, authorizing the withdrawal at any time of any lot or lots, or portion of land, included in any license, when such withdrawal is deemed expedient in the interest of settlement.

On 27th April, 1885, an order-in-council was passed by which the Commissioner of Crown Lands was authorized at any time during the currency of the timber license to cancel the right under such license to cut timber other than pine upon any lots included in it which had been sold or located subsequent to the date of such license, or which might have been squatted upon with the bona fide intention of location or purchase, and that all timber licenses which might hereafter be issued should contain a condition in accordance with the above.

By another order in council of 27th April, 1887, the ground rent upon all licenses to cut timber thereafter issued was increased from $2 to $3 per square mile, and the Crown dues upon pine timber and saw logs were increased from the rate fixed by the regulations of 1869.

By another order in council passed 11th March, 1896, the right of license holders to cut timber upon certain lands granted to purchasers after the date of the original license was restricted to four years from the date of the patent.

Turning now to the other two licenses to which the suppliants claim, it appears that the timber berths covered by them were sold by auction in October, 1885, and that the first licenses issued to the purchasers were dated on 2nd October, 1888. Each license was in the following words, the description of the location indorsed upon them and the amount of the bonus constituting the only difference between them :

By authority of chapter 26 of the Revised Statutes of Ontario and the Crown timber regulations dated the 16th day of April, 1869, and for and in consideration of the payments made and to be made to Her Majesty,

I do hereby give unto Burton and Brother, and unto their agents or workmen, full power and license to cut every description of timber on lands or lots unlocated and unsold at the date of this license (or sold or located during the time this license is in force), and pine trees on lands or lots sold under orders in council of 27th May, 1869, or sold or located under the Free Grants and Homesteads Act of 1868, or amendment of the said Act by chapter 4 of the statutes of Ontario of 1880, and pine and cedar trees, when reserved, on lots sold under order in council of 3rd April, 1880, prior to the date of this license, and pine trees on lots patented under said chapter 4, or patented as mining lands under the General Mining Act of 1869, upon the location described on the back hereof by berth and road allowance, and to hold and occupy the said location to the exclusion of all others, except as hereinafter mentioned, from 2nd of October, 1888, to 30th of April, 1889, and no longer ; with the right of conveying away the said timber through any ungranted, uncleared or waste lands of the Crown.

And by virtue of this license, the said licensees have right by the said statute to all timber cut by others during the term of this license in trespass on the ground hereby assigned, with full power to seize and recover the same.

But this license is subject to the following conditions, viz.:

To the withdrawal therefrom of lots located or sold under the Free Grants and Homesteads Act of 1868, prior to the passing of chapter 4 of the statutes of Ontario of 1880, and for which patent may be granted on the ground that five years had elapsed from the date of such location and sale, and that the conditions of settlement had been complied with prior to the 30th April preceding the date or issue of the license.

That any person or persons may at all times make and use roads upon and travel over the ground hereby licensed.

That nothing herein shall prevent any person or persons from taking from the ground covered by this license standing timber of any kind (without compensation therefor) to be used for the making of roads or bridges or public works, by or on behalf of the province of Ontario, the authority of the Department of Crown Lands having first been obtained.

That persons settling under lawful authority or title within the location hereby licensed shall not in any way be interrupted in clearing and cultivation by the said licensees, or any one acting for them or by their permission.

That the Commissioner of Crown Lands, under order in council of 27th April, 1885, may at any time during the currency of the license cancel the right to cut timber other than pine upon any lots included in the description in this license which may have been sold or located subsequent to the date hereof, or upon any lots in said description which may have been squatted upon with the bona fide intention of location or purchase.

And further, under condition that the said licensees or their representatives shall comply with all regulations that are or may be established by order in council, and shall submit all the timber, saw logs or other lumber cut under this license to be counted or measured, and settle for the duties chargeable thereon, when required by me or any officer thereunto authorized ; otherwise the said timber will be forfeited to the Crown, and the said licensees be subject to such other penalties as the Act provides.

Given under my hand at Toronto, the second day of October in the year of our Lord one thousand eight hundred and eighty-eight, in duplicate.

Amount payable for the license :—

| | | |
|---|---|---|
| Original | Ground rent..... | $ 118 |
| | Bonus ..... | 20,650 |
| | Interest..... | |
| | | $20,768 |

(Sgd.) AUBREY WHITE,
Assistant Commissioner.

It is admitted that the three licenses in question have been from time to time renewed by the Commissioner of Crown Lands in the names of the persons who obtained them originally or their transferees, and that each renewal has been framed in accordance with the regulations in force at the time the renewal was issued, and has not been limited only to those in force when the original was issued. The increased ground rent and Crown dues have been exacted in respect to the renewals of the license issued in 1873, and the conditions with regard to the withdrawal of the right to cut upon lots located or sold have been treated as binding upon the holders of that license, as well as upon the holders of licenses issued after they were adopted by the order in council referred to.

On 17th May, 1895, a new form of license was adopted by order in council, and licenses in this form were issued to and acted upon by the suppliants, the Canadian Bank of Commerce, who then, and for some time before, held all three licenses. The following is one of the licenses so issued, the others being precisely similar :

RENEWAL FOR 1897-8 OF LICENSE NO. 150 of 1896-7.

By authority of chapter 28 of the Revised Statutes of Ontario, 1887, and the Crown timber regulations dated the 16th day of April, 1869, (and subsequent orders in council affecting timber), and for and in consideration of payments made and to be made to Her Majesty,

I do hereby give unto the Canadian Bank of Commerce, and unto its agents or workmen, full power and license to cut every description of timber on lands or lots unlocated and unsold at the date of this license, and pine trees on lands or lots sold under orders in council of 27th May, 1869, or sold or located under the Free Grants and Homesteads Act, or patented or leased as mining lands under the mining laws, upon the location described on the back hereof by berth and road allowances, and to hold and occupy the said location to the exclusion of all others, except as hereinafter mentioned, from the 25th of September, 1897 to 30th of April, 1898, and no longer ; with the right of conveying away the said timber through any ungranted, uncleared, or waste lands of the Crown.

And by virtue of this license, the said licensee has right by the said statute to all timber cut by others during the term of this license in trespass on the ground hereby assigned, with full power to seize and recover the same.

But this license is subject to the following conditions, viz. :

To the withdrawal therefrom of lots located or sold under the Free Grants and Homesteads Act of 1868, prior to the passing of chapter 4 of the Statutes of Ontario of 1880, and for which patents may be granted on the ground that five years had elapsed from the date of such location or sale, and that the conditions of settlement had been complied with prior to the 30th April preceding the date or issue of the license.

To the withdrawal therefrom of all lots located or sold during the currency thereof immediately after location or sale as to timber other than pine.

That any person or persons may at all times make and use roads upon and travel over the ground hereby licensed.

That nothing herein shall prevent any person or persons from taking from the ground covered by this license standing timber of any kind (without compensation therefor) to be used for the making of roads or bridges or public works by or on behalf of the Province of Ontario, the authority of the Department of Crown Lands having first been obtained.

That persons settling under lawful authority or title within the location hereby licensed shall not in any way be interrupted in clearing and cultivation by the said licensee, or any one acting for it or by its permission.

That the Commissioner of Crown Lands, under order in council of the 27th April, 1885, may at any time during the currency of this license cancel the right to cut timber other than pine upon any lots included in the description in this license, which may have been squatted upon with the bona fide intention of location or purchase.

And further, under condition that the said licensee or its representatives shall comply with all regulations that are or may be established by order in council, and shall submit all the timber, saw logs or other lumber cut under this license, to be counted or measured, and settle for the duties chargeable thereon, when required by me or any officer thereunto authorized, otherwise the said timber will be forfeited to the Crown, and the said licensee be subject to such other penalties as the Act provides.

Given under my hand at Toronto the twenty-fifth day of September in the year of our Lord one thousand eight hundred and ninety-seven, in duplicate.

Amount payable for this license :—

| | |
|---|---|
| Ground rent..... | $42.00 |
| Bonus ..... | |
| Interest..... | |
| | $42.00 |

(Signed) AUBREY WHITE,
Assistant Commissioner.

On 17th December, 1897, while the three renewals in this form were current, an order in council was passed in the following terms :—

ORDER IN COUNCIL ESTABLISHING, SUBJECT TO THE APPROVAL OF THE LEGISLATURE, CROWN TIMBER REGULATIONS OF 17TH DECEMBER, 1897.

ORDER IN COUNCIL

Approved of by His Honor the Lieutenant-Governor the 17th day of December, A.D. 1897 :

Upon the consideration of the report of the Honorable the Attorney General dated 17th December, 1897, the committee of council advise that the following Crown timber regulations be approved of by Your Honor :

(1) Every license or permit to cut pine timber on the ungranted lands of the Crown, or to cut pine timber reserved to the Crown on lands located, sold, granted, patented, or leased by the Crown, which shall be issued on or after the 30th day of April, 1898, shall contain and be subject to the condition that all pine which may be cut into logs or otherwise under the authority or permission of such license or permit shall, except as hereinafter provided, be manufactured into sawn lumber in Canada, that is to say, into boards, deals, joists, lath, shingles, or other sawn lumber, or into waney board or square or other timber in Canada ; and such conditions shall be kept and observed by the holder or holders of any such license or permit who shall cut or cause to be cut pine trees or timber under the authority thereof, and by any other person or persons who shall cut or cause to be cut any of such pine trees or timber under

# CANADA LUMBERMAN

## WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } $1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

*THIS PAPER REACHES REGULARLY THE PRINCIPAL LUMBER MANUFACTURERS AND DEALERS THROUGHOUT CANADA, AND WHOLESALE BUYERS IN GREAT BRITAIN, THE UNITED STATES, AND OTHER FOREIGN MARKETS.*

VOL. V. TORONTO, ONT., NOVEMBER 29, 1899 No. 45.



## CANADA LUMBERMAN

PUBLISHED BY

**The G. H. Mortimer Publishing Co'y of Toronto, Limited**

*Confederation Life Building - TORONTO.*

Branch Office:
NEW YORK LIFE INSURANCE BUILDING, MONTREAL.

**Weekly Lumberman**, published every Wednesday. Contains reliable and up-to-date market conditions and endencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

**Lumberman**, Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the lumber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing mill men and manufacturers of lumber products.

☞ Subscription price for the two editions for one year, $1.00.


## WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent. will be allowed. This notice shows the width of the line and is set in Nonpareil type; 12 lines make one inch. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

## AUCTION SALE

OF

# Timber Berths

DEPARTMENT OF CROWN LANDS
(Woods and Forests Branch),

TORONTO, November 1st, 1899.

NOTICE IS HEREBY GIVEN THAT, UNDER authority of Order-in-Council, TIMBER BERTHS as hereunder mentioned in the ALGOMA, NIPISSING and RAINY RIVER Districts, viz., the Townships of Bowell, Foy, Harty, Lumsden, Ryan, and part of Moncrieff, in the District of Algoma; the Township of Norman, part of Capreol, Berth No. 4 Davis, and the north part of the Township of Widdifield, all in the District of Nipissing, and certain small areas in the District of Rainy River, will be offered for sale by Public Auction at the Department of Crown Lands, Toronto, at the hour of one o'clock p.m. on

**Wednesday, the Twentieth Day of December Next**

Sheets containing conditions and terms of sale, with information as to Areas, Lots and Concessions comprised in each Berth, will be furnished on application personally or by letter to the Department of Crown Lands or to the Crown Timber Offices at Ottawa and Rat Portage.

E. J. DAVIS,
Commissioner of Crown Lands.

N.B.—No unauthorized publication of this advertisement will be paid for.

FOR SALE CHEAP.—SHINGLE MILL, Steam Power. Apply to R. MURDOCH, Hepworth, Ont.

FOR SALE.—40,000 FEET DRY HEMLOCK, 2×6 inches, 12 feet. Write REID BROS., Hepworth Station, Ont.

FOR SALE.—TAMARAC, SAWED ANY SIZE or length, Cedar and Tamarac Ties, and Cedar Posts. Write YOUNG & LESLIE BROS., Owen Sound, Ont.

WE ARE PREPARED TO CUT OR BUY FIVE Million Feet of Sawlogs. Must be early spring delivery. Mill on south shore of Georgian Bay. Latest machinery. We also have one of the best log towing outfits on the bay. Box 80, CANADA LUMBERMAN.

### WANTED.

A QUANTITY OF GOOD, SOUND SECOND growth Beech, 4½ in. by 6½ in., in 10 ft. to 14 ft. lengths. Address, THE MONTREAL COTTON CO., Valleyfield, P. Q.

## TIMBER LIMITS

TIMBER LIMITS, FINE WATER POWER, Saw Mill, Houses etc., for sale. Most advantageous for pulp manufacturing, as the pulp wood is practically inexhaustible. Apply to H. M. SIMPSON, 29 Canada Life Building, Montreal. Telephone, Main, 3344.

### SAW MILL FOR SALE.

THIRTY-FIVE HUNDRED DOLLARS BUYS Saw mill worth double this amount, if taken at once; 2 Boilers 120 h.p., Engine 100 h.p., Iron Saw Frame, Three Block Carriage, 2 good Saws, Double Edger and Trimmer good as new, Slash Chain, all in good running order, run this season; size of Mill, 30×100 ft.; good Boiler House, Blacksmith Shop, House, Barn, etc.; 400 acres of good Birch and Hemlock, also thousands of acres of timber near by. For particulars, address ALLEN CRESSMAN, Berlin, Ont.

## FOR SALE

## NEW SAW MILL AND TIMBER LIMITS

In the Parry Sound District, on the Cannda Atlantic Railroad.

HAVING DECIDED TO OFFER FOR SALE our Saw Mill and Timber Limits, consisting of about one thousand seven hundred acres of Pine, Hemlock, Beech and other valuable Timber, which are conveniently situated to water and Mill. Would sell outright or would retain any interest to suit purchaser. Good reasons for selling.

For further particulars address Box 331, Parry Sound, Ont.

### VALUABLE VIRGIN

## TIMBER LIMIT

### FOR SALE BY AUCTION.

The undersigned has been instructed to offer for sale by Auction at the

**QUEEN'S HOTEL, TORONTO,**

at 8 p.m. on WEDNESDAY, DECEMBER 20TH, 1899, subject to the conditions which will be announced at the time of sale,

**TIMBER BERTH NO. 1, MONTEITH**

(Being about 16¼ square miles), in the Parry Sound District.

This berth is one of the best in the province, and is very handy to operate. It is within 3 miles of Seguin Falls Station, on the Parry Sound Railway.

The license includes all the timber on the berth.

For maps and other particulars apply to

PETER RYAN, Toronto.

FOR SALE—100 tons of 56 lb. T-Steel Relaying Rails, including Fish Plates and Spikes. Apply at SYRACUSE SMELTING WORKS, Montreal, Que.

HAVE YOU ANY STOCK WHICH YOU WISH to sell? If so, make the fact known to probable buyers by placing an advertisement in this department. Address, CANADA LUMBERMAN, Toronto.

IF IT IS A LUMBER BUSINESS YOU WANT, write me. I have for sale several Saw Mills in good timber localities; also large and small Timber Limits and Lands. JOHN DRUMMER, 142 Jarvis Street, Toronto.

### FOR SALE.

BIRCH FLOORING, KILN DRIED, HOLLOW backed, butted and bundled—suitable for factories, workshops, etc. The KNIGHT BROS. CO., Burks Falls, Ont.

### MACHINERY FOR SALE.

TWELVE-INCH BUZZ PLANER, 24-INCH Surface Planer, 8 h.p. Upright Engine and Boiler, and Four Side Sticker; all modern and in first-class condition. TORONTO MACHINERY SUPPLY COMPANY, Toronto.

### FOR SALE.

MILL AND MILL SITE IN PARRY SOUND District; eight square miles of Pine, Hemlock and Birch Timber; two good Houses; good Stable and Sheds, and Railroad Siding connecting with Grand Trunk Railway. For further particulars, address Box 150, CANADA LUMBERMAN.

## CURRENT TRADE CONDITIONS.

### ONTARIO.

The movement of lumber during the past week has been very heavy. There have been more cars available, and retail dealers are stocking up liberally in anticipation of a steady winter trade. While a falling off in the demand during the next two months may naturally be expected, the conditions which have existed this season are favorable to a considerable trade throughout the winter months. The lumber which has been shipped to provincial points has very largely gone into consumption, so great have been the manufacturing and building requirements. There are also signs that this manufacturing and building activity will continue throughout the winter, but of course in a lesser degree. This being the case, there seems likely to be a fair movement of stock during the winter period. Prices on foreign specifications are slightly higher than they were one year ago.

Since last issue lumber quotations have not changed in the main, although a slight tendency is reported in the direction of still higher prices for the lower grades. Shingle prices also remain unchanged, but a further advance has taken place in the price of pine lath, which is now selling in Toronto on the basis of $3.50 for No. 1. Everybody seems to be looking for lath, and in the face of an almost exhausted supply, prices have continued to soar upwards. The only change in the hardwood market is an advance of about one dollar per thousand in maple.

### QUEBEC AND NEW BRUNSWICK.

The shipping season from the St. Lawrence will close in a few days, only one or two vessels having yet to sail. The lumber business is settling down to a winter basis, the local demand showing a falling off within the past week. Shipments of lumber will be made from New Brunswick and Nova Scotia to the West Indies and South America for some time to come, as there is a large quantity sold and waiting shipment. Spruce laths and cedar shingles for the United States are much enquired for. Quotations of shingles have advanced about five cents, being now $3.25 to $3.30 on Boston rate of freight.

### MANITOBA AND BRITISH COLUMBIA.

Mild weather prevails throughout western Canada, and consequently more outside work is in progress than is usual at this season of the year. Lumber is moving liberally and no complaints of dullness in trade are made. In British Columbia cities building operations are still progressing with considerable activity. The generally higher prices of lumber have induced loggers to advance the price of logs, but if the present conditions in the lumber trade continue manufacturers will not be seriously affected by this step.

### UNITED STATES.

Lumber is not moving as actively as it was a few weeks ago. Nevertheless, there is a steady trade doing. Owing to a decline in freight rates, considerable lumber has been moved of late from Lake Superior points to the eastern market, and dealers will go into the winter with about an average stock of pine. Most of the dealers have a small quantity of the lower grades, but perhaps a larger supply of the better qualities. The greatest demand continues to be for box and barn boards, and it is predicted that grades of these qualities will undergo a further advance during the winter months. Many of the yards will be sold out of these grades early in January. A slight shading of prices of shaky clear, shaky dressing and inch pine common is reported from Buffalo and Tonawanda, but as the stock is becoming reduced it is not expected that this weakening will be permanent.

Spruce lumber shows firmness, and dealers at Boston are holding to prices. It is estimated that the supply of spruce in the hands of manufacturers and wholesalers is less than 50 per cent. of that of one year ago. Spruce clapboards are

showing rather unaccountable signs of weakness, probably due to an increased production.

A falling off in consumptive demand is the only change in the hardwood situation, scarcity of dry stock being about as pronounced as ever. Ash and basswood are leaders in demand, but maple and elm are more plentiful. At Buffalo thick maple sells at from $28 to $30.

FOREIGN.

Taken altogether, the tone of the British timber market is decidedly firm. Cargoes of wood goods are still being received, but the greatest interest centres in contracts for next year's supplies. We have not learned of any contracts of importance being placed with shippers of Canadian lumber, but as a considerable business has been done in Baltic goods, it is quite probable that some contracts have been entered into for Canadian pine and spruce. The contracts placed for White Sea goods represent an advance of from 20 to 30 shillings per standard in comparison with last year's prices. It is not expected, however, that Canadian lumber generally will command a similar advance, but it is quite probable that prices will be higher all round and that spruce in particular will realize comparatively high prices. Spruce and pine deals are now very firm. At a recent sale held in London first quality spruce sold at £8 5s. for 6 ft. 2x7, and at £8 for 6 ft. 2x6. Two lots of 3x9 second spruce sold at £8 15s., and a parcel of first quality Quebec oak, ex Highfield, at £5 to £5 5s. per load. In some Irish ports there is a scarcity of Norway flooring, and it is thought that Quebec flooring will be purchased more freely in the future.

## STOCKS AND PRICES.

The barque Luarca has completed loading lumber at Weymouth, N.S., for Buenos Ayres.

The C. Beck Manufacturing Co., of Penetanguishene, Ont., have over 200 men in the woods getting out logs.

The shingle mill of the Parry Sound Lumber Co. closed down last week, after having cut 11,000,000 shingles during the season.

Chas. Burrill & Co., of Weymouth, N.S., have shipped this season 750,000 feet of lumber that had been on their wharves for three years.

The Newville Lumber Co., of Parrsboro, N.S., are shipping from that port to New York large quantities of pine and spruce lumber and laths.

Log run lumber is quoted at Saginaw, Mich., at from $16 to $25. Box stock is worth $14 to $16, mill culls $12 to $14, and Norway $12 to $18.

It is stated that between seven and ten million feet of logs will be cut along the line of the St. Martin's railway in New Brunswick this winter.

The schooner Etta A. Simpson cleared from St. John, N.B., last week for Barbados, West Indies, with a cargo of lumber, shipped by A. Cushing & Co.

Wm. Peter, of Parry Sound, is this winter taking out 18,000,000 feet of logs, which will be sawn at the Parry Sound mill. The McKinley-Wood Lumber Co., who have a small mill near Parry Sound, expect to saw 2,500,000 feet next season.

The well-known firm of E. D. Davison & Sons, Limited, of Bridgewater, N.S., have finished sawing 15,000,000 feet of pine and spruce. They have shipped about the same quantity, leaving 5,000,000 feet in pile, mostly sold waiting for shipment.

G. Niebergall & Son have purchased from Curry & McGregor, of Windsor, Ont., the timber on the lands of the Walker Estate. There are about 600 acres, and the timber will keep the mills at Camp Palmer busy for the next two years.

The estimate of the proposed cut of logs on the St. Croix river, in Maine, this winter is 40,000,000 feet, as against 25,000,000 feet last winter. The cut on the Penobscot river is estimated at 170,000,000 feet, or 30,000,000 feet more than last year.

The Yale & Columbia Lumber Co., Limited, has been organized, it being a consolidation of all the saw mills of Yale and Kootenay, in British Columbia. R. P. Genelle, of Rossland, is to be manufacturing manager, and Mr. Poupoie financial manager.

Thompson Smith's Sons, of Cheboygan, Mich., have started operation on their limits on Birch Island, Algoma, and will take out a considerable quantity of timber. The logs will be cut on Indian reserve lands and will be taken to Cheboygan for manufacture.

There is likely to be a great scarcity of shingles of every variety this winter. Most of the shingle mills are shut down, and eastern wholesale dealers have unusually light stocks. Sales at Buffalo are being made on the basis of $4 for best 18 inch pine.

A Michigan firm are, it is reported, looking over the timber limits and saw mill of Moore & Macdowall, at Prince Albert, N.W.T., with a view to purchase. This is one of the largest saw mills in the Territories, in connection with which there are valuable spruce limits.

About three weeks ago the Stevens Lumber Co., of Woodstock, N.B., attempted to take down their logs from the Big Machais, where they have been hung up since last spring. There is 5,000,000 feet in the drive. After working several days they were compelled to give up the task. The drive was gotten down as far as Ashland, but is still 60 miles from the mill.

The Herrmann Lumber Company, of New York, have just closed a contract with Armour & Charlebois, of Hull, for the purchase of the cut of hardwood timber at the Wakefield mill of the latter firm. The quantity is about 1,000,000 feet, and the contract price is understood to represent an advance of about 20 per cent. on last year's prices. Bailey Bros., of Aylmer, Que., have also sold to the Herrmann Company large quantities of hardwood timber, chiefly birch, elm, maple and ash.

E. F. Stephenson, Crown Timber Agent at Winnipeg, states that the quantity of lumber cut last season was fully twenty-five per cent. greater than in any previous year. The quantity of logs cut in Northern Minnesota and floated down the Rainy River was 37,000,000 feet, while that cut on the Canadian side was 45,000,000. Of this total of 82,000,000 feet, it is said that 77,000,000 feet has already been disposed of, which leaves an unusually small quantity in the yards. There were cut during the season between Rat Portage and Fort William over 800,000 ties.

## ENQUIRIES FOR WOOD PRODUCTS.

The following were among the enquiries relating to Canadian trade received at the office of the High Commissioner for Canada in London, Eng., during the two weeks ended November 17th :

1. An Irish firm ask for the name of firms who supply wood cut to sizes for boxes.
2. A Liverpool house doing a general importing and exporting trade in produce and manufactures is ready to consider proposals for handling Canadian goods, and wifl act as purchasing or sales agent for one or two good firms.
3. Walnut boards of good quality, and wooden screws, are required in considerable quantities by a London firm.
4. Enquiry is made for firms in Canada who would supply cheap wood mantel-pieces to be sent over in a knock down condition.

Canadian manufacturers may open up correspodence with any of the firms making the above enquiries by addressing a letter to the publishers of the CANADA LUMBERMAN, by whom it will be forwarded. When writing refer to the number of the enquiry.

## BUILT-UP VENEER BOARDS WANTED.

A manufacturing company in Great Britain with an extensive connection are desirous of importing from Canada built-up veneer boards. They use a large quantity of boards of this class, which at present are largely imported from Russia. Manufacturers in a position to supply such are asked to send details as to the capacity of production, price, etc., to the publishers of the "CANADA LUMBERMAN," by whom it will be forwarded to our correspondents.

## THE EASTERN STATES MARKETS.

In the New York market pine mill culls are quoted at $20, although it is said that few sales are being made at this figure. Perhaps $18 would be nearer the actual market price. Comparing this with the price obtainable in recent years, which was $8 to $9 per thousand, an idea may be obtained of the tone of the pine market. Spruce in New York is selling freely, and there are no unsold cargoes on the market. Eastern cargoes of wide stuff sell readily at prices ranging from $20 to $24, with two inch cargoes held at $17 to $19. Cargo lath have lately arrived rather more freely, but the market has absorbed all offerings readily, and is quite steady at $3.10 to $3.15.

From Boston comes the report that practically all of the river mills in the east have been shut down. There is an undercurrent of activity in building circles which promises an active season during the winter months. Lath and shingles are sold ahead of the saws and are very firm in price, but clapboards continue dull. Uppers and selects in pine are a trifle slow, but almost any other grade from a fine common down to mill cull is wanted.

Haines & Co., of Buffalo, have lately received large consignments of white pine shingles from the Georgian Bay, as well as red cedars from the coast.

## THE BARBADOS MARKET.

Of the Barbados lumber market Messrs. Clairmonte, Mann & Co., in their circular dated November 11th, say :

There have been three arrivals with white lumber during the fortnight, all of which have been sold for other markets. The local demand for both white pine and spruce has fallen off, but there will be a better enquiry for the latter about the end of the year. Last local sales were—white pine, $22 for first quality and $17 for second quality ; spruce at $17.50 for first quality, and $13.50 for second quality. The cargo of spruce, ex Maiden City, referred to in our previous reports, has not been sold.

SHINGLES.—Gaspe cedar in supply : we note the importation of 835,000 ex Neva, sales at $8.50. Cedar laying, $2.57 ; spruce laying, $2.40 ; cypress, no late sales, worth $8.50 to $9 for 8 in. hearts, $6.50 for 6 in. saps. Arrivals : October 30th, bark Lizzie Curry, from Hantsport, N. S., with 340 M feet white pine, sold for Trinidad, at $20 net round for first and second quality ; November 2nd, brigt. Ora, from Jordan river, N. S., with 295 M feet white pine, sold for Trinidad, at $21 round for first and second quality ; Nov. 6th, schooner John F. Kranz, from Hantsport, N. S., with 411 M feet white pine, sailed for Demerara ; Nov. 7th, schooner Neva, from Paspebiac, with 835 M long Gaspe cedar shingles, 400 sold at $3.50, remainder stored ; 165 M cedar laying do, sold at $2.56

## BUSINESS NOTES.

G. W. Murray, planing mill, Winnipeg, Man., is said to be offering to compromise.

The Harrison River Mills, Timber & Trading Co., Harrison River, B. C., has been incorporated.

Perron & Desbiens, saw mill, St. Jerome, Que., have dissolved partnership.

R. T. & Wm. Richardson, saw mill owners, Cairngorm, Ont., have dissolved partnership, R. T. Richardson continuing.

Montpetit & Co., planing mill, Coteau Station, Que., are reported to have filed consent of assignment.


**Wanted for Export**

ALL KINDS OF

**LOGS AND LUMBER**

PAYMENT BY MONTREAL BANKERS

**Denny, Mott & Dickson**

LONDON, ENG.

**H. Fawcett Hartland**

**TIMBER PROPERTIES**

BOUGHT AND SOLD

Correspondence Solicited

*207 St. James St. - MONTREAL, CANADA*

**H. D. WIGGIN** BOSTON, MASS. 89 STATE ST.

will inspect at mill and PAY CASH for

**LOG RUN**

Elm, Ash, Bass and other Hardwoods

CORRESPONDENCE SOLICITED.

**WANTED**

**Mill Culls**

(All Thicknesses)

FOR CASH

**John F. Stengel** No. 928 Ellicott Square, BUFFALO, N.Y.

**HESSLER & CO.**

**WOOD AGENTS AND SHIP BROKERS**

West Hartlepool, ENGLAND

Branch Offices in Hull and Newport, Mon.

Cable Address : "Hessler," Westhartlepool.

**FELBER, JUCKER & CO.**

Lumber Importers

MANCHESTER ENGLAND

Invite offers from Lumbermen for . . .

Spruce Deals and Battens, Spruce and Pine Flooring, Shooks, Sashes, Mouldings, Dowels, Broom Handles or any Woods suitable for English Market.

Telegraphic Address: FELBER, MANCHESTER.

**WANTED**

MESSRS. JOSEPH OWEN & SONS, Ltd., of Liverpool, Eng., are open to treat for regular supplies of large quantities of HARDWOOD LUMBER, and will be glad to hear from holders who have to offer WHITE ASH, WHITE OAK, SCALY BARK and SECOND GROWTH HICKORY, POPLAR and WALNUT, in logs, planks and boards, also prime fresh BIRCH LOGS of large dimensions.

**SOUTH AFRICA**

Millmen throughout Canada are invited to correspond with us and give particulars of the woods which they can supply for Constructional and Furniture purposes.

**MOFFAT, HUTCHINS & CO.**

CAPE TOWN, S. A.

Cable Address, "CASKET," Cape Town.
A.B.C. Code used.

**PLANING MILL AND BOX FACTORY**

Special Facilities for Dressing Lumber in Transit.

SWAN-DONOGH LUMBER CO.
WHOLESALE LUMBER DEALERS.
North Tonawanda N.Y.

Cable Address, "SWAN DONOGH—TONA
Lumberman'

### SHIPPING MATTERS.

The str. Merrimac, from Quebec, October 27th, for Belfast, Ireland, with a cargo of deals, is several days overdue, and it is feared that she has become disabled.

Following are the current rates on wood goods from St. John, N.B., to the ports stated, per regular winter steamers: Liverpool, spruce deals, 47s 6d per standard; birch timber, 21s 3d per load. Manchester, spruce deals, 50s per standard; birch timber, 22s 6d per load. London, spruce deals, 50s per standard; birch timber, 22s 6d per load. Glasgow, spruce deals, 52s 6d per standard; birch timber, 22s 6d per load. Belfast, spruce deals, 50s per standard; Dublin, spruce deals, 50s per standard. Birch deals usually pay about 5s per standard more than spruce to all ports.


**JAMES COOKE & CO.**
WOOD BROKERS
NEWCASTLE-ON-TYNE, ENGLAND
Cable Address, "Woodgoods," Newcastle-on-Tyne.
Representing A 1 Canadian and American Lumber Shippers.

## CANADIAN EXPORTERS AND WHOLESALERS

**R. LAIDLAW LUMBER CO.**
WHOLESALE DEALERS
Head Office—TORONTO—700 King St. West.
WHOLESALE DISTRIBUTING YARDS AT SARNIA AND BUFFALO

**THE PEMBROKE LUMBER CO. LIMITED**
MANUFACTURERS AND WHOLESALE DEALERS IN
DIMENSION TIMBER OF ALL SIZES AND KINDS, JOISTS, CAR DECKING, CAR SILLS, SHIP DECKING, AND ALL KINDS OF ROUGH AND DRESSED LUMBER.
Write us for Quotations on all Bills PEMBROKE, ONT.

A. A. SCOTT. WM. COOKE.
**COOKE & SCOTT**
MANUFACTURERS
**HARDWOOD LUMBER, HOOPS AND STAVES**
McGregor, Ont.
Red and White Oak Bills cut to order. Correspondence Solicited from British Importers.

**McLAURIN & MacLAREN**
Lumber Manufacturers
Dimension Timber in White or Red Pine, Spruce, Hemlock, or Cedar.
PINE DEALS
Cedar Shingles, Cedar Ties, Posts and Poles, Pine Lath, Etc., Etc.
SHIPMENTS BY RAIL OR WATER. EAST TEMPLETON, QUE.

**Lumberman's Inspection Book**
Send four 3-cent Canadian postage stamps for a copy of the LUMBERMAN'S VEST-POCKET INSPECTION BOOK, containing rules for the Inspection of Pine and Hardwood Lumber in the Leading Markets of the United States and Canada.
Address: The CANADA LUMBERMAN, Toronto, Ont.

**JAS. PLAYFAIR & CO.**
Manufacturers and Wholesale Dealers
LUMBER • LATH • SHINGLES
Contractors for Railway Supplies
BILL TIMBER a Specialty . . . MIDLAND, ONT.

**A. & P. WHITE** Manufacturers of and Dealers in.....
*Sawn and Planed Lumber, Dimension Timber, Joisting, Car Sills, Car Flooring, Shingles and Lath.*
PEMBROKE, ONT.

**ROBERT WATT • WIARTON**
MANUFACTURER AND Wholesale Lumber
Pine Lath, Cedar, and Pine Shingles.
*A Quantity of Cedar Posts for Sale on the Shore of the Georgian Bay and Lake Huron.*
CORRESPONDENCE SOLICITED. HEMLOCK BILLS A SPECIALTY. Mills at Wiarton

**MAITLAND, RIXON & CO.** OWEN SOUND, ONTARIO.
Manufacturers and Dealers
LUMBER, LATH, TIES, POLES, SHINGLES, ETC.
Make a Specialty of Long Pine, Cedar and Hemlock Bill Stuff.
WE SHIP BY C.P.R., G.T.R. AND BY WATER

**CANADA ATLANTIC RAILWAY**
Ottawa, Arnprior & Parry Sound Ry.
- - operating - -
OTTAWA & NEW YORK LUMBER LINE
OTTAWA & BOSTON LUMBER LINE
CANADA ATLANTIC FAST FREIGHT LINE
H. B. MUSSEN, Contracting Agent.
M. A. OVEREND, Foreign Freight Agent, 115 Board Trade, Montreal
. . . . Shortest and Quickest Route from . . . . OTTAWA, ROCKLAND, HAWKESBURY, ARNPRIOR, PEMBROKE, PARRY SOUND and other Lumber Centres, TO BOSTON, PORTLAND, NEW YORK, DETROIT, TONAWANDA, ALBANY, &c., MONTREAL, TORONTO, QUEBEC, HALIFAX, ST. JOHN, &c.
W P. HINTON, Ass't General Freight Agent, Ottawa.
C. J. SMITH General Traffic Manager, Ottawa, Ont.

**KILN-DRIED BIRCH FLOORING** SHEETING .. and .. CEILING Flooring from $12.00 Ceiling " 10.00 SAMPLES BY MAIL KNIGHT BROTHERS CO. Burk's Falls, Ont.

## FOREIGN IMPORTERS

**WRIGHT, GRAHAM & CO.** + **WOOD BROKERS**
7 Royal Bank Place, GLASGOW, SCOTLAND
Cable Address: "Brakridge," Glasgow.
Codes Used: Watkin's, Scott's, A.B.C.; Lumberman's, Zebra; Private.
Agents for the sale of CANADIAN WHITE PINE AND SPRUCE, cut to all sizes—and all kinds of Hardwoods in Log, Lumber and Dimension Stock. Shipments to any of the principal ports in the United Kingdom or continent handled to the best advantage.

**AVERY & VINCENT**
SOUTHALL, LONDON, ENGLAND
BUYERS OF . . . .
**RED PINE**
(Rough and Dressed, in all Dimensions)
CORRESPONDENCE INVITED

**C. H. GLOVER & CO., Ltd.**
Importers of
SPRUCE, BOX SHOOKS, PINE, ETC.
From now we intend buying DIRECT from the Manufacturer. Offers Invited . . . . . Wharves, Mills and Offices: HATCHAM, LONDON, S. E., ENGLAND

Cash Buyers or Shippers' Agents for wholesale distribution of Lumber or manufactured Wood Goods.
. . . Correspondence Solicited from Responsible Firms. . . .
**BUDGETT BROS.** - 70 and 71 Bishopsgate Street Within, LONDON, E.C.

**SMITH & TYRER** - 14 Canada Dock, LIVERPOOL
**. . Wood Agents . .**
Cable Address—"Walmer," Liverpool.
Halifax, N.S., Office—SMITH, TYRER & CO., Metropole Bldg., Hollis St., Halifax, N.S.

**IRVIN & SELLERS**
Cable Address: "Primus" Liverpool Forge Street, Bootle, LIVERPOOL.
BUYERS OF POPLAR, SOFT ELM, PLANKS and BOARDS, ROCK ELM and MAPLE LOGS
ALSO DEALERS IN BOXWOOD, LIGNUM, EBONY and all HARD and FANCY WOODS

Please mention this paper when corresponding with advertisers.

**SIEVEKING, PODMORE & CO.**
7 Crosby Square, LONDON, ENGLAND
(Branch at Liverpool, Eng.)
**SALES AGENTS:**
Sell before shipment and look after Shippers' interests.
All kinds of HARDWOODS (Logs and Lumber), PINE and SPRUCE.

**Is it your wish . .**
To Purchase or Sell as quickly as possible
A PARTICULAR LOT OF LUMBER
A MILL PROPERTY
SECOND-HAND MACHINERY

An Advertisement in the "Wanted" and "For Sale" Department of the . . .
CANADA LUMBERMAN WEEKLY EDITION
Will secure for you a Buyer or Seller, as the case may be. Address,
The Canada Lumberman
Toronto, Canada.

# DIRECTORY OF ADVERTISERS

In the Monthly Edition of "The Canada Lumberman."

**BELTING**
Fleming, W. A., Montreal, Que.
Goodhue, J. L. & Co., Danville, Que.
Lewis, Rice & Son, Ltd., Representing Hoyt's Belting.
McLaren, J. C., Belting Co., Montreal and Toronto.
McLaren, D. K., Montreal, Ottawa and Galt.
The Waterous Co., Brantford.
Young, J. S., Montreal.

**BRASS CASTINGS**
Magnolia Metal Co., New York.

**DRY KILNS**
McEachren Heating & Ventilating Co., Galt, Ont.
Standard Dry Kiln Co., Indianapolis, Ind.

**ELECTRICAL APPARATUS**
Royal Electric Co., Montreal.
Starr, John, Sons & Co., Halifax, N. S.

**LUMBERMEN'S SUPPLIES**
Cope & Sons, A. L., Cope's Falls, Ont.
Eckardt, H. P. & Co., Toronto.
Gartshore, John, Toronto.
Park, Blackwell & Co., Toronto.
Rice Lewis & Son, Toronto.
Woods, Jas. W., Ottawa, Ont.

**MACHINERY**
Bell, Robt., Jr., Hensall, Ont.
Bertram, John & Sons, Dundas, Ont.
Canadian Locomotive and Engine Co., Kingston, Ont.
Carrier, Laine & Co., Levis, Que.
Darling Bros., Montreal.
Indianapolis Excelsior Mfg. Co., Indianapolis, Ind.
Leonard & Sons, E., London, Ont.
Lloyd Manufacturing Co., Kentville, N. S.
Mershon & Co., W. B., Saginaw, Mich.
The Wm. Hamilton Mfg. Co., Peterboro', Ont.
The Waterous Co., Brantford.

**MAGNOLIA ANTI-FRICTION METAL**
Magnolia Metal Co., New York.

**PAPER AND PULP MILL ENGINEERS**
Tower & Wallace, New York.

**PULP AND PAPER MILL MACHINERY**
The Jenckes Machine Co., Sherbrooke, Que.
The Waterous Co., Brantford.

**PULLEYS**
Dodge Wood Split Pulley Co., Toronto, Ont.
The Dominion Leather Board Co., Montreal, Que.

**RAILROAD BRASSES**
Magnolia Metal Co., New York.

**SAW MANUFACTURERS**
Burns, E. R., Saw Co., Toronto, Ont.
Ottawa Saw Works Co., Ottawa, Ont.
Shurly & Dietrich, Galt, Ont.
The James Robertson Co., Montreal, Que.

**WHOLESALE LUMBER DEALERS**
Houston, G. T. & Co., Chicago, Ill, U.S.A
Shier, J. D., Bracebridge, Ont.
Wiggin, H. D., Boston, Mass.

**MISCELLANEOUS**
Axes, Campbell Bros., St. John, N. B.
Axes, Jas. Warnock & Co., Galt, Ont.
Canadian Photo Engraving Bureau, Toronto.
Can. Office and School Furniture Co., Preston, Ont.
Embossed Mouldings, Boynton & Company, Chicago, Ill.
Legal, Denton, Dunn & Boultbee, Toronto, Ont.
Lumbering Tools, Thos. Pink, Pembroke, Ont.
Lumber Inspector, John A. Bertram, Toronto, Ont.
Machine Knives, Peter Hay, Galt, Ont.
Pumps, Northey Manufacturing Co., Toronto.
The Bradstreet Mercantile Agency, New York and Toronto.

# WHOLESALE PRICES CURRENT.

TORONTO, November 29, 1899.

## TORONTO, ONT.

CAR OR CARGO LOTS.

| | | | | |
|---|---|---|---|---|
| 1¼ 1½ and 2 inch cut up and better | $32 00 | $34 00 | 1 inch dressing and better | $20 00 | $22 00 |
| 2 inch picks and uppers | 34 00 | 36 00 | 1 inch siding common | 13 00 | 14 00 |
| 1x12 dressing and better, 60% 16 ft | 22 00 | 24 00 | 1 inch siding ship culls | 11 50 | 12 00 |
| 1x10 fine dressing and better | 22 00 | 24 00 | 1 inch siding mill culls | 10 00 | 10 50 |
| 1x10 and 12 Canadian dressing and better | 18 00 | 20 00 | Cull scantling | 9 00 | 9 50 |
| 1 1-2 and thicker cutting up plank | 24 00 | 26 00 | 1 inch strips 4 in. to 8 in. mill run | 15 00 | 15 50 |
| 1x10 and 12 mill run | 16 00 | 18 00 | 1 inch strips, common | 12 00 | 13 00 |
| 1x10 and 12 common | 13 00 | 15 00 | 1 1-4 inch flooring | | 17 00 |
| 1x10 and 12 mill culls | 11 00 | 11 50 | 1 1-2 inch flooring | | 17 00 |
| inch clear and picks | 28 00 | 30 00 | XXX pine shingles, 16 inch | | 2 65 |
| 1 inch siding mill run | 15 00 | 16 00 | XX pine shingles 16 inch | | 1 75 |
| | | | Lath, No. 1 | | 3 50 |
| | | | Lath No. 2 | | 2 75 |

HARDWOODS—PER M. FEET CAR LOTS.
Quality, 1s and 2s unless otherwise specified.

| | | | | | |
|---|---|---|---|---|---|
| Ash, white, 1 to 2 in. | $26 00 | $28 00 | Elm, rock, mill run, 1 to 1¼" | 18 00 | 20 00 |
| " " 2½ to 4 | 30 00 | 32 00 | Elm, rock, mill run, 1½" | 21 00 | 23 00 |
| Ash, black, 1sts and 2nds, 1 to 1½ in | 20 00 | 22 00 | Hickory, 1sts and 2nds, 1½" | 28 00 | 30 00 |
| Ash, black, 1sts and 2nds, 2 to 4 in | 22 00 | 24 00 | Maple, 1sts and 2nds, 1 " 1½ | 17 00 | 18 00 |
| Ash, M. R., 1 to 2 in | 17 00 | 19 00 | Maple, 1sts and 2nds, 2 " 4 | 18 00 | 19 00 |
| Birch, 1 in. | 18 00 | 20 00 | Oak, red, p'n, 1sts & 2nds 1 " 1½ | 26 00 | 30 00 |
| " 1½ " 2 | 20 00 | 23 00 | Oak, red, p'n, 1sts & 2nds 2 " 4 | 29 00 | 32 00 |
| " sqrs. 4x4 " 8 x8 | 24 00 | 26 00 | Oak, white, 1sts & 2nds 1 " 1½ | 28 00 | 30 00 |
| Basswood, 1sts and 2nds, 1 to 1¼ in | 18 00 | 20 00 | Oak, white, 1sts & 2nds 2 " 4 | 30 00 | 35 00 |
| 1½ to 2 in | 21 00 | 22 00 | Oak quart'd, 1sts & 2nds 1 " 2 | 55 00 | 65 00 |
| " m. r. 1 " 1¼ | 15 00 | 17 00 | Walnut, 1sts and 2nds, 1 " 3 | 85 00 | 100 00 |
| Butternut 1 " 1½ | 23 00 | 25 00 | Whitewood, 1sts & 2nds 1 " 2 | 32 00 | 36 00 |
| " 2 " 3 | 25 00 | 28 00 | | | |
| Chestnut 1 " 2 | 24 00 | 26 00 | | | |
| Cherry, 1sts and 2nds, 1 " 1½ | 50 00 | 60 00 | | | |
| Cherry, 1sts and 2nds, 2 " 4 | 60 00 | 65 00 | | | |
| Elm, soft, mill run, 1 " 1½ | 16 00 | 18 00 | | | |
| Elm, soft, mill run, 2 " 3 | 17 00 | 19 00 | | | |

## OTTAWA, ONT.

OTTAWA, November 29, 1899.

| | | | | | |
|---|---|---|---|---|---|
| Pine, good sidings, per M feet, b.m | $33 00 | 38 00 | Pine, 8 s.c. and better stock | 13 00 | 15 00 |
| Pine, good strips | 27 00 | 29 00 | Pine, 8 & up s.c. sidings | 13 00 | 15 50 |
| Pine, good shorts | 19 00 | 30 00 | Pine, s.c. strips | 10 00 | 12 00 |
| Pine, No. 1 dressing sidings, per M feet, b.m | 18 00 | 24 00 | Pine, s c. shorts | 9 00 | 10 50 |
| Pine, No. 1 dressing strips | 16 00 | 18 00 | Pine, box culls | 11 00 | 13 00 |
| Pine, No. 1 dressing shorts | 14 00 | 16 00 | Pine mill culls | 9 50 | 11 00 |
| Pine, 10 s.c. and better stock | 15 00 | 17 00 | 1x10 No. 1 barn | | 20 00 |
| | | | 1x10 No. 2 " | | 18 00 |
| | | | 1x8 & 9 No. 1 " | | 19 00 |
| | | | 1x8 & 9 No. 2 " | | 17 00 |
| | | | Lath per M No. 1 | 2 00 | 2 50 |
| | | | Lath per M No. 2 | 1 00 | 1 50 |

## QUEBEC, QUE.

QUEBEC, November 29, 1899.

WHITE PINE—IN THE RAFT.

| | cts. | cts. |
|---|---|---|
| Square white pine, measured off, 40 to 45 feet average | 30 | 32 |
| " good fair " " " | 32 | 34 |
| " first class " " " | 38 | 42 |
| First class Ottawa waney, 18 inch average, according to lineal | 36 | 42 |
| " " " 19 to 21 inch average " " | 38 | 44 |
| " Michigan " 19 to 21 in. average " " & size | 43 | 48 |

RED PINE—IN THE RAFT.

| | | |
|---|---|---|
| Measured off, according to average and quality | 22 | 26 |
| In shipping order, " " " | 23 | 27 |

OAK—MICHIGAN AND OHIO.

| | | |
|---|---|---|
| By the dram, according to average and quality | 46 | 49 |

ELM.

| | | |
|---|---|---|
| By the dram, according to average and quality, 45 to 50 feet | 32 | 35 |
| " " " " 30 to 35 feet | 27 | 30 |

ASH.

| | | |
|---|---|---|
| 14 inches and up, according to average and quality | 21 | 24 |
| To average 16 inch | 25 | 26 |

BIRCH.

| | | |
|---|---|---|
| 14 inch average | 15 | 18 |
| 16 " " | 21 | 25 |
| 18 " " | 27 | 30 |

DEALS.

Bright spruce, according to mill specification, $39 to $42 for 1st, $25 to $27 for 2nd, $22 to $25 for 3rd, and $18 to $21 for 4th quality. F.O.B. batteau

## NEW YORK CITY.

NEW YORK, N.Y., November 29, 1899.

WHITE PINE TIMBER.

| | | | | | |
|---|---|---|---|---|---|
| Bridge timber | $28 00 @ | 40 00 | Building orders | $27 00 @ | 37 00 |
| Decking | 44 00 | 50 00 | | | |

SPRUCE.

| | | | | | |
|---|---|---|---|---|---|
| 6 to 9 in | 14 00 | 14 50 | 10 to 12 in | 16 25 | 17 00 |
| 6 to 12 in | 14 50 | 15 75 | Lath | 1 85 | 1 95 |
| 9 0 12 in | 15 75 | 16 25 | | | |

HARDWOOD.

| | | | | | |
|---|---|---|---|---|---|
| 1 inch, | No. 1 and 2 Black Ash, 10 to 16 | | | | 35 00 |
| 1¼ to 2 in. | " " " " | | | | 36 00 |
| 1 inch, | " Soft Elm, " | | | | 25 00 |
| 1¼ in and thicker, | " " " | | | | 26 00 |
| 4/4 | " " Hard Maple, " | | | | 24 00 |
| " | " " Basswood, " | | | | 25 00 |
| " | " " Birch, " | | | | 24 00 |
| " | " Black Ash, Com. and Shipping Cull, M.C.O | | | | 14 00 |
| " | " Soft Elm, " | " | " | | 12 00 |
| " | " Hard Maple, " | " | " | | 14 00 |
| " | " Basswood, " | " | " | | 14 00 |
| " | " Birch, " | " | " | | 14 00 |

## ALBANY, N.Y.

ALBANY, N.Y., November 29, 1899.

PINE.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 3 in. up | $ | $70 | 1x12 inch shippers | $ | $22 |
| 2½ in. | | 70 | 4/4 inch " 13" & up. | | 22 |
| 1 to 2 in. | | 55 | 4/4 Box boards, 6" and up | 18 | 20 |
| 4 inch uppers | | 72 | 10-in. dressing and better | 26 | 32 |
| Selects, 2½ in. up | | 60 | 10-in. common | | 20 |
| " to 2 in | | 45 | 12-in. dressing and better | 30 | 34 |
| Fine common, 2½ in. and up | | 50 | Common, 1x12 | | 20 |
| 1 to 2 in | 38 | 42 | No. 1 barn, 1x12 | 26 | 17 |
| No. 1 cuts, 1 to 2 inch | 28 | 35 | 1x10 | | 26 |
| No. 2 | 22 | 30 | 1x8 | | 24 |
| No. 3 | 18 | 25 | No. 2 barn, 1x12 | | 24 |
| No. 1 molding, 1 to 2 in | 30 | 36 | 1x10 | | 24 |
| No. 2 molding, 1 to 2 in | 24 | 27 | 1x8 | | 22 |
| Stained saps | | 30 | Shaky clear, 1 to 6/4 in | 25 | 30 |
| Bracket plank | 30 | 35 | " " 2 inch | | 30 |
| Shelving boards, 12-in. up | 32 | 35 | Dressing | 25 | 30 |
| Dressing boards, narrow | 25 | 25 | Common | 18 | 20 |
| 1x10 inch shippers | | 22 | | | |

LATH.

| | | | | |
|---|---|---|---|---|
| Pine | $3 00 | Spruce | $3 00 | |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Sawed Pine, ex. XXXX | $4 00 | $4 25 | Bound butts, 6 x 18 | $5 50 | 5 |
| Clear butts | 3 00 | 3 25 | Hemlock | | 15 |
| Smooth, 6 x 18 | 5 00 | 5 50 | Spruce | | 2 20 |

## BOSTON, MASS.

BOSTON, November 29, 1899.

EASTERN PINE—CARGO OR CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Ordinary planed boards | $10 50 | 12 00 | Boxboards, 1 inch | $10 00 | $11 00 |
| Coarse No. 5 | 15 00 | 15 50 | ⅞ inch | 9 00 | 9 50 |
| Refuse | 12 00 | 13 00 | ¾ inch | 9 25 | 9 50 |
| Outs | | 9 00 | 11-16 inch | 9 00 | 9 50 |
| | | | ⅝ inch | 8 00 | 8 75 |

WESTERN PINE—BY CAR LOAD.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in | $50 00@ | $52 00 | Fine com., 3 and 4 in | 46 00 | 52 00 |
| 1¼, 1½ and 2 in | 52 00 | 53 00 | No. 2, 1 in. Fine com. | 29 00 | 31 00 |
| 3 and 4 in | 58 00 | 62 00 | 1¼, 1½ and 2 in | 30 00 | 32 00 |
| Selects, 1 in | 44 00 | 45 00 | No. 1 strips, 4 to 6 in. | 43 00 | 44 00 |
| 1¼, 1½ and 2 in | 45 00 | 47 00 | No. 2 | 36 00 | 39 00 |
| 3 and 4 in | 53 00 | 56 00 | No. 3 | 28 00 | 30 00 |
| Moulding boards, 8 to 11 in. clear | 37 00 | 39 00 | Cut ups, 1 in | 20 00 | 32 00 |
| 60 per cent. clear | 32 00 | 34 00 | Cut ups, 1¼ to 2 in | 24 00 | 38 00 |
| Fine common, 1 in | 40 00 | 41 00 | Coffin boards | 18 00 | 20 00 |
| 1¼, 1½ and 2 in | 40 00 | 42 00 | Common all widths | 22 00 | 26 00 |
| | | | Shipping culls, 1 in | 14 50 | 15 50 |
| | | | do 1¼ in. | 15 50 | 16 50 |

SPRUCE CLAPBOARDS.

| | | | |
|---|---|---|---|
| Extra 4 ft | $30 00 | 2nd Clears | $25 00 |
| Clears | 28 00 | | |

SHINGLES.

| | | | | | |
|---|---|---|---|---|---|
| Spruce | 1 30 | 1 50 | Second Clear | 2 25 | 2 40 |
| Cedar, extra | 3 20 | 3 30 | Extra No. 1 | 1 30 | 1 55 |
| Clear | 2 75 | 2 85 | | | |

LATH.

| | | | |
|---|---|---|---|
| Spruce | | By cargo | 2 40@ 2 70 |
| By car | 2 50@ 2 75 | | |

## BUFFALO AND TONAWANDA, N.Y.

BUFFALO, N.Y., November 29, 1899

WHITE PINE.
(Wholesale selling price.)

| | | | | | |
|---|---|---|---|---|---|
| Up'rs, 1, 1¼, 1½ and 2 in | $57 50 | 58 50 | Dressing 1¼ in | | 33 50 |
| 2½ and 3 in | | 66 50 | 1¼ x10 and 12 | | 35 50 |
| 4 in | | 71 50 | 1½ in | | 35 50 |
| Selects, 1 to 2 in | 50 50 | 51 50 | 2 in | | 36 50 |
| 2½ and 3 in | | 61 50 | Shelving, No. 1, 13 in. and up, 1 in | | 38 50 |
| 4 in | | 66 50 | Mold st'ps No. 1 to 2 in | 38 00 | 43 00 |
| Fine common, 1 in., up to 12 in. wide | 38 50 | 45 50 | Barn, No. 1, 12 in | | 28 50 |
| 1¼ and 1½ in | 41 50 | 45 50 | 6, 8 and 10 in | | 23 50 |
| 2 in | 40 50 | 44 50 | No. 2, 10 in | | 21 50 |
| 3 in | | 56 50 | No. 2, 12 in | | 23 00 |
| 4 in | | 61 50 | No. 3, 10 and 12 in | | 20 50 |
| Cut'g up, No. 1, 1 in. | | 33 50 | Box, 1 x 4 | | 17 00 |
| 1¼ to 2 in | 39 50 | 40 50 | 1 x 6 to 12 in | | 19 00 |
| No. 2, 1 in | | 22 00 | 1 x 10 to 13 in | | 20 00 |
| No. 2, 1¼, & 1½ in | | 32 50 | 1¼ and 1½ in | | 20 00 |
| No. 3, 1¼ & 1½ in | | 26 50 | Mill Culls, 1, 1¼, 1½ and 2 in | 15 00 | 16 50 |
| No. 3, 2 in | | 26 5 | | | |

The following quotations on hardwoods represent the jobber's buying price at Buffalo and Tonawanda:

WHITE ASH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 1 inch, | 28 00 | 30 00 | 2½ to 4 in | 34 00 | 38 00 |
| 1¼ to 2 in | 31 00 | 33 00 | Strips | 20 00 | 22 00 |
| | | | Com. and culls | 12 00 | 14 00 |

BLACK AND BROWN ASH.

| | | | |
|---|---|---|---|
| 1st & 2nd, 6 inch up, | 25 00 26 00 | Com. & good culls | 12 00 14 00 |

BIRCH.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2nd, 6 inch & up, red | 28 00 | 30 00 | 1st & 2nd, white, 6" & up, | 18 00 | 20 00 |
| | | | Com & good culls | 10 00 | 11 00 |

ELM.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, rock, 8in. & up, | 20 00 | 22 00 | 1st & 2d, soft, 8 in. & up, | 18 00 | 20 00 |

MAPLE.

| | | | | | |
|---|---|---|---|---|---|
| 1st & 2d, hard, 6in. & up | 18 00 | 20 00 | 1st & 2d, soft, 6in. & up, | 18 00 | 20 00 |

## BAY CITY AND SAGINAW, MICH.

BAY CITY, Mich., November 29, 1899.

UPPERS AND SELECTS.

| | | | | | |
|---|---|---|---|---|---|
| Uppers, 1 in., 10 in. and up wide | $53 50 | | Selects, 1 in., 8 in. and up wide | $47 50 | |
| 1¼ 1½ and 2 in | 53 50 | | 1¼, 1½ and 2 in | 47 50 | |
| 2½ and 3 in | 62 50 | | 2½ and 3 in | 58 50 | |
| 4 in | 67 50 | | 4 in | 59 50 | |

FINE COMMON.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 8 in. and up wide | 39 50 | | 2½ and 3 in., 8 in. and up wide | 54 50 | |
| 1¼ and 1½ in | 40 50 | | 4 in | 59 00 | |
| 2 in | 42 50 | | | | |

B FINE COMMON OR NO. 1 CUTTING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 7 in. and up wide | 30 50 | | 2½ and 3 in., 7 in. and up wide | 45 30 | |
| 1¼ and 1½ in | 35 00 | | 4 in | 50 50 | |
| 2 in | 37 50 | | | | |

STRIPS. A AND B (CLEAR AND SELECTS).

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5 and 7 in. wide | 46 00 | | 1 in., 4, 5 and 7 in. wide | 40 00 | |
| 6 in. wide | 48 00 | | 6 in. wide | 48 00 | |

FINE COMMON OR C.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 in. wide | 32 00 | | 1¼ in., 4, 5 in. wide | 35 00 | |
| 1¼ in., 6 in. wide | 36 50 | | in., 6 in. wide | 36 00 | |

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

| | | | | | |
|---|---|---|---|---|---|
| 1¼ in., 4, 5, 6 in. wide | 30 00 | | 1 in., 4, 5, 6 in. wide | 25 00 | |

NO. 1 FENCING OR NO. 3 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 in | 21 00 | | 1¼ in., 4, 5 and 7 in. | 23 50 | |
| 1 in., 6 in | 21 50 | | 1¼ in., 6 in. | 24 50 | |

NO. 2 FENCING OR NO. 4 FLOORING.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4, 5 and 7 inch | 18 50 | | 1¼ in., 4 to 7 inch | 20 00 | |
| 1 in., 6 inch | 18 50 | | No. 3 Fencing, 1 in., 6 inch | 17 00 | |

SHELVING.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 10 in. stocks | 29 00 | | No. 2, 1 in., 7 and 8 in. stocks | 25 50 | |
| 1 in., 10 in. and up wide | 34 00 | | 1 in., 10 in. stocks | 25 50 | |
| 1 in., 12 in. stocks | 34 50 | | 1 in., 12 in. stocks | 30 50 | |
| 1 in., 12 in. and up wide | 35 50 | | 1 in., 10 in. and up wide | 27 00 | |
| 1¼ in. 1½ and 2 in., 8 in. and up wide | 31 00 | | 1 in., 13 in. and up wide | 31 50 | |

BARN BOARDS OR STOCKS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 12 in | 25 50 | | No. 2, 9 in | 18 50 | |
| 10 in | 21 50 | | 8 and 7 in | 18 50 | |
| 9 in | 21 50 | | No. 3, 12 in | 17 50 | |
| 8 and 7 in | 21 50 | | 10 in | 17 00 | |
| No. 2, 12 in | 20 00 | | 9 in | 17 00 | |
| 10 in | 18 50 | | 8 in | 17 00 | |

SHIPPING CULLS OR BOX.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 4 and 5 in. wide | $12 50 | | 1 in., 13 in. and up wide | $15 50 | |
| 1 in., 6 in. wide | 14 50 | | 1¼, 1½ and 2 in., 7 in. and up wide | 15 50 | |
| 1 in., 7 in. wide and up | 15 00 | | | | |

SHAKY CLEAR.

| | | | | | |
|---|---|---|---|---|---|
| 1 in., 3, 4, 5, 7, 8 and 9 in. wide | 27 50 | | 1 in., 10 in. and up wide | 30 00 | |
| 1 in., 6 in. wide | 29 00 | | 1¼, 1½ and 2 in., 8 in. and up wide | 30 00 | |

COFFIN BOARDS.

| | | | | | |
|---|---|---|---|---|---|
| No. 1, 1 in., 13 in. and up | 26 00 | | No. 1, mill culls | 13 50 | |
| No. 2 | 22 00 | | No. 2, or red horse | 10 00 | |

TIMBER, JOIST AND SCANTLING.

| | | | | | |
|---|---|---|---|---|---|
| Norway, 2x4 to 10, 12 to 16ft. | $13 00 | | Hemlock, 2x4 to 10, 12 to 16 feet | 12 00 | |
| 18 ft | 15 00 | | | | |
| 20 ft | 15 50 | | 2x12 | 12 50 | |
| 22 and 24 ft | 16 50 | | Add $1 to each additional 2ft. in length. | | |

SHINGLES, 18-IN.

| | | | | | |
|---|---|---|---|---|---|
| Country brands, XXXX | 3 25 | | Standard brands, river made, XXX | 3 50 | |
| Clear Butts | 2 75 | | Clear Butts | 3 00 | |

WHITE PINE LATH.

| | | | | | |
|---|---|---|---|---|---|
| No. 1 | 3 75 | | No. 2 | 3 25 | |
| | | | Hemlock | 2 75 | |

## PRICES OF COOPERAGE TOCK.

F.o.b. cars at Sutherland Innes Mills.

| | |
|---|---|
| No. 1 28½ inch jointed elm staves, per net 1,000 | $6 50 |
| No. 1 30 " " " " " | 6 50 |
| No. 1 32 " " " " " | 6 75 |
| No. 1 24 " " " " " | 4 00 |
| No. 2 28½ " " " " " | 4 75 |
| No. 2 30 " " " " " | 4 75 |
| No. 2 32 " " " " " | 5 00 |
| No. 2 24 " " " " " | 2 00 |
| No. 1 14 in. to 14¾ in. kiln dried basswood heading, per set | 3¼ |
| No. 1 15 " 16 " " " " | 3½ |
| No. 1 17⅛ " " " " " | 4¾ |
| No. 1 18 " 18¾ " " " " | 5¼ |
| No. 1 19⅛ " " " " " | 5¼ |
| No. 1 19½ " " " " " | 5¾ |
| Mill run heading 17⅛", $4.00 per 100 sets; No. 2, $3.50. | |
| A No. 1 4½ ft. patent elm hoops, per net 100 | 4 60 |
| No. 1 5½ ft. patent coiled elm hoops, per net 1,000 | 7 00 |
| No. 1 6 " " " " " | 7 25 |
| No. 1 6½ " " " " " | 7 50 |
| No. 2 hoops about 50 cts. per thousand less. | |
| No. 1 28½ in. jointed white ash staves, per net 1,000 | 7 00 |
| No. 2 28½ " " " " " | 4 75 |
| 34 in. to 35 in. elm syrup bbl. staves | 18 00 |
| No 1 30 inch half syrup barrel staves | 12 00 |
| (If bent to shape, $2.00 per thousand more.) | |

the authority thereof, and all pine so cut into logs or otherwise shall be manufactured in Canada as aforesaid.

(2) Should any holder of a timber license or permit, or any servant or agent of such holder, or any person acting for him, or under his authority or permission, violate or refuse to keep and observe the condition mentioned in the preceding regulation, then and in such case the license or permit to cut pine timber on the berth, territory, lot or lots, included in the license or permit, and on which or any part of which there was a breach of such regulation or a refusal to observe or keep the same, shall be suspended and held in abeyance and shall not be re-issued, nor shall a new license issue unless and until so directed by the Lieutenant-Governor in Council and then only upon such terms and conditions as the Lieutenant-Governor in Council may impose.

(3.) The Commissioner of Crown Lands, his officers, servants and agents, may do all things necessary to prevent a breach of the aforesaid condition or regulation, and to secure compliance therewith, and may, for such purpose, take, seize, hold and detain all logs so cut as aforesaid, and which it is made to appear to the Commissioner of Crown Lands it is not the intention of the licensee, owner or holder, or person in possession of, to manufacture or cause to be manufactured as aforesaid in Canada, or to dispose of to others who will have the same so manufactured in Canada, until security shall be given to Her Majesty, satisfactory to the Commissioner, that the said condition will be kept and observed, and that such logs will be manufactured in Canada as aforesaid; and, in the event of refusal on the part of the licensee, owner or holder, or person in possession of such logs, to give such security within four weeks after notice of such seizure and demand of security by or on behalf of the Commissioner, then the Commissioner may sell or cause to be sold such logs by public auction after due advertisement to some person or persons who will give such security to Her Majesty as the Commissioner may require that such logs shall be manufactured in Canada. The proceeds of such logs shall, after such sale, and after deducting all expenses of such seizure and sale, and any sum due and owing to Her Majesty for or in respect of any timber dues, trespass dues, ground rent, or on account of the purchase of any timber or timber berths by the owner, licensee, or holder of a permit, or other person who has cut or caused to be cut such logs, or who is the owner or holder of the same, be paid over to the person entitled to the same.

(4.) Provided, nevertheless, that nothing in the preceding regulations which requires pine logs or timber to be manufactured in Canada, as aforesaid, shall apply to logs or timber cut and in use in Canada for any purpose for which logs or timber in the unmanufactured state are or may be used.

(5) Provided further, that these regulations shall not apply to the east half of the township of Aweres, in the district of Algoma, containing 18½ square miles, nor to 22 square miles in the district of Thunder Bay composed of berths 2, 3 and 4 of the timber sale of 1890.

(6) The foregoing regulations shall not come into force unless and until they shall be approved by an Act of the legislature.

On 17th January, 1898, an Act was passed by the legislature of the province of Ontario in the following terms:

91 Vic. (Ont.) Cap. 9, passed 17th January, 1898. An Act respecting the manufacture of pine cut on the Crown Domain.

Her Majesty by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows:

(1) All sales of pine timber limits or berths by the Commissioner of Crown Lands which shall be hereafter made, and all licenses or permits to cut pine timber on such limits or berths thereafter granted by the Commissioner shall be so made or granted subject to the condition set out in the first regulation of Schedule A of this Act, and it shall be sufficient if such condition be cited or mentioned as "The Manufacturing Condition" in all notices, licenses, and permits or agreements or other writing.

(2) The regulations set out in Schedule A to this Act are hereby approved.

(3) The Lieutenant-Governor in Council may make any further or additional regulations necessary to enable the Commissioner of Crown Lands to carry into effect the object and intent of the regulations contained in Schedule A.

(4) Section 1 of this Act shall come into force on the passing hereof, and the other parts of this Act shall come into force on the 29th day of April, 1899.

SCHEDULE A.

(Schedule A reproduces the above regulations of 17th December, 1897.)

After the 29th April, 1898, the suppliants applied to the Commissioner of Crown Lands for a renewal for the year 1898-9 of the said licenses without the insertion of the provision in the regulations of 17th December, 1897, referred to in the above Statute as "The Manufacturing Condition," but the Commissioner refused to issue the license without this condition.

It is admitted that the suppliants had complied with all former conditions in the licenses previously issued to them.

Having obtained leave for the purpose they have now filed their petition of right praying for a declaration of their right to a renewal of their licenses without the manufacturing condition, and damages for the loss they have sustained by reason of the refusal of this right.

Their claim, at the argument, was placed upon the ground that they or their predecessors had purchased the right to the timber upon the limits from the Crown upon a contract for perpetual renewal of the yearly license, so long as they should comply with the regulations in force at the time they purchased, and that, in the absence of the clearest provisions to that effect in the writings forming their contract, it would be unreasonable to hold their rights to be subject to alteration from year to year, to their prejudice, by orders-in-council made without their consent.

In my opinion, not only the terms of the original licenses themselves, which, prima facie at all events, must be taken to show the rights of the licensees, but everything surrounding the transaction, before and since, is opposed to the contention of the suppliants.

In the first place, the statute under which the Commissioner of Crown Lands acts is as clear as words can make it; he is empowered to issue licenses, but only upon the terms prescribed from time to time by orders-in-council, and he is forbidden to grant any license for a longer period than a year.

The object of the act is plainly to prevent the government existing at any particular time from binding itself or future governments to abide by any particular regulations in their management of these immensely valuable portions of the public property, lest new circumstances should make it advisable in the public interest that changes should be made. The object of the legislature to permit merely temporary and not permanent regulations to be made being plainly and distinctly set forth in the Act, the language of the orders in council passed under it must be read by the light so furnished, and certainly should not be strained so as to convey an intention of departing from it. The intending purchaser is notified that his license will only be issued "subject to existing Crown timber regulations, and to such regulations as may hereafter be established by order in council, and also to all orders in council now existing or hereafter to be adopted affecting licensed territory. In accordance with this provision, the licenses when issued are made upon condition that the licensees shall comply not only with all regulations that are, but also with those that may be established by order in council. With the licenses are incorporated by reference the regulations of 1869, in force at the time, and it is upon the 5th regulation that the suppliants very largely found their claims. The terms of that regulation are that "license holders who shall have complied with all existing regulations shall be entitled to have their licenses renewed on application to the Commissioner of Crown Lands, &c." If this regulation stood alone, without the Act under which it was made, the conditions of sale at which the purchase was made, and the license, which is to be read with it, there would be the greatest force in the argument that the original licensee was entitled to a perpetual renewal of his license from year to year upon compliance with the regulations in force when it was granted. But the Commissioner of Crown Lands in granting the licenses, has imposed upon the licensees, as he was bound to do by the existing act and regulations, the condition that not only the regulations in force at the time the licenses were granted, but those to be established, should be complied with; and the right of renewal conferred by the 5th regulation of 1869 must be taken to be a right of renewal upon the conditions in force at the time of the renewal. In other words, persons desiring to obtain timber licenses are notified by statute, by conditions of sale, and by the form of license offered them, that they can only obtain them upon the understanding that the conditions upon which they are granted may be altered from time to time at the discretion of the government, and that as their sole protection against wrong, they must rely upon what has been termed "the infallible justice of the Crown" by the late Vice-Chancellor Esten in Craig vs. Templeton, 8 Gr. 483. Such a bargain is by no means remarkable or unknown even in cases where the Crown is not a party; see Pepe v. City and Suburban Building Society (1893), 2 ch. 311, and the class of cases there referred to.

The sentences to which I was referred by counsel occurring in the report of the Commissioner of Crown Lands to the Provincial Legislature in the year 1872 do not appear to establish or assert any different interpretation of the rights of licensees. He asserts that they have vested rights to a renewal of their licenses, but it is plain that he contemplates only such a renewal as that which has always been conceded to them, viz., a renewal subject to the conditions and regulations in force at the time the renewal is granted.

Reference was properly directed upon the argument to the contemporaneous interpretation placed by the executive officers of the Crown upon the regulations affecting the rights of license holders, and the manner in which they have been dealt with from time to time by the Department as bearing upon the meaning which should now be placed upon them. It appears from the evidence of Mr. Aubrey White, the present Assistant Commissioner of Crown Lands, whose experience in the Department goes back many years, that the invariable practice has been to embody in every license, whether an original or a renewal, all changes effected by orders in council in force at its date. This practice is apparent in the renewals of the licenses under which the suppliants claim; they and their predecessors periodically accepted licenses which contained not only the conditions in force at the time of the original licenses, but all these additional ones subsequently adopted, and paid the additional ground rent and Crown dues on timber cut imposed by the regulations of April, 1887.

These considerations appear to me conclusive against the contention of the suppliants that they are entitled to renewals of their licenses free from any conditions, to which they object, coming into force after the original license under which they claim.

It is further argued, however, that, even if this be the true construction to be placed upon their rights, the language of the Act 61 Vic. Ch. 9, above set forth, applies only to licenses issued upon sales made after it was passed, and not to renewals of licenses issued upon sales made before it was passed. Had the first section of the Act stood alone, I think I should have agreed with this view, but the fourth section brings into force on 29th April, 1898, the order-in-council of 17th December, 1897, the first section of which requires what is called in the Act the "Manufacturing Condition" to be made a condition of every license or permit to cut pine timber which should be issued after 30th April, 1898. It is urged that the injustice of interfering with the vested rights of existing licensees obliges the Court to place the strictest possible construction against the Crown upon the Act and the order-in-council as being ex post facto legislation. I do not think, however, that I should, in regard to this legislation, do more than apply to it the ordinary rules of construction. It is not ex post facto legislation; it is a simple application to the undoubted rights of the suppliants of the undoubted rights of the Crown. The rights of the suppliants are to have their licenses renewed according to the conditions which at the time of renewal have been generally imposed upon license holders, and so long as renewals are offered them upon conditions which the Crown, as represented by the Provincial Governor in Council, has the power to impose, no breach of the rights of the suppliants is committed. It is no part of my duty to adjudicate upon the question as to whether the conditions of the order-in-council of December, 1897, are unduly onerous, or to criticize the discretion exercised by the Crown in imposing them. I find here in the order-in-council of 17th December, 1897, a plain and unambiguous direction that every license or permit to cut timber issued on or after 30th April, 1898, shall contain and be subject to what is called in the Act the "Manufacturing Condition," and if this language is not plain enough, I find in the fifth paragraph of the order-in-council internal evidence that it was intended to be applicable to past as well as future sales. To construe it as the suppliants ask, I should have to apply to the word "license," in the first paragraph, the meaning of "original license," and to treat it as not in-

cluding the renewals of existing licenses—a sense in which I cannot find it has ever been used, and which appears to me to be contrary to the spirit as well as the letter of the fundamental Act, chapter 23 of the Consolidated Statutes of Canada.

I cannot pretend to explain why the first section of the Act 61 Vict., Cap. 9, should have been so drawn as to be apparently applicable to future sales only, and not to past ones, but the later and entirely distinct paragraphs 2 and 4 of the same Act bring into force the orders in council of 17th December, 1897, in which, as I have pointed out, there is no ambiguity, and which stand upon their own ground. To hold them applicable to new sales only, and not to renewals also, would be to strain their language for the purpose of introducing an innovation upon the long established and invariable practice of the department.

The remaining ground taken by the suppliants is that the Act 61 Vict., cap. 9, is ultra vires the Provincial Legislature as being an encroachment upon the legislative authority reserved to the Dominion by the British North America Act.

It is declared by the 91st section of that Act that the exclusive legislative authority of the Dominion parliament extends to all matters coming within the classes of subjects there enumerated, the second of which is, "The regulation of trade and commerce," and it is further declared by that section of the Act that any matter coming within any of the classes of subjects therein enumerated shall not be deemed to come within the class of matter of a local or private nature comprised in the enumeration of the classes of subjects assigned by the 92nd section exclusively to the legislatures of provinces.

By the 92nd section, it is declared that in each province the legislature may exclusively make laws in relation to matters coming within the classes of subjects next enumerated; and the 5th of the classes of subjects then enumerated is: "The management and sale of the public lands belonging to the province, and of the timber and wood thereon."

It is proved on the part of the suppliants in support of their contention, that for many years before the passing of the Act complained of (61 Vict., cap. 9) a very large number of pine logs had been exported from Ontario, the larger proportion of which had been cut upon the public lands of the province, under licenses similar to those now in question. It is a matter which may readily be taken for granted that if the regulations in question are sustained, the export of logs cut under such licenses will be entirely stopped. It is further shown that the tariffs established in the United States from time to time with regard to the timber trade with Canada have been affected at times by the tariffs adopted by the Dominion bearing upon Canadian timber, or have been, to some extent, regulated by or been made dependent upon them. I am asked to draw from these circumstances the conclusion that the Act and regulations of which the suppliants are now complaining are a contravention of that part of the British North America Act which reserves to the Dominion Legislature the exclusive right of making laws for the "regulation of trade and commerce," and to hold that the Provincial Legislature under the guise of a regulation for the management of its timber has, in reality, attempted to interfere with the regulations of trade and commerce. In my opinion the Act and regulations complained of are clearly within the powers of the Provincial Legislature, and are not in any way an interference with the regulation of trade and commerce within the meaning of the 91st Section of the British North America Ac.

In the first place, it is to be borne in mind that the Provincial Legislature in passing this Act are dealing with property belonging to the province, over which they have the fullest power of control. They are entitled to sell it or to refuse to sell it, and if they sell, they have the right, in my opinion, to impose upon the purchaser such conditions as they deem proper with regard to the destination of the timber after it is cut, including the state in which it shall be exported, just as they have the right in selling cattle from the farm at their agricultural college to stipulate that the purchaser shall not export them alive. The condition that the timber shall be sawn into lumber before exportation in the one case no doubt reduces the quantity of logs exported just as the supposed stipulation in the other case reduces the quantity of live stock exported, but in each case the matter is one purely of internal regulation and management by she province of its own property for the benefit of its own inhabitants.

The matter, I think, may be placed beyond any question by looking at it in another way. It is clear that the right to pass the Act complained of, and the regulations accompanying it, xettum ist either in the Provincial or the Dominion Legislature, and if the contention of the suppliants is to be adopted, it exists in that of the Dominion. Would it be possible for a moment to contend that the Dominion Legislature under their power of passing Acts for the regulation of trade and commerce, could enact that every license to cut timber upon the lands owned by the province of Ontario should contain a condition that the timber should be sawn into boards before being exported? And would not such an Act, if passed by the Dominion, be clearly an encroachment upon the exclusive right of the Provincial Legislature to pass laws for the regulation and sale of the timber on its own lands? The general limitation upon the powers of the Dominion Legislature to legislate with regard to the regulation of trade and commerce are indicated in the report of the judgment of the Privy Council in the case of the Citizens' Insurance Company of Canada vs. Parsons, 7 App. Cas. 96 at p. 113, where it was held that these powers do not comprehend the power to regulate by legislation the contracts of a particular business or trade, such as the business of fire insurance in a single province, but for the reasons I have given it appears to me that the powers exercised by the legislature of the province of Ontario which are questioned by the suppliants here are so plainly within those exclusively assigned to them that it is unnecessary to resort for guidance to any of the decided cases.

Upon the whole case I am, therefore, of opinion that the suppliants are not entitled to have their licenses renewed except upon the conditions offered by the Commissioner of Crown Lands, as set forth in the orders in council in force on 30th April, 1898, and that their petitions must be dismissed with costs.

## LOSS BY FOREST FIRES.

IN a book entitled "A Primer of Forestry," issued under the direction of Mr. Gifford Pinchot, the author gives an interesting sketch of historic forest fires, from which the following extracts are taken:

"When all conditions are favorable, forest fires sometimes reach gigantic proportions. A few such fires have attained historic importance. One of these is the Miramichi fire of 1825. It began its greatest destruction about 1 o'clock in the afternoon of October 7 of that year, at a place about sixty miles above the town of Newcastle on the Miramichi river in New Brunswick. Before 10 o'clock at night it was twenty miles below Newcastle. In nine hours it had destroyed a belt of forest eighty miles long and twenty-five miles wide. Over more than two and one-half million acres almost every living thing was killed. Even the fish were afterwards found dead in heaps on the river banks. Five hundred and ninety buildings were burned, and a number of towns, including Newcastle, Chatham and Douglastown, were destroyed. One hundred and sixty persons perished, and nearly a thousand head of stock. The loss is estimated at $300,000, not including the value of the timber.

"The Peshtigo fire of October, 1871, was still more severe than the Miramichi. It covered an area of over 2,000 square miles in Wisconsin, and involved a loss, in timber and other property, of many millions of dollars. Between 1,200 and 1,500 persons perished, including nearly half the population of Peshtigo, at that time a town of 2,000 inhabitants. Other fires of about the same time were most destructive in Michigan. A strip about 40 miles wide and 180 miles long, extending across the central part of the state from Lake Michigan to Lake Huron, was devastated. The estimated loss in timber was about 4,000,000,000 feet board measure, and in money over $10,000,000.

"The most destructive fire of more recent years was that which started near Hinckley, Minn., September 1, 1894. While the area burned over was less than in some other great fires, the loss of life and property was very heavy. Hinckley and six other towns were destroyed, about 500 lives were lost, more than 2,000 persons were left destitute, and the estimated loss in property of various kinds was $25,000,000."

## GETTING TIMBER LAND CHEAP.

THE statement of the Division of Forestry of the United States to the effect that the last of the great white pine timber tracts of the Northwest lies in the northern part of Minnesota, a vast region of several thousand square miles, receives additional interest in the light of advices from Duluth that dealers in timber lands are conducting operations under which they are acquiring some of the most valuable timber lands in northern Minnesota for almost nothing, and doing it legitimately, too. They are locating on lands in the northern tier of counties in this State with what is known as forestry scrip, which entitles them to locate on any lands, surveyed or unsurveyed, in any part of the country. This scrip they have been able to buy at $2 to $4 per acre, and thus they have been locating on lands in this and other counties at a cost to them of about the value of one large pine tree out of the hundreds on each acre.

It will be remembered that during President Cleveland's administration he was much interested in the matter of preserving the forests, and a number of large forest reservations were made by him, mostly in the west. On the lands thus reserved there were, of course, a good many settlers, and to compensate them for the loss of their lands they were given this forestry scrip. This could be located on land anywhere in the United States, whether surveyed or not, and it was the first scrip ever issued entitling its holder to locate on unsurveyed lands. Recently a number of land dealers have been west and have purchased a quantity of this scrip from the people to whom it was issued, and returning, they have entered upon the choicest pine lands in the unsurveyed portions of this state. This scheme is working so well that others are taking it up, and the result is that nearly all of the valuable portions of the unsurveyed pine lands will be located long before the territory is surveyed and thrown open to settlement. There is no way to prevent this, as the holders of the scrip are allowed to sell it, and the purchasers acquire the rights of those to whom it was issued. Those who are working the scheme will get immense profits out of it, as they are getting from $2 to $4 per acre land that is easily worth many times that.

It is possible that congress will be appealed to at this winter's session to see if there is any way that body can put a stop to the practice. There seems to be no other way to stop it, and there is considerable doubt whether even that method will stop it, as before any law can go into effect the men who are working the scheme can get hold of large quantities of the scrip and locate the best part of the unsurveyed pine lands of this section. When the unsurveyed lands are thrown open to settlement there will be almost nothing that is worth locating upon left.—Lumber Trade Journal.

Mr. Horace B. Hudson contributes to the Review of Reviews for December an account of the movement to establish a national forest park in Minnesota, near the headwaters of the Mississippi.

## AS WE FIND THINGS.

By A. J. BURTON.

I WISH to call attention to the center strain line in band saws. If any of the filer readers of The Wood-Worker are using this strain line successfully as regards quality and quantity of lumber, at the same time prolonging the life of their saws, I would be pleased to see their experience published in these columns, and am confident a great many others would too. Such discussions must necessarily be beneficial. Life is too short for one man to learn it all by experience.

In taking charge of the saws in the mill where I am at present engaged I found all the saws had been put up with the strain lines as follows: They were solid commencing about one inch from the gullet of teeth and extending over a space of about two inches toward the center, then a space of three inches in the center that was "fast" or

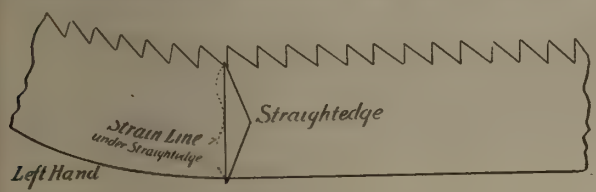



FIG. 1.

stiff, then two inches that had been rolled or opened to the back edge. When the saw was held up with the left hand and a straight edge applied across it three feet from the lelt hand, it would show up like Fig. 1. The saws had from 1 to 17 cracks and some of them two and three brazes. They were 10 inches wide when new, but had worn down to 9¾ inches. Under any kind of reasonable conditions the saws ought not to have had a crack in them.

The only way I can put up a saw that will not crack under favorable conditions, is to put the tension in on a perfect circle from one edge to the other, as shown in Fig. 2. The drop under straight-edge shows the tension. I use a gauge and make every spot in the saw true to gauge, leveling the saw perfectly flat, so that the straight-edge shows no light under it when laid across the saw when it lies flat on the leveling table. The filing room had been provided with

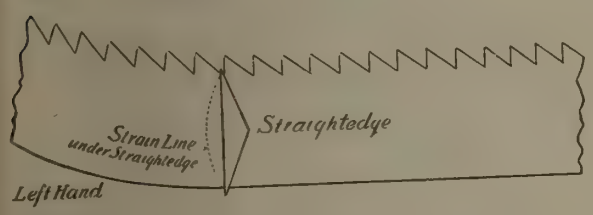
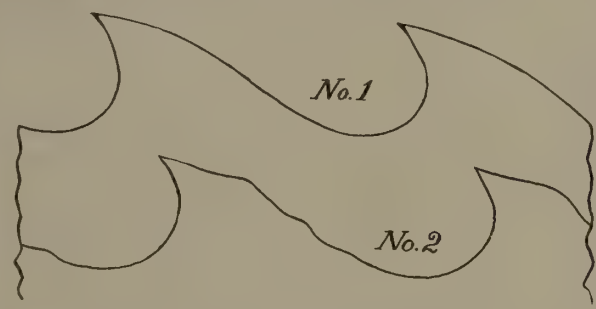



FIG. 2.

a Baldwin, Tuthill & Bolton No. 5 stretcher, but the top roll had been disconnected and used only as an idle top roll. The rotary shears, also the parts that move the roll back and forth, had been taken off, making the $250 machine practically no better than one which could be bought for $150. I replaced all parts and find the machine works perfectly.

The grinder is one of the most improved Covel make, but the former filer did not consider it accurate enough for him and only used it to gum out with, doing all the filing by hand, which, of course, took lots of time, labor and files. He had post brackets and back feed, but had the grinder setting in the center of the saw as it lay in the post brackets. This allowed the saw to gag over the guide rest in the operation of grinding, which, of course, caused the grinder to do bad work. Besides this the teeth pointed from the light instead of toward it. I turned it around and set the grinder toward one end of the saw, so the saw would rest on one post bracket and on the guide rest only. In this way the saw moves around perfectly in line with its back edge. I also found the small gear on grinder was on the wrong side of machine, which caused the cam shaft and cam to run backwards; and, worst of all, he had a left-hand cam-holder and cam on a right-hand machine. I don't wonder at him filing by hand, and only wonder that he was able to gum his saws. I then undertook to make a right-hand cam-holder out of a left-hand one by plugging up the shaft-hole with hot iron and drilling another hole for the shaft ¾ inch higher, to allow the holder to drop down at the right place, so the wheel would come down in the gullet. Then the cams would not fit, so I filled the hollow side with babbitt, turned them upside down and tapped in new holes for the screws. When I put it on the machine, took out all lost motion, and rebabbitted the machine it started off like an old clock and ground the teeth to a good keen edge without missing a tooth or burning one. No. 1 is the shape of tooth the machine now makes. No. 2 is the shape of teeth in the saws when I came here.—The Wood-Worker.




## BRITISH COLUMBIA LETTER.

(Correspondence of the CANADA LUMBERMAN)

IT is possible to write very encouragingly of the lumbering industry of this province. As the year draws towards a close, manufacturers naturally take a retrospective glance. Until the business of the year has been balanced up, the actual profits and losses will not be known, but it is safe to predict that the year 1899 will pass into history as one of the most successful that the lumbermen of the west have known for some years. It will also mark the putting into operation, after years of idleness, of one or two large mills which will represent a considerable proportion of the lumber cut of the province. To say that the mills are busy does not fully explain the situation. The fact is that orders are being refused owing to inability to supply the lumber at the time the customer requires it.

Just to give an idea of the markets to which British Columbia lumber is shipped, I send a list of the vessels which had cleared up to October 31st of this year:

From Chemainus—John Smith, for Cape Town, South Africa, 626,856 feet; J. B. Brown, for Sydney, Aus., 1,142,728 feet; Coloma, for Tientsin, China, 700,497 feet; W. F. Witzemann, for Tientsin, 364,068 feet; E. K. Wood, for Tientsin, 660,292 feet; Hawaiian Isles, for Melbourne, Aus., 1,914,665 feet; Sea King, for Sydney, Aus., 1,130,378 feet; Orion, for Calcutta, British India, 1,616,318 feet; Undaunted, for Cape Town, 1,263,853 feet; Star of France, for Melbourne, 1,176,922 feet; British General, for Australia, 1,457,539 feet; Hercules, for Queensboro, 907,546 feet; Bastien Bach, for Tientsin, 552,566 feet; King Cyrus, for Newchang, China, 878,728 feet; Guy C. Goss, for Taku, 1,134,648 feet; Nanaimo, for Taku, 419,152 feet; Dalnyvostok, for Port Arthur, China, 1,452,876 feet; Tyr, for Newchang, 1,618,102 feet; E. K. Wood, for Shanghai, 634,372 feet; Echo, for Valparaiso, South America, 877,993 feet; Elwell, for Melbourne, 1,107,433 feet. From Moodyville—Louisiana, for Sydney, 1,128,111 feet; Ragnar, for Newchang, 1,194,421 feet; Rodenbek, for Callao, South America, 1,309,231; Altcai, for Callao, 1,012,013 feet; City of Madras, for Australia, 1,321,177 feet; Dundee, for Calcutta, 1,791,985 feet; Florence, for Sydney, 1,237,959 feet. From Burrard Inlet—Compeer, for Japan, 416,928 feet; Adderley, for Sydney, 1,002,738 feet; Elm Branch, for Tientsin, 2,841,324 feet; Wachusett, for Melbourne, 1,111,240 feet; K. F. Troop, for Philadelphia; Wm. H. Macy, for South Africa; Ivy, for Shanghai; Tyr, for Newchang; Marion Chilcott, for Adelaide. From New Westminster—J. M. Wetherwacks, for Nagasiki, Japan, 519,243 feet; Brunell, for Callao, 1,194,958 feet. From Vancouver—Clan Galbraith, for Algoa Bay, South Africa, 1,641,759 feet. From Cowichan—Fred J. Wood, for Santa Rosalio, South America, 180,400 feet. From Victoria—Alex. McNeil, for Port Pirie, Aus., 605,579 feet. From Ganges Harbor—Eric, for Tientsin, with piles.

The recent shipment of timber from the Hastings mill to Philadelphia, to be used in the construction of United States war vessels, will, it is believed, be followed by others. It is acknowledged that nowhere in the world can there be found as suitable timber for ship-building purposes as on the Pacific coast.

NOTES.

The Royal City Planing Mills recently shipped three car loads of lumber to England, via Montreal, to be used in the British navy.

Trail is to have a new saw mill. It will be erected by Mr. Thos. McKelvey, who has purchased timber limits across the river, back of what is known as East Trail.

The Kootenay Lumber Company, of Comaplix, B.C., purpose spending several thousand dollars in increasing the capacity of their mill and in putting in drying apparatus.

A new saw mill is being erected at Kamloops. McAlpine & Sucksmith are starting a saw mill at Grand Forks, and A. X. Fleming a sash and door factory at Columbia.

The Hastings Shingle Manufacturing Company, of Vancouver, report a brisk demand for shingles. Their four mills have a daily capacity of 600,000 shingles. I understand that the company are desirous of engaging some good shingle sawyers and packers.

The growth of the village of Columbia has induced Mr. G. O. Buchanan, the well known lumber operator of Kaslo, to start a branch there. I am told that a company will be formed, to be known as the Columbia River Lumber Company. The timber in the vicinity is mostly bull pine, though there is a large body of white pine up the north fork of the Kettle river.

## CANADIAN FORESTRY EXHIBIT.

THE work of selecting material for an exhibit of Canadian forest products at the Paris Exposition has been completed, and we are assured by those in charge that a creditable collection is the result. The exhibit, as our readers know, has been prepared by Mr. J. M. Macoun, assistant naturalist of the Geological Survey of Canada, which is a sufficient guarantee as to its completeness. Several of the provincial governments have assisted in procuring the necessary samples of merchantable timber, while exporters and manufacturers have also given valuable aid. In addition to the exhibit made by the different provinces the following have made entry:

John Heard & Co., St. Thomas—oak planks.

The Sutherland, Innes Co., Chatham—cooperage stock, staves, hoops, etc.

Gilmour & Co., Canoe Lake—one white pine deal.

The Menier Co., Anticosti—seven sections of trees and six deals.

W. H. Marcoun, Parry Sound—patent clothboards, basswood and elm veneer.

Kerr & Harcourt, Parry Sound—spools, bobbins and turned boxes.

John H. Grout, Grimsby—fruit baskets, boxes and walnut veneers.

The British American Timber Co., Kearney—birch deals.

Sir Henri Joly, Quebec—three sections of polished walnut trees.

Adam Beck, London—cigar boxes and stock and oak flooring.

The Columbia Handle & Lumber Co., St. Thomas—hockey sticks, golf sticks, etc.

North American Bent Chair Co,, Owen Sound—chair stock.

J. S. Findlay, Owen Sound—mangle rollers and beech flooring.

John Harrison, Owen Sound—butchers' skewers and stock.

Carl Zeidler, Toronto—various kinds of Canadian woods.

# THE NEWS.

—J. Bedard is building a saw mill at Windsor Mills, Que.

—A new saw mill has been built at Hornings Mills, Ont., by R. U. Irwin.

—William H. Hunting is building a new saw mill at Huntingville, Que.

—Arthur Wallace is starting business at Granby, Que., as a lumber dealer.

—James Kaizer, general store and lumber, Conquerall Bank, B. C., is dead.

—A new saw mill has been built at Norland, Ont., by Stephens & Argue.

—Brown & Lamb, lumber dealers, Orford, Que., have registered partnership.

—Jacob Lawrence & Sons are erecting a new saw and stave mill at Watford, Ont.

—P. Genelle & Co. are moving their lumber yard from Nelson to Greenwood, B. C.

—Charles Macpherson, of Orillia, Ont., is in the market for 10,000 cords of stave bolts.

—The firm of Wells & Smirl, saw mill owners, Central Park, B. C., has been dissolved.

—Gordon & Son, of Wallaceburg, Ont., will likely rebuild the Selkirk mill next spring.

—The general store aud saw mill of John Grant at Aberfeldy, Ont., is offered for sale.

—The Rathbun Company are reported to have purchased the Bronson saw mill at Bancroft, Ont.

—Frank Jones, of Kemptville, Ont., has invented a machine for the purpose of making boxes.

—The Collins Inlet Lumber Company have built a new boat, which is said to have cost about $12,000.

—James A. Kelley, of Vinton, Que., is building a saw mill on Bernard Creek, in the township of Litchfield.

—The Wicker-Work Manufacturing Company, Limited, Barrie, Ont., has been granted a provincial charter.

—The McKee Machinery & Lumber Co., of Ottawa, Limited, has been incorporated, with a capital of $15,000.

—The Magann-Fawke Lumber Company, Limited, has obtained an Ontario charter, with head office in Toronto.

—The Midland Box Shook & Planing Company have ately purchased the Cook property at Dollartown, Ont.

—Detroit capitalists are understood to have decided upon the erection of a large match factory at Windsor, Ont.

—Fulton Bros.' saw mill at Fingal, Ont., was destroyed by fire recently. The loss was $5,000, with no insurance.

—Bucknam Bros., of Severn Bridge, Ont., are reported to have purchased a timber limit in the vicinity of Whitney.

—W. J. Rhodes is about to erect a saw mill for custom work on the eighth concession of Raleigh, Kent county, Ont.

—W. F. Barnhill, of Fairville, N. B., has removed his shingle mill to Canterbury, where it will be operated all winter.

—A. McPherson & Company, of Longford Mills, Ont., have built a shingle mill about four miles south of Ravensworth.

—The incorporation is announced of the Yale Columbia Lumber Company, of Greenwood, B. C., with a capital of $500,000.

—H. F. Eaton & Sons have repaired one of their saw mills at Milltown, N. B., which has been closed down for two years.

—Goodwillie & Page, saw mill owners, Fonthill, Ont., have dissolved partnership, Mr. Goodwillie continuing the business.

—It is reported that a Lindsay firm has purchased a site at Norland, Ont., with the intention of erecting a water power saw mill.

—W. D. Mace, of Tamworth, Ont., has completed a new saw mill, fitted with machinery supplied by Madison Williams, of Port Perry, Ont.

—J. D. Sowerby, of Oak Bay, Que., is putting up a mill at Point Le Garde, and intends operating a rotary and two shingle machines.

—The Conger Lumber Company intend to thoroughly overhaul their mill at Parry Sound and to put in machinery of the latest design, including a band saw. Electric lighting will also be introduced.

—The Beaumont Mills Company, of Beaumont, N.W.T., has been incorporated, and will operate grist and saw mills. The capital is $4,000.

—It is understood that the mill of the Digby Manufacturing Company at Digby, N. S., which was destroyed by fire in October, will be rebuilt.

—The Laing-Ritchie Company, of Essex, Ont., have decided to establish a factory in Chatham. They manufacture handles and bent goods.

—T. F. Cockran and J. H. Stevens are building a flour mill at Edmundston, N. B., and it is reported that they intend putting in some shingle machines.

—The Victoria Harbor Lumber Company are said to have decided to erect a new saw mill this winter at Victoria Harbor, Ont., to contain two band saws.

—A saw mill at South River, Ont., formerly owned by the late S. McAdam, has been purchased by W. A. Connolly, who will run on custom work this winter.

—James Playfair & Company, of Midland, Ont., have purchased additional water frontage, and it is stated that a new saw mill will be erected on the property.

—The machine wood-workers in connection with the different saw mills and wood-working factories in Vancouver, B. C., are taking steps to form an association.

—The Parry Sound Lumber Company purpose making very extensive improvements to their mill at Parry Sound, and it is said that a wood-working factory may also be built.

—It is rumored that Munro & Ebert, who are now operating on the old Howry limit at Bay Finn, are considering the erection of a saw mill in the vicinity of Little Current, Ont., next year.

—The Hunting saw mill property at Huntingville, Que., has been purchased by F. Laroche & Company, of Coaticook. It is said that the new owners purpose putting in some pulp wood barkers.

—The new saw mill under construction at Kamloops, B. C., by John Shields will be completed at an early date. The mill will be two stories, 30 × 165 feet, with a capacity of 30,000 feet in ten hours.

—It is announced that McLaren & McLaurin, of East Templeton, Que., have bought a timber limit on the Coulonge river, and that they intend building a large addition to their saw mill this winter.

—Millers' Tanning Extract Co., of Millerton, N. B., make on an average 325 barrels of hemlock extract per week. Forty-five cords of hemlock bark are consumed daily in making the extract.

—J. J. Long, of Collingwood, and Alexander McDougall, of Duluth, are making arrangements to establish a modern ship-building plant at Collingwood. The ratepayers have been asked to grant a bonus of $50,000.

—Two cases of tamarac gum were recently shipped to England by Thos. Southworth, clerk of forestry for Ontario. If found satisfactory, it is expected that there will develop a considerable trade in this commodity.

—Negotiations are believed to be in progress between British importers and Canadian manufacturing firms looking to the manufacture on an extensive scale of broom handles, wash boards, etc., for the British market.

—The Department of Interior at Ottawa want bids by Monday, December 4th, for a license to cut timber on berth No. 867, comprising eight square miles adjacent to English Lake and Lake Winnipeg, in the province of Manitoba.

—G. A. White, A. E. Connell, J. S. Creighton, and John Donnelly, of Woodstock, and Geo. W. Upham, of Fredericton, have organized the Meduxnikik Lumber Co., Limited, with a capital of $10,000 and head office in Woodstock, N. B.

—T. A. Cuddy, of Minnedosa, Man., one of the most widely known retail lumber dealers in the west, has sold his lumber business at that place to J. F. Boyd. It is reported that Mr. Cuddy has purchased an interest in a lumber mill on the coast and will reside there in future.

—The Metegama Lumber Company, Limited, has been incorporated, with a capital of $100,000 and directors as follows: W. J. Sheppard, Waubaushene; Angus McLeod, Bracebridge; J. J. McNeil, Toronto; Geo. McCormack and T. H. Sheppard, Orillia. The head office will be in Orillia.

—The "White" mill of the Longford Lumber Company at Gravenhurst, Ont., was operated steadily this season from the 15th of July to the 31st of October, sawing 8,000,000 feet of lumber. The mill contains two Prescott band mills manufactured by the Wm. Hamilton Company, of Peterborough.

—Official reports sent out by the forestry division of the Department of Agriculture, the Mississippi Valley Lumberman says, show that the entire standing timber supply of the United States is in round numbers 2,300,000,000,000 feet, and that the annual cut is 40,000,000,000. Therefore, the entire lumber supply of the country will be extinct in fifty years. As about half of the whole supply is on the Pacific slope, all the available timber east of the Rocky Mountains will have vanished in about thirty years.

—Riendeau vs Chambly Manufacturing Company was a case heard in Superior Court at Montreal. The plaintiff was proprietor of a flour and saw mill at Richelieu, opposite Chambly, and alleged that the defendant had not furnished the power agreed upon, for which he claimed damages. The defendant pleaded that if the power was not furnished in time it was because the plaintff was not ready to receive it; further, that his building was too cold and that if he suffered loss and damage for want of the power which defendant could have furnished, the damages did not exceed $500. The court decided that plaintiff was entitled to the sum of $5,426,28, for which judgement was given.

## PERSONAL.

On October 25th the marriage took place of Capt. J. J. Sharples and Miss Florence White, of Quebec. The groom is a son of the late Chas. Sharples, and a nephew of Hon. John Sharples, M.P.P.

Mr. E. C. Grant, manager of the Ottawa Lumber Company, left for Europe on November 13th, sailing from New York by the steamer Oceanic. Mr. Grant will be absent until about the middle of January in the interests of the European business of his company.

Mr. J. W. Blair, of Orillia, who has been purchasing agent in Ontario for McCaffery & Farwell, of Oswego, buyers of telephone poles, has resigned his position, to become secretary of the Spanish River Pulp & Paper Co., a concern recently organized to build pulp and paper mills on the Spanish river.

Hon. J. A. Cockburn, Agent-General for the British colony of South Australia, was a recent visitor to Toronto. Mr. Cockburn attended the Trades Congress in Philadelphia, and came to Toronto with the view of advancing the commercial relations between the Antipodes and the Dominion. His place of residence is London, England, where he occupies an exactly similar position as the High Commissioner for Canada.

Mr. E. F. Stephenson, Dominion Crown Timber Agent, with headquarters at Winnipeg, has returned from the Yukon, where he went to inspect the Crown timber offices located at Dawson. Mr. Stephenson says that the government is pursuing the policy of reserving all timber upon gold-bearing streams for the use of miners. The timber is all spruce, and the logs run from 12 to 24 inches in diameter. Mr. Stephenson will make a report to the government.

## THE HASTINGS SHINGLE MANUFACTURING COMPANY.

A similarity of names caused us to refer in our October issue to the late Archibald McNair as head of the Hastings Shingle Manufacturing Company, of Vancouver, B.C. This was an error. The Hastings Shingle Manufacturing Company is composed of Messrs. James A. McNair and Robert McNair. The company are manufacturers of red cedar shingles, lumber, etc., with mills at Vancouver and Hastings, in British Columbia, and at New Whatcom and Goshen, in Washington. The daily shingle capacity is 600,000, and the dry kiln shingle capacity 6,000,000. The head office of the company is at 432 Westminster avenue, Vancouver. The late Archibald McNair had but one mill, located at Hastings, B.C.

The November Cosmopolitan will bring pleasant recollections to the millions who saw the recent Dewey celebrations in New York, and will give other millions the first adequate idea of those remarkable days. It contains a very fine collection of pictures of scenes in the metropolis when the Admiral was welcomed home.

## TRADE NOTES.

The Lillie foundry at Perth, Ont., has passed into the hands of the James Bros. Foundry Company.

The Ottawa Saw Works Company are introducing new capital into their business. A joint stock company will be formed, and in all probability new works will be erected in Hull.

The Lloyd Manufacturing Co., of Kentville, N.S., have shipped a saw mill outfit to the Indian Reserve Agency, North-west Territory. Trial shipments of saw-milling machinery are in prospect to Newfoundland and Australia.

The Waterous Company, of Brantford, last month shipped to the Keewatin Lumber Company, at Keewatin, Ont., a No. 3 Allis band mill, with No. 2 Reliance log carriage, four head blocks, and a No. 1 extra heavy friction feed works.

Mr. James W. Woods, manufacturer and agent for lumbermen's supplies, Ottawa, has decided to erect a five story building in that city. The basement will be used as a store room for heavy goods and the offices and show rooms will be situated on the first floor, while the second and third will be used for storage purposes. The fourth and fifth stories will be fitted up as a factory.

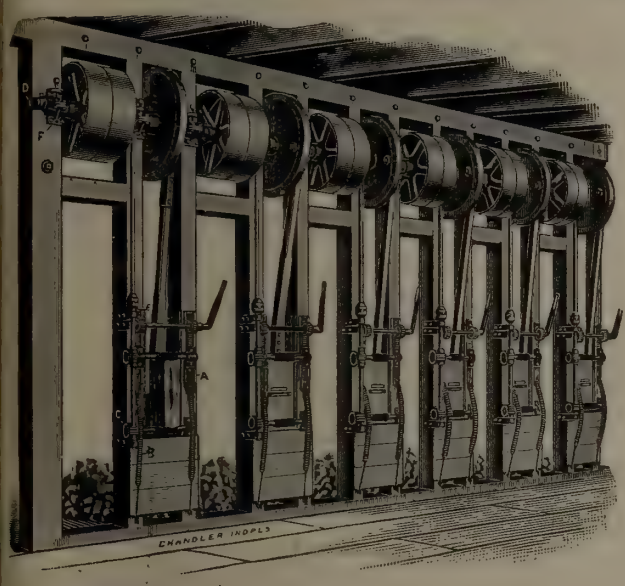
We were pleased to notice above the entrance to No. 30 Wellington street east, Toronto, a sign bearing the familiar name of F. E. Dixon & Co. Enquiry elicited the fact that Mr. F. E. Dixon, who was for many years engaged in the manufacture of leather belting in Toronto, has resumed business in the same line. The firm have been appointed agents for Messrs. S. E. Norris & Co., manufacturers of leather and leather belting, London, Eng. (established 1775). Mr. Dixon reports that some of his old customers have already found their way back to him, and he hopes to see others, in addition to many new ones.

A recent issue of the Galt Reformer contains an account of an oyster supper tendered to their employees by Messrs. James Warnock & Co., of that town, the well known manufacturers of lumbermen's axes, cant hooks, peevies, etc. The event is regarded as one of the most significant which has taken place in that town, marking the cordial relations existing between capital and labor. Fifty-five years ago the business was established. It is now one of the most progressive in Canada, employing about one hundred hands, some of whom have been in the employ of the company thirty years, and many of them over twenty years. Mr. James Warnock, the head of the firm, died last year, and the business of the firm was placed in the hands of Mr. F. H. Hayhurst.

## "WANTED AND FOR SALE."

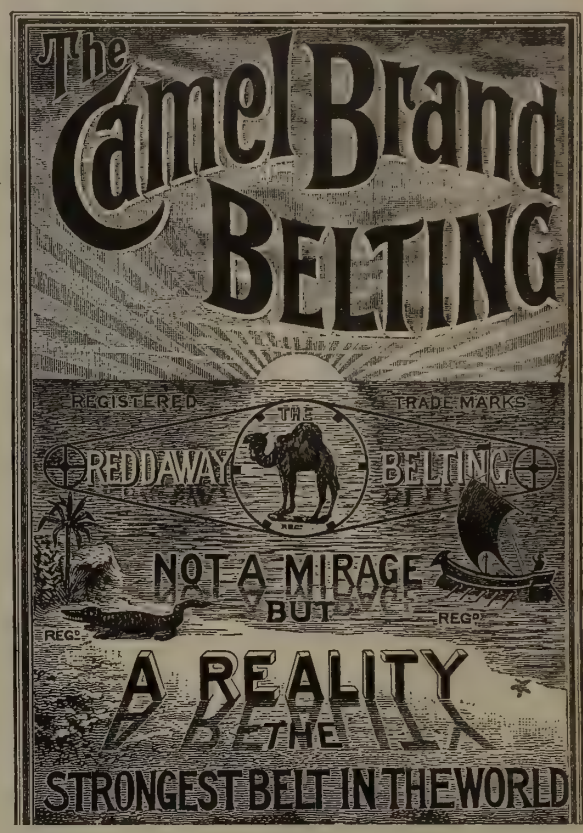
Persons having for sale or wishing to purchase a particular lot of lumber, a mill property, timber limits, second hand machinery, etc., in fact, anything pertaining to lumbering operations, will find a buyer or seller, as the case may be, by placing an advertisement in the "Wanted and For Sale Department" of the CANADA LUMBERMAN Weekly Edition. Testimonials to the value of this department by those who have given it a trial state that the results of advertisements were frequently better than anticipated. The cost is comparatively small. Mill owners might, with profit to themselves, make use of this method of advertising their stock to a still greater extent.


# The Best Excelsior Machine in the World

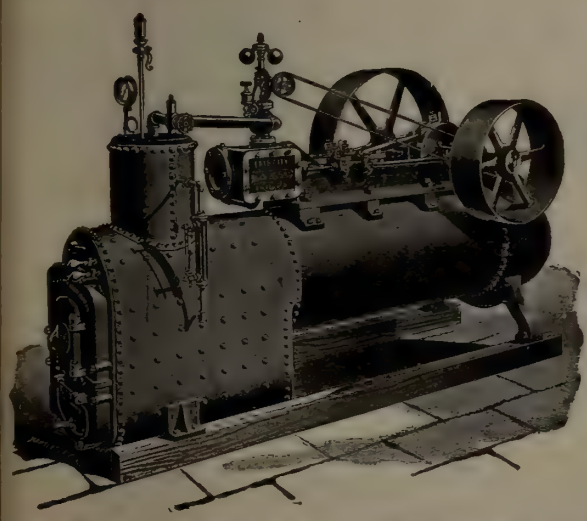


When two or more knives are run with one belt, all must stop when the belt is stopped to set bits or from any other cause. Our Machine has a belt for each knife, hence but one knife stops at a time. This great advantage should not be overlooked by purchasers. Time is money. Our Machine cuts more excelsior in a given time than any other machine. Get our circulars and prices.

**Indianapolis Excelsior Manufactory**
INDIANAPOLIS, IND.




None Other Genuine
**W. A. Fleming & Co.** 57 St. Francois-Xavier Street MONTREAL
.. SOLE AGENTS ..

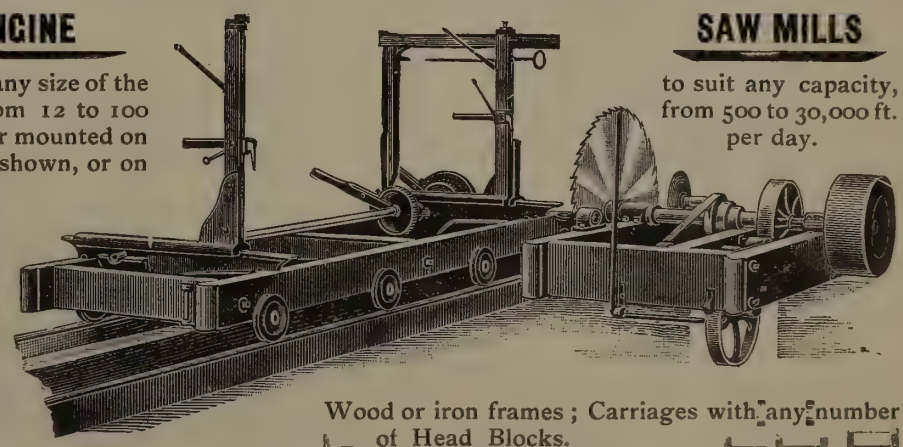


**PORTABLE ENGINE**

We can furnish you any size of the above style Engine from 12 to 100 H.P., either on Skids or mounted on wheels with Engine as shown, or on separate Frame.

• • •

Also Engines, Boilers, Double Edgers, Trimmers, Top Saw Rigs, Log Jacks, Niggers, Shafting, Pulleys, Gears, Saws, etc. We can save you money. Let us quote you prices. Catalogues free.



**SAW MILLS**

to suit any capacity, from 500 to 30,000 ft. per day.

Wood or iron frames; Carriages with any number of Head Blocks.

**ROBT. BELL, JR.,** Box 35, HENSALL, ONT.

EST. 43 YEARS
THE J.C. McLAREN BELTING COMPANY
OUR EXTRA BRAND
TORONTO · FACTORY AT MONTREAL · WINNIPEG · E.R. COLEMAN
STOCK ALSO IN VANCOUVER

# WOOD PULP DEPARTMENT

## MACHINERY FOR PULP MILLS.

WITH the development of the pulp industry in Canada there has arisen much interest in the question of mill equipment, and the relative merits of Canadian and United States machinery have been discussed. The Paper Mill, of New York, contends that for machinery to equip pulp mills, and for structural material for the building of such mills, Canada is almost dependent on the United States, and that the advance in the prices of iron and steel has been so great that the cost of structural material and machinery has been greatly advanced. This journal states that the new mills cannot be built in Canada at present nearly as cheap as they could have been built six months or a year ago, and that if erected they could not compete with some of the older mills which were built with less money.

The statement as to the increased cost of building pulp mills is probably in a measure correct, but that Canada is dependent upon the United States for machinery with which to build pulp mills is a statement to which we take exception. As a proof, we might point to the Masterman pulp mill at Chatham, N.B., which was built entirely of machinery manufactured in Canada. There are several large and responsible firms engaged in the manufacture of pulp machinery, and to some of these the CANADA LUMBERMAN submitted the statements published in the Paper Mill. Their replies will be found below :

AMHERST, N.S., Nov. 15, 1899.

DEAR SIRS,—We do not think it is correct that Canada is almost entirely dependent, or to any extent dependent, upon the United States for pulp machinery, as there are a large number of concerns making this class of machinery in Canada. The large increase in the cost of iron and steel materials will no doubt increase the cost to some extent, especially for sulphite mills, which use large digestors, etc., made of heavy boiler plate, which has about doubled in price.

The machines for mechanical pulp making have not increased in cost to any great extent. We manufacture grinders, wet machines, etc., suitable for mechanical pulp, and have not increased the price more than perhaps 10 or 15 per cent.

Yours truly,
ROBB ENGINEERING COMPANY.

---

LONDON, CANADA, Nov. 14th, 1899.

DEAR SIRS,—Yours of the 11th instant to hand, in reference to pulp mill machinery. We are only interested in the manufacture of pulp digestors, such as shown by blue print enclosed, having made several of them for the Dominion Pulp Co., Chatham, N.B.

Yours truly,
E. LEONARD & SONS.

---

TORONTO, ONT., Nov. 22nd, 1899.

DEAR SIRS,—With regard to the subject matter of your letter we may say that the word "machinery" is a very large one, as a pulp mill equipment includes a very large variety of different items of machinery. We presume that your enquiry has particular reference to the pulp mill machinery that we manufacture, and from this standpoint we shall be very glad to go into details.

With reference to the general subject, we may say that so far as we are aware, several firms in Canada are now manufacturing a considerable portion of the pulp mill machinery, and we may mention among these : The Wm. Hamilton Mfg. Co., Peterborough ; John Bertram & Son, Dundas ; and the Waterous Engine Works Co., Brantford.

As to the advance in price of iron and steel causing an increase in the cost of such machinery, that is undoubtedly true, but that this cost has arrested the tendency to proceed with the proposed pulp mill projects is not, we think, a well founded statement. In this particular, our general lines have been advanced in prices from 10 to 15 per cent., owing to the advance in cost of both labor and material, as the price of pig iron, bar iron and other raw material has practically doubled in the last few months.

Yours truly,
THE NORTHEY MFG. CO., Limited.

SHERBROOKE, QUE., Nov. 15, 1899.

DEAR SIRS,—We do not agree with the statement quoted, viz., that for machinery to equip pulp mills Canada is almost entirely dependent upon the United States. A mill for the production of ground wood pulp can be entirely equipped by means of Canadian-made machinery, the only items necessary to procure from the United States being the stones for the grinders. Within the past three weeks we have prepared specifications for two ground wood mills, and with the exception of the stones for grinders as mentioned, every item will be built in Canada, or the product of Canadian firms.

It is true that for the latest practice in these lines we depend somewhat upon our observation of American methods, and some of the machines are built by us under the rights of American patentees and in strict accordance with plans furnished by them, but this does not alter the fact that it is possible to build a mill in Canada and equip it entirely with Canadian-made machinery ; in fact, we think the Canadian paper trade, as well as the pulp manufacturers, have abundant opportunity for putting the matter to the test, as pulp mill machinery is manufactured to a greater or less extent by the following Canadian firms : John Bertram & Sons, Waterous Company, E. Leonard & Sons, Robb Engineering Co., Carrier, Laine & Co. I. Matheson & Co., Richard Smith, Polson Co., and there may be some others that escape our notice at the moment, who are engaged in this line of manufacture, in addition to ourselves.

With regard to soda pulp mills the foregoing holds good, but with sulphite mills the case is somewhat different, although in the main the statement holds good. With the exception of some of the patented digestor linings and special apparatus in connection with sulphite plants, the bulk of the items of plant for such equipments is manufactured in Canada, or will be built to specification by Canadian manufacturers. In cases under observation where machinery for pulp mills has been procured from the United States, it has seemed to us more the result of the influence of American directors of the companies concerned than any great difference in the merits of Canadian and American machinery.

The cost of materials has compelled an increase of prices ranging from 10 to 25 per cent. or more on all classes of machinery, but in our observation it has not resulted in any postponement or deferring of proposed pulp mill projects in this country. We have as many inquiries and orders under way in this branch as we had a year or so ago, if not more, and the tendency seems to be to place orders for immediate construction in anticipation of a further rise in the price of materials.

With reference to late improvements in machinery, we might refer to the new type of grinder made in the United States by the Ticonderoga Machine Works, Ticonderoga, N.Y., under the name of the Cedar Point Foundry Pattern, and by us in Canada under the name of the Port

J. D. SHIER
MANUFACTURER OF
Lumber, Lath & Shingles
BRACEBRIDGE, ONT.

TELEPHONES
Send for our Illustrated Catalogue and Price List of
"UNIQUE" TELEPHONES
For Main Line and Warehouse Use.
Only Telephone made that does not get out of adjustment. Satisfaction guaranteed.
Sold outright at low prices. No exorbitant royalties.
SOLE MANUFACTURERS
JOHN STARR, SON & CO., LIMITED
P. O. Box 448, HALIFAX, N. S.

GEO. T. HOUSTON & CO. CHICAGO, ILLS.
HOUSTON BROS. CAIRO, ILLS.
HOUSTON BROS. BIGBEE, MISS.
HOUSTON BROS COLUMBUS, MISS.
EXTRAORDINARY
We are cleaning up numerous yards in connection with our Mills in the South, to make room for next year's new cut.
Stock consists of all grades and thicknesses Hardwood Lumber, Yellow Pine and Cypress, including a big surplus of No. 1 and No. 2 Common Yellow Pine, Select and Common Cypress. All of the above a year and over dry.
If you are in the market for any kind of Hardwood Lumber, Yellow Pine or Cypress, or expect to be in the future, send us your enquiries. The stock has to be moved, and if we can pick your orders out of any of the lots referred to, we will quote you prices to save additional handling expenses.
Address all Correspondence to our Main Office :
Cable Address, "HOUSTON."
Lumberman's and A.B.C. Codes.
GEO. T. HOUSTON & CO.
CHICAGO, ILLS., U.S.A.

Henry grinder. Our American friends advise us of some very large orders filled by them for the International Paper Company, the latter company having adopted it for their new mills in various parts of the United States. We have also made improvements in the various details of our screens, presses and other machines, and increased our facilities for production. As regards power plants for this class of service, we have a large number of Croker patent turbines installed and giving very satisfactory results in pulp and paper mill work throughout Canada, and are prepared to contract for the entire equipment of ground wood pulp mills, including the buildings, when necessary, erected and fitted, ready for operation.

On the whole, we feel there is no good reason why Canadian pulp mill men should go outside of Canada for any portion of their equipment, so long as the facilities for obtaining machinery of latest design and thorough construction are so numerous as at present. Nearly every portion of Ontario and Quebec, as well as the lower provinces, are within easy shipping distance of some firm making this class of work a specialty to a greater or less extent.

Yours truly,

THE JENCKES MACHINE COMPANY.

**The above letters, we think, prove that there can be obtained in Canada first-class machinery for the equipment of pulp mills, and wherever machinery can be obtained at home of equal quality to that produced in foreign countries, the home industries should be given the preference.**

## BRITISH IMPORTS OF PULP.

FOR the nine months ending September 30th, 1899, Great Britain imported 116,164 tons of mechanical wood pulp from Norway, 29,431 tons from Canada, 1,624 tons from Sweden, 694 tons from United States, and 3,795 tons from other countries. The total is 164,708 tons, and the value £411,918, or about $12 per ton. It will be seen that Norway practically monopolizes the British market in mechanical pulp, although Canada is gradually forging ahead. Chemical pulp was imported into Great Britain during the corresponding period to the extent of 146,544 tons, of the value of £1,042,548, or about $35 per ton. From Norway there were received 67,014 tons, and from Sweden 55,623 tons, all the other countries sending less than 26,000 tons. The shipments from Canada of chemical pulp, as compared with 1898, show a decline.

E. A. Bremner, managing director of the Imperial Paper Mills Company, Sturgeon Falls, Ont., is now on a visit to England.

## EXTENSIVE PULP MILL FOR CANADA.

FOR some time it has been known that the Edward Lloyd Company, Limited, of London, England, have been looking to Canada as a promising field for exploitation. It is now reported that they have decided upon their venture, and that an extensive pulp mill will be erected on a site yet to be selected. The project is in the hands of Mr. John C. Morgan, of Niagara Falls, N.Y., who resigned as representative of the International Paper Company to accept this commission.

The company is understood to have options on four sites in Canada, two in the lower provinces, one north of Niagara Falls, and another further west. Mr. Morgan states that it is the intention at the inception to build a mill capable of turning out from 100 to 200 tons of pulp per day, and that water power of 50,000 horse power is required. It has been stated that the machinery for the mill has been ordered, but this report is denied. Early next spring it is expected that Mr. Frank Lloyd and his confidential agent, Mr. Neil Turner, will visit Canada for the purpose of completing final arrangements for the building of the mill.

## PULP NOTES.

The Jonquier Pulp Company, of St. Dominique Jonquier, Que., has been incorporated, with a capital of $40,000, to manufacture pulp and paper.

The Royal Paper Mills Company, of East Angus, Que., have decided to increase the capacity of their pulp mill, having put in two additional digestors and two new steam boilers.

The St. John Sulphite Fibre Company, of St. John, N.B., have closed a contract with an American paper manufacturer to supply 2,000 tons of pulp, to be delivered next season.

The ratepayers of Shipton have voted in favor of granting a bonus of $10,000 to A. J. Morrill, of Nicolet Falls, Que., to assist in building a pulp mill. Mr. Morrill owns a water power with 55 feet head.

It is now stated that British capitalists are interested in the proposal to build a pulp mill in the Ottawa valley. It is said that the mill will be located in the neighborhood of Chelsea or Ironsides, on the Upper Gatineau, and that the machinery has already been ordered, but this latter report is not confirmed.

It is reported that an English house has made contracts in Nova Scotia for the supply of 25,000 tons of pulp, to be delivered next year. There seems little fear of the pulp industry in Canada being overdone, as it is said that the present output of pulp in Canada does not represent over three per cent. of the total requirement of Great Britain.

A number of the citizens at St. Gedeon, St. Bruno and Nebertsville, Que., are considering the advisability of forming a company to build a pulp mill on the Belle Riviere.

It is reported on reliable authority that land has been purchased on the Capilano river, near Vancouver, B.C., on which to build a large pulp mill, and that the timber on the Capilano Park Company's property has been sold to the projectors of the enterprise.

The Sissiboo Pulp & Paper Company, Limited, have taken over the mill of the Sissiboo Falls Pulp Company and purchased some 20,000 acres of timber land on the Sissiboo river and its tributaries in Nova Scotia. It is the intention to at once construct a dam at Sissiboo Falls and erect another pulp mill large enough to bring the combined output of the two mills up to 12,000 tons of dry pulp per year. Mechanical pulp will be manufactured. Both mills will be connected by an electric railway with the tidal waters of the Bay of Fundy at Weymouth Bridge, where there are good loading berths with 18 feet of water. Chas. Burrill, of Weymouth, N.S. is the promoter of this project.

A company has obtained from the Ontario government a concession of 2,000 acres of Crown land in the townships of Dungannon, Monteagle, Carlaw, Raglan and Brudenell, along the Madawaska river. This property is said to be rich in corundum, and the company agree to spend $100,000 in development work within the next three years. It is expected that a market for the corundum will be furnished by the pulp industry, which will use the mineral in the form of grindstones. Corundum is said to be superior to all other abrasives for use in pulp mills, but the great cost has in the past precluded its use, $70 per ton being about the current value. But according to the Danish expert engaged by the above company, a plan has been devised by which it can be produced in the Madawaski district for $14 per ton.

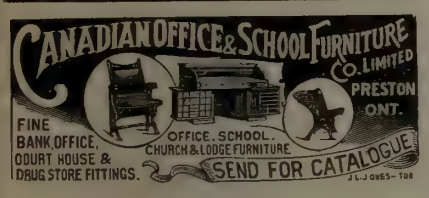
Incorporation has just been granted to the Spanish River Pulp & Paper Company, Limited, with a capital of $1,500,000 and head office in the city of Toronto. The company is composed of: W. J. Sheppard, Coldwater; T. H. Sheppard, Orillia; John J. McNeil, Toronto; Geo. McCormick, M.P., Uptergrove; Wm. Irwin, Peterboro'; Chas. McCool, Ottawa; James Playfair, Midland; Wm. Lummis, Spragge; Marshall J. Dodge, New York; Angus McLeod, Bracebridge; and A. R. Creelman, Toronto. A valuable water power on the Spanish River has been acquired, and at this point it is proposed to build large paper and pulp mills. It is expected that contracts will be awarded at an early date for mill construction and plant, although active work may not be commenced before the early spring. Judging by the personnel of the company, this project gives promise of developing into one of the most extensive pulp and paper industries in Canada.

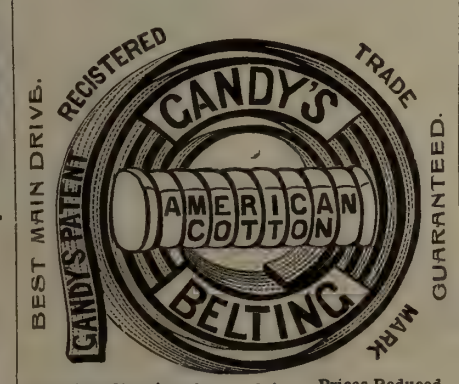

**TOWER & WALLACE**

ASHLEY B. TOWER, M. Am. Soc. C.E.
CONSULTING ENGINEER.

Broadway and 25th St. - NEW YORK

ARCHITECTS AND ENGINEERS
PAPER AND PULP MILLS
MANUFACTURING AND
POWER DEVELOPMENTS






Sole Canadian Agents :-: Prices Reduced.
WATEROUS, BRANTFORD, CANADA.

Please mention this paper when corresponding with advertisers.

**CAMP SUPPLIES...**

We make a Specialty of all kinds Supplies for Lumber Camps.

**H. P. ECKARDT & CO.**

WHOLESALE GROCERS - Cor. Front and Scott St., TORONTO

**PULP AND PAPER MILL MACHINERY.**

CONTRACTORS FOR COMPLETE EQUIPMENT OF

**GROUND WOOD, SODA or SULPHITE PULP MILLS.**

We invite correspondence from those requiring anything of this nature. We build a full line of

Barkers, Chippers, Tanks, Digesters, Pumps, Jewell Filters, Conveying Machinery, Wet Presses, Screens, Screen Plates, Etc., Etc.

**OUR CROCKER TURBINE PLANTS** are driving some of the best mills in the Dominion.

Write for Circulars and Prices.

**THE PORT HENRY PULP GRINDER.**

With latest improvements; patented 1898.

Operation continuous and production large.

Most convenient in handling and thoroughly well built.

Ask for special bulletin No. 505.

The JENCKES MACHINE COMPANY.

*Branch Offices:*
*MONTREAL, TORONTO, RAT PORTAGE, ONT.*
*ROSSLAND, B.C.*

Head Office and Works:
36 to 40 LANSDOWNE ST.
SHERBROOKE, QUE.

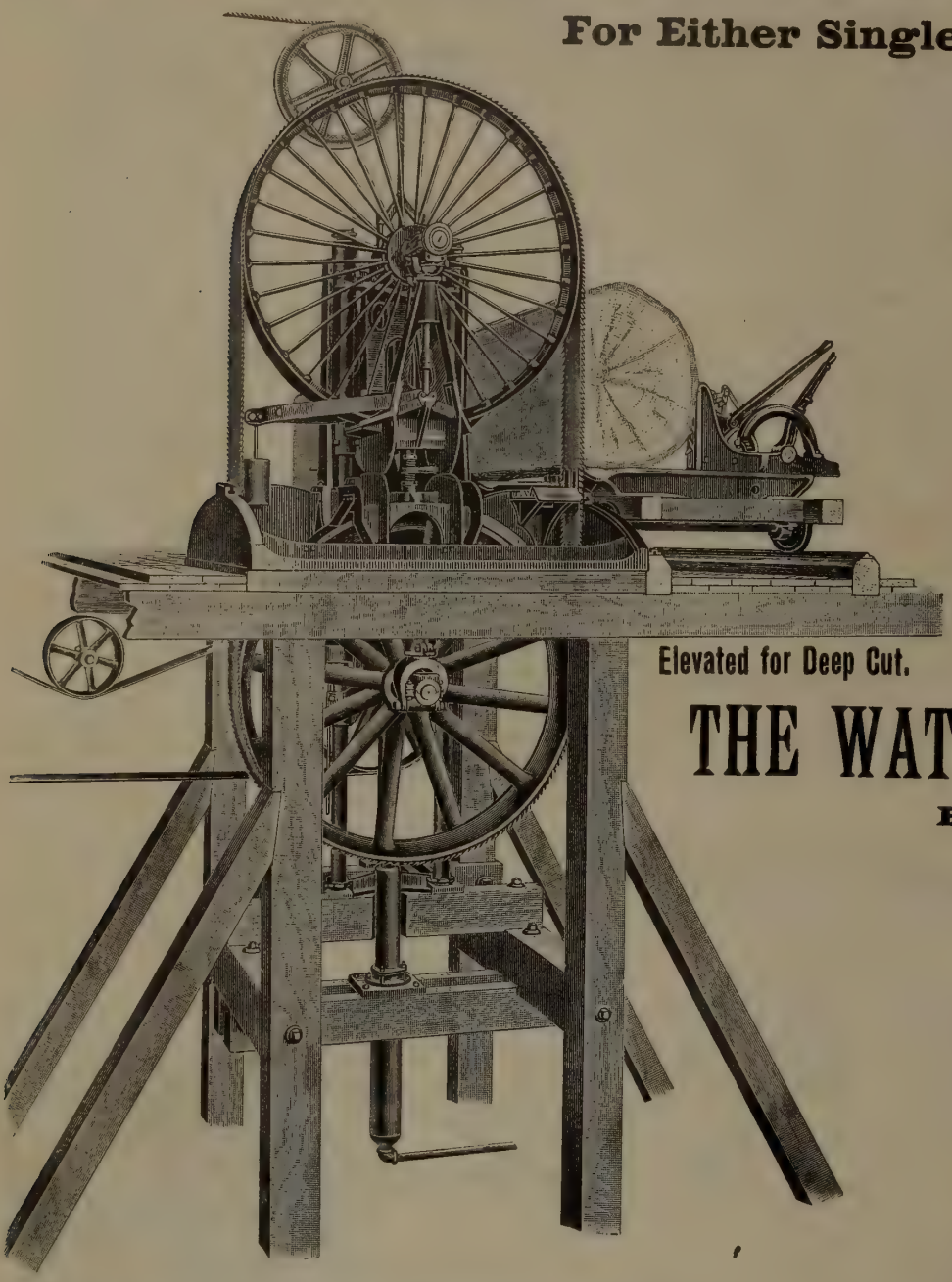
# New Allis Telescopic Band Mill

## For Either Single or Double Toothed Saws

Is built on correct mechanical principles.

This entire mill is moved vertically, so that the centre of the upper band wheel can be brought down close to the top of the smallest log, thereby having a saw shorter than a gang saw above the work on any sized log, thus doing away with upper guide.

The vertical movement keeps the surplus length of saw blade below instead of above the log. The upper wheel acting as the guide, insures the greatest possible rigidity of the saw, enabling the saw to stand more feed than on the ordinary band mill.



Elevated for Deep Cut.

Manufactured in Canada only by

## THE WATEROUS ENGINE WORKS CO.

BRANTFORD, CANADA

Lowered for Narrow 12" Cut.

## As a Double Cutting Mill

**No Offset**—carriage travels at uniform speed each way, saving rack and strain.

**Safer**—each side of saw cuts its own clearance.

**Smoother** lumber; teeth not cutting almost plane the lumber in passing.

**Saws**—last longer, require less work to keep in order—strain being equal on both edges.

**Increased Cut**—30 to 50% with practically no additional cost.

Adjustment to depth of cut quicker than operating the old guide.

J. D. Shier, Bracebridge, Ont., has run this mill as a double cutter night and day all season, and verifies the above statements. He is more than pleased, says no one can afford to cut lumber with any other mill.

The Rat Portage Lumber Co., Norman, Ont., have run it as a single cutter all season, and are especially well pleased.

PLEASE NOTE.—Our capacity is limited—even with increased facilities and very much larger force—we have been and are running to our utmost capacity. Prices are advancing in sympathy with the large and steady increase in raw materials.

To obtain earliest delivery—probably then later than desired—orders should be placed at once. Some recognizing this have already ordered Telescopic Bands for next year's work.

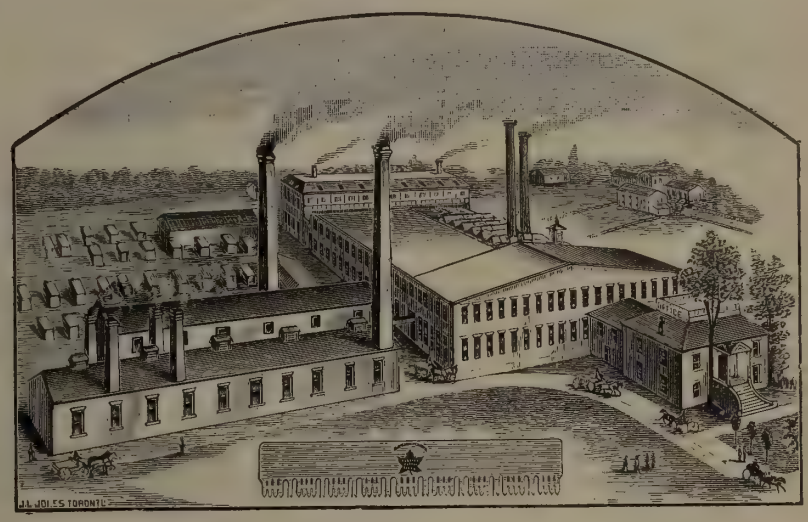
## WATEROUS, BRANTFORD, CANADA

# THE MAPLE LEAF SAW WORKS

Shurly & Dietrich
GALT, ONT.

Manufacturers of

**CIRCULAR SAWS**
**GANG SAWS**
**MILL SAWS**
**BAND SAWS**
**CROSS-CUT SAWS**



Manufacturers of

**HAND SAWS**
**BUCK SAWS**
**PLASTERING TROWELS**
**BUTCHER SAWS**
**STRAW KNIVES, &c.**

**GROUND THIN ON BACK**

| | |
|---|---|
| Save Labor | Save Gumming |
| Save Time | Save Files |

## This Saw Stands Without a Rival

AND IS THE

**FASTEST CUTTING SAW IN THE WORLD!**

Its Superiority consists in its Excellent Temper. It is made of "Razor Steel," which is the finest ever used in the manufacture of Saws. We have the sole control of this steel. It is tempered by our secret process, which process gives a keener cutting edge and a toughness to the steel which no other process can approach.

## Maple Leaf Saw Set

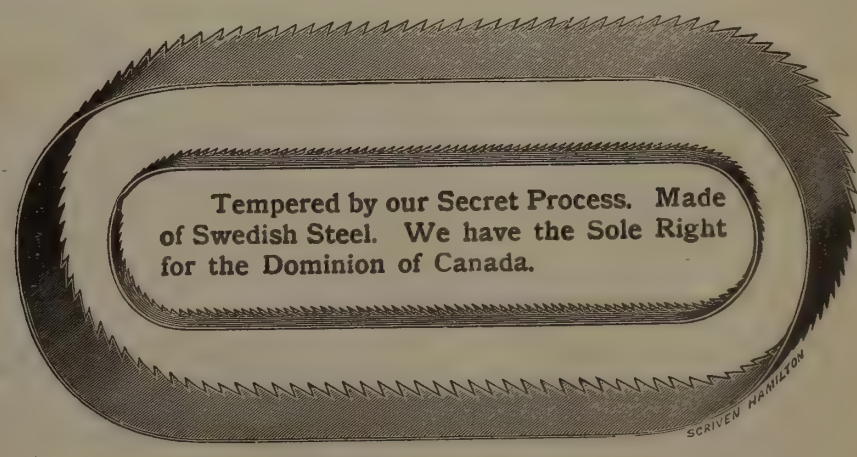
MANUFACTURED BY

**SHURLY & DIETRICH, Galt, Ont.**

**Directions.**—Place the set on the point of tooth, as shown in the accompanying cut, and strike a very light blow with a tack hammer. If you require more set, file the tooth with more bevel.

If you follow directions you cannot make a mistake Be sure and not strike too hard a blow, and it will set the hardest saw. **On receipt of 40 cents we will send one by mail.**

We are the only manufacturers in the world who export Saws in large quantities to the United States.




We Manufacture

# HIGH GRADE BAND SAWS

of All Widths and Lengths.

These Saws are made of Refined Swedish Steel imported direct, and tempered by our Secret Process; for Fine Finish and Temper are not excelled.

## John A. Bertram

LUMBER INSPECTOR
. . . AND SHIPPER . . .

*Office: Room 35 Land Security Chambers*
*TORONTO, ONT.*

## RAILS FOR TRAMWAYS

NEW AND SECOND-HAND STEEL AND iron rails for tramways and logging lines, from 12 lbs. per yard and upwards; estimates given for complete outfit.

JOHN J. GARTSHORE,
83 Front St. West, Toronto.

OUR EXTRA HAND-MADE

## AXE

This Axe stands better in frosty weather than any axe made . . . Send for sample. Can supply any pattern.

CAMPBELL BROS.
Mnfrs.
St. John, N. B.

FRANK DENTON, Q.C. HERBERT L. DUNN.
W. MULOCK BOULTBEE.

## DENTON, DUNN & BOULTBEE

Barristers, Solicitors, Notaries, etc.

"Temple Building,"
Bay and Richmond Sts. - TORONTO.

ESTABLISHED 1849.
CHARLES F. CLARK, President. JARED CHITTENDEN, Treasurer.

## BRADSTREET'S

Capital and Surplus, $1,500,000.

*Offices Throughout the Civilized World*

Executive Offices:
Nos. 346 and 348 Broadway, NEW YORK CITY, U.S.A.

THE BRADSTREET COMPANY gathers information that reflects the financial condition and the controlling circumstances of every seeker of mercantile credit. Its business may be defined as of the merchants, by the merchants, for the merchants. In procuring, verifying and promulgating information, no effort is spared, and no reasonable expense considered too great, that the results may justify its claim as an authority on all matters affecting commercial affairs and mercantile credit. Its offices and connections have been steadily extended, and it furnishes information concerning mercantile persons throughout the civilized world.

Subscriptions are based on the service furnished, and are available only by reputable wholesale, jobbing and manufacturing concerns, and by responsible and worthy financial, fiduciary and business corporations. Specific terms may be obtained by addressing the company at any of its offices. Correspondence invited.

THE BRADSTREET COMPANY.

Toronto Office: Cor. Melinda and Jordan Streets.
Hamilton Office: No. 39 James Street South.
London Office: No. 365 Richmond Street.
Winnipeg Office: No. 398 Main Street.
Vancouver Office: Cor. Hastings and Hamilton Streets.
Victoria Office: Board of Trade Building.

THOS. C. IRVING, Gen. Mgr. Western Canada, TORONTO, ONT.

When corresponding with advertisers mention this paper.

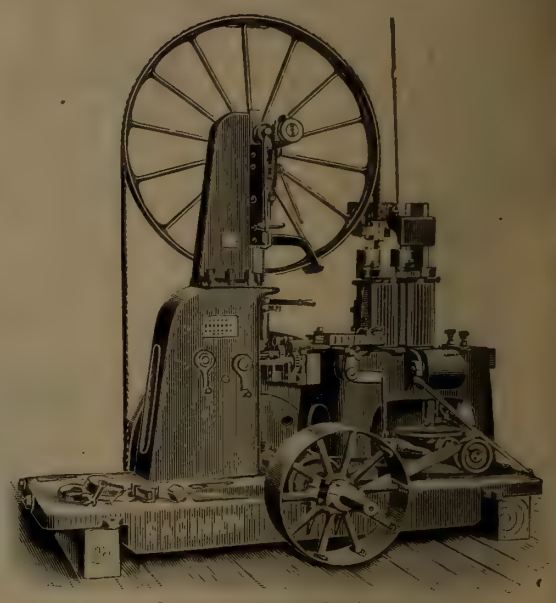
## FRICTION PULLEY BOARD

The BEST Article Known for the Purpose

MANUFACTURED BY..... THE DOMINION LEATHER BOARD CO'Y. - MONTREAL, QUE.

## 500 MERSHON BAND RE-SAWS

In Daily Use



SAGINAW BAND RE-SAW.

Buy Direct and get the GENUINE.

## W. B. Mershon & Co.

Saginaw, Michigan, U.S.A.

*The Leading European Lumber Paper*

## The Timber Trades Journal

Published Weekly by WILLIAM RIDER & SON, Ltd.,
14 Bartholomew Close, LONDON, E. C.

— SUBSCRIPTION: $5.00 PER ANNUM, POST FREE —

The "TIMBER TRADES JOURNAL" circulates in all European countries, the British Colonies, United States, &c., &c., and is a very reliable medium of publicity for all buyers and sellers of hardwoods. . . .

## E. LEONARD & SONS - London, Ont.

Makers of **ENGINES AND BOILERS**

If you need Steam Power, write to us, stating your requirements, and we will quote you prices. . . . .

**For any purpose, and of any Power For Lumbermen and Others**

We make Several Styles, but only One Grade—THE BEST.
**Write for Catalogue No. 35a.**

OUR

## Cant-Hooks and Peavies

Are unequalled by anything on the Market.

EVERY ARTICLE FULLY GAURANTEED.

## JAS. WARNOCK & CO.

GALT, ONT.

TO BELT USERS:

Try Our . .

BRANCHES:
TORONTO, 88 Bay St
'Phone 374.
OTTAWA, Spark St.

GENUINE

## ENGLISH OAK-TANNED BELTING

## Lancashire Hair Belting

D. K. McLAREN, MONTREAL

McEachren's

# PROGRESSIVE LUMBER DRY KILN

Our Heaters and Fans are Economical with Steam and Power, are **Safe as a Fire Risk.** Plans and specifications furnished with each apparatus. . . . . .

Write for Prices and Particulars to

## McEACHREN HEATING & VENTILATING CO. - GALT, ONT.

## THE ROYAL ELECTRIC COMPANY

MONTREAL, QUE. Western Office : TORONTO, ONT.

Cable and Telegraph Address, "Roylectric."

MANUFACTURERS OF

# Electrical Machinery and Apparatus

. . . FOR . . .

**LIGHT and POWER**

SPECIAL ATTENTION GIVEN TO

**LONG DISTANCE TRANSMISSION OF ELECTRICITY**

FOR LIGHT AND POWER

ALSO FOR

## ELECTRIC PLANTS FOR MILLS

Distant water powers utilized and Mills lighted and operated safely.

CORRESPONDENCE SOLICITED.

# IT COSTS A CENT

To ask for our New Catalog. It tells how the "STANDARD" is built, and why it is the Kiln you should buy. Your name on a postal gets it.

## THE STANDARD DRY KILN

Best at any price—but costs no more than others. It dries every kind of forest products, and does it right. Is that the kind of a Kiln you want?

THE DRY KILN THAT DOES NOT Disappoint

## THE STANDARD DRY KILN CO.

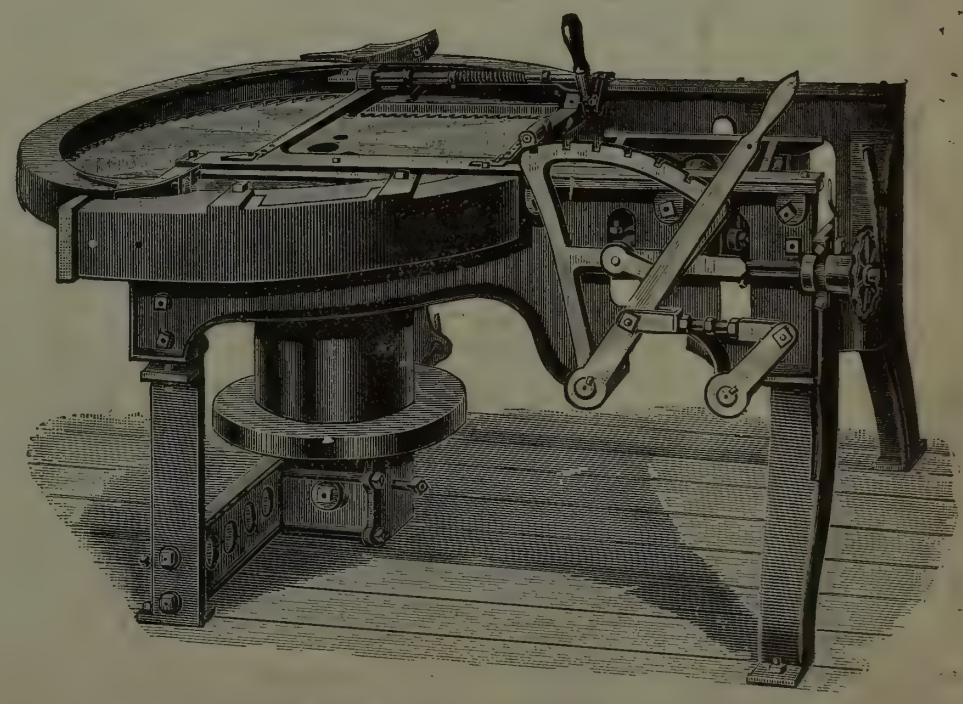
INDIANAPOLIS, IND.

# THE CANADIAN LOCOMOTIVE & ENGINE CO.

KINGSTON - ONTARIO

Manufacture

- Band Saw Mills
- Gang Saw Mills
- Circular Saw Mills
- Portable Saw Mills
- Shingle Mills
- Lath Mills
- Saw Filers, and all of F. J. Drake's Patents



DAUNTLESS SHINGLE AND HEADING MACHINE.

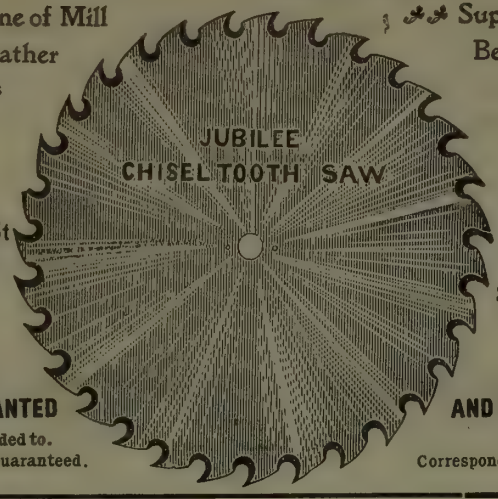
Size No. 1 takes Saws up to 42" diameter. Size No. 2 takes Saws up to 48" diameter. Capacity 25,000 to 50,000 per day.

Our Patterns are New and of Modern Design. We can give you a Complete Outfit and guarantee results. No trouble to quote prices.

# THE JAMES ROBERTSON CO., Limited.

Manufacturers of..... Saws of All Description

A Full Line of Mill Supplies, including Rubber and Leather Belting, Babbit Metal, &c., always carried in stock.




Head Office:
144 William St
MONTREAL

Factories at
MONTREAL,
TORONTO,
and
ST. JOHN, N.B.

ALL OUR SAWS FULLY WARRANTED
Orders promptly attended to.
Satisfaction Guaranteed.

CIRCULAR, GANG AND MILL SAWS A SPECIALTY
Correspondence Solicited.

# Galt Machine Knife Works

**MACHINE KNIVES** OF EVERY DESCRIPTION

FOR **Woodworking Machines**

...Send for Price List...

PETER HAY - - - - - Galt, Ont.

# SUPPLIES

OF ALL KINDS

Chains, Ropes, Axes, Files,
Bar Iron, Horse Shoes,
Peavy Cant Dogs.

# RICE LEWIS & SON

(LIMITED)

Cor. King and Victoria Sts. - TORONTO

Every Lumberman wants it — 35 cents buys it

## Scribner's Lumber and Log Book

BRIMFUL OF EVERY-DAY, PRACTICAL INFORMATION

Address: THE CANADA LUMBERMAN, Toronto

SAVES TIME SAVES MISTAKES SAVES MONEY

7 3 10

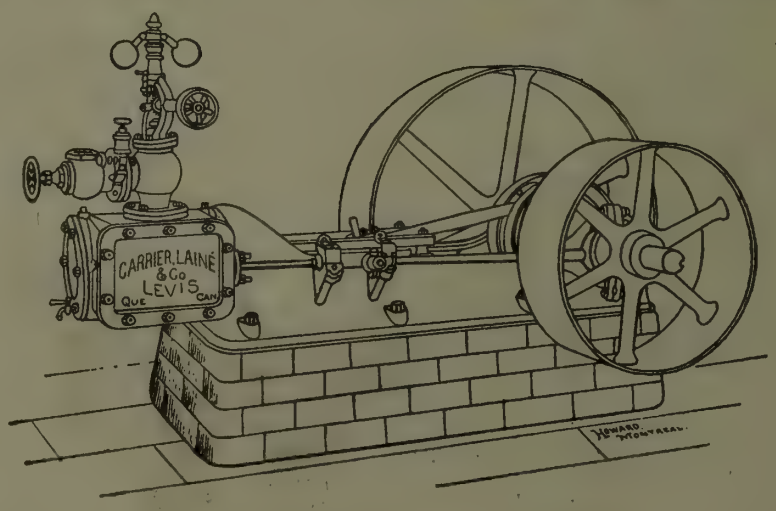
# "DEAD EASY"

But if that "3" represents Middlemen's commission on the Machinery you buy, you had better make a change and deal at headquarters.

**No better Mill Machinery is made in Canada or elsewhere than that supplied "DIRECT" from our Machine Shops.**

## Portable and Stationary Engines and Boilers

CIRCULAR SAW MILL PLANTS
GANG AND BAND SAW MILLS
SHINGLE MILLS, LATH MILLS
EDGERS,
PLANERS and
BUTTERS




**Modern Patterns in Every Line.**

**Tools, Belting and Supplies.**

We are equipped to build any special machine you may require.

IF YOU HAVE PLANT TO EXCHANGE GET OUR ESTIMATES

# CARRIER, LAINE & CO.,

LEVIS, QUE.

USE THE FAMOUS .. **PINK LUMBERING TOOLS**

Duck Bill Peavies, Round Bill Peavies, Finest Duck Bill Winter Cant Hooks

Cant Hook Handles, Peavy Handles } By Car Load or Dozen

Pike Poles, Skidding Tongs, Boom Chains

Lowest Prices ◎ THOMAS PINK ◎ PEMBROKE, ONT.